SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case Report

General Plan, Planning Code, and Map Amendments Initiation

HEARING DATE: MARCH 25, 2010

Date:	March 18, 2010
Case No.:	2007.0946EMTZ
Project Address:	**Candlestick Point and Hunters Point Shipyard**
Current Zoning:	RH-2 (Residential, House Two Family) RM-1 (Residential, Mixed Low Density) P (Public) M-1 (Light Industrial) 40-X Height and Bulk District OS Height and Bulk District
Block/Lot:	(see attached draft Map Amendment Ordinance)
Project Sponsor:	San Francisco Redevelopment Agency / Office of Economic and Workforce Development / Lennar Urban
Staff Contact:	Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org
Recommendation:	**Approval**

ACTIONS SCHEDULED FOR THIS HEARING

Initiation of General Plan, Planning Code, and Zoning Map amendments

(Other material is being forwarded to you in this packet for future consideration and action. Only the proposed Resolutions to initiate amendments to the General Plan, Planning Code and Zoning maps need to be considered for action at the March 25 hearing)

PROJECT DESCRIPTION

The proposed General Plan, Planning Code, and Zoning Map Amendments are to accommodate a large scale mixed-use, multi-modal development at Candlestick Point and Hunters Point Shipyard, referred to as the Candlestick Point-Hunters Point Shipyard Phase 2 Integrated Development Project (the "Project").

The Hunters Point Shipyard Phase 2-Candlestick Point integrated development project covers approximately 702-acres along the southeastern waterfront of San Francisco. In May 2007, the Mayor, the Board of Supervisors, the Agency Commission, and the two community-based advisory organizations, the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Redevelopment Project Area Committee, endorsed a "Conceptual Framework" for the integrated redevelopment of Candlestick Point and Phase 2 of the Shipyard (Phase 1 of the Shipyard is already approved and under construction). The Conceptual Framework envisioned a major mixed-use project,

including hundreds of acres of new and restored waterfront parks and open space, thousands of new units of housing including a robust affordable housing program, extensive job-generating retail and research and development uses, permanent space and renovated for the artist colony that exists in the Shipyard and a site for a potential new stadium for the 49ers on the Shipyard.

In April 2007, the Planning Department also entered into a Memorandum of Understanding ("MOU") between the City, the Planning Department, the Recreation and Park Department, the Mayor's Office, and the Redevelopment Agency ("Agency"). The MOU provides for the City and the Agency to cooperate with one another to facilitate the planning of Candlestick Point and Phase 2 of the Shipyard as one integrated development project consistent with Conceptual Framework.

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

Consistent with Conceptual Framework and Proposition G, the proposed land use and development program on the Shipyard and Candlestick Point include the following elements:

- 10,500 residential housing units, of which 31.86% (3,345) will be below market. The housing program includes the complete rebuilding of the Alice Griffith Public Housing Development, also known as Double Rock, to provide one-for-one replacement of existing units targeted to the same income levels as those of the existing residents and phased to ensure that residents have the opportunity to move directly to the new units.

- 2,500,000 sq. ft. of research and development uses including office and light industrial uses targeting emerging industries and technologies such as green technology.
- 150,000 sq. ft. of office and other commercial uses on Candlestick Point.
- 336 acres of new and restored open space and active recreation areas, which includes neighborhood parks within Candlestick Point and the Shipyard, new waterfront parks around the entire perimeter of the Shipyard connecting to the region's Bay Trail, and a major renovation of the Candlestick Point State Recreation Area with restored habitat areas and public access to the water. These park and open space areas cover nearly half the site's acreage and represent San Francisco's largest park development since Golden Gate Park.
- 635,000 sq. ft. of regional retail on Candlestick Point.
- 125,000 sq. ft. of neighborhood-serving retail on both the Shipyard and Candlestick Point.
- Permanent new and renovated space for the existing Shipyard artists as well as an arts education center.
- A 150,000 sq. ft. (220-room) hotel on Candlestick Point.
- A 10,000-seat performance venue on Candlestick Point.

- A new, 69,000-seat, world-class football stadium for the 49ers.
- New public and community facilities on both the Shipyard and Candlestick Point, including a new fire station on the Shipyard and space for an expanded police station or school on Candlestick Point.
- A 300-slip marina on the Shipyard.

The development of the Project will require substantial new public infrastructure, including new internal road systems and improved roads that would extend and connect the existing grid of the adjacent BVHP neighborhood to the Project site, transit centers and the creation of new connections to existing City transit centers, a low-pressure water system, a reclaimed water system, an auxiliary water supply system, separate sanitary sewer and storm drainage facilities, and trenches throughout the Project site to accommodate electrical, communication, and gas utilities. The Project is also targeting LEED Gold certification for Neighborhood Development for the entire development.

Should the 49ers choose not to relocate to the Shipyard, the Hunters Point Shipyard Redevelopment Plan allows for housing and additional research and development land uses to replace the stadium and associated parking lots. The Shipyard Redevelopment requires that in order for housing to be developed on the stadium site, any environmental conditions or restrictions placed on the property by the United States Navy, United States Environmental Protection Agency, California Department of Toxic Substances Control, and San Francisco Bay Area Regional Water Quality Control Board (the "Regulating Agencies") that would prohibit these uses would need to be removed by the Regulating Agencies. This permitted land use reflects the preferred non-stadium plan for the Project, which would shift 1,625 housing units from Candlestick Point to the stadium site, provides for 500,000 million square feet of additional research and development space on the stadium site, and slightly reduces the total open space on the Shipyard to approximately 222 acres for a total Project open space acreage of 321 acres.

The amendments to the Planning Code and General Plan would, in conjunction with the proposed amendments to the Bayview Hunters Point and the Hunters Point Shipyard Redevelopment Plans, update land uses at these two areas and implement the Project.

For a full description of the proposed project and its components, see the attached *Executive Summary of the Proposed Consolidated Redevelopment of Hunters Point Shipyard (Phase 2) and Candlestick Point* prepared by the Office of Economic and Workforce Development.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The land at Candlestick Point that is part of the Project is comprised of three main components: the existing 49ers Stadium and parking lot, the Candlestick Point State Recreational Area ("CPSRA"), and the Alice Griffith Public Housing site. There are also some privately owned parcels in Candlestick Point including parcels above the stadium along Jamestown Avenue, and across the expressway from the stadium parking lot.

The land at Hunters Point Shipyard that is part of the proposed Project is comprised of the closed naval shipyard excluding a portion of the upper elevations that have begun development as part of the Hunters Point Shipyard Phase I development.

EXISTING GENERAL PLAN, ZONING, AND REDEVELOPMENT PLAN DESIGNATIONS

Both Candlestick Point and Hunters Point Shipyard are in redevelopment project areas: Candlestick Point is within the Bayview Hunters Point Project Area, and Hunters Point Shipyard is within the Hunters Point Shipyard Project Area.

Candlestick Point. Candlestick Point was added to the Bayview Hunters Point Project Area in 2006 along with most of the Bayview neighborhood. It is referred to in the current Redevelopment Plan as the Candlestick Point Activity Node. Unlike most Redevelopment Plans in San Francisco the BVHP Area Plan uses the underlying zoning as implemented by the Planning Code and Planning Department. The Bayview Hunters Point Redevelopment Area is advised by the Bayview Hunters Point Project Area Committee, originally elected in 1995 when the City began to consider Bayview Hunters Point for redevelopment. The proposed amendment to the BVHP Redevelopment Plan will designate Candlestick Point as "Zone 1" of the project area, which will be implemented through the Redevelopment Plan and the associated Design for Development document and related plan documents. The Planning Code maps for Zone 1 will refer to the Bayview Hunters Point Redevelopment Plan.

Currently, the stadium, its parking lot, and most of the CPSRA are zoned P (Public). Alice Griffith Public Housing is zoned RM-1 (Residential, Mixed – Low Density). The Jamestown parcels are zoned RH-2 (House, Two-Family), and the parcels across the expressway from the stadium parking lot are zoned M-1 (Light Industrial). Much of this area had been designated within the Candlestick Point Special Use District when a rebuilt stadium and retail / entertainment complex were envisioned for the area. As a part of Proposition G, this special use district was removed. The M-1 parcels and parts of the CPSRA were also included within the Restricted Light Industrial Special Use District, which was established in 1995 to restrict particularly offensive industrial and heavy commercial uses.

Hunters Point Shipyard. Hunters Point Shipyard, on the other hand, is completely implemented by the Redevelopment Plan, associated Design for Development document, and other redevelopment related plan documents. The Shipyard has no zoning under the Planning Code. Instead, the Planning Code maps refer to the Redevelopment Plan. The Redevelopment Plan currently calls for a wide range of uses at the Shipyard including maritime, industrial, mixed-use, community facilities, and open space. These uses have been updated in the draft amendments to the Hunters Point Shipyard Redevelopment plan.

PROPOSED REDEVELOPMENT PLAN AMENDMENTS AND DESIGN FOR DEVELOPMENT DOCUMENTS

Drafts of the proposed amendments to the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans and the draft Design for Development documents for Candlestick Point and Hunters Point Shipyard have also been provided in the Commission packets. As a part of the Project approvals, the Commission will be required to make General Plan consistency findings for the Redevelopment Plan amendments. The Commission will also be required to approve the Design for Development documents. (No action on the Redevelopment Plans and Design for Development documents are required at the March 25 hearing.)

Redevelopment Plans

Amendments to the Hunters Point Shipyard and Bayview Hunters Point Redevelopment Plans are

necessary to address continue blight in the redevelopment project areas, increase the tax increment financing limits, revise the land use controls and clarify new impact fees imposed on the Project. The Planning code will refer to the Redevelopment Plans and Design for Development documents for all development controls.

Amendments to the Redevelopment Plans also clarify the obligations of the Project to contribute to impact fees that apply Citywide under the Planning Code.

The Redevelopment Plans, as proposed to be amended, require that the Project comply with Planning Code sections 295 (Recreation and Park Department property shading), and 320-325 (office allocation). Similar to Mission Bay, the amendment to the Hunters Point Shipyard Redevelopment Plan also provides that a portion of the research and development square footage entitlement be given priority for Planning Code 320-325 office space allocation with certain conditions. The Redevelopment Plans provide their own affordable housing requirements. Land use designations are determined by the Redevelopment Plans. The Bayview Hunters Point Redevelopment Plan designates Candlestick Point as Zone 1 and includes three land use districts: Candlestick Point Mixed-Use Residential, Candlestick Point Mixed-Use Commercial and Open Space. The Hunters Point Shipyard Redevelopment Plan includes six land use districts: Hunters Point Hill Residential District, Shipyard North Residential, Shipyard Village Central Cultural, Research and Development, Shipyard South Multi-Use and Shoreline Open Space District.

Design for Development Documents

All other development controls will be dictated by the Design for Development documents. The proposed Design for Development documents are organized in five chapters: chapters 1 and 2 lay out the project setting, the vision for the new neighborhoods, and the urban design and land use strategies used to meet the vision. Chapter 3 of each document describes the proposed development in its entirety including descriptions of the streets and open space. (Specific requirements for streetscape improvements and open space will be provided in separate a Streetscape Master Plan and Open Space Master Plan). The bulk of the development standards for the Project are laid out in documents' chapters 4 and 5. Chapter 4 describes building controls largely according to building type and land use, while Chapter 5 lays out development controls specifically by each character district. Development standards in these chapters address lot coverage, height, bulk, open space, parking, loading, setbacks, building sculpting, active frontages, minimum and maximum streetwall height, among many other controls. Work is ongoing between City staff and the Project developer regarding some of the details in the Design for Development document. The Redevelopment Plan amendments include a requirement that the Planning Commission approve any amendments to the Design for Development documents.

PROPOSED GENERAL PLAN, PLANNING CODE, AND MAP AMENDMENTS

The specific actions that are before you at the March 25, 2010 hearing are as follows:

1. Initiation of General Plan Amendments:

   BVHP Area Plan. Amendments to the existing Bayview Hunters Point Area Plan are updates in nature and do not propose any substantive changes to the Area Plan's objectives or policies. The changes are largely descriptive updates and account for the four years that have passed since the BVHP Area Plan was last updated and the subject

Project now being contemplated.

New Sub-Area and Area Plans. The proposed new Candlestick Point Sub-Area Plan and Hunters Point Shipyard Area Plan provide General Plan frameworks for the proposed Project drawing in themes from the General Plan's nine elements and describing the Project's objectives in their terms.

Amendments to the General Plan Elements. Proposed General Plan Amendments also amend most of the maps throughout the General Plan with new references to the maps provided as part of the Candlestick Point Sub-Area Plan and the Hunters Point Area Plan and the respective Redevelopment Plans.

2. Initiation of Planning Code Text Amendments. The proposed text amendments establish the Candlestick Point Activity Node Special Use District, the Candlestick Point CP Height and Bulk District, the Hunters Point Shipyard Phase II Special Use District, and the HP Height and Bulk District: Provisions under these new designations refer development and land use controls to the respective Redevelopment Plans and the Design-for-Development documents (discussed above).

3. Initiation of Zoning Map Amendments. The proposed map amendments designate parcels shown in Attachment X as belonging within the Candlestick Point Activity Node Special Use District and the CP Height and Bulk District; and parcels shown in Attachment X as belonging within the Hunters Point Shipyard Phase 2 Special Use District and the HP Height and Bulk District. (see attached draft Map Change Ordinance for list of parcels).

ENVIRONMENTAL REVIEW

The Draft Environmental Impact Report was published on November 12, 2009. City staff and the environmental consultants are currently working on the Comments and Response portion of the EIR. Certification of the EIR is scheduled to occur at the same time as other Project actions.

PUBLIC OUTREACH

Their are two separate advisory bodies for the Hunters Point Shipyard and Candlestick Point, the Bayview Hunters Point Project Area Committee ("PAC") and the Hunters Point Shipyard Citizens Advisory Committee ("CAC"). The Office of Economic Workforce Development has taken the lead on managing this project, working closely with Redevelopment Agency, and its ongoing public outreach. Over the past three years more than 200 public meetings have been held on various components of the project at meetings of the PAC, CAC, Planning Commission, Redevelopment Agency Commission, Recreation and Park Commission, Board of Supervisors and other interested citywide and neighborhood groups.

RECOMMENDATION:	**Approve Resolution to Initiate Amendments.**

Attachments:

For March 25, 2010 Action

Draft Resolution to Initiate General Plan Amendments
    Exhibit: Draft Ordinance for General Plan Amendments
Draft Resolution to Initiate Planning Code Text Amendments
    Exhibit: Draft Ordinance for Planning Code Text Amendments
Draft Resolution to Initiate Zoning Map Amendments
    Exhibit: Draft Ordinance to for Zoning Map Amendments
Maps of Proposed Special Use Districts and Height and Bulk Districts

Other Material for Information or Later Action

Executive Summary of the Proposed Consolidated Redevelopment of Hunters Point Shipyard (Phase 2) and Candlestick Point
Memorandum from the Redevelopment Agency transmitting draft Redevelopment Plan amendments
Draft Bayview Hunters Point Redevelopment Plan with proposed amendments
Draft Hunters Point Shipyard Redevelopment Plan with proposed amendments
Draft Candlestick Point Design-for-Development
Draft Hunters Point Shipyard Design-for-Development

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PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
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Planning Commission Resolution No.

HEARING DATE: MARCH 25, 2010

Date:	**March 18, 2010**
Case No.:	**2007.0946EMTZRU**
Project:	**Candlestick Point – Hunters Point Shipyard Phase 2 General Plan Amendments**
Block/Lot:	**Various. See Attached Maps**
Staff Contact:	**Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org**
Recommendation:	**Approval**

FORMULATING A RESOLUTION TO INITIATE AMENDMENTS TO THE BAYVIEW HUNTERS POINT AREA PLAN, THE TRANSPORTATION ELEMENT, THE RECREATION AND OPEN SPACE ELEMENT, THE COMMERCE AND INDUSTRY ELEMENT, THE LAND USE INDEX, ESTABLISHING THE CANDLESTICK POINT SUBAREA PLAN, THE HUNTERS POINT AREA PLAN ALONG WITH OTHER MINOR GENERAL PLAN MAP AMENDMENTS.

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

The Planning Department is proposing edits to the Bayview Hunters Point Area Plan, the Land Use Index, the Transportation Element and General Plan maps throughout the Elements, along with the establishment of the Candlestick Point Sub-Area Plan, and the Hunters Point Area Plan to accommodate the Candlestick Point Hunters Point Shipyard Phase 2 Development Project.

The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City's highest priorities.

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by the Yosemite Slough and South Basin. Together, they comprise about 702 acres, and make up the largest area of underused land in the City. This legislation creating the Candlestick Point Activity Node Special Use District, the Hunters Point Shipyard Phase 2 Special Use District, the 40/420-CP Height and Bulk District and the 40/370-HP Height and Bulk District, and the related rezoning and General Plan amendments, will implement the proposed consolidated redevelopment of the Hunters Point Shipyard Phase 2 and Candlestick Point ("the Project"). The areas within the Candlestick Activity Node Special Use District and the Hunters Point

Shipyard Phase 2 Special Use District together comprise the Project Site ("The Project Site"). As set forth in Proposition G, passed by San Francisco voters on June 3, 2008, the Project is designed to reconnect the Shipyard and Candlestick Point with the Bayview Hunters Point community and the rest of San Francisco and transform these long-abandoned waterfront lands into productive areas for jobs, parks and housing, including affordable housing. Expediting implementation of the Project will provide long overdue improvements to the Bayview Hunters Point community that will also benefit the City as a whole.

Hunters Point Shipyard

WHEREAS, Hunters Point Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyard was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy.

In planning for the redevelopment of the Shipyard, the City and the Redevelopment Agency worked closely with the Hunters Point Citizen's Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyard. The Agency has worked with the CAC and the community throughout the process of implementing revitalization activities regarding the Shipyard.

In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyard. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter.

Since its selection by the Redevelopment Agency, the Shipyard developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyard. In 2003, the Shipyard developer and the Agency entered into the Hunters Point Shipyard Phase I Disposition and Development Agreement (DDA), under which the Shipyard developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyard, of which approximately 30 percent will be affordable. The Phase I DDA also requires the Shipyard developer to create approximately 25 acres of public parks and open space on Parcel A.

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

In 2005, the Navy conveyed Parcel A to the Agency under the Conveyance Agreement, and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard developer to begin site preparation and infrastructure development for the construction of new housing and parks on Parcel A.

Candlestick Point

WHEREAS, Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice B. Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to $100 million of lease revenue bonds to help finance the proposed development of the new stadium.

In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

The Alice B. Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important component of the Project is to provide one-for-one replacement of Alice B. Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park land. The Recreation Area has the potential to be a tremendous open space recreational resource for the region and for the residents of Bayview Hunters Point. But it has not reached its potential due to limited State funding and a challenging configuration. The long-term restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

Integrated Development of the Hunters Point Shipyard and Candlestick Point.

WHEREAS, For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last four years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyard

Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

Accordingly, in May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard. The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard, and a site for a potential new stadium for the 49ers on the Shipyard.

In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyard developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase II of the Shipyard Redevelopment Plan, which extended the Shipyard developer's exclusive negotiating rights to cover Candlestick Point.

On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the project site or decide to build a new stadium elsewhere.

In October 2009, the State Legislature approved and the Governor signed and filed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2009 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

Since February 2007, the Project has been reviewed by the Bayview Hunters Point community and other stakeholders in over 200 public meetings, including those held before the PAC, the CAC, the Redevelopment Agency Commission, the Board of Supervisors, the Planning Commission, and other City commissions and in other local forums.

The Planning Commission will consider certification of the Candlestick Point – Hunters Point Shipyard Environmental Impact Report on or after May 6, 2010 prior to considering relevant amendments to the General Plan, Planning Code and Zoning Maps. It will also consider adopting California Environmental Quality Act Findings at that hearing.

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

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

A draft ordinance, **attached hereto as Exhibit A**, would amend the Bayview Hunters Point Area Plan, the Transportation Element, the Recreation and Open Space Element, the Commerce and Industry Element and the Land Use Index, along with various General Plan maps, and establish the Candlestick Point Subarea Plan and the Hunters Point Area Plan.

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

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in the draft ordinance, approved as to form by the City Attorney in **Exhibit A**, to be considered at a publicly noticed hearing on or after May 6, 2010.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on March 25, 2010.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

[General Plan Amendments – Candlestick Point Activity Node and Hunters Point Shipyard Phase 2 Projects.]

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

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

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

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

A. The proposed amendments to the San Francisco General Plan's Bayview Hunter's Point Area Plan, the Transportation Element, the Recreation and Open Space Element, the Commerce and Industry Element, the Land Use Index, adoption of the Candlestick Point Subarea Plan, and adoption of the Hunters Point Shipyard Area Plan will

facilitate the development of the Hunters Point Shipyard and Candlestick Point, as envisioned in the Hunters Point Shipyard Redevelopment Plan, the Bayview Hunters Point Redevelopment Plan, and the Conceptual Framework for their integrated development endorsed by the Board of Supervisors and the Mayor in May 2007 and approved by the voters through passage of Proposition G in 2008.

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

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

D. On _____, 2010, by Resolution No. _____, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR")

for the Candlestick Point – Hunters Point Shipyard Phase 2 revitalization project. A copy of Plannning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____.

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

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

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

Section 2. The Board of Supervisors hereby approves the following amendments to the Bayview Hunters Point (BVHP) Area Plan of the General Plan. These amendments are described generally below. The full text of the BVHP Area Plan with the additions and deletions marked is Exhibit A to this ordinance, which is on file with the Clerk of the Board of Supevisors in File No. _____.

The BVHP Area Plan is amended to update information from the 2006 edition and to reflect the change in nature of the Candlestick Point (CP) node and the new proposal for the second phase of the Hunters Point Shipyard (HPS) development.

Most notably, the Plan amendments reflect a desire to create a vibrant high-density mixed-use neighborhood at CP as a means to fully realize its shoreline location and to help in revitalizing the Bayview. With respect to HPS, the Plan amendments reflect the proposals for increased housing, research and development space, open space, and a potential location for the 49ers Stadium. While the BVHP Area Plan does not include HPS within its jurisdiction, HPS is discussed throughout because of its clear relationship with the Bayview. CP is largely discussed through separate subarea plans of the BVHP Area Plan. The current proposal for the Candlestick Point State Recreation Area (CPSRA) is recognized, notably the restoration of Yosemite Slough.

The figures in the BVHP Area Plan are amended as follows:

Figures

Remove Figure 1 and renumber all the figures going forward.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Harney Way

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

Section 4. The Board of Supervisors hereby approves the following amendments to the Recreation and Open Space Element:

POLICY 2.1

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

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

The San Francisco Recreation and Park Department currently owns and manages over 3,300 acres of open space. In addition, the State owns approximately 171 acres at

Candlestick Point State Recreation Area, and the Federal Government owns approximately 619 acres, which is managed by the National Park Service as part of the Golden Gate National Recreation Area (GGNRA). This open space is shown in Map 1*. The Candlestick Point State Recreation Area is subject to the provisions of Chapter 203 of the Statutes of 2009 ("Granting Act") as may be amended from time to time.*

Hunters Point Naval Shipyard

The Hunters Point Shipyard Redevelopment Plan and its companion Design for Development documents would provide a balanced open space system with sites strategically located throughout the Shipyard. The Plan enhances the Shipyard's existing natural amenities by retaining portions of the Bay Shoreline, vistas from hilltop sites, as well as reserving relatively flat sites for development of athletic fields *and shoreline area for a small boat marina*. The Plan would reserve land and develop a mix of parks and open spaces distributed throughout the Shipyard that would accommodate active and passive recreational users. The intent is to accommodate residents and workers, as well as Shipyard visitors and residents of the ~~South~~ Bayview *Hunters Point* District*. The Plan (as revised) also calls for the possible location the 49ers Stadium and its associated dual-use playing fields / parking lot.*

Candlestick Point

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

The State's master plan was last updated in 1987 *and is slated to be revised in 2010. The Candlestick Point State Recreation Area is subject to the provisions of Chapter 203 of the Statutes of 2009 ("Granting Act") as may be amended from time to time.* ~~*It calls for enhancement of wildlife habitat and development of water-oriented as well as other active and passive recreational uses. The natural marsh is to be restored near the mudflats at the north end of the park. Native trees, shrubs, and ground cover are to be planted in upland areas throughout the park to recreate the indigenous vegetation of the Bay region. The plan calls for construction of an interpretive center to promote environmental education. The plan also calls for creation of an island off-shore to provide a resting place for migratory birds. Another passive recreation area is planned at the southeast end of the park at 'Sunrise Point' has been installed. The plan calls for construction of hiking trails throughout the park..Jogging trails will link up with an exercise concourse. A separate network of bicycle trails will connect the various activity centers of the park, and skirt the Bay shoreline. The plan also calls for development of a community garden center, picnic areas, a campground with facilities for overnight group camping, fishing piers and swimming beaches and a community cultural and recreation center.*~~

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

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

Section 5. The Board of Supervisors hereby approves the following amendments to the Commerce and Industry Element:

POLICY 5.9

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

The Hunters Point Shipyard Redevelopment Plan designates the location of planned land uses throughout the Shipyard. Land uses include a variety of *light*-industrial, research and development, cultural and educational uses, ~~*maritime industrial*~~, and mixed land uses. The Plan also includes residential and open space uses, discussed elsewhere in the Plan.

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

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

Commerce and Industry

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

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

Map 4 – Residential Service Areas of Neighborhood Commercial Districts and Use. Insert boundary around CP and refer to the CP Subarea Plan and the BVHP Redevelopment

Plan; insert boundary around HPS and refer to the HPS Area Plan as well as the HPS Redevelopment Plan.

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

Community Facilities

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

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

Transportation

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

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

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

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

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

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

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

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

Urban Design

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

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

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

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

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

Recreation and Open Space

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

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

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

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

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

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

Section 6. The Board of Supervisors hereby approves an amendment to the General Plan to add the Candlestick Point (CP) Subarea Plan to the Bayview Hunters Point Area Plan. The full text of the CP Area Plan with the additions and deletions marked is Exhibit B to this ordinance, which is on file with the Clerk of the Board of Supevisors in File No. _____.

The CP Subarea Plan will include the following maps:

Map 1 – Candlestick Point Subarea Plan Area.

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

Map 3 –Land Use.

Map 4 – Block Pattern: Extended Grid.

Map 5 – Major Transit.

Map 6 – Bay Trail and Bicycle Network.

Map 7 – Pedestrian Circulation Network.

Map 8 – Open Space Network.

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

The HP Area Plan will include the following maps:

Map 1 – Candlestick Point Subarea Plan Area.

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

Map 3 – Land Use..

Map 4 – Block Pattern: Extended Grid.

Map 5 – Major Transit.

Map 6 – Bay Trail and Bicyle Network.

Map 7 – Pedestrian Circulation Network.

Map 8 – Open Space Network.

Section 8. The Board of Supervisors hereby approves the following amendment to the General Plan to amend the Land Use Index:

Candlestick Point – Hunters Point Shipyard Phase 2.

Section I: Housing

Candlestick Point Subarea Plan

Objective 1, Policies 1.4, 4.3

Hunters Point Shipyard Area Plan

Objective 1, Policies 1.4, Policy 4.3

Housing Figures – Land Use Maps from the General Plan

Figure 1.16:

Candlestick Point Subarea Plan Map 3 – Generalized Land Use

Figure 1.17:

Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

Section II: Commerce and Industry Figures

Candlestick Point Subarea Plan

Objective 4, Policies 4.1, 4.2

Hunters Point Shipyard Area Plan

Objective 4, Policies 4.1, 4.2

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

Figure 2.21:

Candlestick Point Subarea Plan Map 3 – Generalized Land Use

Figure 2.22:

Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

Section III -- Recreation and Open Space

Candlestick Point Subarea Plan

Objective 5, Policies 5.1, 5.2

Hunters Point Shipyard Area Plan

Objective 5, Policies 5.1, 5.2

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

Figure 3.25:

Candlestick Point Subarea Plan Map 3 – Generalized Land Use

Figure 3.26:

Candlestick Point Subarea Plan Map 8 – Open Space Network

Figure 3.27:

Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

Figure 3.28:

Candlestick Point Subarea Plan Map 8 – Open Space Network

Section VI – Population Density and Building Intensity

Candlestick Subarea Plan

Objective 1, Policies 1.1, 1.3, 1.3

Objective 2, Policies 2.4, 2.5, 2.6

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

Candlestick Subarea Plan Map 3 – Generalized Land Use

Figure 6.30

Hunters Point Shipyard Area Plan Map 3 – Generalized Land Use

Figure 6.31

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

By: _____
JUDITH A. BOYAJIAN
Deputy City Attorney

BAYVIEW HUNTERS POINT AREA PLAN PROPOSED TEXT AMENDMENTS

INTRODUCTION

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

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

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

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

~~Authority is planning for the revitalization of the Hunters View housing development, which may provide a model for renovating the other public housing sites on Hunters Point Hill. Indeed, much has been accomplished since the last revision of this plan.~~

Bayview's eastern edge, San Francisco's southeast waterfront, is also poised for significant change in coming years. In November 2005, the Port Commission approved a lease agreement for a "living classroom" at Heron's Head Park that will offer educational opportunities for the local community in a state-of-the-art energy efficient facility. The EcoCenter at Heron's Head Park is slated to open in 2010. Across India Basin from Heron's Head Park, ~~the City and Lennar/BVHP Partners have agreed to terms for the Phase I development of the Hunters Point Shipyard. Amended in 2005 Approved in December 2003, the Disposition and Development (DDA) clears the way for the construction of~~ over 1,200 housing units and nearly 25 acres of recreation and open space ~~at the former shipyard site~~ are under construction in the Phase 1 development of Hunters Point Shipyard. Near the southern entrance to the shipyard at Yosemite Slough, the California State Parks Department, in collaboration with several state and local non-profit organizations, is planning a major restoration project that would establish the largest contiguous wetlands area in San Francisco. South of Yosemite Slough, adjacent to Candlestick Point State Recreation Area, professional baseball is no longer played at "the Stick", as the San Francisco Giants moved to a new stadium at China Basin in 2000.

Through a ballot initiative in 2008, voters passed proposition G, "~~Mixed-Use Development Project for Candlestick Point and Hunters Point Shipyard~~Jobs Parks and Housing Initiatiave", which provided the framework to move forward on planning a large-scale integrated mixed use development at Candlestick Point and Hunters Point Shipyard, including the possibility of a new 49ers Stadium at the Shipyard. Proposition G also repealed Propositions D and F passed in 1997, which previously established the land use controls and financing to reconstruct the 49ers Stadium at Candlestick Point along with a retail entertainment complex.

~~Through a ballot initiative in 1997, voters approved Planning Code and General Plan amendments that would accommodate the development of a new stadium for the San Francisco 49ers football organization as well as a retail/entertainment center at the candlestick stadium site. While a full financing program has not been identified for this particular development scheme, the possibility of significant redevelopment of the candlestick area remains.~~

~~The Department is publishing the 2006 edition of this plan as the City prepares~~ The Department prepared the 2006 edition of this plan to approve redevelopment actions that ~~will add~~ added approximately 1,500 acres to the existing Hunters Point Plan and created the new Bayview Hunters Point Project Area. The redevelopment plan, amended in 2006, ~~will seek~~ seeks to alleviate blight throughout the project area and ~~will include~~ including affordable housing, economic development, and community enhancement programs. The economic development program is geographically organized into seven activity nodes, shown in Figure 3 and discussed throughout this document.

Since the 2006 edition, the original portion of the Bayview Hunters Point Redevelopment Project Area (Area "A") terminated being a redevelopment project area. Likewise, the India Basin Industrial Park Project Area also lapsed. Land use authority for these two areas transferred to the Planning Department.

This 2010 edition of the Plan reflects the approval of Candlestick Point -- Hunters Point Shipyard Phase 2 as set forth in Proposition G. Plan amendments reflect the change in nature of the Candlestick Point Activity Node including the desire to create a vibrant high-density mixed-use neighborhood as a means to fully realize its shoreline location and to help in revitalizing the Bayview. Similarly, the 2010 Plan amendment reflects the new proposal for the second phase of Hunter Point Shipyard development, including the increase in proposed housing and the possible location of the 49ers Stadium. While this Plan does not include Hunters Point Shipyard within its jurisdiction, Hunters Point Shipyard is discussed throughout this Plan because of its clear relationship with the Bayview.

Executive Park, and Candlestick Point are largely discussed through separate Sub-Area Plans of this Area Plan.

The bulk of this plan was adopted on July 20,1995 by Resolution No. 13917 as part of the General Plan of the City and County of San Francisco. The 1995 plan itself replaced an earlier version of the South Bayshore Area Plan adopted on February 19, 1970 by Resolution #-No. 6486 and subsequently amended. Adjacent to the Bayview, the Hunters Point Shipyard is governed by the Hunters Point Shipyard Redevelopment Plan and its companion Design for Development document.

The citizen input process for the Bayview Hunters Point Plan was instrumental in giving focus throughout the many years devoted to the making of the plan. The process was open to citizen comments on a citywide basis with primary comments coming from the Bayview Hunters Point community which will be most impacted by the plan. The citizen input from Bayview Hunters Point was especially helpful in uncovering the basic underlying issues that most directly affect the City and that provide the basis for making the plan a coherent whole.

Citizen response to surveys conducted prior to the 1995 Plan amendments identified a number of specific goals and objectives for the future. These specific goals and objectives can be summarized into two broad needs:

1) The need to arrest the demographic decline of the local population, particularly African Americans, and improve its economic position by giving greater priority to job and business growth than to housing growth.
2) The need to harmonize different land uses, particularly elimination of conflict between housing and industry, elimination of truck traffic through residential and neighborhood commercial areas, and reduction of health and environmental hazards caused by wastewater discharge and industrial by-products.

An analysis of census data illustrates trends of demographic and economic decline and displacement in Bayview. Demographic decline among the African-American population is citywide, as San Francisco's African American population dropped almost 10% between 1980 and 1990 and another 23% in the decade from 1990 to 2000. No other ethnic group has come

close to a similar rate of decline. The city's white population also declined in size, but at a smaller rate than that of the African American population. In contrast, the City has seen dramatic increases in the size of the Asian and Hispanic populations. Hence while in 1970 African Americans were the second largest ethnic group in San Francisco, they represented the fourth largest group in 2000, approximately 8% of the City's population. The displacement, however, is occurring not so much as a result of any specific policies of a proposed plan, but because of other demographic and market forces – some of which are regional or statewide in nature.

During this time of demographic decline among the city's African American population, Bayview Hunters Point has emerged as the district with the largest African American population. Between 1980 and 1990, the number of African Americans living in Bayview grew from 15,769 to 17,395 – the only district in the city to experience an absolute increase in the size of its African American population during this time period.. By 1990, Bayview Hunters Point had effectively replaced the Western Addition as the center of San Francisco's African American population, as the Western Addition's African American population dropped from 18,551 to 14,279 between 1980 and 1990. By the time of the 2000 Census, Bayview's African American population decreased slightly to 15,922.

Although Bayview Hunters Point has emerged as the center of San Francisco's African American community, the economic status of this role is tenuous at best. The number of African Americans living in Bayview increased in absolute size between 1980 and 1990, but decreased as a percentage of all Bayview residents from 73% to 62%. The 2000 Census indicated that this figure has since dropped to 48%. More importantly, other quality of life indicators have showed downward trends since 1980. From 1980 to 1990, home ownership rates declined by 8% in the district as a whole, and by more than 10% among African American households, from 57% to 45%. Home ownership rates for Bayview's African American households remained relatively steady between 1990 and 2000, dropping two percentage points during that time period. In the decade from 1980 to 1990, the percentage of persons living in poverty in Bayview increased from 25% to roughly 30%, local unemployment doubled from 5.5% to over 10%, and the percentage of female headed households increased from 31% to over 40%. The 2000 Census, however, indicates that some of these downward trends are slowing or even reversing to some degree. From 1990 to 2000, Bayview's poverty rate fell by almost 20% while the local unemployment rate dropped over 50%. During the same time period, the percentage of family households headed by females remained relatively constant.

Also deeply rooted in Bayview's experience and local history is the legacy of Bayview Hunters Point as a heavy industrial area. For over a century, at least since 1868, when the City and County of San Francisco, by State legislature mandate, designated the Bayview's northern area, thereafter known as "Butchertown", to carry on the business of slaughtering beef, cattle, hogs, sheep, and calves, Bayview Hunters Point has been the locus of some of the city's most noxious and unhealthy heavy industries, including steel manufacturing, ship repair, junk yards, and auto wrecking. While these industries were integral to the city's economic base and an important source of high paying blue-collar jobs, many were established prior to modern land use, coastal, and environmental regulations. Extensive landfill was carried out along the entire bay line with little regard for soil stability and toxicity. Many of the industries were open-air and emitted soot, dusts, feathers, noxious odors and other pollutants to adjacent and nearby residential areas. The

development of Bayview Hunters Point as a predominantly industrial and residential area was thereby achieved at extensive costs to environmental health and through extensive conflict between housing and industry.

Since 1950 the worst forms of these environmental and land use problems have abated as the implementation of environmental, land use, and coastal regulations, coupled with redevelopment and functional obsolescence, have given way to newer cleaner industrial areas, particularly in the India Basin industrial area. Despite these important advances, environmental justice concerns persist in Bayview Hunter Point, and land use conflicts remain, particularly in the South Basin and Northern Gateway industrial areas. These conflicts have historically contributed to the demographic and economic decline of the Bayview community. Reducing these land use conflicts is a major objective of this Area Plan, including the 2006 amendments. Subsequent to adoption of the 2006 General and Redevelopment Plan amendments, the Department ~~will introduce~~ began additional Planning Code text and map amendments as implementation measures supporting this broad objective. In July 2008, the Board of Supervisors adopted legislation that rezoned a large portion of the industrial neighborhoods to newly created PDR (Production, Distribution, and Repair) Districts, which restricts housing, and limits other uses that conflict with light industrial activity. The rezoning further created buffer zones between the core light-industrial neighborhoods and the residential neighborhoods. ~~Part of the Department's larger Eastern Neighborhoods rezoning effort, these code changes will seek to clarify the transition between residential neighborhoods and industrial zones by establishing a well-defined buffer between the two areas.~~

One notable area that presents land use conflicts is the eastern edge of the South Basin industrial area adjacent to the Yosemite ~~Canal~~ Slough and the Candlestick Point State Recreation Area. Unlike the India Basin industrial area, which is generally insulated from Bayview's residential areas, the South Basin industrial area is located directly adjacent to the primary residential areas of the district. At the eastern edge of South Basin there are a number of very different, frequently conflicting uses existing adjacent or in close proximity to one another, including the Yosemite ~~Canal~~ Slough, the State Park, Bayview residential neighborhoods, the Alice Griffith public housing project, and the stadium at Candlestick Point. While some industrial parcels at this eastern edge are currently in active use, others remain vacant, underused, or have served as storage yards for automobiles and metal equipment. The California State Parks Department has acquired some of these former industrial parcels for the purposes of the Yosemite Slough restoration project~~, which is slated to begin in 2006~~. The Department of Public Works is also studying several potential new truck routes through the area as part of its Bayview Transportation Improvements Project. The final route chosen should adequately serve the existing industrial businesses in the area and also respect the integrity and health of the new wetlands planned for Yosemite Slough.

The relationship between these diverse uses is uneasy. There is no clear transition between different use areas. Many of the storage yards are eyesores. Vacant parcels are frequently used for illegal dumping or for spillover parking when the Stadium has sold-out crowds for major events. The Department of Public Works plans to address some of the refuse problem in the area with a new campaign against illegal dumping. The program will include the removal of trash, the

installation of cameras to monitor popular, informal dumpsites, and a public education component to encourage citizens to report illegal dumping activities. Since there is a continuing need for improved public transit access to the stadium, most patrons use their private automobiles, frequently creating significant congestion and parking problems on major event days. Industrial operators surveyed for the South Bayshore Issues Report complain of security as the most significant problem. They also complain that there are no amenities, such as cafes, restaurants, outdoor lounging areas, etc., for their employees. This plan and subsequent implementation programs~~, including the Redevelopment Plan amendments~~, seek to improve the eastern edge of the South Basin district for all users by establishing clearer transition areas between industrial operations, housing, and recreation and open space. The proposed development under Proposition G will help address this issue.

The underlying strategy to reach these goals involves first, creating the necessary land use and market conditions to make Bayview Hunters Point a desirable place for major employers to invest in the district. Major employers~~, whether industrial, heavy commercial, or institutional,~~ need land where they can thrive and flourish undeterred by competing uses. One area for businesses and jobs to grow and flourish in the southeast part of the City is the Hunters Point Shipyard,~~where such uses can be physically insulated from residential neighborhoods~~. A major element in this strategy is to improve the land use pattern and appearance of the areas surrounding the Shipyard, which in turn would make the Shipyard more attractive to private investors. The surrounding areas most in need of improvement are the industrial lands around Yosemite Slough. This plan refers to this area as the Candlestick Point Perimeter because of its adjacency to the Candlestick Point State Recreation Area (see Figure ~~5~~ 4).

The second strategy proposed in this plan is therefore to use the housing growth presently occurring throughout southeast San Francisco to attract business and job growth. Housing growth, rather than being an obstacle to attracting business growth, can be a means for such attraction. This housing growth, resulting from the shortage of housing in San Francisco and the Bay area, can be guided into appropriate areas along the Third Street corridor, Candlestick Point, India Basin Shoreline, Executive Park, and Hunters Point Shipyard to help attract new investment and job-generating uses.

A key rezoning proposal from the 1995 Plan amendment was the Restricted Light Industrial Special Use District in the Candlestick Point Perimeter area (see Figure 5). Because of this proposal, restrictions were placed on highly intensive industrial uses in approximately 70 acres of industrial land in the South Basin district, bordering the waterfront and the residential areas to the south and north. The objective of this proposal was to improve the land use pattern, circulation routes, and physical appearance of the industrial, residential and open space areas approaching the southern entrance to Hunters Point Shipyard, and thereby making the Shipyard more attractive for major private investment that can create business and job opportunities for local residents in Bayview and the city as a whole. Other objectives continue to be to appreciate and stabilize property values of the surrounding residential neighborhoods, conserve and stabilize the predominantly African American neighborhoods on the east side of Third Street in order to maintain ethnic diversity in San Francisco, and improve security and create amenities for workers in the core of the South Basin light industrial area.

Another major proposal from the 1995 plan update called for the revitalization of Third Street (see Figure X~~9~~). As the primary artery running through the middle of Bayview Hunters Point, Third Street has a significant influence on investment attitudes toward the district as a whole. The major rezoning aspects of this proposal adjusted the height limit of the commercial core of Third Street to enhance the neighborhood's character, and established a special use district that prohibits new liquor stores and encourages more retail and mixed-use development on the street. Third Street continues to suffer from an over concentration of liquor stores and a lack of essential neighborhood retail services. This over concentration is a significant factor contributing to the leakage of retail dollars from the district, whereby residents avoid Third Street and travel to shopping centers outside the district for most of their retail needs. By prohibiting establishment of new liquor stores, the Special Use District proposal seeks to encourage healthier, more essential retail uses that will encourage local residents to again shop on Third Street.

The Third Street revitalization scheme also calls for using housing growth to stimulate job and business growth. At present, Third Street has a low-scale building horizon. Although it serves as the primary commercial strip for the district, most of its buildings are no more than one or two stories high. The most pressing need is not for net new commercial space since the section of Third Street running through Bayview Hunters Point is over 32 blocks long with the ground floors of most buildings devoted to retail or wholesale activity. The most significant need is housing over commercial, similar to what exists on most active neighborhood commercial districts in San Francisco. Construction of housing over retail with good urban design would greatly help to improve the appearance of Third Street and enhance its role as the activity center of the Bayview. Moreover, by bringing more pedestrians onto the street it would help to increase the consumer base for merchants, thereby making retail activity more vital and secure.

The Third Street and Candlestick Perimeter proposals were the nuclei for making the 1995 Area Plan an effective and implementable plan. In addition to these proposals, this plan update reinforces a number of policies that reflect citizen input and are designed to strengthen the plan's function for bringing about real change that is in the best interest of Bayview Hunters Point residents and the City as a whole. These additional proposals and policies are contained in the appropriate plan sections that follow this introductory chapter. Below is a brief summary of some of the more significant concepts:

- Conserve and enhance low and medium-density character of existing residential areas
- Modernize the Wastewater Facilities in order to enhance the residential livability along the southeast shoreline
- Protect and where possible expand industrial areas that offer greatest potential for increasing local job and income opportunities and strengthening and diversifying the economy of the city as a whole
- Leverage the significant investment in the local transportation system, represented by the Third Street Light Rail Project, to support transit-oriented development and local economic development programs in the corridor.
- Protect existing open space and acquire new well-designed open spaces giving special attention to the vacant triangular blocks on Third Street that could help to soften the visual appearance of the street
- Improve the overall environmental quality of Bayview Hunters Point
- Conserve the archeological and cultural heritage of Bayview's indigenous population

- Give special priority to eliminating poverty and providing Bayview residents with the necessary skills and opportunities for full participation in the private market economy
- Fully integrate Bayview Hunters Point into the economic and cultural fabric of San Francisco as a whole, giving special attention to the reuse of Hunters Point Shipyard, as expressed in the Hunters Point Shipyard Redevelopment Plan.

Policies giving priority to Bayview Hunters Point residents for training, employment, affordable housing, and related opportunities will apply to the maximum extent legally feasible to the entire district. How these policies are developed and implemented will be consistent with citizen input and participation. Many of the objectives of this plan focus on the areas of greatest land use conflict between housing and industry and where the stability of existing residential and industrial areas is most threatened. Also, special attention will be given to restoring natural areas that form key points in Bayview's topography; especially Islais Creek, Yosemite Slough, Bayview Hill, and the potential for landscape design improvements along Third Street.
While this Area Plan calls for revitalization, it is not a redevelopment plan. Whether or not tools such as redevelopment are used to bring about these opportunities will be a matter of choice for citizens and the City's policy makers. This Area Plan provides a policy framework for implementation programs, including subsequent rezoning proposals, that support community revitalization in Bayview Hunters Point. It also stipulates that no residents have their homes taken from them and no resident is displaced.

The 2006 revisions to this plan ~~coincide~~ coincided with City action on the ~~proposed~~ Bayview Hunters Point Redevelopment Plan amendment, which is the culmination of several years of community planning and collaboration between the Redevelopment Agency and the Project Area Committee (PAC). In 1995, the Board of Supervisors designated a Bayview Hunters Point Redevelopment Survey Area encompassing roughly 2,500 acres of land bounded by Cesar Chavez Street on the north, U.S. Highway 101 on the west, the shoreline of San Francisco Bay on the west, and the San Francisco County boundary on the south. The Survey Area excluded land in the Hunters Point, Bayview Industrial Triangle, India Basin Industrial Park, and the Shipyard Redevelopment Areas. In January 1997, the Bayview Hunters Point community elected PAC members to work with and advise the Agency on redevelopment planning for Bayview Hunters Point.
Agency staff began work with the PAC on developing a Concept Plan in 1997, using the 1995 edition of this Area Plan as a starting point. The PAC approved the *Revitalization Concept Plan* in November 2000, which the Agency published in booklet format in March 2002. The *Concept Plan* serves as the community's vision statement that guides the redevelopment planning process, and contains the community's goals and objectives for the revitalization of the Bayview Hunters Point area. The 2006 edition of this Area Plan ~~reflects~~ reflected the primary themes and goals presented in the *Concept Plan*. The 2010 edition of this Area Plan incorporates and reflects objectives set forth by voters in 2008 through their approval of Proposition G.

Subsequent to the completion of the Concept Plan, Agency staff and the PAC identified possible redevelopment programs and activities that would lead to the implementation of the goals and objectives of the Concept Plan. These programs and activities are included in the ~~proposed~~Bayview Hunters Point Redevelopment Plan Amendment, which ~~will~~ establish~~ed~~ three

major community redevelopment programs: an Affordable Housing Program, an Economic Development Program, and a Community Enhancements Program.

The Redevelopment Plan's Economic Development Program is organized within a structure of "activity nodes", which are community-identified catalyst areas in which to focus public investment. The seven activity nodes are the Northern Gateway, the Town Center, the Health Center, the South Basin District, the Oakinba Activity Node, Hunters Point Shoreline, and Candlestick Point. (See Figure 3).

Land Use

The principal objectives for land use in Bayview Hunters Point are: achieve a favorable balance among residential, industrial, commercial and open space uses; stimulate development in underused and declining areas; enhance low scale physical character in the established neighborhoods; and increase pedestrian-oriented neighborhood commercial and social activities.

Background

Overall, Bayview Hunters Point has an established land use pattern with industry and housing as the dominant uses. The existing horizon of industrial, residential, and other buildings tends to be low, rarely over three stories high, which helps to maintain definition of the district's natural topography. Conflict between housing and industry has abated over the past few decades, but significant conflicts still remain in the following areas: the eastern edge of the South Basin industrial area, which abuts the Candlestick Point State Park and stadium; the Yosemite Slough; the Alice Griffith public housing project.; and areas that experience a heavy circulation of industrial truck traffic through neighborhood residential and commercial districts. Also, on several blocks in South Basin, housing and industry exist directly adjacent to each other. Outside of these areas of conflict, other major industrial areas, particularly India Basin ~~and Hunters Point Shipyard~~ tend to be physically insulated from residential areas.

While Bayview's general land use pattern is already established, the district nonetheless lacks the vitality and vibrancy that exist in most other San Francisco districts. This is most visible in the retail sector along Third Street. To some extent, this is caused by the low-density demographic structure of the Bayview, its low building scale, and a lack of development in many areas. While each use area is largely built up, each also has a fair amount of vacant and underused parcels.. Hunters Point Shipyard, the single largest former industrial area in the district, has not been fully utilized since its closure as a naval ship repair facility in 1974. A portion of the eastern edge of the South Basin industrial area along the State Park is also vacant and underused. Of these larger vacant and underused areas in Bayview Hunters Point, the eastern edge of industrially zoned land in South Basin is the most problematic in terms of fostering land use disharmony. Located adjacent to the State Park, a healthy light industrial area, a public housing project, and single-family residential areas, this eastern edge functions as a sort of 'no man's land' where illegal dumping and vandalism are common. Enhancing this area to clarify and improve the relationship between the diverse adjacent healthy uses could be of significant benefit to the district as a whole. Potential development described in Proposition G will help solve and clarify these

relationships between land uses and will provide direct connections between adjacent healthy uses on the Shipyard and Candlestick Point.

The lack of vitality and vibrancy in Bayview`s land use pattern is also caused by social and economic factors. In many ways, the district's economy has never fully recovered since the closure of Hunters Point Shipyard in 1974. The Shipyard has traditionally functioned as the economic base of the Bayview Hunters Point community. The loss of jobs and income associated with the closure of the naval ship repair activities at the Shipyard has exacerbated social and economic problems in the district. For example, very few Bayview residents shop regularly on Third Street, the district's primary commercial area, even though it is centrally located in relation to the residential neighborhoods. Shoppers are deterred by the general unattractiveness of many portions of the street, the lack of variety in essential neighborhood-serving retail uses, the empty storefronts, the over concentration of liquor stores, and related loitering. Third Street has assumed this character during the years since the closure of naval ship repair activities at the Shipyard. Closure of the Shipyard coupled with a dramatic decline in population due to clearance of the old war housing on Hunters Point Hill undercut the market structure needed to make Third Street a vital shopping area. Presently there is little incentive for private investment on the street. Public actions will be needed to make it more attractive for private market activity.

Problems on Third Street, underuse of the eastern edge of South Basin, as well as the underused state of Hunters Point Shipyard, suggest that the key to policies for revitalizing Bayview Hunters Point is to adopt a strategy of using housing growth presently occurring as means of attracting business and job growth that directly benefit existing Bayview residents. The amount of vacant land, concentrated and dispersed, that exists throughout the Bayview provides ample room to implement this strategy without diminishing the moderately scaled family orientation of existing residential areas and without threatening the economic vitality and growth of established industrial areas.

Stimulating revitalization of Third Street presents a special problem because most of it is already built-up and because the existence of major social problems places a formidable constraint on the ability to re-market the land for healthier uses. Nonetheless, over the long run, an increase in population, both residential and worker, should provide the necessary market stimulus to begin to change the general character of Third Street and attract healthier uses. To maximize the effectiveness of neighborhood revitalization efforts, public and private investment should be concentrated in strategic areas along Third Street and other key locations rather than diffused in an uncoordinated fashion throughout the entire length of the corridor. The Northern Gateway, Town Center, and Health Center activity node each has its own set of existing conditions and implementation plan objectives, as described in the Redevelopment Plan. Economic programs and development proposals within these areas should respond to the unique characteristics and goals of the activity node as outlined in this document and the Redevelopment Plan. (See Figure 3)

OBJECTIVE 1
STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.

POLICY 1.1
Improve the relationship between housing and industry throughout Bayview Hunters Point, particularly in the Northern Gateway and South Basin areas, where light industry transitions to residential.

One strategic subarea for using improved land use quality and housing growth to stimulate long term economic and employment growth is the perimeter of the Candlestick Point State Recreation Area. The subarea is shown in Figure 5.

Part of this subarea consists of vacant and underused land southward of the Yosemite Slough between the State Recreation Area, Alice Griffith Housing project and Candlestick Park. Most of the land is currently zoned M-1, but with the Candlestick Point State Recreation Area and the existing residential neighborhood as the primary adjacent uses, it is becoming less suitable for intensive industry. Yosemite Slough is proposed as a wetlands area by the Master Plan for the Candlestick Point State Recreation Area. Parcels immediately surrounding the slough presently include intensive uses such as auto wrecking yards that would not provide a positive supportive environment for the proposed wetlands area. Development or enlargement of these uses on these parcels should be prohibited, and development considered only if the project enhances Yosemite Slough as a proposed wetland area and does not create any conflicts with the surrounding residential areas. Since the approval of the Candlestick Point State Recreation Area Master Plan in 1987, the State has acquired several former industrial parcels in the vicinity of Thomas Avenue and Griffith Street deemed necessary for the restoration of the area and the development of proposed tidal marshes and mudflats at Yosemite Slough.

The Alice Griffith public housing development is in need of replacement and is surrounded on one side by the existing State Park, another on vacant land owned by the Redevelopment Agency, and on two other sides by established neighborhoods. The integrated Candlestick/Shipyard project will rebuild these units on a one-for-one basis consistent with the requirements of the Bayview Hunters Point Redevelopment Plan. ~~The Alice Griffith public housing project south of the slough is scheduled for improvement and should be incorporated in an overall program to stimulate new housing growth. The Alice Griffith site includes a large tract of vacant land, over 300,000 square feet, owned by the Housing Authority and zoned for moderate density residential. This provides an opportunity for the Housing Authority to be a major partner in the overall housing development proposed for the Candlestick Point Perimeter area and assure that the total amount of new housing include a mixture of middle, moderate, and low income housing units that is reflective of the current demographic character of Bayview Hunters Point.~~

Since Ingalls and Carroll Avenues are existing truck routes, it is essential that any housing developed in this immediate vicinity be adequately insulated from the adverse effects of heavy traffic through ~~sound walls, back lot treatments, and other engineering and design measures as necessary~~ the existing City policies on sound attenuation and by providing new direct routes between the Shipyard and Candlestick Point~~.~~ While it is also essential to accommodate this truck route to serve the industrial businesses in this area as well as those proposed for Hunters Point Shipyard, new or expanded businesses in this area should take every precaution possible to

minimize impacts from trucks on the surrounding residential areas. Also, soils in the area will need to be tested for the presence of toxic materials; with clean-up required to remedy any hazardous conditions. Like much of the existing southeast shoreline, the Candlestick Point Perimeter area was created by landfill prior to the development of modern environmental regulations and standards. As a once-active heavy industrial area, it could have toxic soil conditions on many developable sites. Most of the area already falls within the soil-testing zone whereby soil tests and clean-up are required as a part of building permit activity. The entire area should be brought under this zone, per Public Works Code, Article 20.

POLICY 1.2
Restrict toxic chemical industries and other industrial activities with significant environmental hazards from locating adjacent to or nearby existing residential areas.

~~Many areas adjacent to residential areas in Bayview Hunters Point are presently zoned M-1 (light industrial). This zoning class prohibits manufacture, refining, distillation or treatment of abrasives, acid, alcohol, asbestos and similar hazardous chemicals as well as other heavy industries, such as auto wrecking yards, iron processing, and blast furnaces. This prohibition should be maintained to assure that these areas are adequately protected and insulated from the adverse impacts of toxic industries. The M-1 zoning, however, still permits uses such as waste transfer and automobile wrecking with conditional use approval, which can become nuisances to nearby residences because of toxic by-products, dust, litter, vermin, truck traffic, or noise. These uses, therefore, should be restricted if possible near existing residential areas.~~

POLICY 1.3
Maintain ~~Establish~~ buffer zones where housing and industry occur in close proximity to each other to better define the configuration of residential neighborhoods and areas reserved for industrial activity.

There are various blocks throughout the Bayview, and particularly in the South Basin and Northern Gateway areas, that include a mixture of both industrial and residential uses. In some cases, these uses have managed to achieve a healthy co-existence. In other cases, one use type appears to have thrived at the expense or neglect of the other. Those uses should be supported which will help to abate land use conflict in this area.

POLICY 1.4
Encourage development of the South Basin area west of Third Street as a light industrial activity center.

South Basin West (as shown on Figure 1) directly abuts housing areas, but the relationship is less problematic than on the eastern side of Third. Moreover, South Basin West has an interesting mix of industrial and heavy commercial uses, including food preparation and distribution activities, a trade union apprenticeship program, and a telecommunications carrier hotel. The area also has some large sites for potentially major new development.

POLICY 1.5
Encourage a wider variety of light industrial uses throughout the Bayview by ~~developing~~ maintaining ~~more~~ the newly established Production, Distribution and Repair zoning ~~supportive zoning controls~~, by more efficient use of industrial space, and by more attractive building design.

Over the past thirty years South Basin and portions of the Northern Gateway have undergone a natural evolution from a heavy industrial to a light industrial area. This evolution should be supported and reinforced as both areas abut established low-density residential neighborhoods or public open spaces, and the trend toward light industries reduces the potential for adverse conflicts with these residential neighborhoods. The application of new, mixed-use buffer areas should be explored at the edges of the South Basin and Northern Industrial districts. Light industrial zoning controls and development standards should be further developed throughout the district, with special attention given to improving industrial building design. Housing growth should be prohibited in designated industrial areas to provide a more supportive environment for businesses, and the jobs they provide, to thrive and flourish.

POLICY 1.6
Encourage development of a healthy mix of residential, retail, open space, and small trade shops along Innes Avenue to buffer the India Basin industrial area from the Hunters Point residential community.

The stretch of Innes Avenue leading up to the northern point of entry of the Hunters Point Shipyard serves as a buffer between the heavy industrial uses in India Basin and the residential uses on Hunters Point Hill. This area is undergoing modest private revitalization with a potential interesting mix of uses taking place. ~~Figure 8 gives a general description of the area.~~ The base of the area, at the corner of Hawes and Innes Avenues, is the site for Our Lady of the Lourdes, the oldest Catholic church in the district. Several single-family homes are also located in the vicinity. Innes Avenue leading up to the shipyard was changed from CM to NC-2 on the northern side of the street as a result of rezoning actions taken after the 1995 update of this Plan. Additionally, an RH-1 district on the southern side of Innes Avenue was rezoned to RH-1(S), which accommodates the development of one accessory dwelling unit per lot. Directly north of Innes Avenue, an industrial park is proposed. If developed, it would be bordered by open space lands acquired by the Recreation and Park Department that will provide direct public access to the India Basin shoreline. This healthy co-mingling of diverse residential, light industrial, small retail, and heavy commercial uses with natural-oriented open space areas should continue to be encouraged.

OBJECTIVE 2
IMPROVE USE OF LAND ON THIRD STREET BY CREATING COMPACT COMMERCIAL AREAS, ESTABLISHING NODES FOR COMPLEMENTARY USES, AND RESTRICTING UNHEALTHY USES.

Revitalization of Third Street is probably the most complex issue facing the community of Bayview Hunters Point. The physical, economic, and social problems that exist on certain parts of the street impact the entire district and need immediate action. Yet there are no quick solutions. The challenge is not simply that of getting rid of undesirable uses; it is also that of

attracting healthy and desirable new uses. There is relatively little demand for net growth in small-scale retail space because the corridor already possesses a significant amount of commercial space relative to its existing and potential population size. There is, however, a more noticeable need for certain larger retail functions, including a grocery store and a clothiers. There appears to be little demand for commercial office uses.

The use with the greatest potential demand is housing, particularly moderately sized multi-family buildings. Such housing could make the street more attractive while also improving the market for healthy retail activity. Given the central influence that Third Street has on investment attitudes about the entire Bayview district, a series of vigorous public actions are needed to change the appearance and climate of the street and make it conducive for appropriate residential development. The Third Street Light Rail Project brings a significant resource and amenity to the corridor. The project represents a major public investment in Bayview and will help bring increased vitality to the area.

POLICY 2.1
Improve the physical and social character of Third Street to make it a more livable environment.

Steps should be taken which ultimately would make Third Street an attractive market for new residential development. New dwellings and residents could provide the consumer market structure needed to bring healthier retail activity to Third Street on a continuous basis. Multi-family residential development will not be feasible, however, until the environment of the street is made more attractive and secure for apartment life.

An approach for revitalizing Third Street could follow the suggested land use framework, as shown on Figure 9. This framework largely conforms to the existing character of the street. It designates the blocks between Kirkwood Avenue on the north and Thomas and Thornton Avenues on the south as the commercial core of Third Street. Mixed residential/commercial projects should be encouraged, in this Town Center node with the public block that includes the Bayview Opera House serving as the hub. North of the Town Center, Third Street offers opportunities for a range of commercial, light industrial, and job-generating uses. All new development should place active uses on the Third Street frontage to activate the street environment as much as possible, where zoning allows~~. In the Northern Gateway area, new housing may also be appropriate on Third Street south of Evans Avenue~~.

Senior housing might be considered as a means for improving the character of Third Street and making it more conducive for private market rental housing. This assumes that there are available sites on the street for a senior housing complex. If the City and community decide to develop senior housing, it should be done in a way that minimizes displacement of existing residents on Third Street. The 2006 Redevelopment Plan amendment identifies the Health Center Activity Node as an appropriate location for the development of senior housing due to its proximity to Third Street light rail stops at Williams Avenue and at Carrol Avenue, the Bayview Playground/MLK Jr. Pool, the Southeast Health Center Clinic, and other existing senior housing projects in the area.

POLICY 2.2
Shape improvement of the Town Center public block and the Bayview Opera House to serve as the cultural hub and primary activity center for the revitalization of Third Street.

By location, historical character, and overall mission, the Bayview Opera House is central to any efforts to revitalize Third Street. As one of the primary city facilities providing cultural and artistic programs for San Francisco's African-American population, it has the potential to serve as a magnet for attracting the necessary outside market needed to make retail activity on the street economically strong. Moreover, the entire city block where the Opera House is located is publicly owned, and portions of it are presently underutilized. The block also contains Joseph Lee Recreation Center, which ~~is scheduled for major renovations in 2006~~ was recently renovated. The City should examine ways to introduce new uses to the site with an eye towards maximizing activity in the area. Improvements to the public block site could provide a significant boost to the overall revitalization scheme for Bayview's Town Center district.

POLICY 2.3
Restrict uses such as liquor sales establishments on Third Street.

One of the primary conditions for revitalizing the Bayview Hunters Point community is the need to attract a healthier mix of retail uses on Third Street and discourage unhealthy uses. The most prevalent unhealthy use is the large number of retail outlets selling alcoholic beverages for off-premises consumption. Survey results in the 1987 Issues Report found that Third Street, from Cesar Chavez (Army) Street to Meade Street, contains twice as many liquor stores as neighborhood commercial strips of a similar size in San Francisco. This heavy concentration of liquor stores and their related social problems give a negative image to Third Street. Billboards advertising alcohol or cigarettes, and check-cashing outlets, because of their proliferation, also degrade the image, health and welfare of the environment. Many of these uses attract undesirable loitering that deters pedestrians from walking on the street, creates traffic congestion, and has adverse impacts on adjacent residential uses. Rezoning actions taken subsequent to the 1995 edition of this Plan established the Third Street Special Use District (SUD), which placed restrictions on the sale of alcohol for parcels along Third Street. These regulations were clarified and expanded by the Board of Supervisors in 2003. Figure 10 shows the distribution of liquor stores in the proposed Bayview Hunters Point Redevelopment Project area in 2004.

POLICY 2.4
Encourage new mixed-use projects in defined nodes along Third Street to strengthen the corridor as the commercial spine of the neighborhood.

There are opportunities for additional residential development and mixed-use projects within the identified activity nodes along Third Street. (See Figure 9). While some opportunity sites are found at the edge of the core commercial area where there are large underutilized lots, such development is also a critical part of the Town Center revitalization strategy. In general, new major development should be located in close proximity to stops along the Third Street Light Rail to encourage use of public transit. See Commerce Objective 7, Policy 2.

Transportation

The principal objective for transportation planning is to provide adequate transportation services to maintain the economic vitality of Bayview Hunters Point and improve the livability of its residential neighborhoods.

Background

Bayview's diverse land use pattern poses potentially conflicting requirements on its transportation system. Each major type of land use — the shipping and distribution operations located in the India Basin Industrial Park and on nearby Port property, the heavy commercial along Bayshore Boulevard, the low density residential neighborhoods, the neighborhood serving retail along Third Street, the Candlestick Point State Recreation Area and nearby stadium, and the ~~proposed~~ approved development at Hunters Point Shipyard and Candlestick Point – has its own particular transportation needs. With relatively wide streets, two nearby freeways, a light rail extension, and an existing commuter rail system, Bayview Hunters Point has many of the elements of the comprehensive circulation system that would be needed to handle these diverse needs. The primary gaps relate to truck traffic and public transit.

Because many industrial uses, particularly in South Basin, are located adjacent to neighborhood residential and commercial areas, there is frequent intrusion of truck traffic into these areas. Bayview lacks a major thoroughfare that connects industrial areas to the freeway system without passing through residential areas or the neighborhood commercial sections of Third Street. Such intrusion is one of the most common complaints among residents about the district.

The truck traffic problem is also related to a larger problem dealing with the freeway facilities in the southeast section of San Francisco. I-280 is not adequately connected to the Bay Bridge to encourage industrial truck traffic away from residential areas and off of surface streets. I-280 serves the northern industrial areas of South Bayshore, but going northward to the East Bay, it ends and returns vehicles to congested surface streets before connecting to I-80 at Fifth and Bryant Streets. Because of this lack of connection, many trucks prefer using Third Street to go to the Bay Bridge even though it runs through neighborhood commercial areas.

The other major gap deals with the inadequacy of public transportation in relation to existing and future population needs. Bayview Hunters Point ~~is~~ was well served by the #15-Third bus line, which was replaced by the Third Street Light Rail project in 2006, which provides a regular direct connection from Third Street to Downtown and City College of San Francisco. Otherwise public transportation services are lacking. Public transit is more convenient for traveling from the heart of Bayview to Downtown than for traveling between different neighborhoods of Bayview Hunters Point. Although there is a major regional facility in the Candlestick Park sports ~~arena~~ stadium, the public transit services to this facility are limited. The district also lacks the variety of pedestrian and bicycle pathways that one finds in many other parts of San Francisco. Bayview's social problems also have an adverse impact on public transit, especially Muni services. For example, Muni services in the area are frequently disrupted by juveniles throwing rocks, bottles or other objects at passing Muni buses. When these incidents occur, Muni either reroutes or suspends service to the entire area for the remainder of the evening, greatly inconveniencing residents who need convenient access to public transit for employment and essential services. Much of the reason for the lack in transit services is the low population

density in Bayview Hunters Point. It does not have the ridership volumes needed to warrant a greater variety of services. However, this situation is changing with the population increase presently occurring in the district. Moreover, the integrated development of Candlestick Point and the Hunters Point Shipayrd as provided for in Proposition G, including the new direct connections between the Shipyard and Candlestick Point, will substantially improve many of the conditions described above.

OBJECTIVE 3
MAKE SURFACE STREET AND FREEWAY IMPROVEMENTS TO ENCOURAGE TRUCK TRAFFIC AWAY FROM NEIGHBORHOOD RESIDENTIAL AND COMMERCIAL AREAS.

POLICY 3.1
Improve and establish truck routes between industrial areas, including those at the Shipyard, and freeway interchanges.

Truckers will use non-residential and non-neighborhood commercial streets only if they are provided a viable alternate route. Key improvements to the existing system would serve to encourage truckers to use routes that do not disrupt existing residential and neighborhood commercial streets. The absence of a direct connection to the I-280 from the industrial areas of the Bayview is a major cause of the industrial truck traffic problems in the area. Also, the lack of a direct connection between I-280 and the Bay Bridge discourages many trucks from using I-280, resulting in increased truck traffic on surface streets. In 2004, the Department of Public Works launched the Bayview Transportation Improvements Project (B-TIP), which ~~will~~ is studying alternative truck routes to better connect industrial operations in the Northern Gateway, and South Basin, ~~and Hunters Point Shipyard~~ to local highways. The City should also work with Caltrans to determine and develop ways of improving truck usage of I-280 as alternative to truck usage of surface streets. As housing development increases with the spread of urban growth along the southeast corridor of the city, from South of Market to Visitacion Valley, the issue of separating industrial traffic from residential and neighborhood commercial traffic will become increasingly important. Integrated development of the Shipyard and Candlestick Point and the new direct connections created between the two sites, helps achieve this desired separation.

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~~ Point, and to and from Downtown and other parts of the region.

Effective measures are needed for improving public transit services in Bayview. The overall objective of such measures should be to shift resident preferences away from private automobile use to public transit use and to reduce the use of private automobiles accessing events at the existing Candlestick Park Stadium or a potential Hunters Point stadium . This would require improving public transit access among different neighborhoods in the Bayview as well as between Bayview Hunters Point and other parts of the City, especially the Downtown. It would also require ameliorating the social issues that affect the security of public transit services in the district. The development of the Third Street Light Rail, ~~scheduled for completion in 2006,~~ represents a major transportation improvement for the residents of southeast San Francisco.

POLICY 4.3
Recognize the Third Street Light Rail as the nucleus for public transit improvements and socio-economic revitalization efforts in the corridor, and prioritize the efficient movement of the light rail by reducing conflicts with automobile and truck traffic.

After years of study and community dialogue, the Planning Commission and the Federal Transit Administration gave final approval to the Environmental Impact Statement for the Third Street Light Rail Project in 1999. ~~Phase I of the project is expected to be operational in 2006~~ The operation began operation in April 2007, ~~which will~~ and provides service from the current station at Fourth and King Streets to the Bayshore Caltrain Station in Visitacion Valley. The new light rail line ~~will~~ offers ten stops ~~within the study area~~ between Cesar Chavez Street and Bayshore Boulevard. Several stations ~~will~~ provide connections to east-west Muni bus lines that serve the Bayview, including the 19, 24, 44, and 29 lines. Phase 2 of the Third Street Light Rail Program will extend rail service 1.7 miles through a new “Central Subway” serving Chinatown, Union Square, Moscone Convention Center, Yerba Buena, SoMa and AT&T Park, as well as BART and Caltrain.

A light rail system linking Bayview Hunters Point to Downtown and other parts of San Francisco will be instrumental in achieving the overall transportation, land use, and energy conservation objectives of this Area Plan. It will help to produce direct transportation benefits, such as encouraging more people to use public transit, as well as indirect benefits, such as a more healthful physical environment and social/economic revitalization. In addition, it will help to eliminate the geographical isolation of Bayview Hunters Point from the rest of the city.

At least two basic alternatives for a light rail system in the southeast corridor were considered in the 1995 Area Plan update: The existing Caltrain right-of-way and Third Street. Third Street was chosen as part of a comprehensive effort to revitalize the street as the heart of Bayview Hunters Point and increase usage of public transportation to, from, and within the district.

As part of the Bayshore Corridor Study, Muni developed many alternatives, of which four were recommended for further study. Subsequently, with the help of the Urban Habitat Program, a local nonprofit research and advocacy group, the community also developed a preferred "Hybrid" alternative that was the basis for the community's preferred alternative, providing more direct service to downtown on Third Street. These alternatives are included in this Plan to illustrate and document the broad community consensus for light rail along Third Street and did

not pre-empt the final recommendations of the Transportation Authority's Major Investment Study, which evaluated all of the five alternatives and resulted in selection of the "Locally Preferred Alternative."

To the maximum extent feasible and desirable, the following citizen-recommended objectives and other recommendations of Urban Habitat's *Bayview Hunters Point Social and Ecological Justice Transportation Plan* should continue to be included among the overall objectives of light rail and transportation planning and implementation through the southeast corridor:

a. Upgrade existing stations and develop new stations to increase availability of public transit services to local residents.

b. Link to a regional rail system, particularly one connected to the airport and the Peninsula.

c. Create a feeder system that links each residential neighborhood, employment center, and activity area to the proposed rail line.

d. Couple light rail development on Third Street with a coordinated economic development strategy and land use development strategy for station areas, Third Street, and the overall Bayview Hunters Point area.

POLICY 4.4
Improve parking conditions along Third Street to meet current and future parking needs of commercial uses.

On-street parking in the commercial core section of Third Street, between McKinnon and Revere Avenues, is ninety percent occupied throughout most of the business day. Further study should be given to the idea of constructing a public off-street parking facility in close proximity to the Bayview Town Center area in order to strengthen its capacity to serve as the activity center for the revitalization of Third Street as well as meet the off-street parking needs of Third Street merchants. In the interim, one alternative is to use the parking space of some of the churches along Third Street, since they tend to be underused during the regular business hours of most commercial establishments.

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

Bayview Hunters Point is included as a part of the bicycle and pedestrian circulation system of the Transportation Element of the General Plan. Figure 14 shows the bicycle plan. The City should continue to refine this plan to give specific attention to the pedestrian and bicycle circulation needs for the Bayview. Special attention should be given to pedestrian linkages across the physical barriers formed by freeways that separate Bayview from the rest of San Francisco, and to bicycle facilities that serve recreational and educational facilities. Figure 14 also shows proposed pedestrian trails through Bayview Hunters Point.

POLICY 4.6
Provide convenient regional access ~~to Candlestick Park~~ the 49er's stadium without negatively impacting nearby residential streets.

Special events at Candlestick Park attract crowds of up to 70,000 persons from throughout the Bay Area and northern California. The large number of automobile trips typically generated by these events can create extreme congestion and block access to nearby residential streets for residents and emergency vehicles alike. A variety of public education, traffic routing and enforcement measures are needed to deal with this problem. If the 49ers stadium is moved to Hunters Point Shipyard, a fully considered exiting plan should be completed and implemented to mitigate impacts to surrounding neighborhoods.
~~If warranted by new major development in the area, consideration should be given to a light rail linkage to Candlestick Point. See Figure 13.~~

Housing

The principal objectives for housing in Bayview Hunters Point are to preserve existing housing and homeownership patterns, and to promote major growth in new housing at price levels, types of construction, and locations that offer maximum choice to a majority of existing Bayview residents.

Background
Bayview Hunters Point contains over 9,800 dwelling units and 33,500 residents (2000 Census). Approximately 43 percent of Bayview's housing stock was built prior to 1950 and is of sound construction. This older housing generally consists of one-story dwellings over a garage. Along Third Street there are three residential hotels containing a total of 79 units.

The primary housing issue facing Bayview Hunters Point is affordability. It underlies other issues related to housing conservation and new housing growth and affects many different segments of Bayview's population. Most directly, it affects lower income households. There is a need to protect the existing supply of public housing and to encourage greater resident participation in the maintenance of dwelling units once they have been rehabilitated and improved. There is also a need to forestall or avoid displacement of lower income residents living in HUD-subsidized housing units.

Affordability is also a major issue facing moderate and middle-income homeowners in Bayview Hunters Point. Many older residents bought their homes after World War II when property was inexpensive and jobs plentiful. However, because of the extraordinary increase in real estate prices over the past twenty-five years, particularly in San Francisco, and because of the deteriorating employment situation of many Bayview residents, it is becoming increasingly difficult for the offspring of older homeowners to afford to buy housing in the district. Two issues are involved: The need to maintain affordability among existing housing units while improving their overall residential quality; and the need to assure that a significant portion of the new housing constructed is of good construction quality and affordable at the income levels that prevail in the district. The low median income in the Bayview relative to the rest of the city

means that affordable housing programs to be effective will require a higher level of subsidies and will need to be especially targeted for Bayview Hunters Point residents.

To be affordable to most Bayview households, ownership housing should be at a cost level whereby households earning an amount equal to 80 percent of the city's median income can purchase it, and rental housing should be at a cost level whereby they are affordable to those with 50 percent of the City's median income.

While providing new, high quality affordable housing is among the highest priorities for the Bayview, there is also a need to build excellent market-rate housing in Bayview Hunters Point. The unfair stigma of Bayview Hunters Point as an undesirable neighborhood stems, in part, from the excessive concentration of low-income housing that existed there during the postwar years. Some new quality market-rate housing to supplement new affordable housing would help to diminish this stigma as well as introduce income diversity among residents.

OBJECTIVE 5
PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.

POLICY 5.1
Preserve and enhance the existing character of residential neighborhoods.

Most residential areas in Bayview Hunters Point are zoned for single-family and two-unit homes. This is consistent with the existing building scale in these areas. To maintain this scale, new infill housing and expansion of existing dwellings in the heart of Bayview's residential neighborhoods should conform to existing residential patterns in terms of bulk, setbacks, and height. Also, as the existing housing ages, there is a greater need to increase maintenance of older housing. In light of the low incomes that prevail among many existing homeowners a special effort may be needed to assist rehabilitation and maintenance efforts among these homeowners in order to prevent the older housing stock from moving to a point of dilapidation. This is especially important since housing is the primary capital asset among Bayview's predominantly African American community, to a much greater extent than among other ethnic groups, and is therefore important to retaining and establishing San Francisco's African American population and maintaining thereby ethnic diversity in the city as a whole.

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

The HUD contracts under which the rents for these units are subsidized must be renewed annually. If no way is found at the federal level to continue these subsidies, close to 3,000 Bayview residents, roughly 12% of the district's total population, could face substantial rent increases or the threat of displacement.

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

Public housing is one of the main supplies of truly affordable housing. Its residential population is one of the most stable portions of the City's total population. Housing Authority officials and other City officials should work with tenant organizations and individuals in Bayview to increase federal funding to improve physical social, and economic conditions in public housing areas. Many improvements can be carried out without additional Federal funding provided there is sufficient will and cooperation among appropriate local officials and residents. Guidelines for cooperation between local officials and public housing tenants can be designed to operate at varying levels of federal funding.

POLICY 5.4
Complete modernization of Waste Water facilities, by completing the Crosstown Tunnel component of the approved Waste Water Master Plan, or another alternative which would achieve the same objective in order to enhance residential livability along the southeast shoreline.

Bayview Hunters Point is one of the primary locations for the City's sewage treatment facilities. Many of these facilities are located adjacent or in close proximity to residential areas, and affect residential character. During heavy rains, the combined sanitary/storm water sewer system often overflows, causing untreated sewage to surface or drain directly to the bay. Implementation of the Wastewater Master Plan approved by San Francisco voters has helped to modernize wastewater facilities, reduce untreated overflows, and improve their relationship to residential areas. However, one part of the plan -- construction of the Crosstown Tunnel to link the Southeast facility to an ocean outfall facility, or an alternative discharge location -- is yet to be implemented.

Existing wastewater facilities in Bayview Hunters Point include sewage handling facilities that treat and discharge waste matter into the bay. The Bayside Discharge Alternatives studies are currently analyzing the Crosstown Tunnel, and other alternatives to find the best solution to the sewage treatment and disposal problems in the Bayview. Other options, which would address the need to eliminate discharge into the Islais Creek vicinity, include a new Bay outfall and reclamation/export of the wastewater out of the City. The Bayview Hunters Point community prefers the building of the Crosstown Tunnel. A layout of the Clean Water Master Plan and the Crosstown Tunnel is shown in Figure 15.

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.

Plans for the revitalization and intensification of Third Street, and new housing at Hunters Point Shipyard and the Candlestick Point ~~Perimeter area~~ Activity Node provide the potential for thousands of new housing units in Bayview ~~with primarily moderate density (RM-1 and NC-3)~~

~~zoning~~. For those projects proposed within redevelopment areas, including Candlestick Point and Hunters Point Shipyard, affordability requirements are set forth in the applicable redevelopment plan. For all other projects, San Francisco's Inclusionary Affordable Housing Program applies to projects containing ~~10~~five or more units. At least ~~ten~~ twelve percent of the units in those projects are required to be affordable using guidelines provided by the Mayors Office of Housing ~~annually by the Planning Commission and Mayor's Office of Housing by the Redevelopment Plan.~~ Beyond these basic requirements, a major effort targeting new affordable housing for existing Bayview Hunters Point residents is needed to avoid displacement of the existing population resulting from new housing development over the next ten to twenty years.

POLICY 6.2
Develop new multi-family housing in identified mixed use nodes along Third Street concurrent with the economic stabilization of surrounding existing residential neighborhoods.

In addition to stabilizing Bayview's existing residential areas, supporting new moderate density housing on Third Street is a high priority of this plan and would be beneficial to the district as a whole in the long term. This includes abating illegal industrial nuisances near housing, phasing out legal, nonconforming intensive industrial uses, and encouraging improvement through better truck route enforcement, hazardous waste containment, building design, and landscaping. The Land Use section (Objective 1) contains policies and actions toward this goal. Development of more housing on Third Street, however, will in itself help to improve the neighborhood environment because more residents would be keeping their eyes on problems and actively working to improve their environment. Additional guidelines for the revitalization of Third Street are provided under Objective 2, in the Land Use section. A graphic description is given in Figure 9.

POLICY 6.3
Encourage development of new small-scale affordable housing on infill vacant sites and through addition of second units consistent with the character of existing residential neighborhoods.

There are close to 200 scattered vacant sites in Bayview that are zoned RH-1 and RH-2. Many are owned by local homeowners and non-profit housing developers and represent their primary stake in the private economy. Together these sites present a potential opportunity for substantial new housing and for improving the capital base in a capital-deficient community, particularly among African Americans. Many sites will be developed through the private market mechanism. Others may need technical assistance and public incentives to stimulate development, assure affordability, and give existing residents a stake in the private economy.

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.

The ridge portion of Hunters Point shipyard consists of approximately 70 acres directly abutting the Hunters Point Hill residential area. This ridge portion of the shipyard used to provide housing

for the military, and many of the housing structures remain. The Hunters Point Shipyard Redevelopment Plan gives consideration for providing affordable and mixed-income housing ranging from single-family to multi-family residential developments. The Redevelopment Plan calls for development of new streets and clustering new residential construction along Hunters Point Hill, to improve the circulation between the Shipyard and the adjoining residential neighborhoods to better integrate the shipyard into the surrounding community. As of 2010, development of up to 1,600 residential units, including a substantial amount of new affordable housing, has been commenced as "Phase I" of implementation of the Hunters Point Shipyard Redevelopment Plan, which includes the ridge.

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.

The recent and projected growth in population in the Bayview Hunters Point area has increased the demand for all types of housing. Families have been leaving the district because of limited choices in the existing housing stock. For a long time the Bayview Hill area remained undeveloped, but within the last 20 years it has become subject to significant growth pressures. Close to 50 new units were constructed on the Western slopes in the mid 1990s. Over 1,250 dwelling units have been constructed or received approval from the Planning Department in the Executive Park area as of 2005. ~~Additionally, a~~ An application for a 198-unit condominium development on the northern side of Bayview Hill, facing Jamestown Avenue, was approved in 2004. The Candlestick Point – Hunters Point Shipyard Phase 2 project includes substantial high density residential development consistent with the Bayview Hunters Point Redevelopment Plan and the Hunters Point Shipyard Redevelopment Plan, much of it located east of the Hill.

Over the past 25 years, the Recreation and Park Department has acquired or designated as open space much of the land on Bayview Hill. Some undeveloped land on the north side of the hill facing Jamestown Avenue remains residentially zoned. The 1990 Department of City Planning "Inventory of Land Suitable for Residential Development" listed this as a Housing Opportunity site based on a preliminary street survey for the Residence Element. More housing at the base of Bayview Hill with the appropriate infrastructure, locational pattern, and architectural design could help to meet the housing demand as well as contribute to the revitalization of the neighborhood. Additional housing could help to expand the consumer base for local, neighborhood-serving businesses without displacing any existing residents. The site could also provide economic development opportunities for local residents such as short-term construction contracts, construction jobs, home ownership, or participation in interim uses compatible with the adjacent parklands and residences.

Bayview Hill is one of the few remaining hills in San Francisco that has significant open space that supports an array of habitats, natural areas, and recreational activities, and is visually prominent in the southeast part of the City. In addition to the privately-owned land (including an open space easement in Executive Park on the southern slope), the city-owned park at the crest of the hill is currently over 36 acres, and there are several acres of State and City-owned land on the west side of the hill. In 1991, the Recreation and Park Department began to acquire some of the privately owned land atop the hill as part of the San Francisco Open Space Acquisition/Park

Renovation Program, administered jointly by the Recreation and Park Commission and the Planning Commission.

Commerce

The principal objectives for commercial development in Bayview Hunters Point are to improve the vitality of shopping areas and attract commercial investment for the greater convenience of the people who live and work in Bayview.

OBJECTIVE 7
ENCOURAGE HEALTHY RETAIL REUSE IN THE EXISTING COMMERCIAL CORE OF THIRD STREET AND COMPLEMENTARY GROWTH IN ADJACENT SECTIONS.

Bayview has over 500 commercial establishments. These establishments are dispersed throughout the district, but the greatest concentrations occur along Bayshore Boulevard and on Third Street. The establishments along Bayshore consist primarily of heavy commercial outlets, such as large lumberyards and hardware stores. Located on the periphery of the district with direct access to the James Lick Freeway, the Bayshore Boulevard commercial area serves a regional market and holds the potential for growth. Third Street, running through the middle of the district, is also a major thoroughfare but with more neighborhood-serving businesses. While immediately accessible to the surrounding residential community of Bayview Hunters Point, it has been relatively insulated from other parts of the City and region and has not yet succeeded in attracting a larger outside market. This is expected to change somewhat with the introduction of the Third Street Light Rail.

The primary challenge facing the commercial sector in Bayview Hunters Point is stimulating sufficient private investment interest in healthy economic uses on Third Street. To meet this challenge, the City should establish a set of community and economic development funding programs specifically designed and organized to meet the financing needs for successful revitalization of Third Street.

POLICY 7.1
Make the commercial blocks on Third Street between Kirkwood Avenue to the north and Thomas and Thornton Avenues to the south the core of new commercial growth.

This section is the logical heart of Third Street. It contains the largest concentration of existing retail establishments in the district outside of those on Bayshore Boulevard. Its blocks should be the focus of a Third Street revitalization program for encouraging healthy pedestrian-oriented and neighborhood-serving retail reuse.

POLICY 7.2
Encourage complementary development adjacent to the Third Street core commercial area.

Third Street is a major thoroughfare. A large number of persons travel through on their way to and from Candlestick Park, India Basin Industrial Park, and Hunters Point Shipyard. However, there is a current lack of convenient, attractive and safe retail services on Third Street, which

deters through traffic from stopping. The core of the commercial district between Kirkwood and Thomas Avenues is characterized by more local and pedestrian-serving uses, while the northern end and the southern end are characterized by more regional and automobile-oriented uses. These ends also contain larger and sometimes vacant parcels. In these areas there is a need and opportunity for development that could provide new jobs and a higher intensity of activities to attract more patrons. Housing development is appropriate in the identified mixed-use nodes and essential for the commercial revitalization of the corridor as a whole. Automobile-oriented retail should be limited to outside the Third Street core area where it will not conflict with the new light rail alignment or the pedestrian environment of the Town Center.

POLICY 7.3
Develop secondary nodes of commercial activity.

Commercial uses in the district should be distributed in a pattern that provides convenient access to essential retail services for all residential neighborhoods. All residents should be within walking distance, approximately one-half mile, of essential neighborhood retail services. Neighborhood commercial areas should be in conformity with the applicable provisions of the Commerce and Industry Element of the General Plan, which govern neighborhood commercial districts and uses. C-M zoning is being phased out citywide and replaced with NC-3, NC-2, new light industrial districts, or special NCD zoning where the uses are primarily neighborhood-serving commercial. This more specialized zoning is better suited to areas that abut residential neighborhoods, as it encourages housing and discourages large intensive uses, which disrupt pedestrian and residential character. Candlestick Point is not subject to these controls.

~~*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 Bayview Hunters Point and the City, and that will create job opportunities for Bayview residents.*~~*Policy 7.4 As part of any new development at Candlestick Point and Hunters Point Shipyard, encourage commercial development that will complement the other proposed uses and create job opportunities for Bayview residents.*

The existing sports stadium within this district may be replaced with a new professional football stadium at Hunters Point Shipyard. ~~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 Bayview 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 residents of Bayview Hunters Point.~~ Redevelopment of Candlestick Point should include the creation of a destination retail and entertainment center. ~~should be seriously considered.~~. At Hunters Point Shipyard, redevelopment should include a vibrant neighborhood serving retail and commercial mixed use area. Such uses would help create urban cores for Candlestick and Hunters Point Shipyard helping to attract visitors to new developments from around the region. A destination retail center would also increase the accessibility of goods and services to Bayview residents who are currently underserved by retail. At the same time, a retail and entertainment center

could help to establish a sense of place for the benefit of adjacent uses, including high density housing and offices to create a vibrant urban center.

Retail and entertainment development for Candlestick Point and Hunters Point Shipyard need to be thoughtfully programmed to ensure that it is acting as a catalyst for economic revitalization throughout the Bayview and not unduly compete with established retail corridors, most importantly Third Street~~. Commercial development within the district should consist primarily of destination-oriented uses that will supplement, and not substitute for, neighborhood-serving retails services within the Bayview 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~~

Industry

The principal objectives for industry are to maintain and fully utilize existing industrial areas to better meet the City's and Bayview's economic needs and to achieve a closer linkage between the employment and investment opportunities created in the industrial areas and the employment and entrepreneurial needs in the Bayview Hunters Point ~~Community~~ community.

Background
Over one quarter of the land in Bayview Hunters Point is occupied by industrial uses, not including the Shipyard or Port property. The subareas that have industry as a primary land use include: Northern Industrial, India Basin Industrial Park, South Basin East, and South Basin West. Together these industrial areas contain over 1,000 establishments and provide almost 15,000 jobs. Maintaining the vitality and growth of these areas is crucial to the economic well-being and future of Bayview as well as the city as a whole.

The Northern Industrial area, India Basin Industrial Park, and the Port facilities at Piers 94 and 96 are oriented toward light and heavy industrial activities, maritime industry, and heavy commercial. Physically removed from Bayview's primary residential areas, India Basin Industrial Park and the Port's container terminals in particular are more directly linked to the adjacent maritime/heavy industrial uses in the Central Waterfront north of Cesar Chavez Street, immediately outside the boundaries of Bayview Hunters Point. Industrial growth in South Basin is circumscribed by surrounding residential areas and the Candlestick Point State Recreation Area. Future growth should be directed toward achieving more efficient utilization of space in already built-up industrial areas and improving compatibility with the State Park and surrounding residential areas.

The other previous industrial area is the Hunters Point Shipyard. Through special legislation under the federal Base Closure Act, it is being ceded to the city. Occupying over 500 acres, it ~~is~~was the single largest industrial area in the district, and has had determining influence on the

overall economy of Bayview and the city as a whole, particularly when it was fully utilized by the Navy as a major ship repair facility from World War II to 1974. By physical location and characteristics and by citizen input, it is an appropriate location for a wide range of new uses, including housing, research and development, retail, commercial office and light industrial uses. ~~location for new industrial growth and additional uses.~~ The historical conflict between housing and industry in the Bayview and the need to achieve harmony between residential and industrial areas prompted the extensive community planning process to develop the Hunters Point Shipyard Redevelopment Plan, which designates land use throughout the Shipyard. Land uses include a variety of ~~Industrial uses,~~ Research and Development Uses, Office Uses, Light Industrial Uses, Mixed Land Uses, residential and Cultural and Educational uses~~, and Maritime Industrial uses~~. For specific policies governing Hunters Point Shipyard, see the Hunters Point Shipyard Redevelopment Plan and its accompanying Design for Development document.

OBJECTIVE 8
STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.

POLICY 8.1
Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts.

Northern Gateway, South Basin, Oakinba, and the India Basin Industrial Park have been rezoned to new Production, Distribution and Repair designations. The new districts clarify the purpose of these vital neighborhoods by clearly limiting uses that could compete for land and could create damaging land use conflicts.

A major opportunity to bring the Hunters Point Shipyard under productive use for local purposes has become available with the Congressional Base Closures Act. Separate legislation to specifically cede Hunters Point Naval Shipyard to the City creates a unique opportunity for the City to bring the shipyard area into full productive use in a way that benefits both the local and regional economy. Reuse of the shipyard has been planned for in the Hunter's Point shipyard Redevelopment Plan and its accompanying Design for Development document. The Redevelopment Plan provides for a mixed-use development including ~~retention of~~ light industrial, ~~maritime industrial~~ and other mixed uses. For specific policies governing Hunters Point Shipyard, see the Hunters Point Shipyard Redevelopment Plan. Given the central role of the shipyard in the overall economy of Bayview Hunters Point and the City and County, it is essential that these activities be closely coordinated with the planning activities for the Bayview as a whole.

POLICY 8.2
Achieve reuse of Hunters Point Shipyard.

A major opportunity to bring the Hunters Point Shipyard under productive use for local purposes has become available with the Congressional Base Closures Act. Separate legislation to specifically cede Hunters Point Naval Shipyard to the City creates a unique opportunity for the City to bring the ~~shipyard~~ Shipyard area into full productive use in a way that benefits both the

local and regional economy. Reuse of the ~~shipyard~~ Shipyard has been planned for in the Hunter's Point shipyard Redevelopment Plan and its accompanying Design for Development document. ~~The Redevelopment Plan provides for a mixed use development including retention of industrial, maritime industrial and other mixed uses.~~For specific policies governing Hunters Point Shipyard, see the Hunters Point Shipyard Redevelopment Plan. Given the central role of the ~~shipyard~~ Shipyard in the overall economy of ~~South Bayshore~~ the Bayview and the City and County, it is essential that these activities be closely coordinated with the planning activities for South Bayshore as a whole.

OBJECTIVE 9
IMPROVE LINKAGES BETWEEN GROWTH IN BAYVIEW'S INDUSTRIAL AREAS AND THE EMPLOYMENT AND BUSINESS NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY.

POLICY 9.1
Increase employment in local industries.

The India Basin Redevelopment Project has been successful in attracting new industries to the Bayview district. It is not clear, however, that the project has fully met its employment goals of creating major job opportunities for local residents. Local unemployment rates have fluctuated since completion of the redevelopment project. Future revitalization activities should give greater priority to assuring job opportunities for local residents.

POLICY 9.2
Encourage the local business community to play a larger role in Bayview's industrial sector.

The business community in Bayview Hunters has focused much of its interest on revitalizing the retail section of Third Street. Yet even with such revitalization, business opportunities would be limited because of the essentially neighborhood-serving commercial function of Third Street and the ample supply of existing commercial space. Bayview's industrial sector also offers many business opportunities. The local business community should broaden its interest in economic development to look at ways of playing a larger role in the industrial sector.

POLICY 9.3
Support expanded role of African American firms in distribution and transportation industries.

The South Bayshore Economic Study (May 1988) prepared by Recht Hausrath Associates documented that "Warehousing/Distribution/ Transportation" (W/D/T) industries dominate the Bayview economy. African-Americans are grossly underrepresented in these industries. In most cases, as business owners and operators, they are totally unrepresented. Since the late 1980s, a few African American firms have managed to gain a foothold in this economic sector. These firms include one trucking firm owned and managed by African-American women. The efforts of these firms should be strongly supported. They still face many barriers to full participation as private entrepreneurs because of the historical isolation of African Americans from these industries. These barriers include private market restrictions relating to bonding, financing, contract bidding, marketing, and organizational leverage. Programs specifically designed to

eliminate each of these barriers should be developed and implemented so that African American firms can compete on an equal basis with other private firms in this important economic sector of Bayview Hunters Point.

Urban Design

There is enough developable land among and within built-up portions of Bayview Hunters Point for new growth to have a major impact on its overall aesthetic character. The primary design challenge is to locate and shape new growth to accentuate the positive characteristics inherent in the topography, history, and existing use activities of the district. See Figure 16.

DISTINCTIVE CHARACTERISTICS OF SOUTH BAYSHORE

India Basin/Hunters Point Hill
The steep incline of the northern side of Hunters Point Hill provides a dramatic visual image of the separation between the previous heavy/maritime industrial uses of India Basin and the residential neighborhoods of Hunters Point.

Innes Avenue along the northern base of the hill has a low building scale and interesting mixture of single-family residential, commercial, and light industrial activities in an intimate pedestrian setting. New retail and eating and drinking uses would help foster commingling among these various uses.

Roadways combing the intricate texture of the hill reveal a dense residential style population, where blocks of older multi-family housing projects are linked to blocks of newer suburban-style housing, with sudden dramatic views of the bay at various points.

The open space at the top of Hunters Point Hill Park offer sweeping views of the industrial side of the bay - Hunters Point Shipyard, the shipyards of Oakland and Alameda - views linked to the industrial-oriented character one experiences in parts of Bayview at the pedestrian level.

South Basin, East of Third Street
The eastern edge of South Basin along the Candlestick Point State Recreation Area provides an interesting mixture of light industrial, institutional and residential uses with level topography and convenient pedestrian access.

Cottages and small church buildings scattered among the small manufacturing, warehousing, and other industrial uses of South Basin convey a sense of the ‘early industrial city’ when there was a healthy tolerance for and commingling among these diverse uses.

Candlestick Point State Recreation Area
The state park provides direct public access to the southeast shoreline of San Francisco Bay with a major wetlands area to be developed at the Yosemite Slough.

The park provides a naturalistic upland and wetland environment along the shore of the Bay that offers respite and seclusion.

Strong gusty winds along the shoreline during most days tend to encourage individualized activities, such as walking, fishing, and windsurfing.

Bayview Hill
Perceptions from the heavily wooded glade at the top of the hill interweave a sense of closure and seclusion with dramatic open-ended views of the entire Bayview Hunters Point area, Downtown, and the bay.

Existing residential neighborhoods reveal an interesting mixture of small cottages and single family flats over a garage, many perched in intimate niches created by the uneven topography of the hill.

The evenly terraced eastern side of the hill above Executive Park contrasts with uneven texture of the northern side where sudden drops in elevation reach flat table-like formations.

Silver Terrace
Uniformly developed older residential blocks consisting of one-story flats over garages with stucco exteriors, are reminiscent of those in the Sunset, Richmond and Excelsior districts.

The former Bayview Farm agricultural area provides an open vista from the solid residential blocks and a transition to the light industrial uses in South Basin, west of Third Street.

Third Street
Third Street has an intimate pedestrian character, with a warm sunny climate on most days. This character is understated because of the over concentration of unhealthy uses and automobile orientation that presently characterize the street.

The Town Center public block, which includes the Bayview Opera House, is uniquely situated to serve as a major activity center that preserves the area's working class heritage and brings together the diverse social and cultural elements that make up today's community.

OBJECTIVE 10
ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.

Bayview has many positive features: a varied topography, a shoreline, a warm and sunny climate, a small pedestrian-oriented building scale, and at times a certain charm to its unkempt character. The problem is that many of its positive aspects become overwhelmed by such things as unattractive building features, intrusive truck and automobile traffic, and 'blank' spaces of vacant land that lack definition.

To a large extent, many of the community economic development problems will have to be resolved before the positive features of Bayview Hunters Point as an urban district can become fully expressed. For example, Third Street provides the initial and primary visual impression of the district to most outsiders traveling through it. The bars on shop windows and doors, the

boarded-up storefronts, and the general scene on many blocks give an uninviting impression. It will be difficult to correct this negative visual impression until healthier economic uses are brought to the street. The underlying problem is economic. However, once a certain threshold is reached in solving the economic problems, urban design becomes very important. The scale of buildings, their relationship to each other and the street and sidewalks, the placement of street furniture, and other factors relating to the treatment and organization of space become important for giving the street an inviting appearance and sustaining marketability and growth over the long run.

Sponsors of projects in the area should refer to the appropriate design guidelines documentation for direction on crafting compatible, quality development for the Bayview. The Planning Department's *Residential Design Guidelines* (December 2003) and *Industrial Area Design Guidelines* (August 2001) discuss approaches to new construction and major renovation projects in residential neighborhoods and industrial zones, respectively. As of the publication date of the 2006 amendments to this Plan, the Planning Department and Redevelopment Agency have also produced a draft *Third Street Design Guidelines* document that focuses on the Town Center District of Third Street in the Bayview. The document is an important resource in helping residents, local business owners, and City staff evaluate development proposals along Third Street with an eye towards enhancing the overall look and feel of the district.

<u>For Candlestick Point and the Hunters Point Shipyard, the applicable Redevelopment Plan and Design for Development documents provide the relevant design guidance and shall control over the other documents identified above.</u>

POLICY 10.1
Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.

Bayview Hunters Point has a unique assortment of public open space, including Bay View Hill Park, Hilltop Plaza, Adam Rogers Park, Youngblood Coleman Playground, Bayview Playground, the Candlestick Point State Recreation Area, India Basin Shoreline Park, and the former Bayview Farm. Yet some of these areas do not stand out visually, and some are not fully accessible to the community, due in part that some of them, such as Bay View Hill and Candlestick Point State Recreation Area, are not fully improved as public open space areas and the surrounding privately owned property is not clearly delineated. Development of appropriate uses and the introduction of more intense pedestrian-oriented activity around their edges would help to accent their existence as open space areas, and promote their use.

POLICY 10.2
Improve the visual quality and strengthen the pedestrian orientation of the Third Street core area.

Third Street between Kirkwood Avenue and Thomas and Thornton Avenues is proposed as the primary commercial and activity center for Bayview Hunters Point. Although Third Street is a major vehicular thoroughfare and a light rail corridor, the building scale is pedestrian-oriented. This orientation should be strengthened in concert with efforts to bring healthier economic uses

and more people on the street to shop. Particular attention should be given to making the space around the historic Opera House more attractive and secure for leisure shopping and for cultural and social events. Development of the Bayview Connections Project on the two small triangular blocks in this section of Third Street can play a useful role in this regard. See also Objective 2 in the Land Use section and Objective 7 in the Commerce section.

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.

Archeological evidence indicates that prior to European settlement, the Bayview, like many other parts of San Francisco was the home of Native American groups for thousands of years. Doubtless, many remains of the settlements of these groups remain buried in the area. The Bayview Hunters Point Plan recognizes the significance of this deep cultural heritage, and accordingly views the entire geographical area covered by the Plan as having potential archeological significance. Under this view, archeological investigation and plan remediation are encouraged for any substantial proposed physical development with the potential to encounter buried archeological resources within the boundaries of Bayview. Appropriate mitigation measures must be implemented to assure sensitive treatment to potential significant archeological sites, including, when appropriate, the use of archaeological research design and treatment plans. ~~Such investigation and remediation plans shall occur prior to the issuance of a building permit for the affected development.~~

~~This policy is responsive to the claim of the Muwekma tribal government to the extent permitted by state and federal law.~~ Both the Board of Supervisors and Human Rights Commission have approved resolutions supporting the claim of the Muwekma tribal government as Native American descendants of Bayview Hunters Point and other parts of San Francisco. [Resolution Nos. to be provided as reference.]

This policy recognizes these City actions and encourages participation by the Muwekma tribal government, among all affected tribal groups and governments, in the archeological investigation and remediation activities under state and federal law.

Major land use projects should include outreach efforts to relevant Native American groups to elicit input regarding such undertakings.

OBJECTIVE 11
IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT

New development can be used to shape and better define the urban pattern of the City as a whole, including its individual neighborhoods. In Bayview Hunters Point, new development could help to emphasize important locations throughout the district and to distinguish between Bayview's various subareas.

In particular, the design of new buildings along Third Street should reflect and enhance the prominence of the corridor in relation to its surroundings. One way in which new development can accomplish this objective is through accents in building height. In general, taller buildings located at important locations along a given street, including corners, major catalyst sites, and transit stops, highlight these areas as distinct and help create a visually interesting urban pattern. In coordination with the community, the Planning Department will conduct a height analysis of Third Street to determine where minor height limit adjustments may be warranted. Height limits should support the economic development goals for the corridor by helping to enable appropriate development in the defined mixed-use nodes along Third Street.

New developments at Executive Park, Candlestick Point, and Hunters Point Shipyard also provide opportunities to introduce taller buildings as a means to provide higher residential densities, more concentrated commercial activity, and to mark the location of important new urban cores. Taller buildings need to be very carefully considered to assure that they create an compelling and coherent skyline, do not unduly compete with nearby geographic features, and work with the adjacent street and open space network so that impacts from shade and wind are minimized.

POLICY 11.1
Recognize and enhance the distinctive features of Bayview Hunters Point as an interlocking system of diverse neighborhoods.

The major land uses in Bayview tend to be distributed in bands that stretch across the width of the district. The northernmost band is predominantly industrial and commercial in nature. The central band consists of the heart of the residential community, commonly known as Bayview Hunters Point. It is followed by South Basin, a light industrial area that has an intimate relationship to the residential neighborhoods along its edges. Below South Basin is Bayview Hill, the southernmost residential neighborhood in the district, as well as Candlestick Park Stadium and Executive Park.

The ~~overall development pattern~~ existing built environment in the Bayview is ~~of a~~ generally lower ~~level~~ scale ~~of intensity~~ than many parts of San Francisco, ~~yet it is a built-up urban area with a rich~~ yet includes a rich variety of land uses. Hunters Point has been noted for its heavy concentration of public housing; yet it contains a variety of residential neighborhoods and housing types. Historically, there have been serious land use conflicts between industry and housing throughout the area. Today significant conflicts remain, but there is a strong potential through sensitive urban design for industry, housing, commerce and open space to function together as a coherent whole. Efforts to revitalize Bayview should be accompanied by efforts to encourage greater recognition and definition of the diverse uses that make up the subareas of Bayview Hunters Point and of the interrelationship among these subareas that give a unique character to the district as a whole.

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.

The pedestrian bicycle trail system is shown on Figure 14. Bayview's large land area and hilly topography can make it difficult to cover by walking. Bicycling is a convenient alternative. Information about the plan should be made more available to the residents of the Bayview. There may be an opportunity to extend the plan through the area with the use of abandoned rail lines. Integrated development of the Hunters Point Shipyard and Candlestick Point described in Proposition G and the new direct connections between the two sited, provides an opportunity to increase awareness of pedestrian and bicycle trails in the Bayview and the use of bicycles as a primary means of transportation within the Bayview.

Recreation and Open Space

OBJECTIVE 12
PROVIDE AND MAINTAIN ADEQUATELY LOCATED, WELL DESIGNED, FULLY EQUIPPED RECREATION FACILITIES AND ENCOURAGE THEIR USE.

Bayview is fairly well served with recreation and open space facilities in terms of gross acreage. When the Candlestick Point State Recreation is counted among its overall facilities, the amount of parkland per 1,000 households in Supervisoral District 10 comes out to approximately 25.7 acres, as compared to the City average of 16.3 acres per 1,000 households. Primary issues to deal with include the following: limited resident utilization of some facilities; the lack of improvements at some facilities; lack of accessibility due to geographic distance or topography; need for sensitive design of small scale open spaces in more dense areas to enhance aesthetic quality of the district, imbalance in some cases between specific recreational facilities or programs offered and the interest of the surrounding community in these facilities or programs; and the costs of adequately maintaining facilities. See Figure 17 for open space and park locations.

POLICY 12.1
Make better use of existing facilities.

The Bayview is served by a number of City parks and recreation facilities, including Youngblood Coleman Playground, Hilltop Park, Adam Rogers Park, Joseph Lee Recreation Center, Milton Meyer Recreation Center, Bayview Playground, Gilman Playground and King Pool. A new public shoreline park has recently been created along India Basin. In addition to City facilities, the ~~155-acre~~ Candlestick Point State Recreation Area, which is proposed to be reconfigured and improved in connection with redevelopment at Candlestick Point. extends along the eastern shoreline from the San Mateo County line north along the Bay to the Hunters Point Shipyard. The list of facilities includes hilltop parks with great views of the City and Bay region, shoreline parks, and neighborhood parks with specialized recreation facilities and programs.
Many of these varied parks, open spaces, and recreational facilities are underused by the neighborhood residents. In some cases this is due to limited access, such as at Bayview Hill Park, in other cases, it may be due to an imbalance between specific recreational facilities and the interest of the surrounding community in these facilities; a need for increased recreation programming and staffing; better facility maintenance; or a lack of resident information about available programs. All these issues should be addressed.

In each case, community residents and Recreation and Park Department recreation staff should be discussing these issues and identifying mechanisms to increase resident utilization of the recreation and park facilities. The Recreation and Park Department holds public hearings annually to receive public input on what recreational activities neighborhood residents want offered at their local parks and recreational facilities. In addition to the annual meetings, staff of neighborhood facilities meet with community residents to talk about facility programming and other neighborhood concerns. The Recreation and Park Department should consider whether their community outreach efforts should be increased to achieve broader community consensus about needs, interests, goals and improvements. It should also discuss with the community the importance of small-scale passive open space in improving the urban design of the district.

POLICY 12.2
Maximize joint use of recreation and education facilities.

In addition to City and State Recreation and Park facilities, a number of other recreation facilities and programs are located in Bayview Hunters Point. Opportunities for community use of these facilities should be increased and/or improved.

Some of these facilities include public schools. In the Bayview district, after school recreation programs are offered at Bret Harte School, Sir Francis Drake School, Joseph Lee Recreation Center, Youngblood Coleman Playground, and Milton Meyer Recreation Center. The Recreation and Park Department and the community should monitor community utilization of available after school sites, and determine whether site additions are required, and whether any other program changes would result in better utilization of the available facilities.

There are also great opportunities for community use of the Candlestick Point State Recreation Area. The City and the Bayview community should continue to work with the State Department of Parks and Recreation to implement the ~~master plan~~ General Plan for Candlestick Point State Recreation Area. Provision of better public transit to the State Park from parts of Bayview Hunters Point and from the City as a whole would also help to increase use of this significant recreational resource.

POLICY 12.3
Renovate and expand Bayview's parks and recreation facilities, as needed.
Parks and recreation facilities throughout Bayview Hunters Point need regular maintenance and periodic renovation in order to attract and accommodate continued and increasing neighborhood use. Bayview should receive its fair share of funds for this purpose.

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.

The Recreation and Open Space Element of the General Plan contains specific policies for open space development along the shoreline of the Bay. The general policies and the policies for location within the Bayview are as follows (See Figure 17 for Open Space locations):

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. (See Figure 14)

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.

The Friends of Islais Creek is a voluntary organization formed over 15 years ago to restore the Creek and its immediate shoreline as nearly as possible to its natural state prior to modern human development and make it accessible for human recreational use. Through voluntary work efforts, such as clean-up and replanting activities, supported by a modest amount of State funding, the Friends have already taken major steps toward this goal. They are working with affected local and regional agencies to prepare and implement a master plan for restoration. This Plan fully endorses and sanctions efforts to revitalize the creek area. A restored Islais Creek would provide a major visual and recreational focal point for entry into the Bayview from the Downtown area.

Pier 98 is a narrow eleven-acre spit of land extending about 2,400 feet into the Bay at India Basin that was converted into Heron's Head Park in 1998. The area originally consisted primarily of fill placed there for a new bridge, the Southern Crossing, which was once proposed for the site. The area now supports of a significant seasonal shorebird and wildlife population and the project has restored and enhanced marsh and tidal mudflats.

The Candlestick Point State Recreation Area extends from the County line north to Shafter Avenue along the Bay shoreline. The State's ~~master plan~~ General Plan, which was last updated in 1987, is scheduled to be revised again. ~~calls for enhancement of wildlife habitat and development of water-oriented uses, and other active and passive recreational uses. The marsh is to be restored near the mudflats at the north end of the park to form a natural wetland. Native trees, shrubs, and ground cover are to be planted in upland areas throughout the park to recreate the indigenous vegetation of the Bay region.~~
Improvements currently call for the restoration of Yosemite Slough , replanting of indigenous vegetation and construction of hiking and bike trails throughout, enhancements of picnic areas, campgrounds, water access for boats, fishing piers, among others. Concessionaire for a food service is also considered.

~~The plan calls for construction of an interpretive center to promote environmental education. The plan also calls for creation of an island offshore to provide a resting place for migratory birds. Another passive recreation area is planned for the southeast end of the park at 'Sunrise Point'. This plan calls for construction of hiking trails throughout the park.~~

~~Jogging trails will link up with an exercise concourse. A separate network of bicycle trails will connect the various activity centers of the park, and skirt the Bay shoreline. The plan also calls for development of a community garden center, picnic areas, a campground with facilities for overnight group camping, fishing piers, swimming beaches, and a community cultural and recreation center. The water oriented uses proposed in the Master Plan for the State Park include a marina complex with space for a ferry landing and concessions and slips for permanent as well as daytime boat tie-ups. The marina would also include a lagoon for sailboats and other non-powered craft as well as a restaurant and snack bar.~~

Community Facilities and Services

Background
Overall, Bayview Hunters Point has an adequate physical supply of multi-purpose community facilities. The primary issues which should be addressed relate to: providing adequate physical maintenance for these facilities in light of shrinking local funding; maintaining an effective level and quality of program services in the face of federal and state funding cutbacks; increasing utilization of existing facilities, particularly the Opera House, the Southeast Community College Center and the old Wells Fargo Bank building which is now serving as a community center; and shaping the overall coordination of program service delivery to have maximum impact on social needs in the Bayview Hunters Point community.

A comprehensive survey of community problems by the Bayview Hunters Point Roundtable, a coalition of service providers, found the Bayview Hunters Point community to be facing "spiraling problems relating to poverty, teen pregnancy, unemployment, substance abuse, single parent families, and students dropping out of high school." The survey, entitled "Directions to the Future, Issues and Strategies for Change in the Bayview Hunters Point Community, (1987) identified four major issues to be addressed to deal with these "spiraling problems":

1. The quality of life and lifestyle must be improved;
2. Essential goods and services must be affordable to residents of the area;
3. Problems of youth in the community must be addressed in a context that preserves, promotes, and rebuilds the sense of family characteristic of the neighborhood's past.
4. Political, economic, and cultural power and authority must be built that is native to and representative of the community.

Many of these issues are addressed in various policies of the proposed Plan. For example, the Housing section proposes specific objectives and policies relating to maintaining and enhancing the existing family character of Bayview's residential areas and to targeting affordable housing for existing Bayview Hunters Point residents. The Industry section proposes specific objectives

and policies on improving job training, employment and business opportunities for the Bayview Hunters Point community.

Since the General Plan deals primarily with physical and economic aspects of development, it does not cover specific issues relating to the delivery of social programs and services. Nevertheless, the social problems and needs in Bayview are of such a nature and scale that they must be addressed as a part of an overall strategy for revitalization. A strategy for physical and economic revitalization of Bayview Hunters Point will not be successful if it does not also address social concerns.

There are over 300 agencies and persons providing services to the Bayview Hunters Point community in the areas of Child Abuse, Child Care, Spiritual Life, Community Advocacy, Education, Emergency Services/Family Support, Employment, Housing, Legal, Mental Health/Medical Facilities, Meeting Facilities, Recreation Services and Substance Abuse.

The Directions to the Future report provides a framework for assessing programs affecting the Bayview Hunters Point community according to four issue/goal areas: Quality of Life and Lifestyle; Affordability; Problems of Youth; Political, Economic, and Cultural Power. The framework is broad enough to include all types of physical, social, and economic programs and can therefore provide a basis for assuring that social program efforts in Bayview Hunters Point are effectively integrated with physical and economic efforts.

This assurance would occur through a tracking plan that monitors each program, documents and assesses performance, and establishes priorities. Task forces on each issue/goal area would be used to implement the tracking plan, and community-wide meetings would be held to provide information of its progress.

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

Since Bayview Hunters Point already has an ample supply of general-purpose community facilities the primary need is to provide adequate maintenance for those that already exist. Additionally, the educational-related facilities, such as the Southeast Community College, appear to be under used by local residents, especially young people. In light of the urgent need to improve skill levels among residents, there should be a concentrated effort to increase local use of educational-related facilities.

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

POLICY 14.2
Expand outreach efforts to increase residents' participation in local educational programs.

POLICY 14.3
Carry out a comprehensive system for tracking, monitoring, and setting priorities among the many social programs serving the Bayview Hunters Point community, giving special attention to the needs and concerns of young people.

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

There is an increasing need for physical facilities for more specialized community services, particularly child care centers and senior housing related facilities. Although the Bayview has one of the highest female-headed household and child populations in the city, it has only two subsidized child care centers. As large scale new development occurs it will be important to also require provision of child care facilities as a part of the development. The need for even more specialized services has come with the increase in babies born into addiction due to drug usage by their mothers during pregnancy. The effort to stimulate construction of more senior housing in the district should include measures to assure that the housing is properly designed to meet the social and health needs of the residents on a project specific basis.

POLICY 15.1
Increase funding for and achieve closer coordination between health, social, and educational programs, particularly those relating to drug abuse and teenage pregnancies.

There is a need for subsidized day care centers in Bayview Hunters Point, especially those providing specialized services, such as care for children born into drug addiction. Developers of forty or more dwelling units should be encouraged to provide physical facilities for a child care center.

POLICY 15.2
Shape new housing growth to include adequate provision of physical facilities for the social and health needs of senior citizens.

POLICY 15.3
Make maximum use of indigenous community resources to increase civic pride and support physical and economic revitalization.

Bayview also has important indigenous community resources. According to the Bayview Hunters Point Roundtable, there are close to one hundred churches in the district, perhaps more per capita than any other district in the City. These and numerous other community institutions have considerable influence in shaping community opinion. They can help to provide valuable services, especially to families, and mobilize voluntary community efforts for civic pride and revitalization.

POLICY 15.4
Centralize the location of district-wide community information, outreach and meeting activities.

As the centrally located hub for the commercial revitalization of Third Street, the Opera House is ideally suited to serve as the central place for district-wide community activities in Bayview. The community-based organization occupying the old Wells Fargo Building is also well suited for this purpose. The existing staff and physical facilities of these organizations are already available to and utilized by a wide variety of Bayview Hunters Point organizations and individuals for a variety of purposes. With minimal enhancement to existing resources, they can centralize the community information network needed for physical, social, and economic revitalization of the Bayview Hunters Point community.

Public Safety

OBJECTIVE 16
PROVIDE ADEQUATE, EFFICIENT AND PROPERLY LOCATED POLICE, FIRE AND HEALTH SERVICES.

POLICY 16.1
Support the continuation and enhancement of service of the police station in Bayview Hunters Point.

The new district police station developed at Williams Avenue at Newhall Avenue in the Bayview provides a more central location for police services in the southeast section of the city. The station at Williams and Newhall, which became operational in 1997, also reflects improved standards and technological advances in the area of police operations.

POLICY 16.2
Support maintenance of the five existing fire stations located within or near Bayview Hunters Point.

Bayview Hunters Point includes a large land area, approximately three and a half square miles. The five fire stations currently serving the district are essential to assuring that all areas-residential, commercial, industrial — receive prompt and effective fire services. The continued existence and maintenance of these fire stations should be supported.

The Fire Department is installing new lines for a "high pressure" water pressure system to be used exclusively that will significantly improve fire-fighting capacity in the district.

POLICY 16.3
Support improved health services that are more relevant to social-oriented health problems in Bayview Hunters Point, and promote the expansion of the Southeast Health Center.

Overall, Bayview is adequately served by general-purpose health facilities. However, there is an urgent need for specialized health programs that directly relate to pressing social problems, such as drug abuse and teen-age pregnancies. Problems related to drug rehabilitation are especially acute. There are few programs available for lower income drug abusers seeking long-term treatment frequently necessary for recuperation. Many of these problems are related to a decline

in federal and state funding. A concentrated effort is needed to develop specialized health programs that are directly relevant to these pressing social problems.

Energy

The principal energy-related objectives are to promote the efficient use of energy resources in Bayview Hunters Point to encourage economic development, and to support the achievement of other community goals through the improved management of energy resources.

Background
At the time of the 1995 plan update, annual energy expenditures in San Francisco averaged $650 million. Since San Francisco imports almost all of its energy supplies, a major portion of the City's energy expenditures leaves San Francisco, constituting an enormous drain on the local economy. Energy conservation and the use of local renewable energy technologies can help retain dollars in the community and can contribute to increased demand for local goods and services and the creation of new local job opportunities.

From 1980 to 1995, the United States became a net importer of energy. Increased U.S. dependency on imported fossil fuels has made our country increasingly vulnerable to external events, posing a threat to our economy and national security. Following the 1975 oil crisis, federal, state and local energy conservation programs were instituted. As a result, during a period when the U.S. economy grew by thirty-three percent, energy consumption actually shrank by two percent. But these figures only begin to show the potential. In spite of our improved energy efficiency, the United States still does not perform well in terms of energy use per dollar of gross national product, as compared to other countries.

The City's goals for energy efficiency are expressed in the Environmental Protection Element of the General Plan as: (1) to increase the efficiency with which energy is used locally; (2) to diversify the present balance of resource supplies to meet local energy needs; (3) to foster the economic development of energy management services and renewable energy systems; and (4) to encourage the active participation of members of the community in carrying out this program.

The City's concern is to decrease the drain of capital from the local economy in the form of energy purchases from outside the city, and to significantly reduce personal and business energy costs. In addition, energy conservation can contribute to the long-term affordability of both housing and business uses, and to the attractiveness of the community as a place for living and working.

OBJECTIVE 17
SUPPORT COMMUNITY ECONOMIC DEVELOPMENT AND REVITALIZATION THROUGH ENERGY MANAGEMENT AND ALTERNATIVE ENERGY TECHNOLOGIES.

POLICY 17.1
Promote the Bayview as an area for implementing energy conservation and alternative energy supply initiatives.

Energy efficiency can serve as an important economic development tool in Bayview Hunters Point. Specifically, appropriate energy policies can: lower the costs of living and doing business in the Bayview and mitigate the effects of variations in energy supply and cost; contribute to local business development and revitalization (efficient use of all resources, not just capital and labor, can make a difference in a business's bottom line profits); minimize operating costs of new housing and commercial developments through energy efficient design; upgrade existing public facilities by implementing energy saving programs and capital improvements, thereby expanding the power of tax dollars and improving the comfort and aesthetics of facilities.

Energy efficiency policies can also provide job development opportunities to meet community needs. Conservation and renewable energy technologies are labor-intensive in nature, offering opportunities for addressing job training and employment needs. Community talents, resources and businesses can be brought together in a coordinated effort to both establish new job opportunities and train workers in skills that will help bring about community energy savings.

POLICY 17.2
Strengthen linkages between district energy planning efforts and overall community development goals and objectives.

Every attempt should be made to integrate energy planning with other community goals and revitalization efforts. The ideal time to address energy use in existing buildings, for example, is during major rehabilitation.

OBJECTIVE 18
REDUCE THE OUTFLOW OF DOLLARS FROM THE COMMUNITY DUE TO EXPENDITURES ON ENERGY THROUGH THE IMPROVED ENERGY MANAGEMENT OF TRANSPORTATION, HOUSING, COMMERCE AND INDUSTRY, AND COMMUNITY FACILITIES.

POLICY 18.1
Encourage land use patterns that will reduce transportation needs and encourage methods of transportation that will use less energy.

Transportation activities represent about a quarter of the energy use and costs in San Francisco. It appears that the Bayview community has above average potential for reducing transportation energy use. At present residents shop and drive outside of the local area more than residents in other parts of the City because of the lower density character of Bayview Hunters Point. However, as population density increases with more residential and economic growth, there is likely to be an increased need and demand for public transit services. If more residents are encouraged to use public transit services, this would reduce auto use and in turn the economic, environmental, and health costs associated with such use.

The energy used to move people and goods in a community is determined in part by patterns of development. The spatial relationships of individual buildings and entire neighborhoods-their density and the degree to which different kinds of uses are integrated-determine in part how far and by what means people travel. Land use organization can provide for more efficient use of

energy by promoting more compact development, and by locating new developments close to a variety of services and facilities. Such land use practices result in reduced dependency on the automobile and increased efficiency of mass transit systems.

POLICY 18.2
Enhance the energy efficiency of housing in Bayview Hunters Point.

The residential sector consumes nearly one fourth of the electricity and approximately two-thirds of the natural gas used in San Francisco. Natural gas is used primarily for space and water heating while electricity is used for lighting and appliances. Approximately sixty-three percent of the housing in the Bayview consists of single-family homes compared to thirty two percent citywide. Single-family homes are much more energy consuming than multifamily homes, thus also having a greater potential for energy savings. Furthermore, single-family homes and multifamily homes in Bayview Hunters Point consume more gas and electricity per unit than homes found in any other area of San Francisco. Approximately forty-three percent of the homes in Bayview were built prior to 1950 and close to ninety percent prior to the adoption of the California building energy standards. There is usually a direct correlation between residential building age and poor energy efficiency since the buildings were built when energy prices were low and few energy saving measures were included. In Bayview, residential natural gas usage represents significant energy savings potential. Cost-effective weatherization measures and more efficient operation of space and water heating can contribute to lower energy costs.

Residents in Bayview should have much interest and incentive for achieving energy savings through home energy saving improvements. Bayview claims a higher percentage of homeowners than the city as a whole, and residents show a marked degree of stability. A large percentage of residents who do rent pay their own utility bills. Residents of Bayview Hunters Point would benefit from energy efficient rehabilitation in several ways. Energy measures would bring improved cash flow, improved building conditions, increased comfort, stabilized rents and improved resale values of homes.

Energy efficient design and construction techniques in new housing will contribute to the long-term affordability of housing through lowered energy costs. Energy efficient design measures, in addition, can add amenities such as greatly increased comfort or increased daylight. Lower utility costs and the associated amenities from these design measures can also serve as a marketing tool attracting residents to new housing developments.

POLICY 18.3
Promote effective energy management practices in new and existing commercial and industrial facilities to increase energy efficiency and maintain the economic viability of businesses.

In San Francisco in 1995, the commercial and industrial sectors spend approximately two hundred and fifty million dollars a year for electricity and one hundred and thirty-two million dollars a year for natural gas. Energy conservation in the commercial and industrial sectors is important in the Bayview because of the large number of businesses located there. Bayview Hunters Point is one of San Francisco’s most important locations for industrial activity. As of 2003, industrial use in Bayview includes over 1,000 production, distribution, and repair

businesses, representing over six million square feet of building area. Retail and office functions also occupy more than two million square feet of commercial space in the Bayview.
In the commercial and industrial sectors, electricity is used for lighting, air conditioning, office equipment and industrial operations such as welding, while natural gas is used for space and water heating, food storage/preparation and metal fabrication. The greatest energy savings can be achieved through improved design, management and maintenance of lighting, heating, ventilation and air conditioning (HVAC) systems. An effective conservation program will save businesses substantial amounts of money that can then be reinvested in the local economy.

Energy costs can represent a significant portion of expenses for businesses. Low energy costs are especially critical to the profitability of energy sensitive businesses. In cities experiencing an exodus of business from the city, high energy costs are frequently cited as a major factor. In Bayview Hunters Point, reduced energy costs can be used as a tool for retaining existing businesses and attracting new businesses. Furthermore, energy efficiency is also relevant to building owners by enhancing the marketability of buildings to potential tenants and owners. Efficient buildings have better long-term property values, tend to be more attractive, especially to institutional owners, and are often more comfortable.

POLICY 18.4
Encourage energy conservation and resource management in community facilities and operations in Bayview Hunters Point.

There is a relatively large concentration of community facilities in the Bayview including schools, libraries, childcare and community centers, fire stations, recreation and park facilities and the sewage water treatment plant. Improving the energy efficiency of these facilities could result in more tax dollars being directed towards delivery of community services. Energy saving programs will also improve the environmental conditions and physical appearance of facilities.

The City also has a successful residential recycling program in place. Presently, the City diverts over sixty percent of its waste away from landfills through recycling, composting, reuse, and source reduction programs. In an effort to extend the life of our landfill and reduce costly transportation of waste to the landfill, the City has adopted a recycling goal (as established by the Board of Supervisors in 2002) of seventy-five percent by 2010. Recycling of paper, glass and metals should be encouraged in Bayview in appropriate locations that do not contribute to land use conflicts and environmental problems. The recycling services and convenience found in other parts of the City should also exist in the Bayview community. Recycling saves energy and water, reduces air and water pollution, and conserves other precious resources.

CANDLESTICK POINT SUBAREA PLAN – A SUBAREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN

I. INTRODUCTION AND PURPOSE

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

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

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

Furthermore, in June of 2008, San Francisco voters passed Proposition G, the Bayview Jobs, Parks and Housing Initiative. Proposition G: (1) adopted overarching policies for the revitalization of the Project site; (2) authorized the conveyance of the City's land in Candlestick Point currently under the jurisdiction of the Recreation and Park Department, for development as described above provided there is a binding

commitment to replace the transferred property with other property of at least the same acreage that will be improved and dedicated as public parks or open space in the Project; (3) repealed Proposition D and Proposition F relating to prior plans for the development of a new stadium and retail entertainment project on Candlestick Point; and (4) urged the City, the Agency and all other governmental agencies with jurisdiction to proceed expeditiously with development as described above.

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

EXISTING CONDITION

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

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

RELATED PLANS

<u>The Bayview Hunters Point Area Plan</u>
As noted above, this Subarea Plan is a portion of the Bayview Hunters Point Area Plan (The BVHP Plan). The BVHP Plan addresses the Bayview as a whole in articulating goals and priorities for ongoing community development. Themes discussed throughout the BVHP Plan include arresting the demographic decline of the African American population, providing economic development and job opportunities, particularly for local residents, eliminating health and environmental hazards including reducing land use conflicts, providing additional housing, particularly affordable housing, providing additional recreation, open space, and public service facilities, and better addressing transportation deficiencies by offering a wider range of transportation options and improving connections throughout the neighborhood and adjacent neighborhoods. While the Plan addresses some specific areas, most discussions are kept general and apply to the neighborhood as a whole. The BVHP Plan was updated in 2006 when most of the Bayview was incorporated into the Bayview Hunters Point Redevelopment Plan's Project Area. Prior to the 2006 update, the BVHP Plan recognized Candlestick Point as the Candlestick

Point Perimeter Area, and largely addressed conflicts between bordering uses in the South Basin industrial neighborhood, the CPSRA and the Alice Griffith public housing site. At the time of the 2006 BVHP Plan amendment, the Candlestick Point Special Use District had been established through a 1997 voter initiative (which was repealed in 2008) which called for a new stadium and entertainment center. The BVHP Plan was updated in 2010 with the adoption of this Subarea Plan, in recognition of the planned integrated development of Candlestick Point and Phase 2 of the Hunters Point Shipyard.

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

Hunters Point Shipyard Area Plan

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

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

LAND USE

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

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

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

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

To create vital neighborhoods, it is also essential to assure density sufficient to support local retail and services and more robust transit service. Much of Candlestick Point's

281-acres, is currently comprised of parking and unimproved open space. The opportunity to leverage high-density development for the revitalization of this underutilized land and at the same time address the need to fully improve the State Park Is a unique opportunity for the Bayview.

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

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

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

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

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

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

This neighborhood must serve a wide variety of populations. Housing should serve a broad range of income levels, household size, and typologies. It should include housing for seniors, and consider housing for those with special needs. The Alice Griffith Housing public complex, a component of Candlestick Point needs particular attention. Redevelopment of Alice Griffith should be consistent with the tenatnts of HOPESF. Redevelopment of the Alice Griffith site should seek to integrate a variety of housing

types along with the public housing units and populations served should be interspersed throughout as to avoid inadvertent spatial separation of residents of differing groups.

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

COMMUNITY DESIGN AND BUILT FORM

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

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

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

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

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

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

into the existing neighborhood, thereby knitting the new and existing into a single neighborhood fabric.

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

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

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

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

Policy 2.4 Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development.

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

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

(INSERT – figure showing typical 3D block configuration)

Policy 2.5 Encourage tall buildings (towers) as a way to create an identifiable place, contribute to a variety of building forms, and efficiently use land.

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

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

Policy 2.6 Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable.

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

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

TRANSPORTATION AND CIRCULATION

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

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

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

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

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

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

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

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

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

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

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

parking, van pools, and other alternative means of transportation. Similarly, TDM programs should make using transit more efficient by providing a transit coordinator, and incorporating the cost of transit passes in HOA fees and as a part of employment compensation packages.

ECONOMIC DEVELOPMENT

OBJECTIVE 4 IN CREATING A NEW NEIGHBORHOOD, PRODUCE TANGIBLE ECONOMIC COMMUNITY BENEFITS, AND ENSURE THAT THE NEW DEVELOPMENT ACTS AS A CATALYST FOR FURTHER ECONOMIC AND COMMUNITY DEVELOPMENT THROUGHOUT THE BAYVIEW AND THE CITY.

Policy 4.1 Assure that new Candlestick development is financially self sufficient.

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

Policy 4.2 Include commercial uses that will provide jobs at both a wide range of fields, and at a wide range of income levels.

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

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

Policy 4.3 Create below market rate housing at a range of income levels that will serve and support the existing community and create opportunities for home ownership.

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

RECREATION AND OPEN SPACE

OBJECTIVE 5 CREATE A WORLD CLASS NETWORK OF OPEN SPACE THAT INCLUDES A SIGNIFICANT PORTION OF THE OVERALL CANDLESTICK POINT AREA, ENABLES IMPROVEMENTS TO THE CPSRA, ENHANCES ACCESS, PROVIDES A WIDE RANGE OF RECREATIONAL OPPORTUNITIES, AND IS SEAMLESSLY INTEGRATED WITH THE EXISTING NEIGHBORHOOD.

Policy 5.1 Provide a wide variety of types and scale of open space with a wide variety of recreational opportunities.

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

(INSERT – Map 08 – Open Space network)

Policy 5.2 Improve the Candlestick Point State Recreation Area to enhance access by residents and visitors to the waterfront, and create great new public recreational and open spaces in the Project Site.

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

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

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

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

MAP 1: CANDLESTICK POINT SUBAREA PLAN AREA

LEGEND

Candlestick Point Subarea Plan Boundary

MAP 2: PLAN AREAS

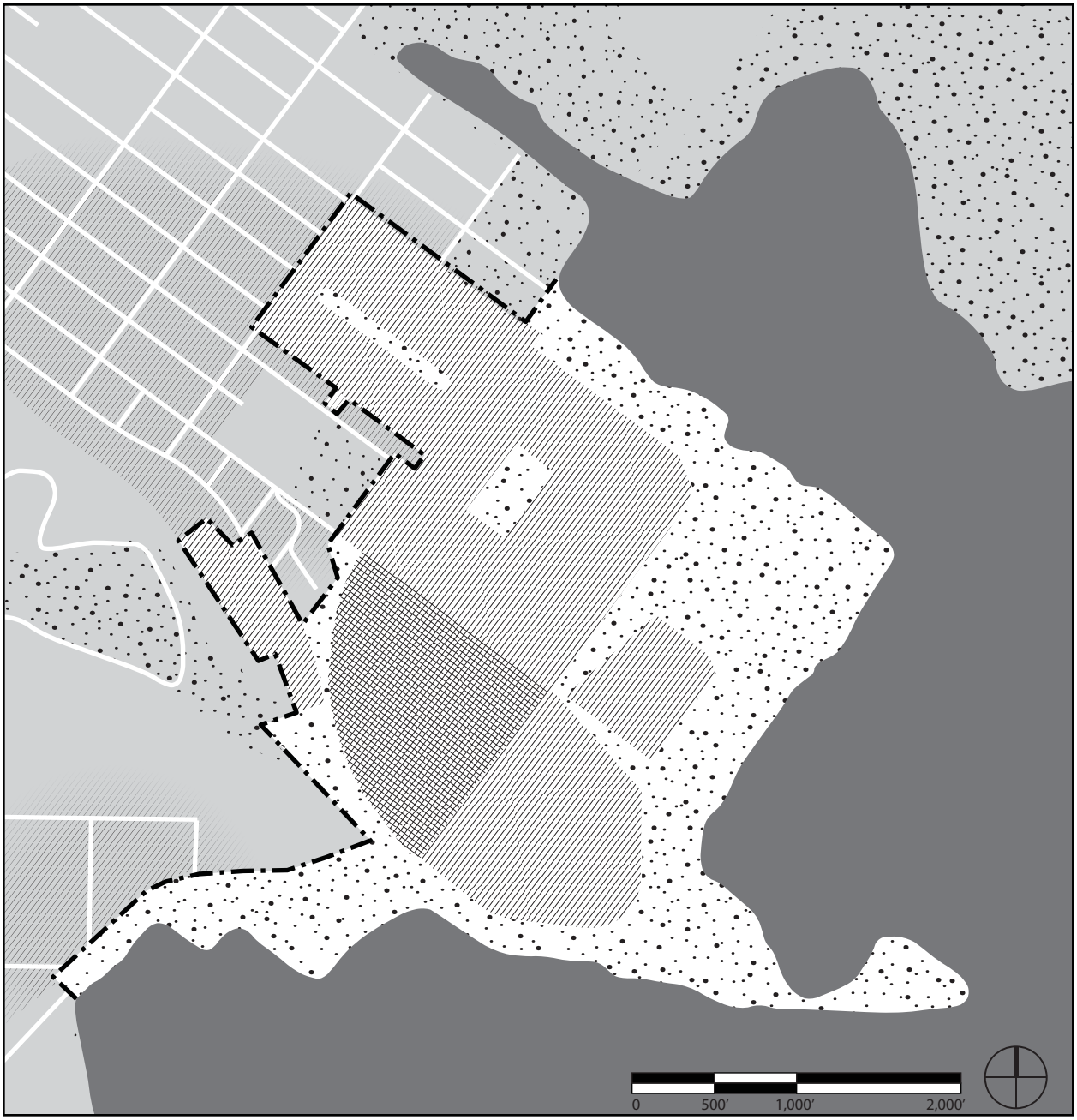
LEGEND

BVHP Area Plan Boundary

Candlestick Point Subarea Plan Boundary

Hunters Point Shipyard Area Plan Boundary

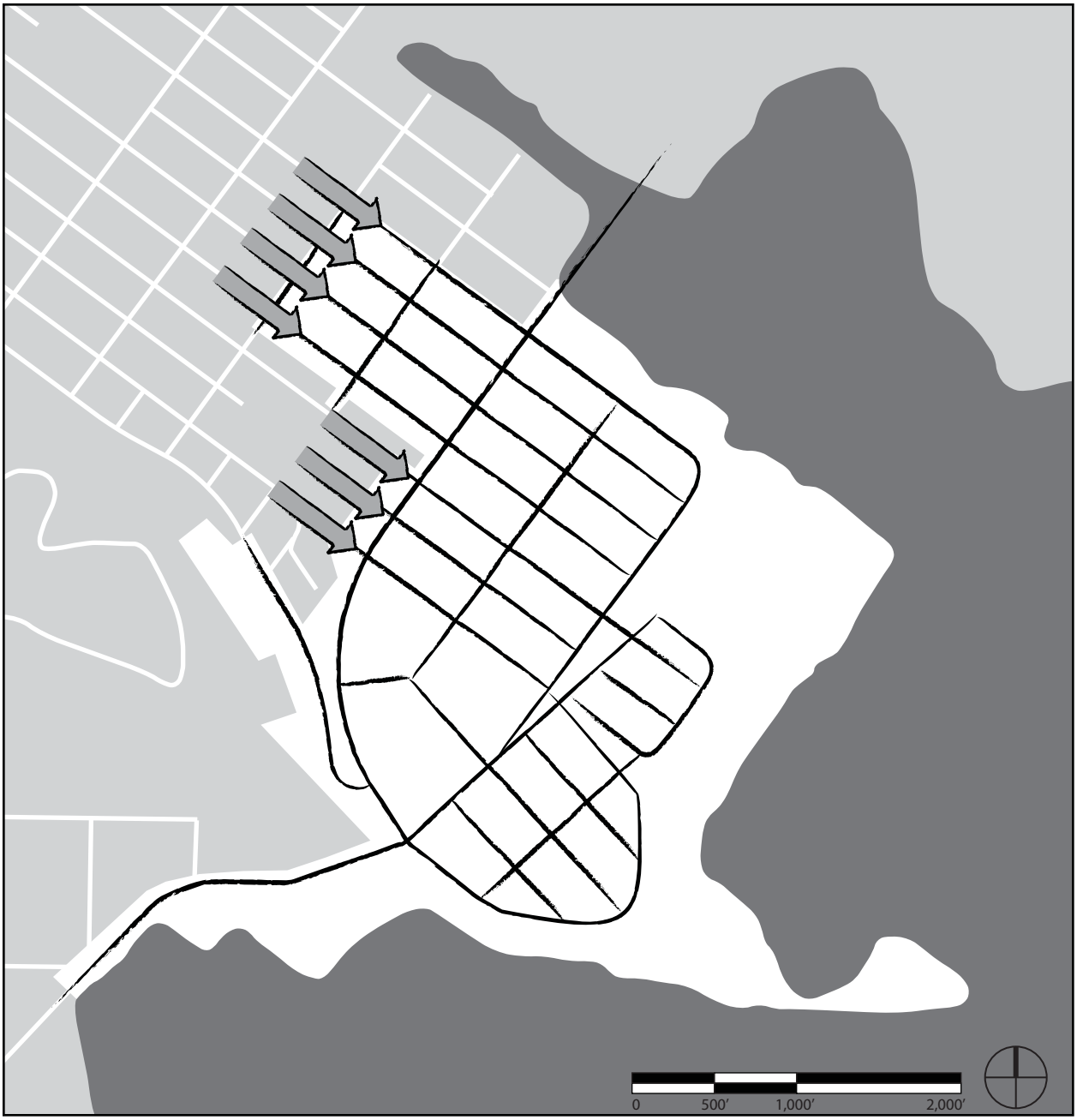
MAP 3: GENERALIZED LAND USE



LEGEND

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

MAP 4: EXTEND GRID



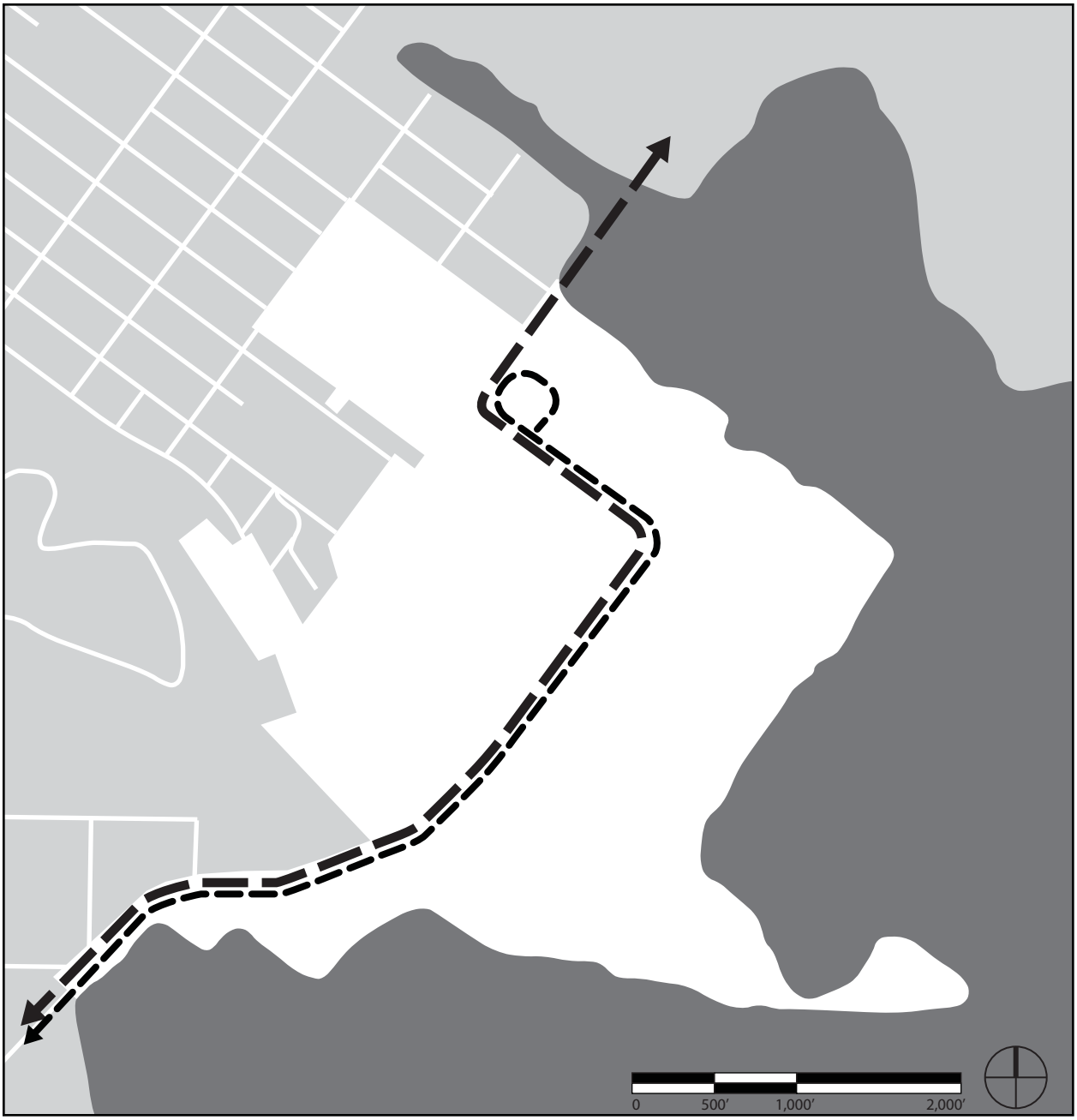
LEGEND

Project Area

Outside Project Area

Grid Extended

MAP 5: TRANSIT



LEGEND

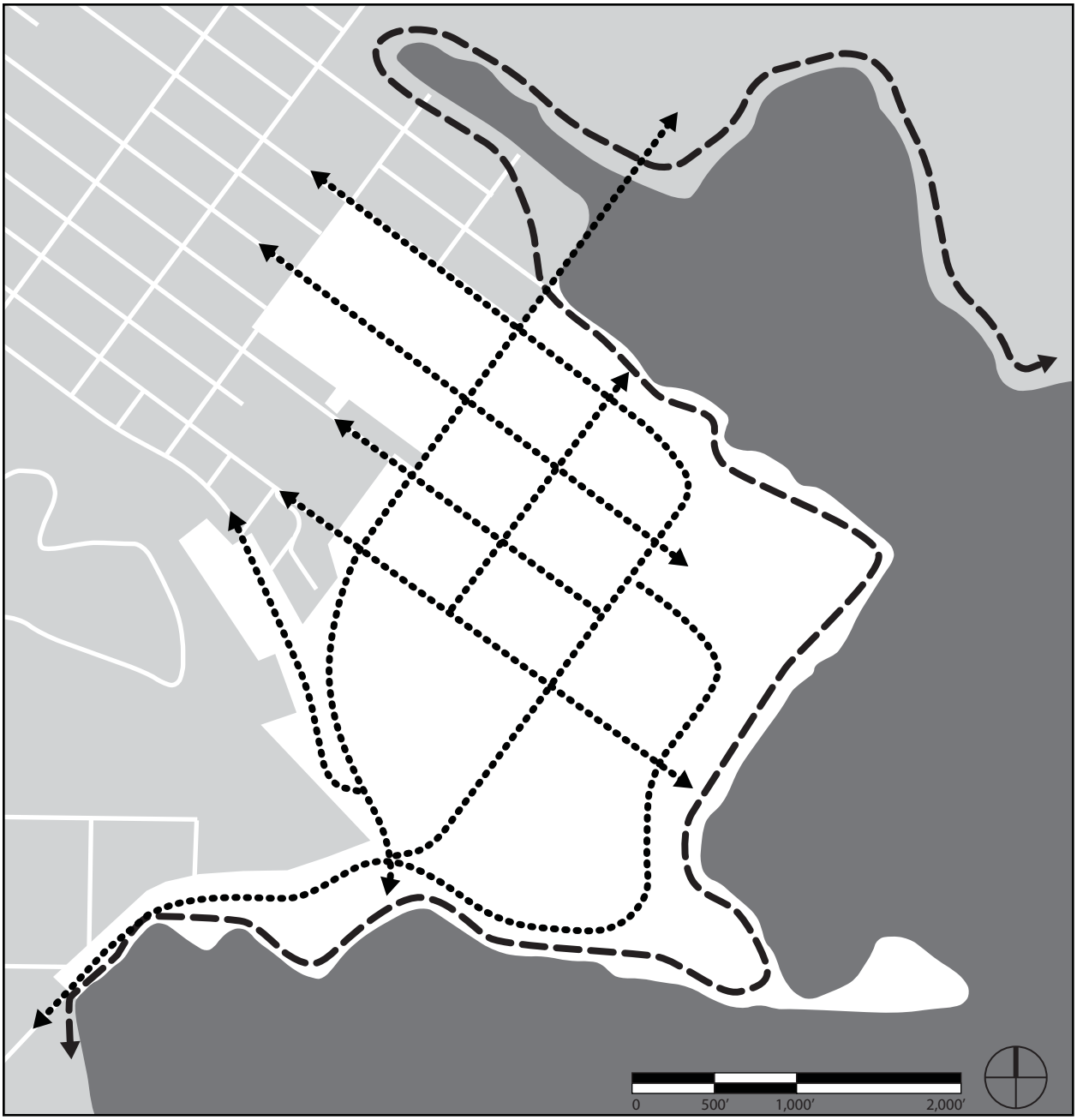
Project Area

Outside Project Area

Dedicated Transit R.O.W

Downtown Express Bus

MAP 6: BAY TRAIL AND BICYCLE NETWORK



LEGEND

- Project Area
- Outside Project Area
- Bay Trail
- Main Bicycle Routs

MAP 7: PEDESTRIAN CIRCULATION NETWORK

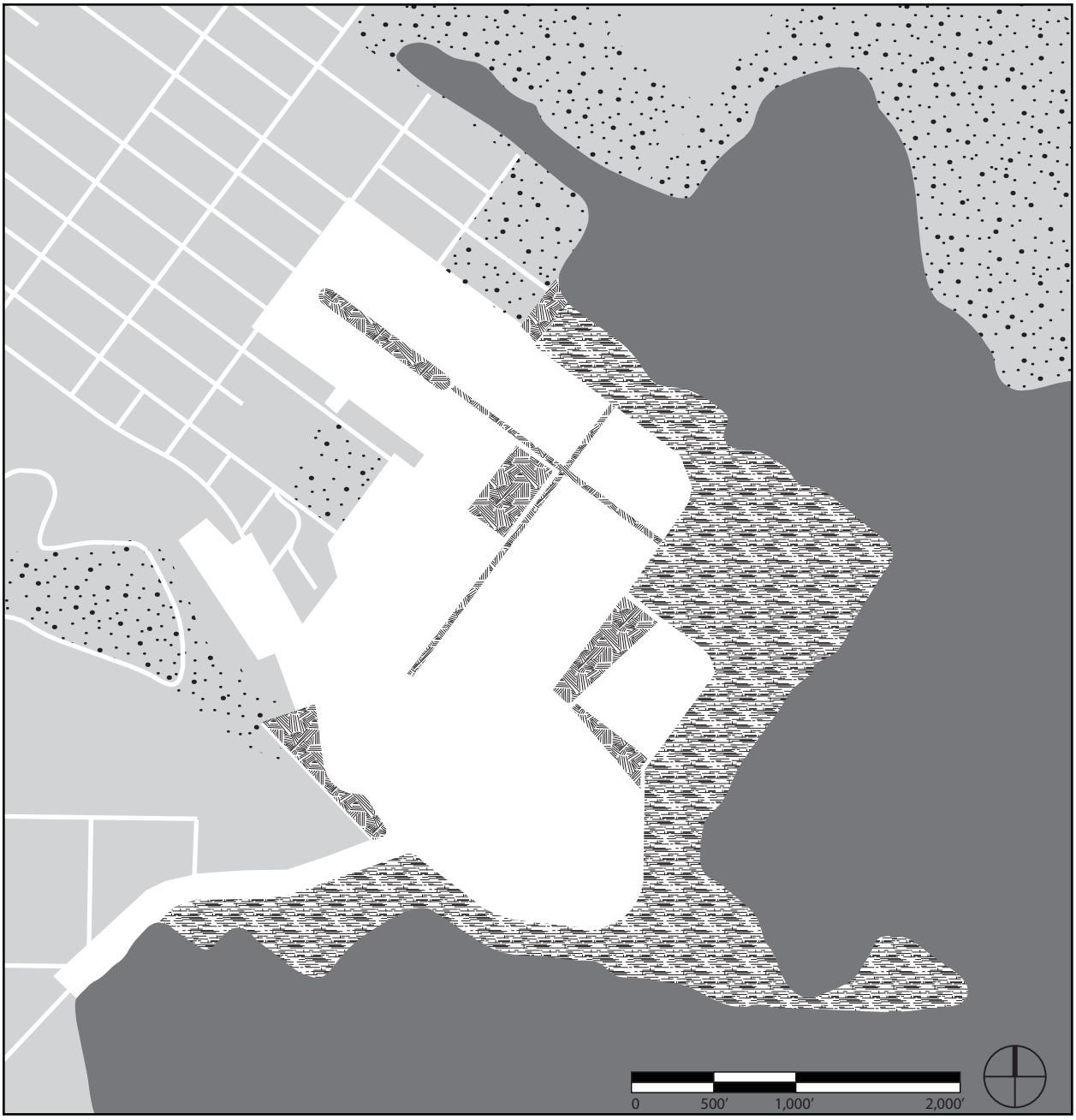
LEGEND

Project Area

Outside Project Area

Sidewalks and Pedestrian Paths

MAP 8: OPEN SPACE NETWORK



LEGEND

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

HUNTERS POINT SHIPYARD AREA PLAN

INTRODUCTION AND PURPOSE

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

The Hunters Point Shipyard served as a working naval shipyard between1941 and 1974. The closing of the Shipyard was a major blow to the Bayview; about 5,100 jobs were suddenly lost – an event from which the Bayview Hunters Point community hasn't fully recovered The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list.

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

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

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

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

waterfront parks and open space, thousands of new units of housing, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard and a site for a potential new stadium for the 49ers on the Shipyard.

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

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

EXISTING CONDITIONS

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

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

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

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

RELATED PLANS

The Bayview Hunters Point Area Plan

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

Candlestick Point Sub-Area Plan

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

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

LAND USE

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

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

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

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

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

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

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

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

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

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

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

campus development.

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

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

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

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

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

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

COMMUNITY DESIGN AND BUILT FORM

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

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

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

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

Essential to any new neighborhood is its relationship to surrounding neighborhoods. Because

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

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

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

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

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

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

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

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

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

(INSERT – figure showing typical 3D block configuration)

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

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

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

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

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

TRANSPORTATION AND CIRCULATION

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

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

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

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

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

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

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

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

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

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

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

ECONOMIC DEVELOPMENT

OBJECTIVE 4 CREATE JOBS FOR ECONOMIC VITALITY.

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

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

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

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

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

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

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

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

RECREATION AND OPEN SPACE

OBJECTIVE 6 CREATE A WORLD CLASS SYSTEM OF OPEN SPACE THAT INCLUDES A SIGNIFICANT

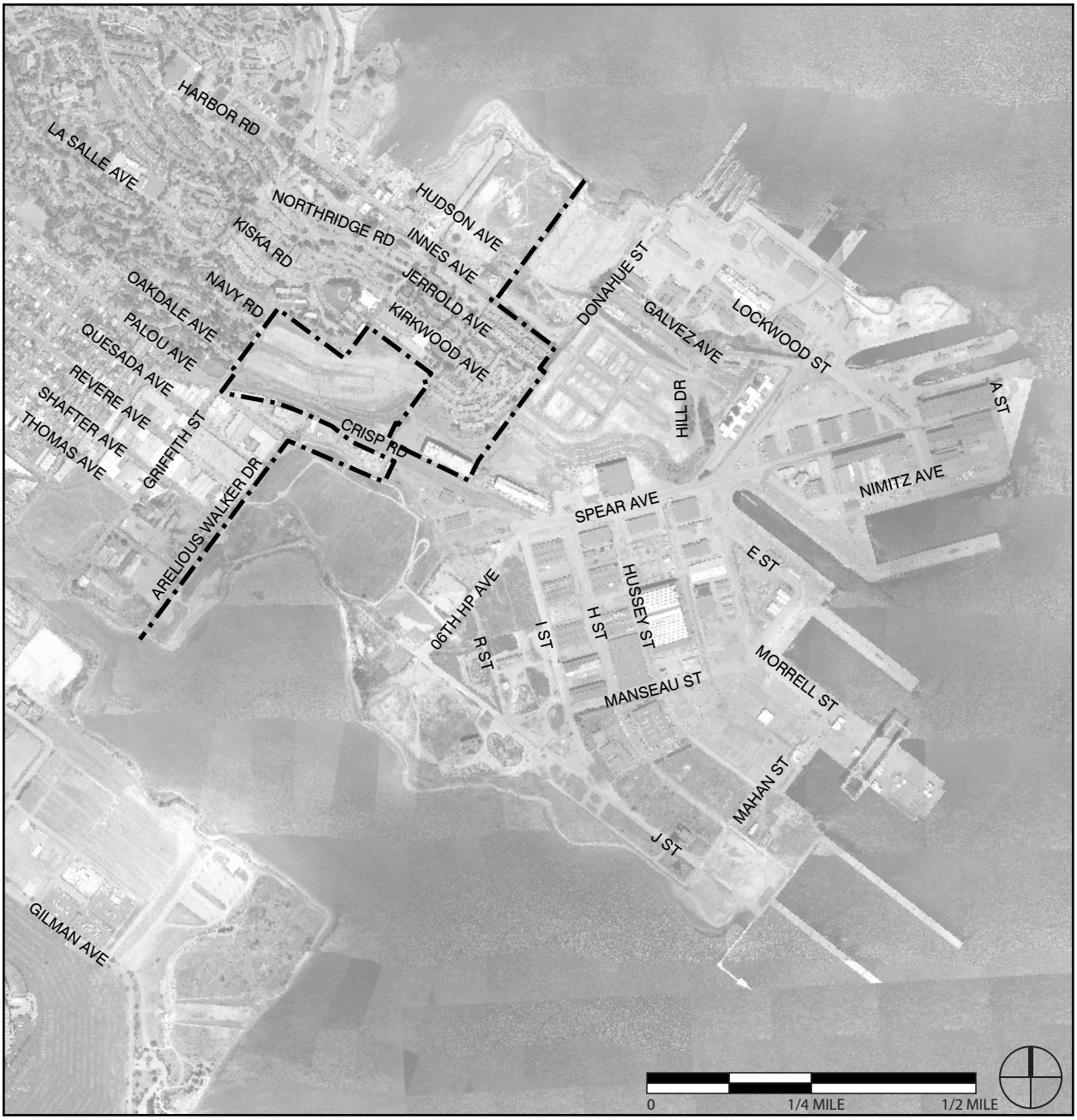
PORTION OF THE OVERALL HUNTERS POINT SHIPYARD, ENABLES IMPROVEMENTS THE SHORELINE ENHANCES ACCESS, PROVIDES A WIDE RANGE OF RECREATIONAL AND ECOLOGICAL RESTORATION OPPORTUNITIES, AND IS SEAMLESSLY INTEGRATED WITH THE EXISTING NEIGHBORHOOD.

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

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

(INSERT – Map 08 – Open Space network)

MAP 1: HUNTERS POINT SHIPYARD AREA PLAN AREA



LEGEND

Hunters Point Shipyard Area Plan Boundary

MAP 2: PLAN AREAS

LEGEND

BVHP Area Plan Boundary

Candlestick Point Subarea Plan Boundary

Hunters Point Shipyard Area Plan Boundary

MAP 3: GENERALIZED LAND USE

PLACEHOLDER FOR NON-STADIUM LAND USE CALL-OUT

LEGEND

- Project Area
- Outside Project Area
- Open Space
- Mixed Use - Predominantly Residential
- Mixed Use - Predominantly Arts and Commercial
- Predominantly Research and Development
- Stadium and Parking Lots
- Sports and Multi-Use Fields

MAP 4: EXTEND GRID

LEGEND

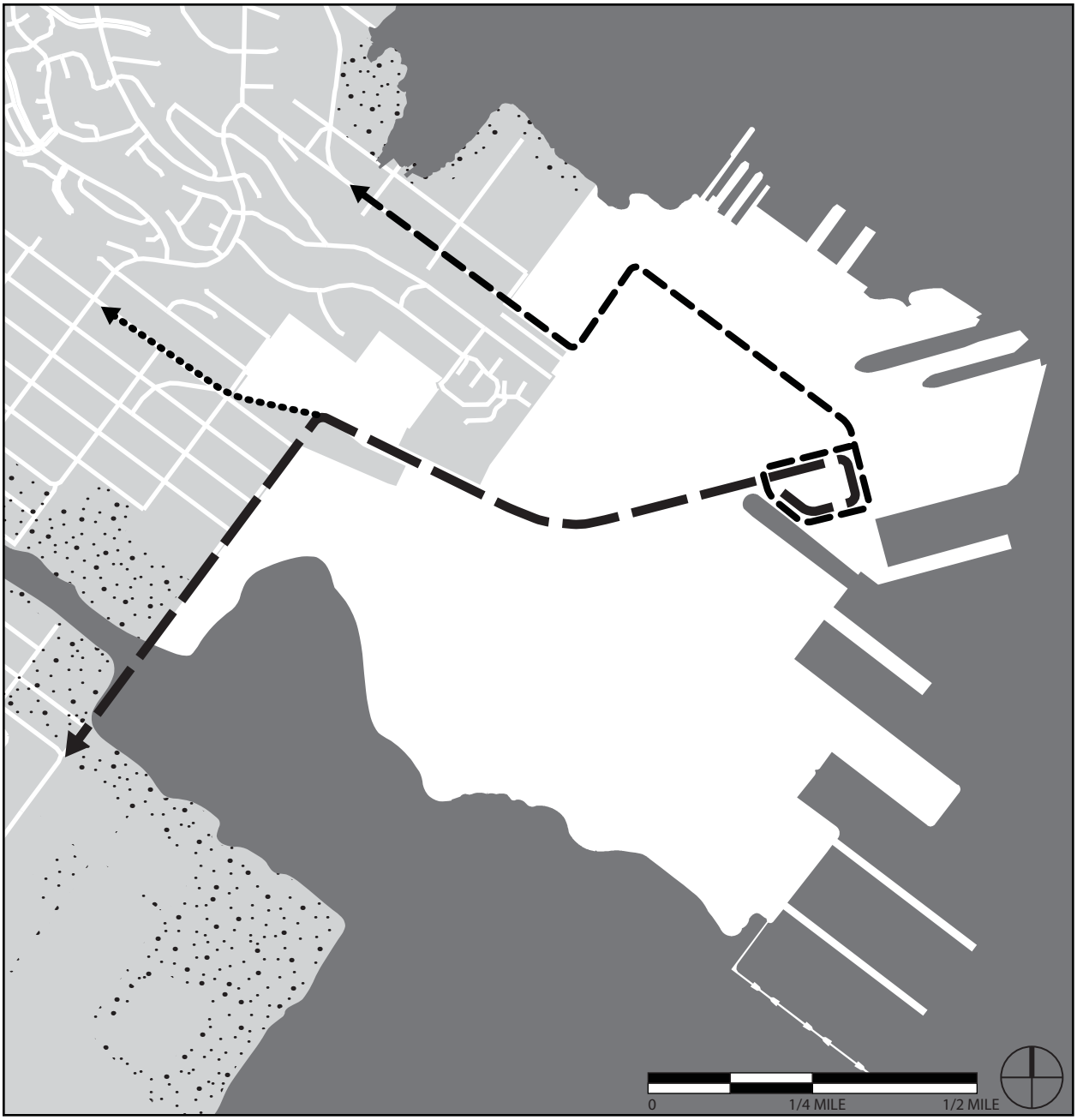
Grid Extended

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

Project Area

Outside Project Area

MAP 5: TRANSIT



LEGEND

Dedicated Transit R.O.W

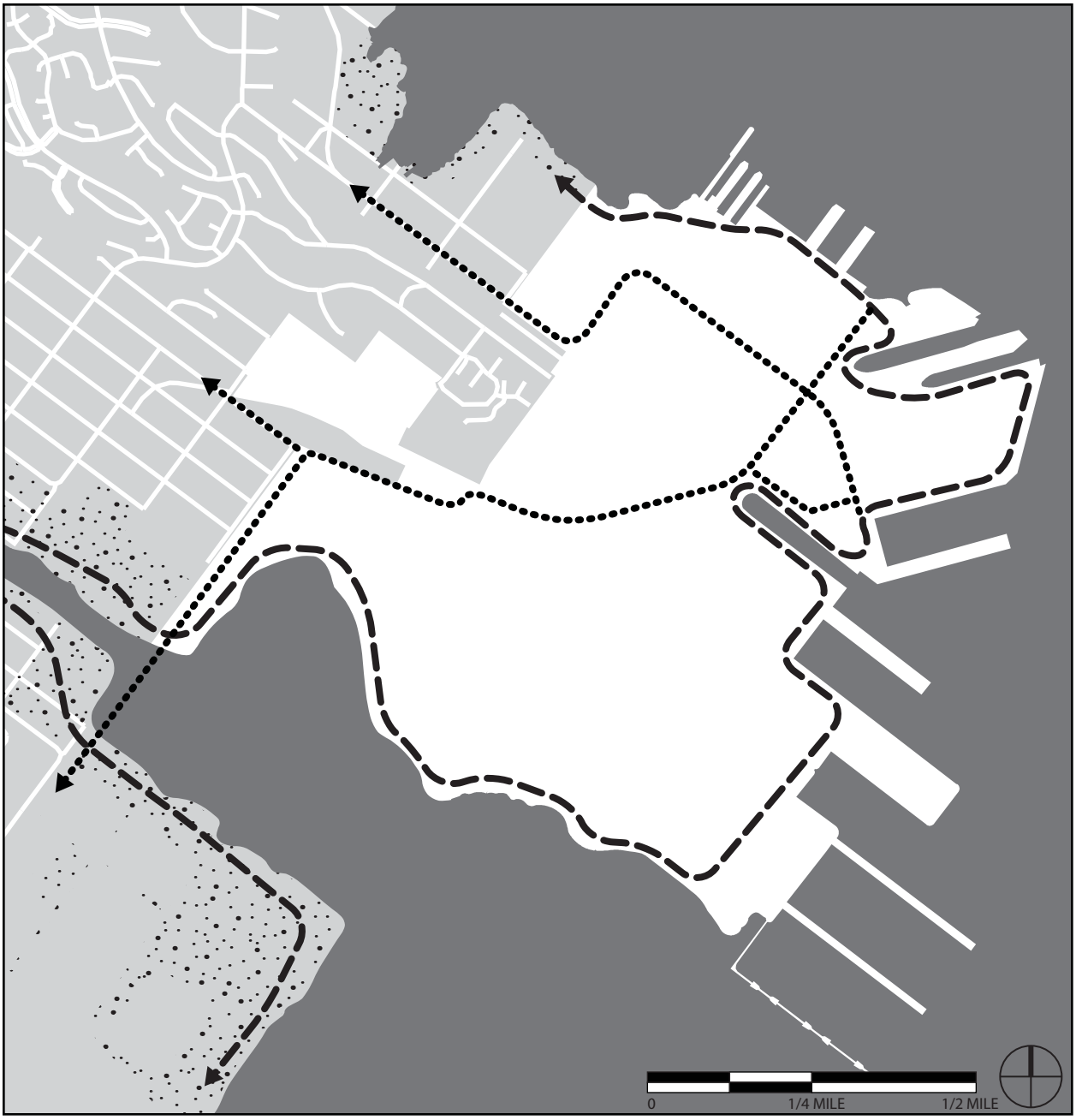
Project Area

Downtown Express Bus

Outside Project Area

Transit Preferential Street

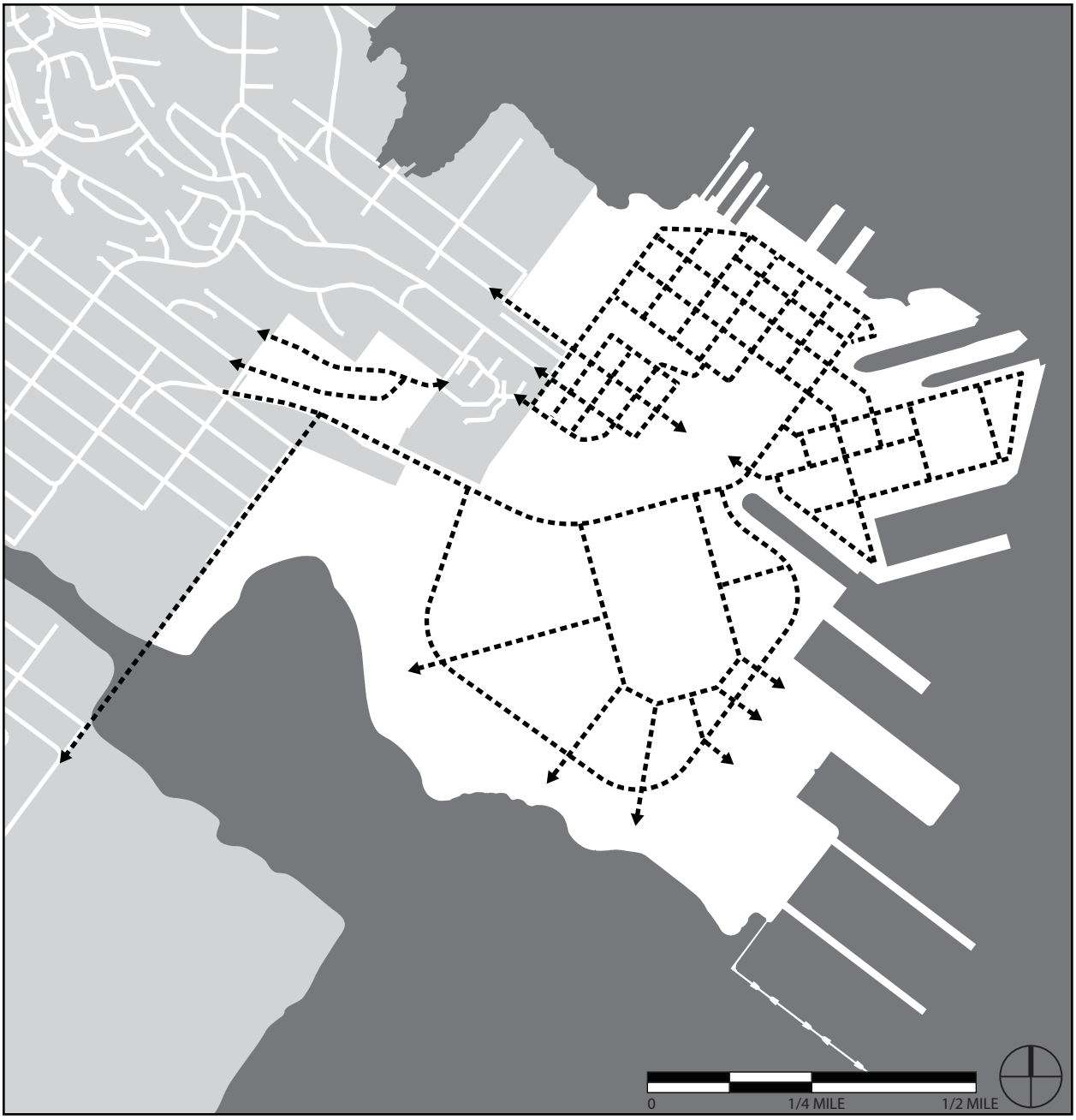
MAP 6: BAY TRAIL AND BICYCLE NETWORK



LEGEND

- Project Area
- Outside Project Area
- Bay Trail
- Main Bicycle Routes

MAP 7: PEDESTRIAN CIRCULATION NETWORK



LEGEND

Sidewalks and Pedestrian Paths

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

Project Area

Outside Project Area

MAP 8: OPEN SPACE NETWORK

PLACEHOLDER FOR NON-STADIUM OPEN SPACE NETWORK CALL-OUT

LEGEND

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

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No.

HEARING DATE: MARCH 25, 2010

Date:	**March 18, 2010**
Case No.:	**2007.0946EMTZRU**
Project:	**Candlestick Point – Hunters Point Shipyard Phase 2 Planning Code Amendments**
Block/Lot:	**Various. See Attached Maps**
Staff Contact:	**Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org**
Recommendation:	**Approval**

FORMULATING A RESOLUTION TO INITIATE AMENDMENTS TO THE SAN FRACISCO PLANNING CODE BY ESTABLISHING THE CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT, THE HUNTERS POINT SHIPYARD PHASE 2 SPECIAL USE DISTRICT AND TO ESTABLISH SPECIAL HEIGHT PROVISIONS FOR THE CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT AND THE CP HEIGHT AND BULK DISTRICT, AND SPECIAL HEIGHT PROVISIONS FOR THE HUNTERS POINT SHIPYARD PHASE 2 SPECIAL USE DISTRICT AND THE HP HEIGHT AND BULK DISTRICT.

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

The Planning Department is proposing amendment to the Planning Code by adding Planning Code Section 249.50 to establish the Candlestick Point Activity Node Special Use District, Planning Code Section 249.51 to establish the Hunters Point Shipyard Phase 2 Special Use District, Planning Code Section 263.24 to establish Special Height Provisions for the Candlestick Node Special Use District and the CP Height and Bulk District, and Planning Code Section 263.25 to establish Special Height Provisions for the Hunters Point Shipyard Special Use District and the HP Height and Bulk District to accommodate the Candlestick Point Hunters Point Shipyard Phase 2 Development Project.

The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City's highest priorities.

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by the Yosemite Slough and South Basin. Together, they comprise about 702 acres, and make up the largest area of underused land in

the City. This legislation creating the Candlestick Point Activity Node Special Use District, the Hunters Point Shipyard Phase 2 Special Use District, the 40/420-CP Height and Bulk District and the 40/370-HP Height and Bulk District, and the related rezoning and General Plan amendments, will implement the proposed consolidated redevelopment of the Hunters Point Shipyard Phase 2 and Candlestick Point ("the Project"). The areas within the Candlestick Activity Node Special Use District and the Hunters Point Shipyard Phase 2 Special Use District together comprise the Project Site ("The Project Site"). As set forth in Proposition G, passed by San Francisco voters on June 3, 2008, the Project is designed to reconnect the Shipyard and Candlestick Point with the Bayview Hunters Point community and the rest of San Francisco and transform these long-abandoned waterfront lands into productive areas for jobs, parks and housing, including affordable housing. Expediting implementation of the Project will provide long overdue improvements to the Bayview Hunters Point community that will also benefit the City as a whole.

Hunters Point Shipyard

WHEREAS, Hunters Point Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyard was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy.

In planning for the redevelopment of the Shipyard, the City and the Redevelopment Agency worked closely with the Hunters Point Citizen's Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyard. The Agency has worked with the CAC and the community throughout the process of implementing revitalization activities regarding the Shipyard.

In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyard. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter.

Since its selection by the Redevelopment Agency, the Shipyard developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyard. In 2003, the Shipyard developer and the Agency entered into the Hunters Point Shipyard Phase I Disposition and Development Agreement (DDA), under which the Shipyard developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyard, of which approximately 30 percent will be affordable. The Phase I DDA also requires the Shipyard developer to create approximately 25 acres of public parks and open space on Parcel A.

In March 2004, the Redevelopment Agency, in cooperation with the City and the Shipyard developer negotiated a comprehensive agreement with the Navy governing the terms and conditions of the hazardous materials remediation and conveyance of the Shipyard by the Navy to the Agency. The

Conveyance Agreement obligates the Navy to remediate the hazardous materials on the Shipyard to levels consistent with the land uses designated in the original redevelopment plans for the Shipyard and to convey parcels to the Agency at no cost on a phased basis as the Navy successfully completes the remediation.

In 2005, the Navy conveyed Parcel A to the Agency under the Conveyance Agreement, and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard developer to begin site preparation and infrastructure development for the construction of new housing and parks on Parcel A.

Candlestick Point

WHEREAS, Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice B. Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to $100 million of lease revenue bonds to help finance the proposed development of the new stadium.

In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

The Alice B. Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important component of the Project is to provide one-for-one replacement of Alice B. Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park land. The Recreation Area has the potential to be a tremendous open space recreational resource for the region and for the residents of Bayview Hunters Point. But it has not reached its potential due to limited State funding and a challenging configuration. The long-term restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

Integrated Development of the Hunters Point Shipyard and Candlestick Point.

WHEREAS, For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last four years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

Accordingly, in May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard. The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard, and a site for a potential new stadium for the 49ers on the Shipyard.

In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyard developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase II of the Shipyard Redevelopment Plan, which extended the Shipyard developer's exclusive negotiating rights to cover Candlestick Point.

On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the project site or decide to build a new stadium elsewhere.

In October 2009, the State Legislature approved and the Governor signed and filed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2009 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

Since February 2007, the Project has been reviewed by the Bayview Hunters Point community and other stakeholders in over 200 public meetings, including those held before the PAC, the CAC, the Redevelopment Agency Commission, the Board of Supervisors, the Planning Commission, and other City commissions and in other local forums.

The Planning Commission will consider certification of the Candlestick Point – Hunters Point Shipyard Environmental Impact Report on or after May 6, 2010 prior to considering relevant amendments to the General Plan, Planning Code and Zoning Maps. It will also consider adopting California Environmental Quality Act Findings at that hearing.

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

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

A draft ordinance, **attached hereto as Exhibit A**, would amend the Planning Code by adding Planning Code Section 249.50 to establish the Candlestick Point Activity Node Special Use District, Planning Code Section 249.51 to establish the Hunters Point Shipyard Phase 2 Special Use District, Planning Code Section 263.24 to establish Special Height Provisions for the Candlestick Node Special Use District and the CP Height and Bulk District, and Planning Code Section 263.25 to establish Special Height Provisions for the Hunters Point Shipyard Special Use District and the HP Height and Bulk District to accommodate the Candlestick Point Hunters Point Shipyard Phase 2 Development Project.

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

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code text amendments contained in the draft ordinance, approved as to form by the City Attorney in **Exhibit A**, to be considered at a publicly noticed hearing on or after May 6, 2010.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on March 25, 2010.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

[Zoning – Establishment of the Candlestick Point Activity Node Special Use District, the Hunters Point Shipyard Phase 2 Special Use District, and Special Height and Bulk Provisions for the SUDs.]

Ordinance amending the San Francisco Planning Code by adding Section 249.50 to establish the Candlestick Point Activity Node Special Use District; adding Section 249.51 to establish the Hunters Point Shipyard Phase 2 Special Use District; adding Section 263.24 to establish Special Height Provisions for the Candlestick Point Activity Node Special Use District and the CP Height and Bulk District; adding Section 263.25 to establish Special Height Provisions for the Hunters Point Shipyard Phase 2 Special Use District and the HP Height and Bulk District; and amending Table 270, to provide that the Table is not applicable to the Candlestick Point Activity Node and Hunters Point Shipyard Phase 2 Special Use Districts; adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

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

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

Section 1. Findings. (a) General.

(1) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(2) In accordance with the actions contemplated herein, this Board adopted Resolution No. _____ concerning findings pursuant to the California Environmental

Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(3) Pursuant to Section 302 of the Planning Code, the Board finds that this ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. _____ and the Board incorporates those reasons herein by reference. A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____ .

(4) The Board of Supervisors finds that this ordinance is in conformity with the General Plan and the Priority Policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. _____ and incorporates those findings herein by reference.

(b) Project Findings.

Project Overview

(1) The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City's highest priorities.

(2) Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by Yosemite Slough and South Basin. Together, they comprise approximately 702 acres, and make up the largest area of underused land in the City. This legislation creating the Candlestick Point

Activity Node Special Use District, the Hunters Point Shipyard Phase 2 Special Use District, the CP Height and Bulk District and the HP Height and Bulk District, and the related rezoning and General Plan amendments, will implement the proposed Candlestick Point – Hunters Point Shipyard Integrated Development Project ("the Project"). The areas within the Candlestick Point Activity Node Special Use District and the Hunters Point Shipyard Phase 2 Special Use District together comprise the Project Site ("Project Site"). As set forth in Proposition G, passed by San Francisco voters on June 3, 2008, the Project is designed to reconnect the Shipyard and Candlestick Point with the Bayview Hunters Point community and the rest of San Francisco and transform these long-abandoned waterfront lands into productive areas for jobs, parks and housing, including affordable housing. Expediting implementation of the Project will provide long overdue improvements to the Bayview Hunters Point community that will also benefit the City as a whole.

(3) The Project will include (a) up to 10,500 residential units, approximately 32 percent of which (3,345) will be offered at below market rates, (b) approximately 336 acres of new and improved public parks and open space, (c) 935,000 square feet of regional and neighborhood-serving retail space, (d) 255,000 square feet of new and renovated studio space for Shipyard artists, including an arts education center within a new "Arts District" supporting the vibrant artist community, (e) 2,650,000 square feet of commercial, light industrial, research and development and office space, including space for the United Nations Global Compact Center, (f) new public and community facilities on the Shipyard and Candlestick Point, (g) improved land and supporting infrastructure for a new football stadium for the San Francisco 49ers, including necessary parking areas and transportation improvements, with an alternative which expands both commercial and residential uses on some of the areas of the Shipyard currently reserved for stadium uses and slightly reduces

densities on Candlestick Point if the 49ers do not avail themselves of the opportunity to build a new stadium in the Project.

(4) Public review of the redevelopment of Hunters Point Shipyard and Candlestick Point has been ongoing, in one form or another, for more than 17 years. Throughout that time, members of the Bayview Hunters Point community, elected officials, and City voters have consistently expressed their support for revitalizing the Shipyard and Candlestick Point.

Hunters Point Shipyard.

(5) Hunters Point Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyard was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy.

(6) In planning for the redevelopment of the Shipyard, the City and the Redevelopment Agency worked closely with the Hunters Point Citizens Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyard. The Agency has worked with the CAC

and the community throughout the process of implementing revitalization activities regarding the Shipyard.

(7) In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyard. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter.

(8) Since its selection by the Redevelopment Agency, the Shipyard developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyard. In 2003, the Shipyard developer and the Agency entered into the Hunters Point Shipyard Phase 1 Disposition and Development Agreement ("Phase 1 DDA"), under which the Shipyard developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyard, of which approximately 30 percent will be affordable. The Phase 1 DDA also requires the Shipyard developer to create approximately 25 acres of public parks and open space on Parcel A.

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

(10) In 2005, the Navy conveyed Parcel A to the Agency under the Conveyance Agreement, and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard developer to begin site preparation and infrastructure development for the construction of new housing and parks on Parcel A.

Candlestick Point.

(11) Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

(12) In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to $100 million of lease revenue bonds to help finance the proposed development of the new stadium.

(13) In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

(14) The Alice Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important

component of the Project is to provide one-for-one replacement of the existing Alice Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

(15) In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park. The Recreation Area has the potential to be a tremendous open space resource for the region and for the residents of Bayview Hunters Point, but it has not reached its potential due to limited State funding and a challenging configuration. The restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

Integrated Development of the Hunters Point Shipyard and Candlestick Point.

(16) For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last three years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

(17) Accordingly, in May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution endorsing a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard. The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard, and a site for a potential new stadium for the 49ers on the Shipyard.

(18) In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyard developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase 2 of the Shipyard Redevelopment Plan, which extended the Shipyard developer's exclusive negotiating rights to cover Candlestick Point.

(19) On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the Project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use

of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the Project Site or decide to build a new stadium elsewhere.

(20) In October 2009, the State Legislature approved and the Governor signed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2008 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

(21) Since February 2007, the Project has been reviewed by the Bayview Hunters Point community and other stakeholders in over 200 public meetings, including those held before the PAC, the CAC, the Redevelopment Agency Commission, the Board of Supervisors, the Planning Commission, and other City commissions and in other local forums.

Section 2. The San Francisco Planning Code is hereby amended by adding Section 249.50, to read as follows:

SEC. 249.50. CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT.

(a) General. A Special Use District entitled the Candlestick Point Activity Node Special Use District, the boundaries of which are designated on Sectional Map Nos. SU09 and SU10 of the Zoning Map of the City and County of San Francisco, is hereby established for the purposes set forth below. The Candlestick Point Activity Node Special Use District is generally bounded by Jamestown Avenue north of Hunters Point Expressway and south of Giants Drive to the south and southwest; Bayview Hill Park to the southwest; Gilman Park to the northwest; the southwest, northwest, and

northeast outer boundaries of Alice Griffith Housing to the north; the San Francisco Bay shoreline along Candlestick Point State Recreation Area from Arelious Walker Drive to Hunters Point Expressway to the east and south. The boundaries of the Candlestick Point Activity Node Special Use District correlate with the boundaries of both the Candlestick Point Activity Node and Zone 1 of Area B of the Bayview Hunters Point Redevelopment Project Area, as amended on _____. A large portion of the Candlestick Point State Recreation Area is included in this Special Use District pursuant to the Redevelopment Project Area boundaries.

(b) Purpose. The purpose of the Candlestick Point Activity Node Special Use District is to enable development of the Candlestick Point – Hunters Point Shipyard Phase 2 Integrated Development Project, a high density, transit-oriented, mixed-use development (housing, retail, office, performance venue, and public uses) with significant open space and public realm improvements, as provided for in Zone 1 of the Bayview Hunters Point Redevelopment Plan, as amended on _____, the Candlestick Point Design for Development document dated _____, and the Candlestick Point Subarea Plan of the Bayview Hunters Point Area Plan of the San Francisco General Plan. Among its many goals, this Special Use District seeks to: create additional public parks and public open space, particularly along the waterfront; improve the quality, availability, and affordability of housing; build the Alice Griffith housing site; and provide commercial opportunities and jobs for residents of the Bayview.

(c) Controls.

All provisions of the Planning Code that would otherwise apply in the Candlestick Point Activity Node Special Use District are superseded by the Bayview Hunters Point Redevelopment Plan, as amended on _____, and the Candlestick Point Design for Development document dated _____ except as provided therein. Amendments to land use and development controls under the Bayview Hunters Point Redevelopment Plan or to the Candlestick Point Design for Development document dated _____ shall be as provided in each of those respective documents.

Section 3. The San Francisco Planning Code is hereby amended by adding Section 249.51, to read as follows:

SEC. 249.51. HUNTERS POINT SHIPYARD PHASE 2 SPECIAL USE DISTRICT.

(a) General. A Special Use District entitled the Hunters Point Shipyard Phase 2 Special Use District is hereby established for the purposes set forth below. The boundaries of the Hunters Point Shipyard Phase 2 Special Use District consist of Block 4591A, Lot 79, Block 4591C, Lots 010, 209 and 210, and Block 5491, Lot 211, as designated on Sectional Map No. SU09 of the Zoning Map of the City and County of San Francisco. The boundaries of the Hunters Point Shipyard Phase 2 Special Use District generally correlate with the contiguous boundaries of the Shipyard North Residential District, the Village Center Cultural District, the Research and Development District, the Shipyard South Multi-use District, and the Shipyard Shoreline Open Space District, as described in the Hunters Point Shipyard Redevelopment Plan, as amended on _____.

(b) Purpose. The purpose of the Hunters Point Shipyard Phase 2 Special Use District is to enable development of the Candlestick Point – Hunters Point Shipyard Phase 2 Integrated Development Project, a high density, transit-oriented, mixed-use development (housing, retail, office, sports fields and stadium, and other public uses) with significant open space and public realm improvements, as provided for in the Hunters Point Shipyard Redevelopment Plan, as amended on _____, the Hunters Point Shipyard Phase 2 Design for Development document dated _____, and the Hunters Point Shipyard Phase 2 Area Plan of the San Francisco General Plan. Among its many goals, this Special Use District seeks to: create additional public parks and public open space, particularly along the waterfront; improve the quality, availability, and affordability of housing; provide a possible site for an NFL stadium; and provide commercial opportunities and jobs for residents of the Bayview.

(c) Controls.

All provisions of the Planning Code in the that would otherwise apply in the Hunters Point Shipyard Phase 2 Special Use District are superseded by the Hunters Point Shipyard Redevelopment Plan, as amended, dated _____ and the Hunters Point Shipyard Phase 2 Design for Development document dated _____ except as provided therein. Amendments to land use and development controls under the Hunters Point Redevelopment Plan or to the Hunters Point Shipyard Phase 2 Design for Development document shall be as provided in those respective documents.

Section 4. The San Francisco Planning Code is hereby amended by adding Section 263.24, to read as follows:

SEC. 263.24. SPECIAL EXCEPTIONS: CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT AND THE CP HEIGHT AND BULK DISTRICT.

(a) Boundaries of the CP Height and Bulk District. Boundaries of the CP Height and Bulk District are set forth in Sectional Maps HT09 and HT010 of the Zoning Map of the City and County of San Francisco. The boundaries of the CP Height and Bulk District correlate with the boundaries of Zone 1 of the Bayview Hunters Point Redevelopment Project Area. A large portion of the Candlestick Point Recreation Area is included in this Height and Bulk District pursuant to the Redevelopment Project Area boundaries.

(b) Purpose. The purpose of both the Candlestick Point Activity Node Special Use District and the CP Height and Bulk District is to enable development of the Candlestick Point – Hunters Point Shipyard Phase 2 Integrated Development Project, a high density, transit-oriented, mixed-use development (housing, retail, office, performance venue, and public uses) with significant public open space and public realm improvements in the Bayview Hunters Point Project Zone 1 area, as provided in the Bayview Hunters Point Redevelopment Plan, as amended, dated _____, the Candlestick Point Design for Development document dated _____, and the Candlestick Point Subarea Plan of the Bayview Hunters Point Area Plan.

(b) Controls.

(1) In the Candlestick Point Activity Node Special Use District and the CP Height and Bulk District, heights and bulk and definitions applicable thereto will be governed by the Candlestick Point Design for Development document dated _____ and the Bayview Hunters Point Redevelopment Plan, as amended, dated _____.

(2) Heights within the Candlestick Point State Recreation Area shall be restricted pursuant to the provisions of the Bayview Hunters Point Redevelopment Plan, amended on _____, and the Candlestick Point Design for Development document dated _____.

(3) Amendments to land use and development controls under the Bayview Hunters Point Redevelopment Plan or to the Candlestick Point Design for Development document dated _____ shall be as provided in each of those respective documents.

Section 5. The San Francisco Planning Code is hereby amended by adding Section 263.25, to read as follows:

SEC. 263.25. SPECIAL EXCEPTIONS: HUNTERS POINT SHIPYARD PHASE 2 SPECIAL USE DISTRICT AND THE HP HEIGHT AND BULK DISTRICT.

(a) Boundaries of the HP Height and Bulk District. The boundaries of the 40/370-HP Height and Bulk District are set forth in Sectional Map HT09 of the Zoning Map of the City and County of San Francisco. The boundaries of the HP Height and Bulk District generally correlate with the contiguous boundaries of the Shipyard North Residential District, the Village Center Cultural District, the Research and Development District, the Shipyard South Multi-use District, and the Shipyard Shoreline Open Space District, as described in the Hunters Point Shipyard Redevelopment Plan, as amended on _____.

(b) Purpose. The purpose of both the Hunters Point Shipyard Phase 2 Special Use District and the HP Height and Bulk District is to enable development of the Candlestick Point – Hunters Point Shipyard Phase 2 Integrated Development Project, a high density, transit-oriented, mixed-use development (housing, retail, office, sports fields and stadium, and other public uses) with significant

public open space and public realm improvements, as provided in the Hunters Point Shipyard Redevelopment Plan, as amended, dated _____, the Hunters Point Shipyard Design for Development document dated _____, and the Hunters Point Shipyard Area Plan. Integral to the intended mixed-use development is the provision of buildings at a variety of heights, ranging from approximately 40 feet to 370 feet tall.

(b) Controls.

(1) In the Hunters Point Shipyard Phase 2 Special Use District and the HP Height and Bulk District, heights and bulk and definitions applicable thereto will be governed by the Hunters Point Shipyard Redevelopment Plan, as amended on _____, and the Hunters Point Shipyard Phase 2 Design for Development document dated _____.

(2) Amendments to land use and development controls under the Hunters Point Redevelopment Plan or to the Hunters Point Shipyard Phase 2 Design for Development document shall be as provided in those respective documents.

Section 6. The San Francisco Planning Code is hereby amended by amending Table 270, to read as follows:

TABLE 270
BULK LIMITS

District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	Maximum Plan Dimensions (in feet)	
		Length	Diagonal Dimension
A	40	110	125
B	50	110	125
C	80	110	125
D	40	110	140

E	65	110	140
F	80	110	140
G	80	170	200
H	100	170	200
I	150	170	200
J	40	250	300
K	60	250	300
L	80	250	300
M	100	250	300
N	40	50	100
R	This table not applicable. But see Section 270(e).		
R-2	This table not applicable. But see Section 270(f).		
V		110	140
V	* At setback height established pursuant to Section 253.2.		
OS	See Section 290.		
S	This table not applicable. But see Section 270(d).		
T	At setback height established pursuant to Section 132.2, but no higher than 80 feet.	110	125
X	This table not applicable. But see Section 260(a)(3).		

TB	This table not applicable. But see Section 263.18.
CP	*This table not applicable. But see Section 263.24.*
HP	*This table not applicable. But see Section 263.25.*

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

By: _____
JUDITH A. BOYAJIAN
Deputy City Attorney

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No.

HEARING DATE: MARCH 25, 2010

Date:	**March 18, 2010**
Case No.:	**2007.0946EMTZRU**
Project:	**Candlestick Point – Hunters Point Shipyard Phase 2 Planning Code Map Amendments**
Block/Lot:	**Various. See Below.**
Staff Contact:	**Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org**
Recommendation:	**Approval**

FORMULATING A RESOLUTION TO INITIATE AMENDMENTS TO THE SAN FRACISCO ZONING MAPS BY AMENDING SECTIONAL MAPS SU09 AND SU010 TO ESTABLISH THE CANDLESTICK POINT ACTIVITY NODE SPECIAL USE DISTRICT AND THE HUNTERS POINT SHIPYARD PHASE 2 SPECIAL USE DISTRICT; AMENDING SECTIONAL MAPS HT09 AND HT010 TO ESTABLISH THE CP AND HP HEIGHT AND BULK DISTRICT.

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

The Planning Department is proposing amendment to the Planning Code by amending the Zoning Maps by establishing the Candlestick Point Activity Node Special Use District which would include the following Assessor's Blocks and Lots: Block 4884, all lots; Blocks: 4917, all lots; Blocks: 4918, all lots; Block: 4934, all lots; Block: 4935, all lots; Blocks: 4956, Lots 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014 , Block 4960, Lot 027 , Block 4977, Lot: 006; Block 4983, all lots, Block: 4984, all lots; Block: 4886, all lots; Block 4991, Lot: 276; Block: 5000, Lot: 001; Block 5005, all lots; by establishing the Hunters Point Shipyard Phase 2 Special Use District which would include the following Assessor's Blocks and Lots: Block 4591A, Lot 079; Block 4591C, Lots 010, 209, and 210; Block 5491C, Lot 211; by establishing the CP Height and Bulk District to include the following Assessor's Blocks and Lots: Block 4884, all lots; Blocks: 4917, all lots; Blocks: 4918, all lots; Block: 4934, all lots; Block: 4935, all lots; Blocks: 4956, Lots 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014 , Block 4960, Lot 027 , Block 4977, Lot: 006; Block 4983, all lots, Block: 4984, all lots; Block: 4886, all lots; Block 4991, Lot: 276; Block: 5000, Lot: 001; Block 5005; and by establishing the HP Height and Bulk District to include the following Assessor's Blocks and Lots: Block 4591A, Lot 079; Block 4591C, Lots 010, 209, and 210; Block 5491C, Lot 211.

The Bayview Hunters Point has one of the highest concentrations of very low-income residents and one of the highest unemployment rates in San Francisco, and public health in the area has generally been poor compared to the rest of San Francisco. Bayview Hunters Point has very few quality public parks and open spaces that provide active recreation facilities for neighborhood youth, and is in need of affordable housing and business and job opportunities for its residents. The area remains under-served

by transit and basic neighborhood-serving retail and cultural amenities. The betterment of the quality of life for the residents of the Bayview Hunters Point community is one of the City's highest priorities.

Hunters Point Shipyard and Candlestick Point are part of the Bayview Hunters Point neighborhood and are in close proximity to one another, separated only by the Yosemite Slough and South Basin. Together, they comprise about 702 acres, and make up the largest area of underused land in the City. This legislation creating the Candlestick Point Activity Node Special Use District, the Hunters Point Shipyard Phase 2 Special Use District, the 40/420-CP Height and Bulk District and the 40/370-HP Height and Bulk District, and the related rezoning and General Plan amendments, will implement the proposed consolidated redevelopment of the Hunters Point Shipyard Phase 2 and Candlestick Point ("the Project"). The areas within the Candlestick Activity Node Special Use District and the Hunters Point Shipyard Phase 2 Special Use District together comprise the Project Site ("The Project Site"). As set forth in Proposition G, passed by San Francisco voters on June 3, 2008, the Project is designed to reconnect the Shipyard and Candlestick Point with the Bayview Hunters Point community and the rest of San Francisco and transform these long-abandoned waterfront lands into productive areas for jobs, parks and housing, including affordable housing. Expediting implementation of the Project will provide long overdue improvements to the Bayview Hunters Point community that will also benefit the City as a whole.

Hunters Point Shipyard

WHEREAS, Hunters Point Shipyard was once a thriving, major maritime industrial center that employed generations of Bayview Hunters Point residents. Following World War II, the Shipyard was a vital hub of employment in the Bayview Hunters Point, providing logistics support, construction and maintenance for the United States Department of the Navy. At its peak, the Shipyard employed more than 17,000 civilian and military personnel, many of whom lived in Bayview Hunters Point. The United States Navy ceased operations at the Shipyard in 1974 and officially closed the base in 1988. The Shipyard was then included on the Department of Defense's 1991 Base Realignment and Closure (BRAC) list. In 1993, following designation of the Shipyard by the City's Board of Supervisors as a redevelopment survey area, the City and the Redevelopment Agency began a community process to create a plan for the economic reuse of the Shipyard and the remediation and conveyance of the property by the Navy.

In planning for the redevelopment of the Shipyard, the City and the Redevelopment Agency worked closely with the Hunters Point Citizen's Advisory Committee ("CAC"). The CAC is a group of Bayview Hunters Point community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the Shipyard. The Agency has worked with the CAC and the community throughout the process of implementing revitalization activities regarding the Shipyard.

In July 1997, the Board of Supervisors adopted a Redevelopment Plan for revitalization of the Shipyard. The Hunters Point Redevelopment Plan contemplated the development of a mix of residential, commercial, cultural, research and development and light industrial uses, with open space around the waterfront perimeter.

Since its selection by the Redevelopment Agency, the Shipyard developer has worked with the City, the Agency, and the Navy to facilitate the redevelopment and economic reuse of the Shipyard. In 2003, the Shipyard developer and the Agency entered into the Hunters Point Shipyard Phase I Disposition and Development Agreement (DDA), under which the Shipyard developer is constructing infrastructure for up to 1,600 residential units on Parcel A of the Shipyard, of which approximately 30

percent will be affordable. The Phase I DDA also requires the Shipyard developer to create approximately 25 acres of public parks and open space on Parcel A.

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

In 2005, the Navy conveyed Parcel A to the Agency under the Conveyance Agreement, and the Agency then closed escrow on its transfer of a portion of Parcel A to the Shipyard developer to begin site preparation and infrastructure development for the construction of new housing and parks on Parcel A.

Candlestick Point

WHEREAS, Candlestick Point includes, among other things: (a) the City-owned stadium, currently named Candlestick Park, which is home to the San Francisco 49ers and is nearing the end of its useful life; (b) the Alice B. Griffith Housing Development, also known as Double Rock, and (c) the Candlestick Point State Recreation Area.

In June, 1997, San Francisco voters adopted two measures (Propositions D and F) providing for the development by the 49ers or their development partners of a new stadium, a related 1,400,000 square foot entertainment and retail shopping center, and other conditional uses including residential uses. The voters approved up to $100 million of lease revenue bonds to help finance the proposed development of the new stadium.

In June 2006, following a 10-year planning process, the Board of Supervisors adopted a Redevelopment Plan for the Bayview Hunters Point Project Area that includes Candlestick Point. The primary objective of the Redevelopment Plan is to revitalize the Bayview Hunters Point community through economic development, affordable housing and community enhancement programs for the benefit of existing residents and community-based businesses. The policies and programs of the Redevelopment Plan incorporate community goals and objectives expressed in a Concept Plan that the Bayview Hunters Point Project Area Committee ("PAC") adopted in 2000, following hundreds of community planning meetings. The PAC is a body that was formed in 1997 through a public election by Bayview Hunters Point voters to work with the Redevelopment Agency and the City and represent the interests of the Bayview Hunters Point community in planning for the area's future. The Agency has continued to work through the PAC and with the community throughout the process of implementing revitalization activities under the Redevelopment Plan.

The Alice B. Griffith Housing Development, built in the early 1960s and operated by the San Francisco Housing Authority, needs substantial improvement. An important component of the Project is to provide one-for-one replacement of Alice B. Griffith units at existing low income levels and to ensure that existing tenants have the right to move to the new upgraded units without being displaced until the replacement units are ready for occupancy.

In 1983, the City donated land at Candlestick Point to the State of California to form the Candlestick Point State Recreation Area with the expectation that the State would develop and implement a plan for improving the park land. The Recreation Area has the potential to be a tremendous

open space recreational resource for the region and for the residents of Bayview Hunters Point. But it has not reached its potential due to limited State funding and a challenging configuration. The long-term restoration and improvement of the Candlestick Point State Recreation Area has been a long-term goal of the residents of Bayview Hunters Point, the City, and the State.

Integrated Development of the Hunters Point Shipyard and Candlestick Point.

WHEREAS, For over a decade, the redevelopment of Candlestick Point and the Shipyard has proceeded on parallel, though largely separate, paths. But over the last four years, the City and the Redevelopment Agency have been working with the Bayview Hunters Point community on redeveloping the two sites together. A primary objective of both the Hunters Point Shipyard Redevelopment Plan and the Bayview Hunters Point Redevelopment Plan is to create economic development, affordable housing, public parks and open space and other community benefits by developing the under-used lands within the two project areas. Combining the planning and redevelopment of these two areas provides a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and provides better ways to increase efficiencies to finance the development of affordable housing and the public infrastructure necessary to expedite the revitalization of both areas.

Accordingly, in May, 2007, the Board of Supervisors adopted and the Mayor approved a resolution a Conceptual Framework for the integrated development of Candlestick Point and the Hunters Point Shipyard. The Conceptual Framework, which is the basis for the last three years of planning for the Project, envisioned a major mixed-use project, including hundreds of acres of new waterfront parks and open space, thousands of new housing units, a robust affordable housing program, extensive job-generating retail and research and development space, permanent space for the artist colony that exists in the Shipyard, and a site for a potential new stadium for the 49ers on the Shipyard.

In furtherance of the Conceptual Framework, in April 2007, the San Francisco Recreation and Parks Commission adopted a resolution requesting the Redevelopment Agency to include the existing stadium site under the Exclusive Negotiations Agreement. In May 2007, the Redevelopment Agency and the Shipyard developer (whose members were reconstituted) entered into a Second Amended and Restated Exclusive Negotiations and Planning Agreement related to Phase II of the Shipyard Redevelopment Plan, which extended the Shipyard developer's exclusive negotiating rights to cover Candlestick Point.

On June 3, 2008, the San Francisco voters approved Proposition G, an initiative petition measure named The Bayview Jobs, Parks, and Housing Initiative, regarding plans to revitalize the Project site. As set forth in Proposition G, the project is designed to revitalize the Project Site by (a) improving and creating hundreds of acres of public parks and open space, particularly along the waterfront, (b) significantly increasing the quality and quantity of affordable housing in southeastern San Francisco, including the complete rebuilding of the Alice Griffith Housing Development, (c) providing thousands of commercial and construction job opportunities for San Francisco residents and businesses, especially in the Bayview Hunters Point community, (d) supporting the creation of permanent space on the Shipyard for existing artists, (e) elevating the site into a regional center for green development and the use of green technology and sustainable building design, (f) providing extensive transportation improvements that will benefit southeastern San Francisco generally, (g) attracting and sustaining neighborhood serving retail and cultural amenities and services, and (h) offering a world-class waterfront stadium site opportunity as the City's last and best chance to keep the 49ers in San Francisco over the long term, but

without requiring the revitalization project to be delayed if the 49ers do not timely decide to build a stadium in the project site or decide to build a new stadium elsewhere.

In October 2009, the State Legislature approved and the Governor signed and filed Senate Bill No. 792 (SB 792). SB 792, enacted as Chapter 2003 of the Statutes of 2009 in January of 2010, provides for the reconfiguration of the Candlestick Point State Recreation Area and improvement of the State park lands, in connection with the development of the Project.

Since February 2007, the Project has been reviewed by the Bayview Hunters Point community and other stakeholders in over 200 public meetings, including those held before the PAC, the CAC, the Redevelopment Agency Commission, the Board of Supervisors, the Planning Commission, and other City commissions and in other local forums.

The Planning Commission will consider certification of the Candlestick Point – Hunters Point Shipyard Environmental Impact Report on or after May 6, 2010 prior to considering relevant amendments to the General Plan, Planning Code and Zoning Maps. It will also consider adopting California Environmental Quality Act Findings at that hearing.

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

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

A draft ordinance, attached hereto **as Exhibit A**, would amend the Planning Code Zoning Maps by establishing the Candlestick Point Activity Node Special Use District which would include the following Assessor's Blocks and Lots: Block 4884, all lots; Blocks: 4917, all lots; Blocks: 4918, all lots; Block: 4934, all lots; Block: 4935, all lots; Blocks: 4956, Lots 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014 , Block 4960, Lot 027 , Block 4977, Lot: 006; Block 4983, all lots, Block: 4984, all lots; Block: 4886, all lots; Block 4991, Lot: 276; Block: 5000, Lot: 001; Block 5005, all lots; by establishing the Hunters Point

Shipyard Phase 2 Special Use District which would include the following Assessor's Blocks and Lots: Block 4591A, Lot 079; Block 4591C, Lots 010, 209, and 210; Block 5491C, Lot 211; by establishing the CP Height and Bulk District to include the following Assessor's Blocks and Lots: Block 4884, all lots; Blocks: 4917, all lots; Blocks: 4918, all lots; Block: 4934, all lots; Block: 4935, all lots; Blocks: 4956, Lots 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014 , Block 4960, Lot 027 , Block 4977, Lot: 006; Block 4983, all lots, Block: 4984, all lots; Block: 4886, all lots; Block 4991, Lot: 276; Block: 5000, Lot: 001; Block 5005; and by establishing the HP Height and Bulk District to include the following Assessor's Blocks and Lots: Block 4591A, Lot 079; Block 4591C, Lots 010, 209, and 210; Block 5491C, Lot 211.

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

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code zoning map amendments contained in the draft ordinance, approved as to form by the City Attorney in **Exhibit A**, to be considered at a publicly noticed hearing on or after May 6, 2010.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on March 25, 2010.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

[Zoning Map Amendments for the Candlestick Point Activity Node and Hunters Point Shipyard Phase 2 Projects.]

Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU09 and SU010 of the Zoning Map of the City and County of San Francisco to establish the Candlestick Point Activity Node and the Hunters Point Shipyard Phase 2 Special Use Districts; amending Sectional Maps HT09 and HT010 to establish CP and HP Height and Bulk Districts; amending Sectional Map ZN09 to establish a use district for the Hunters Point Shipyard parcels; adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

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

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

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (Public Resources Code 21000 et seq.) Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(b) In accordance with the actions contemplated herein, this Board adopted Resolution No. _____ concerning findings pursuant to the California Environmental Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(c) Pursuant to Section 302 of the Planning Code, the Board finds that this ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. _____ and the Board incorporates those reasons herein by reference. A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____.

(d) The Board of Supervisors finds that this ordinance is in conformity with the General Plan and the Priority Policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. _____ and incorporates those findings hereby by reference.

(e) The Board hereby incorporates by reference the project-specific findings set forth in Section 1(b) set forth in the companion ordinance that amends the text of the Planning Code.

Section 2. The San Francisco Planning Code is hereby amended by amending Sectional Maps SU09 and SU10 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Special Use District To Be Superseded	Special Use District Hereby Approved
Assessor's Block 4884, Lot 025; Block 4886, Lot 008; Block 4917, Lots 001, 002, and 003; Block 4918, Lots 001 through 008, and 021 through 025; Block 4934, Lots 002 and 003; Block 4935, Lots 001, 002, and 003; Block 4960, Lot 27; Block 4983, Lots 001 and 025; Block 4984,	Restricted Light Industrial	Candlestick Point Activity Node

Description of Property	Special Use District Hereby Approved
Lots 001 and 002; Block 5005, Lots 001, 003, 004, 005, and 016.	
Block 4884, Lots 026 and 027; Block 4956, Lots 003 through 014; Block 4977, Lot 006; Block 4991, Lot 276; Block 5000, Lot 001.	Candlestick Point Activity Node

Section 3. The San Francisco Planning Code is hereby amended by amending Sectional Map SU09 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Special Use District Hereby Approved
Assessor's Block 4591A, Lot 079; Block 4591C, Lots 010, 209, and 210; Block 5491C, Lot 211.	Hunters Point Shipyard Phase 2 Special Use District

Section 4. The San Francisco Planning Code is hereby amended by amending Sectional Maps HT09 and HT010 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Height and Bulk District To Be Superseded	Height and Bulk District Hereby Approved
Block 4884, Lots 025, 026, and 027; Block 4917, Lots 001, 002, and 003; Block 4918, Lots 001 through 008 and 021 through 025; Block 4934, Lots 002 and 003; Block 4935, Lots 001, 002, and 003; Block 4956, Lots 003 through 014; Block 4960, Lot 027; Block 4983, Lots 001 and 025; Block 4984,	40X	40/420-CP

Lots 001, and 002; Block 5005, Lots 001, 003, 005, and 016.		
Block 4886, Lot 008; Block 4977, Lot 006; Block 5000, Lot 001.	OS	40/420-CP

Section 5. The San Francisco Planning Code is hereby amended by amending Sectional Map HT09 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Height and Bulk District Hereby Approved
Block 4591A, Lot 79; Block 4591, Lots 010, 209, and 210; Block 5491C, Lot 211.	40/370-HP

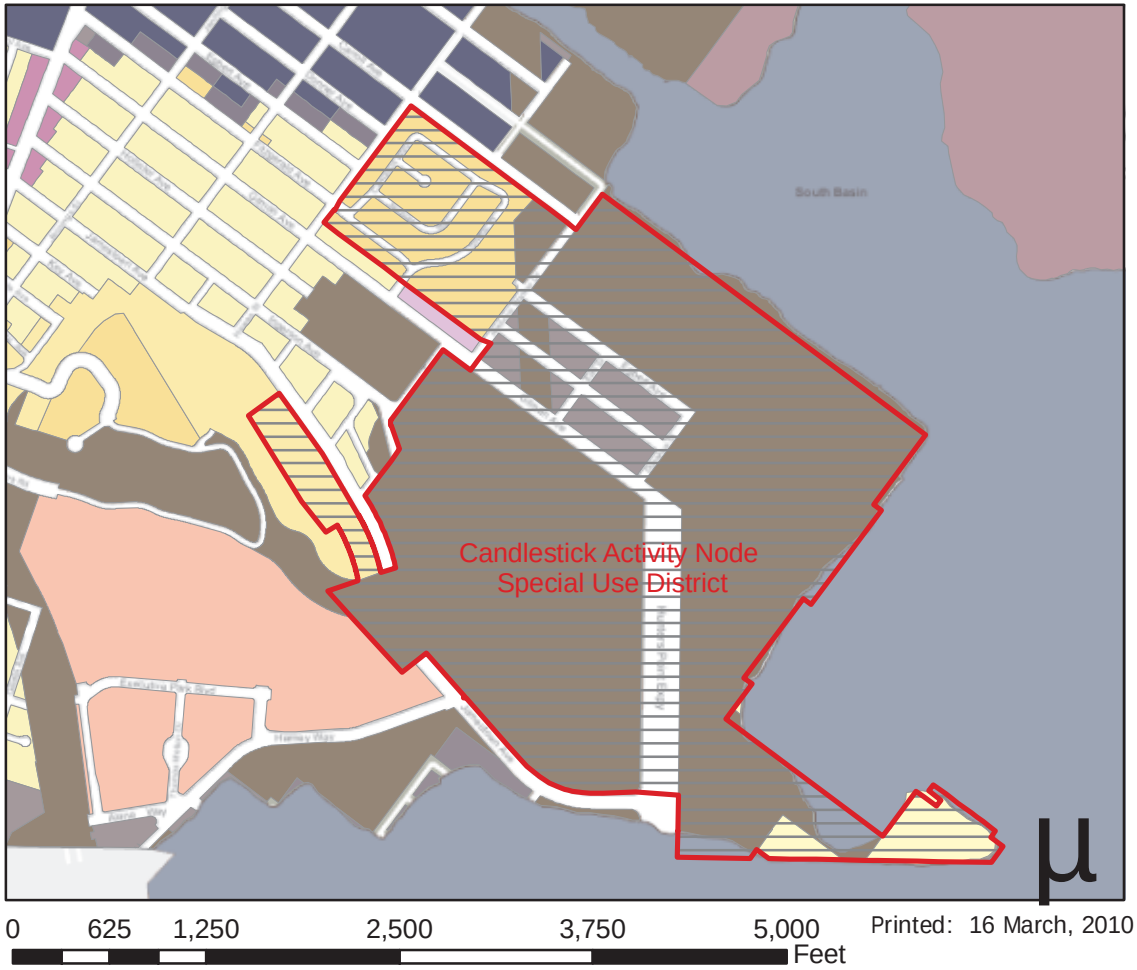
Section 6. The San Francisco Planning Code is hereby amended by amending Sectional Map ZN09 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Use District Hereby Approved
Block 4591A, Lot 79; Block 4591, Lots 010, 209, and 210; Block 5491C, Lot 211.	MUO (Mixed-Use Office)

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

By: _____
JUDITH A. BOYAJIAN
Deputy City Attorney

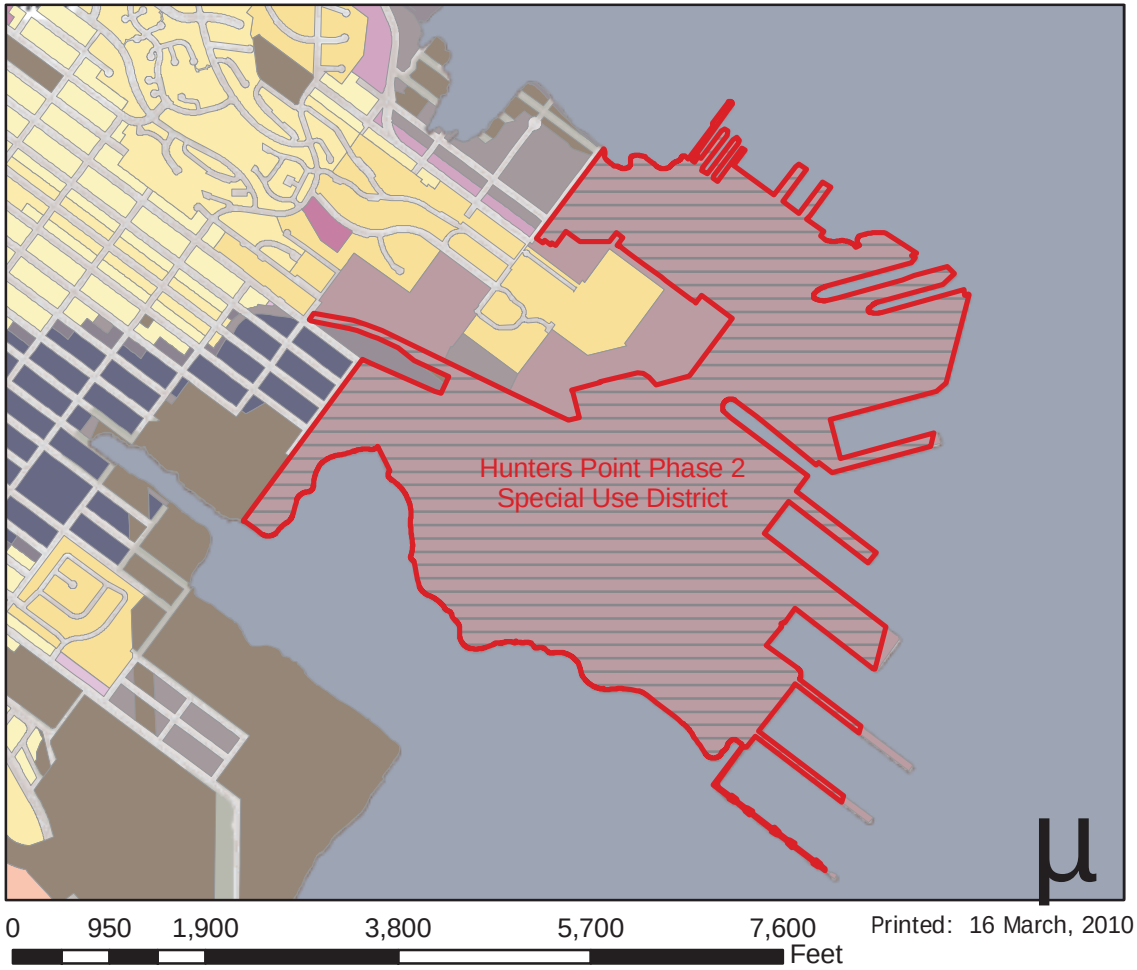
Candlestick Activity Node Special Use District



Underlying Zoning

P	Public
RH-1	One Unit per Lot
RH-1(S)	One Unit per Lot with Minor Secondary Unit
RH-2	Two Units per Lot
RM-1	Low Density (1 Unit per 800 sf)
NC-2	Small-Scale (2 Commercial Stories)
NC-3	Moderate-Scale (3+ Commercial Stories)
C-2	Community Business
M-1	Light Industrial
M-2	Heavy Industrial
PDR-1-B	Buffer
PDR-2	Core
HP-RA	See Hunters Point Redevelopment Plan

Hunters Point Phase 2 Special Use District



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PDR-2	Core
HP-RA	See Hunters Point Redevelopment Plan