

## **RESOLUTION NO. 70-2010**

*Adopted June 3, 2010*

### **MAKING FINDINGS PURSUANT TO SECTIONS 33445 AND 33445.1 OF THE CALIFORNIA COMMUNITY REDEVELOPMENT LAW FOR THE FUNDING OF INSTALLATION AND CONSTRUCTION OF PUBLIC IMPROVEMENTS RELATED TO THE HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA; HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA**

#### **BASIS FOR RESOLUTION**

1. The Redevelopment Agency of the City and County of San Francisco ("Agency") has adopted, by Resolution No. 61-2010, an amendment to the Hunters Point Shipyard Redevelopment Plan ("Redevelopment Plan Amendment") to implement the Candlestick Point Hunters Point Shipyard Phase 2 Project (the "Project") and has recommended that the Board of Supervisors of the City and County of San Francisco ("Board of Supervisors") approve the Redevelopment Plan Amendment.
2. The Redevelopment Plan Amendment provides for a development program for Phase 2 of the Hunters Point Shipyard Redevelopment Project Area ("Shipyard" or "Project Area") that includes up to 2,650 residential units, 125,000 square feet of neighborhood retail space, 255,000 square feet of artists space, 50,000 square feet of community uses, 2,500,000 square feet of research and development and office space, and a 69,000 seat National Football League stadium (the "Stadium Alternative").
3. The Hunters Point Shipyard Redevelopment Plan provides that, in the event the 49ers elect not to relocate to the Shipyard, up to 1,625 additional residential units (transferred from the Bayview Hunters Point Redevelopment Project Area) and between 500,000 and 2,500,000 additional square feet of research and development and office uses may be developed in the location that had been reserved for the stadium while the remainder of the development program remains unchanged (the "Non-Stadium Alternative").
4. The Agency has approved, by Resolution No. 69-2010, a Disposition and Development Agreement between CP Development Co., LP and the Agency ("DDA") for the development of the Project upon Phase 2 of the Project Area and the Candlestick Point Activity Node of the Bayview Hunters Point Redevelopment Project Area (together, the "Project Site"). As set forth in the Financing Plan attached to the DDA, the Agency will have financial obligations

to finance certain costs of the Project, including the pledge of tax increment from the Project Site for public improvements and affordable housing purposes, subject to the approval of the Board of Supervisors. Tax increment from the Project Site or the proceeds of bonds secured by a pledge of tax increment will be used to make payments on indebtedness of the Agency to pay or otherwise reimburse directly the costs of public infrastructure or other public improvements.

5. The public improvements for which payment of costs by the Agency are proposed to be authorized pursuant to the findings herein are part of the Agency's redevelopment program for the Project Area.
6. Section 33445 of the California Health and Safety Code authorizes a redevelopment agency, with the consent of the legislative body, to pay for the costs of certain public improvements if the legislative body determines that: 1) the public improvements benefit the project area; 2) no other reasonable means of financing the improvements are available to the community, and 3) payment for the improvements will assist in the elimination of blight in the project area and is consistent with the implementation plan.
7. Section 33445.1 of the California Health and Safety Code authorizes a redevelopment agency, with the consent of the legislative body, to pay for the costs of certain public improvements if the legislative body determines that: (1) the public improvements are of primary benefit to the project area, and the public improvements benefit the project area by helping to eliminate blight within the project area, or will directly assist in the provision of housing for low- or moderate-income persons; (2) no other reasonable means of financing the acquisition of the public improvements are available to the legislative body including, but not limited to, general obligation bonds, revenue bonds, special assessment bonds, or bonds issued pursuant to the Mello-Roos Community Facilities Act of 1982 (Chapter 2.5 (commencing with Section 53311)) of Part 1 of Division 2 of Title 5 of the Government Code); (3) the payment of funds for the public improvements is consistent with the implementation plan; and (4) each public improvement is provided for in the redevelopment plan.
8. Both the proposed Redevelopment Plan Amendment and the findings of this Resolution will be considered for adoption by the Board of Supervisors.

## **RESOLUTION**


**NOW THEREFORE BE IT RESOLVED** that the Agency hereby adopts the findings contained in Attachment A.

**IT IS FURTHER RESOLVED** that the Agency hereby proposes that the Board of Supervisors adopt the findings contained in Attachment A.

**IT IS FURTHER RESOLVED** that the Agency, based on the findings in Attachment A, hereby seeks the Board of Supervisors' consent to fund the public improvements listed in Attachment B in the event that the Stadium Alternative is implemented.

**IT IS FURTHER RESOLVED** that the Agency, based on the findings in Attachment A, hereby seeks the Board of Supervisors' consent to fund the public improvements in Attachment C in the event that the Non-Stadium Alternative is implemented.

**APPROVED AS TO FORM:**



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James B. Morales  
Agency General Counsel

**FINDINGS OF BENEFIT  
HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA  
STADIUM AND NON-STADIUM ALTERNATIVES  
(Health & Safety Code § 33445)**

SUBJECT IMPROVEMENTS:

The substantial majority of the development program remains consistent between the Stadium Alternative and the Non-Stadium Alternative. While the Non-Stadium Alternative results in residential, research and development and office uses being developed in the location of the planned stadium, comparable infrastructure, public facilities, utilities, parks and open space, and related improvements are required to serve such development as would be required to serve the stadium. Thus, the findings below apply to both the Stadium Alternative and the Non-Stadium Alternative.

The intent of the following findings is to make two sets of findings, one of which applies in the event that the Stadium Alternative is developed, and the other of which applies if the Non-Stadium Alternative is developed. "Subject Improvements," as used below, means the Stadium Alternative Public Improvements (Attachment B, Schedule 1) in the event of the Stadium Alternative is developed, and the Non-Stadium Public Improvements (Attachment C, Schedule 1) in the event the Non-Stadium Alternative is developed.

I. FINDINGS OF BENEFIT

The Redevelopment Agency of the City and County of San Francisco proposes to pay for the Subject Improvements that will benefit the Project Area of the Hunters Point Shipyard Redevelopment Plan ("Project Area") and help to eliminate blight within the Project Area in that:

- A. The Subject Improvements will be located in the Project Area.
- B. Nearly all public utility systems in the Project Area, including stormwater, sewer, water, electrical and gas systems, were installed during World War II. Based on their age as well as the maintenance of the infrastructure, the systems require upgrading and replacement. Insufficient public utilities would cause unsafe and unsanitary conditions for the building occupants, which the Subject Improvements will remedy. Public infrastructure inadequacies that will be remedied by these Subject Improvements include inadequate and obsolete water and sewer utilities and non-existent gas services.
- C. The Subject Improvements will remedy substandard and exposed electrical wiring, substandard aboveground water pipes, and the current lack of utilities that causes reliance upon portable toilets.
- D. Water utility improvements will benefit the project area by remedying insufficient water service for residential uses and for fire fighting. Storm water drainage and

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sewer improvements will bring the drainage system into compliance with current design and environmental standards.

- E. The Subject Improvements will remedy inadequate roads and circulation, including missing or damaged curbs and sidewalks, deteriorated streets, and insufficient parking. The Subject Improvements will benefit the Project Area by eliminating unsafe conditions and integrating the Project Area into the broader Bayview street grid and streetscape. This will transform the existing isolation of the Project Area's streetscape, which resulted from its previous military uses, into an urban streetscape that is an integral part of San Francisco. This will facilitate greater circulation for pedestrians, bicyclists, and automobiles, and access to neighborhood serving businesses, recreation sites, and waterfront access sites for enjoyment of the Bay.
- F. The Subject Improvements will create community and regional parks, open spaces, destinations and gathering places that will directly benefit the quality of life for residents of the Project Area. In addition to benefitting the quality of life, these park and open space improvements will attract visitors, which will improve the economic viability of the commercial elements of the redevelopment program. The Subject Improvements include shoreline improvements that will protect both the perimeter of the new open spaces as well as the perimeter of the development.
- G. Deficiencies in public infrastructure and facilities contribute to blight in the Project Area. The Subject Improvements, including the facilities themselves and the associated construction required to provide them, will assist in eliminating blight by eliminating unsafe conditions, improving public safety, establishing and improving upon utility service, providing for recreational opportunities and thereby enhancing the quality of life in the community, facilitating development, integrating the Project Area into the broader San Francisco economy, and establishing utilities that conform with current design standards.
- H. The Subject Improvements will act as a catalyst providing an incentive for private investment, thereby contributing to the removal of economic blight.
- I. In light of the findings above, the Subject Improvements will primarily benefit the Project Area.

## II. NO OTHER MEANS OF FINANCING

The City faces substantial fiscal challenges in light of substantially reduced tax revenues and challenging economic conditions created by the ongoing recession. Several budget-related documents confirm the breadth and depth of the City's fiscal challenges. Based on the conclusions of those documents, including those specifically summarized below, no other reasonable means of financing the Subject Improvements are available to the community aside from payment of the costs of the Subject Improvements by the Agency.

### ATTACHMENT A

A. City's Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13

According to the Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13 (published April 2, 2010 by the Controller's Office, Mayor's Office, and Board of Supervisors Budget Analyst):

1. Projected shortfalls in General Fund revenues compared to expenditures over the next three years are \$483 million in FY 2010-11, \$712 million in FY 2011-12, and \$787 million in FY 2012-13.
2. Due to the State's severe budget shortfall, the City expects significant cuts in State funding. While the City's budgeting assumed a reduction of \$58 million, the Three Year Budget Projection notes that it is possible the final State budget could contain significantly more reductions in funding to the City than were assumed.

B. Budget Year 2010 - 2011  
City & County of San Francisco Mayor's Office Instructions & Controller's Technical Instructions

In order to implement each year's budget, the Controller releases technical instructions designed to conform departmental spending and budgeting to the Citywide budget. The instructions released in connection with the 2010-2011 Citywide budget reveal the significant fiscal challenges faced by the City and illustrate why alternative sources of funding are not available for the substantial program of improvements, infrastructure, utilities, public facilities, parks and open space, and related public improvements that are the subject of this resolution. Among the findings included in the Controller's Technical Instructions are the following:

1. The Mayor's Budget Office projects a \$522.2 million shortfall for FY 2010-11, assuming current spending levels and estimated revenue shortfalls. The Budget Office has required all departments to submit plans to reduce their General Fund spending in the current year by 3.9 percent in order to address the FY 2009-10 revenue shortfall. If all of these mid-year adjustments are annualized, the deficit would be reduced by approximately \$56.3 million, leaving a budget shortfall of \$465.9 million.
2. The Budget Office has instructed departments to submit budget requests for FY 2010-11 that reflect at least a 20 percent reduction in General Fund support. Of the 20 percent reductions proposed, at least 15 percent should be ongoing, and no more than 5 percent should be one-time in nature.
3. The Budget Office has instructed departments to submit a prioritized contingency plan with their budget submission equal to 10 percent of their reduced General Fund base. The Budget Office anticipates that it will need

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some or all of the departmental contingency reductions in order to balance the citywide deficit.

C. City and County of San Francisco  
Capital Plan Fiscal Years 2011-2020  
Executive Summary

The City's ten-year Capital Plan is designed to identify and budget for necessary long-term capital improvements, including the categories of infrastructure, roadway, utility, public facility, and park and open space improvements that are the subject of these findings. The City's most recent Capital Plan for Fiscal Years 2011-2020 concluded the following:

1. For each of the last four years, the CPC has approved and the Mayor and Board have adopted the policy to increase General Fund commitments ten percent per year to eventually meet annual capital needs. However, a FY 2009-2010 revenue shortfall of \$438 million resulted in drastic cuts to the capital budget for the second year in a row, as the chart below illustrates.
2. The decision to underfund the City's annual renewal needs has long-term effects. The 2011-2020 Capital Plan defers \$183 million more annual needs than last year (a 33 percent increase).
3. Continued General Fund (GF) deficits and decreased investments in capital will increase the City's already large backlog of routine repair and renewal needs. Last year's reduced capital budget alone deferred the point when investments catch up to annual needs by two more years. Even assuming the City invests \$67 million in FY 2011 and increases that amount to \$165 million by FY 2020 as the City's Capital Plan recommends, the City will still not meet the annual renewal needs until 2025. Not only does this prevent the City from maintaining its infrastructure in a state of good repair but it makes those same repairs more expensive in the future as construction costs increase and small preventative repairs become larger and more expensive replacements.

III. CONSISTENCY WITH THE IMPLEMENTATION PLAN

- A. The payment of funds for the Subject Improvements is consistent with the Implementation Plan for the Hunters Point Shipyard Redevelopment Plan, adopted pursuant to Health & Safety Code section 33490, as updated by Resolution No. \_\_\_\_\_. See *Hunters Point Shipyard Redevelopment Project Area Five Year Implementation Plan*, (May 2010 Update). The public improvements provided for in the updated Implementation Plan include, but are not limited to:

1. Public open spaces including parks, plazas, habitat restoration, sports facilities and playgrounds.

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2. Facilities in parks such as tables, waste receptacles, signage, landscaping, market stalls and maintenance facilities.
3. Public roadways and other walkways, roadways, lanes, and connectors.
4. Medians, curbs, bulb-outs, and gutters.
5. Sidewalks, street trees, landscaping, and street furnishings.
6. Street, sidewalk, and park lighting.
7. Traffic signals, control centers, street signage, and pavement striping.
8. Parking meters.
9. Potable water distribution and fire suppression facilities.
10. Reclaimed water facilities and irrigation distribution.
11. Sanitary sewer facilities and pump stations.
12. Storm drains, storm water sewer, treatment and conveyance facilities.
13. Natural gas, electric, telephone and telecommunication facilities.
14. Utilities and utility relocation.
15. Muni light rail/bus/transit facilities, cantenary wires, communication facilities, transit stops and markings, poles, eyebolts, and substations as needed and related improvements.
16. Bridges, trails, and staircases.
17. Improvements to existing roadways, streetscapes and utilities.

B. The Subject Improvements are also consistent with the goals and objectives of the Implementation Plan, including but not limited to:

1. Foster employment, business, and entrepreneurial opportunities in the rehabilitation, construction, operations, and maintenance of facilities in the Project Area.
2. Stimulate and attract private investments, thereby improving the City's economic health, tax base, and employment opportunities;
3. Provide for the development of economically vibrant and environmentally sound districts for mixed use cultural, recreation, educational and arts, research, and training, and housing uses.
4. Provide for infrastructure improvements, including streets and transportation facilities, open space and recreation areas, and utilities for water, sewer, gas and electricity.
5. Remove conditions of blight in the form of buildings, site improvements, and infrastructure systems which are substandard and serve as impediments to land development.

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**FINDINGS OF PRIMARY BENEFIT  
HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA  
STADIUM AND NON-STADIUM ALTERNATIVES  
(Health & Safety Code § 33445.1)**

PUBLIC IMPROVEMENTS OUTSIDE THE PLAN AREA:

The following findings apply to the construction of the improvements to Innes Avenue and Hunters Point Boulevard street improvements (“**Innes Street Improvements**”), that extend outside of the Hunters Point Shipyard Redevelopment Project Area, as listed in Attachments B and C, Schedule II.

I. FINDINGS OF PRIMARY BENEFIT AND ELIMINATION OF BLIGHTING CONDITIONS

The public improvements are of primary benefit to Project Area in that:

- A. The Innes Street Improvements will provide access to the Hunters Point Shipyard Project Area, and will assist in eliminating blight in the Project Area. The Innes Street Improvements will allow for improved transit service, including fewer interruptions, thus benefitting new residents of the Project Area by facilitating access to neighborhood services, access to broader city services and new and existing job centers, and access to recreational opportunities.
- B. The Innes Street Improvements will act as a catalyst providing an incentive for private investment in the Project Area, thereby contributing to the removal of economic blight.

II. NO OTHER MEANS OF FINANCING

The City faces substantial fiscal challenges in light of substantially reduced tax revenues and challenging economic conditions created by the recent deep recession. Several budget-related documents confirm the breadth and depth of the City’s fiscal challenges. Based on the conclusions of those documents, including those specifically summarized below, no other reasonable means of financing the Subject Improvements are available to the community aside from payment of the costs of the Subject Improvements by the Agency.

- A. City’s Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13

According to the Three-Year Budget Projection for General Fund Supported Obligations FY 2010-11 through 2012-13 (published April 2, 2010 by the Controller's Office, Mayor's Office, and Board of Supervisors Budget Analyst):

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1. Projected shortfalls in General Fund revenues compared to expenditures over the next three years are \$483 million in FY 2010-11, \$712 million in FY 2011-12, and \$787 million in FY 2012-13.
2. Due to the State's severe budget shortfall, the City expects significant cuts in State funding. While the City's budgeting assumed a reduction of \$58 million, the Three Year Budget Projection notes that it is possible the final State budget could contain significantly more reductions in funding to the City than were assumed.

B. Budget Year 2010 - 2011  
City & County of San Francisco Mayor's Office Instructions &  
Controller's Technical Instructions

In order to implement each year's budget, the Controller releases technical instructions designed to conform departmental spending and budgeting to the Citywide budget. The instructions released in connection with the 2010-2011 Citywide budget reveal the significant fiscal challenges faced by the City and illustrate why alternative sources of funding are not available for the substantial program of improvements, infrastructure, utilities, public facilities, parks and open space, and related public improvements that are the subject of this resolution. Among the findings included in the Controller's Technical Instructions are the following:

1. The Mayor's Budget Office projects a \$522.2 million shortfall for FY 2010-11, assuming current spending levels and estimated revenue shortfalls. The Budget Office has required all departments to submit plans to reduce their General Fund spending in the current year by 3.9 percent in order to address the FY 2009-10 revenue shortfall. If all of these mid-year adjustments are annualized, the deficit would be reduced by approximately \$56.3 million, leaving a budget shortfall of \$465.9 million.
2. The Budget Office has instructed departments to submit budget requests for FY 2010-11 that reflect at least a 20 percent reduction in General Fund support. Of the 20 percent reductions proposed, at least 15 percent should be ongoing, and no more than 5 percent should be one-time in nature.
3. The Budget Office has instructed departments to submit a prioritized contingency plan with their budget submission equal to 10 percent of their reduced General Fund base. The Budget Office anticipates that it will need some or all of the departmental contingency reductions in order to balance the citywide deficit.

C. City and County of San Francisco  
Capital Plan Fiscal Years 2011-2020  
Executive Summary

The City's ten-year Capital Plan is designed to identify and budget for necessary long-term capital improvements, including the categories of infrastructure, roadway, utility, public facility, and park and open space improvements that are the subject of these findings. The City's most recent Capital Plan for Fiscal Years 2011-2020 concluded the following:

1. For each of the last four years, the CPC has approved and the Mayor and Board have adopted the policy to increase General Fund commitments ten percent per year to eventually meet annual capital needs. However, a FY 2009-2010 revenue shortfall of \$438 million resulted in drastic cuts to the capital budget for the second year in a row, as the chart below illustrates.
2. The decision to underfund the City's annual renewal needs has long-term effects. The 2011-2020 Capital Plan defers \$183 million more annual needs than last year (a 33 percent increase).
3. Continued General Fund (GF) deficits and decreased investments in capital will increase the City's already large backlog of routine repair and renewal needs. Last year's reduced capital budget alone deferred the point when investments catch up to annual needs by two more years. Even assuming the City invests \$67 million in FY 2011 and increases that amount to \$165 million by FY 2020 as the City's Capital Plan recommends, the City will still not meet annual renewal needs until 2025. Not only does this prevent the City from maintaining its infrastructure in a state of good repair but it makes those same repairs more expensive in the future as construction costs increase and small preventative repairs become larger and more expensive replacements.

In order to adequately finance the construction of the infrastructure and public improvements required to support the development program set forth in the Hunters Point Shipyard Redevelopment Plan, numerous comprehensive community facilities districts under the Mello-Roos Community Facilities Act of 1982 (herein, "CFDs") are proposed to contribute towards the funding of improvements to the maximum extent feasible under current Agency guidelines and the local real estate market. Because the CFDs will be comprehensive, no other land-secured financing district (e.g., assessment district financing) is financially feasible. As such, and in light of the financial conditions described above, the CFDs are not alternatives to tax increment financing. Even with the implementation of the CFDs, the payment of costs by the Agency in connection with installation and construction of the Innes Street Improvements is still required.

### III. CONSISTENCY WITH THE IMPLEMENTATION PLAN

- A. The payment of funds for the Innes Street Improvements is consistent with the Implementation Plan adopted pursuant to Health & Safety Code section 33490. See *Hunters Point Shipyard Redevelopment Project Area Five Year Implementation Plan*, Appendix H, as updated by Resolution No. \_\_\_\_\_. The public improvements provided for in the Implementation Plan include, but are not limited to:

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1. Public roadways and other walkways, roadways, lanes, and connectors.
2. Medians, curbs, bulb-outs, and gutters.
3. Sidewalks, street trees, landscaping, and street furnishings.
4. Street, sidewalk, and park lighting.
5. Traffic signals, control centers, street signage, and pavement striping.

IV. EACH IMPROVEMENT IS PROVIDED FOR IN THE REDEVELOPMENT PLAN

- A. The Innes Street Improvements are provided for in the Hunters Point Shipyard Redevelopment Plan. *See Hunters Point Shipyard Redevelopment Plan, Attachment B.*

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to Hunters Point Shipyard Project Area)			
Item No.	Facility	Description of Facility	Estimated Cost
1	Abatement & Demolition	Demolition of existing structures on the Hunters Point Shipyard to allow for implementation of new program. See Hunters Point Infrastructure Plan Section 5.1.	\$59,790,904
2	Auxiliary Water Supply System	Installation of a high pressure water piping network throughout the development to provide an auxiliary source of water for fire fighting purposes. See Hunters Point Infrastructure Plan Section 2.3.3.	\$28,956,135
3	Low Pressure Water	Water service system to provide potable domestic water to each of the land uses within the development area. See Hunters Point Infrastructure Plan Section 2.3.4.	\$17,487,502
4	Recycled Water	Distribution system for recycled water to reduce the demand on the potable water system. See Hunters Point Infrastructure Plan Section 2.3.5.	\$8,867,595
5	Shoreline Improvements	Reconstruction and Stabilization of the existing shoreline to protect the perimeter of the development area. See Hunters Point Infrastructure Plan Section 3.4.1.	\$162,507,448
6	Separated Sanitary Sewer	Wastewater collection system to each of the uses identified in the development area. See Hunters Point Infrastructure Plan Section 2.3.1.	\$15,560,163
7	Storm Drainage System	Piping and various stormwater treatment facilities located throughout the development area to collect and convey stormwater runoff. See Hunters Point Infrastructure Plan Section 2.3.2.	\$31,311,658
8	Joint Trench	Dry utility system providing a distribution system for phone, cable, fiber optic, power, gas and other related facilities throughout the development area. See Hunters Point Infrastructure Plan Section 2.4.	\$18,406,494
9	Street Lights, Traffic Signals-Overhead Signs	Luminaires, traffic control systems, and related appurtenances as described in the Candlestick Point Infrastructure Plan Sections 2.1 and 2.2.	\$10,931,737
10	Sidewalk, Curb and Gutter	Work associated with the installation of sidewalks curb and gutter throughout the development area as described in Hunters Point Infrastructure Plan Sections 2.1 and 2.2.	\$10,693,715
11	Streets and Roads	Construction of the roadway network established to serve the new development as described in the Hunters Point Infrastructure Plan Sections 2.1 and 2.2.	\$51,558,373
12	Earthwork	Grading and surcharge operations including import, cut and fill necessary to construct the development as shown in the Hunters Point Infrastructure Plan Section 5.7.	\$100,175,317

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to Hunters Point Shipyard Project Area)			
Item No.	Facility	Description of Facility	Estimated Cost
13	Streetscape Improvements	Includes streetscape improvements of the on-site streets according to the Hunters Point Infrastructure Plan Section 2.1, to be further defined in the Project Streetscape Master Plan.	\$15,988,412
14	Temporary Improvement	Interim improvements may be required to serve an early phase of the development, as described in the Hunters Point Infrastructure Plan Section 5.3.	\$4,312,774
15	Transportation	Transportation management systems and transit stops as described in the Project Transportation Plan and Hunters Point Infrastructure Plan Section 2.2.	\$13,432,000
16	Infrastructure serving Artist Studios	Infrastructure improvements necessary to occupy and operate Building 101.	\$1,737,400
17	Northside Park / African Marketplace	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$14,603,568
18	Horne Boulevard Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$2,592,759
19	Waterfront Promenade North	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$9,481,030
20	Heritage Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$25,489,229
21	Shipyards Hillside Open Space	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$365,000
22	HP Transit Center	Transit center located near Spear Ave., Nimitz Ave., and D Street as shown in the Hunters Point Infrastructure Plan Section 2.2.	\$11,680,000
23	Community Sports Field Complex / Maintenance Yard	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$11,907,302
24	Multi-Use Fields	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$5,237,128
25	Waterfront Promenade South 2	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$12,526,511

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
STADIUM ALTERNATIVE**

Schedule I		Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to Hunters Point Shipyard Project Area)			
Item No.	Facility	Description of Facility	Estimated Cost
26	Waterfront Recreation & Education Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$5,603,226
27	Waterfront Promenade South 1	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$12,384,536
28	Grassland Ecology Park North	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$14,170,785
29	Grassland Ecology Park South	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$21,749,375
30	Regunning Crane Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$1,686,028
31	Waterfront Promenade North Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$2,765,788
32	Waterfront Promenade South Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Section 4.1.	\$2,765,788
<b>TOTAL SECTION 33445 FACILITIES:</b>			<b>\$706,725,677</b>

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
STADIUM ALTERNATIVE**

<b>Schedule II</b>	<b>Section 33445.1 Facilities (Located Outside Hunters Point Shipyard Project Area)</b>		<b>Stadium Alternative</b>
Item No.	Facility	Description of Facility	Estimated Cost

33	Innes Avenue/Hunters Point Blvd./Evans Avenue	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$30,568,198
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<b>TOTAL SECTION 33445.1 FACILITIES:</b>	<b>\$30,568,198</b>
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Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to Hunters Point Shipyard Project Area)			
Item No.	Facility	Description of Facility	Estimated Cost
1	Abatement & Demolition	Demolition of existing structures on the Hunters Point Shipyard to allow for implementation of new program. See Hunters Point Infrastructure Plan Section 5.1.	\$81,883,371
2	Auxiliary Water Supply System	Installation of a high pressure water piping network throughout the development to provide an auxiliary source of water for fire fighting purposes. See Hunters Point Infrastructure Plan Sections 2.3.3 and 7.2.	\$35,232,233
3	Low Pressure Water	Water service system to provide potable domestic water to each of the land uses within the development area. See Hunters Point Infrastructure Plan Sections 2.3.4 and 7.2.	\$20,780,135
4	Recycled Water	Distribution system for recycled water to reduce the demand on the potable water system. See Hunters Point Infrastructure Plan Sections 2.3.5 and 7.2.	\$11,043,453
5	Shoreline Improvements	Reconstruction and Stabilization of the existing shoreline to protect the perimeter of the development area. See Hunters Point Infrastructure Plan Sections 3.4.1 and 7.5.	\$161,950,917
6	Separated Sanitary Sewer	Wastewater collection system to each of the uses identified in the development area. See Hunters Point Infrastructure Plan Sections 2.3.1 and 7.2.	\$18,358,962
7	Storm Drainage System	Piping and various stormwater treatment facilities located throughout the development area to collect and convey stormwater runoff. See Hunters Point Infrastructure Plan Sections 2.3.2 and 7.2.	\$35,225,809
8	Joint Trench	Dry utility system providing a distribution system for phone, cable, fiber optic, power, gas and other related facilities throughout the development area. See Hunters Point Infrastructure Plan Sections 2.4 and 7.2.	\$32,010,918
9	Street Lights, Traffic Signals-Overhead Signs	Luminaires, traffic control systems, and related appurtenances as described in the Candlestick Point Infrastructure Plan Sections 2.1, 2.2 and 7.2.	\$12,835,074
10	Sidewalk, Curb and Gutter	Work associated with the installation of sidewalks curb and gutter throughout the development area as described in Hunters Point Infrastructure Plan Sections 2.1, 2.2 and 7.2.	\$15,651,543
11	Streets and Roads	Construction of the roadway network established to serve the new development as described in the Hunters Point Infrastructure Plan Sections 2.1, 2.2 and 7.2.	\$23,648,623
12	Earthwork	Grading and surcharge operations including import, cut and fill necessary to construct the development as shown in the Hunters Point Infrastructure Plan Sections 5.7 and 7.4.	\$117,749,353

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
NON-STADIUM ALTERNATIVE**

Schedule I		Non-Stadium Alternative	
Section 33445 Facilities (Located Within or Contiguous to Hunters Point Shipyard Project Area)			
Item No.	Facility	Description of Facility	Estimated Cost
27	Shipyard South Boulevard Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$1,477,577
28	Comm. Sports Field Complex / Maintenance	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$48,137,744
29	Multi-Use Fields	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$5,219,193
30	Waterfront Promenade South 2	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$12,483,612
31	Waterfront Recreation & Education Park	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$5,584,037
32	Grasslands Ecology Park North	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$14,122,255
33	Grasslands Ecology Park South	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$21,674,891
34	Regunning Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$1,680,254
35	Waterfront Promenade South 1	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$12,342,123
36	Waterfront Promenade North Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$2,756,316
37	Waterfront Promenade South Pier	Developed in accordance with the Project Open Space Master Plan, and as summarized in Hunters Point Infrastructure Plan Sections 4.1 and 7.3.	\$2,756,316
38	Historic District Preservation - Parcel C	Improvements to infrastructure according to Section 7.8 in Hunters Point Infrastructure Plan serving and surrounding any historic building required to be preserved.	\$7,317,881
<b>TOTAL SECTION 33445 FACILITIES:</b>			<b>\$822,032,147</b>

Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs,

**FACILITIES TO BE FINANCED BY  
HUNTERS POINT SHIPYARD PROJECT AREA  
NON-STADIUM ALTERNATIVE**

Schedule II	Section 33445.1 Facilities (Located Outside Hunters Point Shipyard Project Area)	Non-Stadium Alternative	
Item No.	Facility	Description of Facility	Estimated Cost

39	Innes Avenue/Hunters Point Blvd./Evans Avenue	Improvements to the existing roadways required to accommodate the development of the project area as described in the Hunters Point Infrastructure Plan Section 2.1.3.	\$30,463,513
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<b>TOTAL SECTION 33445.1 FACILITIES:</b>	<b>\$30,463,513</b>
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Note: The line item costs above are estimates only and include construction management, design, mitigation monitoring, as-builts and cost associated with transfer to City, City and third party costs, air quality monitoring, phase applications, bonds, applicable land acquisition costs, insurance, and construction contingency.