

Candlestick Point

Major Phase 1 CP Application

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1. INTRODUCTION

1.1 PURPOSE OF THIS APPLICATION

In January of 2014, implementation of the Candlestick Point-Hunters Point Shipyard Phase 2 project (Project) reached an important milestone – the approval of the first Major Phase Application (Major Phase 1 CP). This represented the first of the Project's four Major Phases of development that will span the next twenty years.

The Major Phase Application was submitted by the Developer in accordance with the Disposition and Development Agreement for Candlestick Point and Phase 2 of the Hunters Point Shipyard, dated June 3, 2010 (as amended, the "DDA"). The purpose of the Major Phase Application is to provide City staff and the community with a consolidated set of plans and reports for the specific geographic area that comprises the first Major Phase of development of the Project, which will occur on the Candlestick Point. In accordance with Section 22.7 of the DDA, Appendix G outlines insurance requirements required of the Developer in connection with this Major Phase.

Appendix H summarizes material conditions that must be satisfied under the DDA during the course of the Major Phase.

Since the approval of the Major Phase 1 CP Application, several Project refinements have been made in consultation with staff from the Office of Community Investment and Infrastructure (OCII), Successor Agency to the San Francisco Redevelopment Agency, multiple City multiple departments, and the Developer's consultant team. The updates to the plans were analyzed under the California Environmental Quality Act (CEQA) and a Fourth Addendum to the Project Environmental Impact Report (EIR) was prepared. The CEQA analysis determined that the conclusions reached in the Final EIR, certified on June 3, 2010, remain valid; that the proposed revisions to the project will not cause new significant impacts not identified in the EIR; and that no new mitigation measures will be necessary to reduce significant impacts. A complete summary of these revisions is set forth in a staff report to the OCII Commission prepared in support of this Major Phase Application. A brief summary of these refinements is below.

Concurrent with this Major Phase Application, the Developer has also prepared and submitted updates to the Candlestick Point Streetscape Master Plan and Design for Development (D4D) to ensure consistency between the Project's controlling documents. Updates to these Project documents and the Major Phase Application include the following:

- Interdepartmental refinements to all Candlestick Point public right-of-way cross sections
- Adjustment to the Sub-Phase CP-04 Boundary to increase block depths
- Tower shifts related to increase in CP-04 block depths and constructability of the original CP-02 tower location
- Relocation of displaced on-street parking to the CP Center garage
- Conversion of Office Space to Neighborhood Retail
- Height increases
- Removal of some bulb-outs, at the direction of SFPUC and SFFD



- Phasing of Harney Way improvements at the direction of SFMTA
- Interdepartmental recommendation to revise the street cross section for Gilman Avenue

Updates to the Major Phase Application, Streetscape Master Plan and D4D were presented to the Hunters Point Shipyard Citizens Advisory Committee (CAC) for review and comment, as required by the design review and approval process for the Project. The CAC endorsed this updated Major Phase Application on September 14, 2015.

Street Cross-Sections – Post approval of the Major Phase Application, OCII engaged an inter-departmental team to review each of the cross-sections on Candlestick Point to ensure that appropriate clearances for emergency vehicle access were provided, while at the same time an intimate, neighborhood character was retained. These discussions culminated in the approval of a new set of street cross-sections for all of Candlestick Point in June 2014. The cross-sections are included in recent updates to the Major Phase Application, Infrastructure Plan, Transportation Plan, Streetscape Plan and Design for Development documents, and shown on the Candlestick Point Vesting Tentative Subdivision Map (No.7878). The new cross-sections for CP-02-03-04 are included in this Major Phase Application. These cross sections will continue to be refined as the design process progresses.

Adjustment to the Sub-Phase CP-04 Boundary – The Developer is proposing to increase the depth of the blocks within Sub-Phase CP-04 and concurrently, adjust the Sub-Phase boundary for CP-04. The CP-04 block depths, approved June 3, 2010, are substantially less than other blocks at Candlestick Point because they were originally conceived to be predominately retail blocks with a service alley (the mid-block break) along the back of these blocks. After rethinking the development planned for these blocks in relation to CP-02 and CP-03, the Developer now proposes to increase the block boundaries by the depth of a townhome. Townhomes could then line the mid-block break. This proposal allows greater variety in housing types and more efficient land use on these blocks.

One implication of this boundary adjustment is that block CPS 6b, an OCII affordable housing lot on the opposite side of the new boundary, has been reduced in size. However, block CPS 11a, another OCII lot, has increased in size. The Project Housing Map dated January 7, 2014, identifies 165 units on block CPS 6b. The same map identifies only 90 units on block CPS 11a. As directed by OCII, this Sub-Phase application identifies 150 units on block CPS 11a, 60 more units than were initially programmed for the site. A fit test of the housing programmed for CPS 6b showed that 148 of the 165 units programmed for the site could be accommodated with the proposed block dimensions. The additional units on block CPS 11a more than make up for the loss of 17 units on CPS 6b. The boundary adjustment will be reflected in Final Transfer and Subdivision Maps for these blocks.

Tower Locations – The proposed Tower G location at CP Center, (CP-02), is outside the approved tower zone. Planning for the site revealed structural integration and construction timing concerns with a tower that was collocated with the parking garage. The proposed shift moves the tower and its core structural components off the garage.

As described above, the Developer proposes to increase the depth of the blocks within Sub-Phase CP-04, and concurrently adjust the Sub-Phase boundary for CP-04. This shift of the CP-04 boundary results in an equivalent shift in the boundary of Sub-Phases just east of CP-04, Sub-Phases CP-10 and CP-11. As a result, towers J and K within CP-10 and CP-11 will shift as well.

Input from the California Department of Parks and Recreation (State Parks) was solicited during the review of these proposed tower locations. Visual and shadow analyses for the new proposed sites of Towers G, J, and K have been performed, reviewed, and accepted by the City, and are reflected in an updated D4D for approval by the Planning Commission and the OCII Commission.

On-Street Parking Replacement – Parallel parking stall dimensions in Section 143 of the 2010 D4D were used to estimate the number of total on-street parking spaces for the project (2010 Transportation Plan, Page 68). In the course of engineering CP-02-03-04, the Developer and design team determined that the actual number of on street parking spaces is significantly reduced once other design considerations, such as fire hydrants and driveway cuts, are taken into account. Given the constraints to creating on-street parking, CP-02- 03-04 accommodates only 161 of the 430 on-street parking spaces initially estimated to be available within the site plan – a loss of 269 parking spaces. SF Planning staff determined that the best way to make up for the lost parking is to add the 269 lost parking spaces to the garage below CP Center.

Conversion of Office Space to Neighborhood Retail – Site planning for CP-02-03-04 revealed demand for neighborhood serving retail that exceeded the original entitlement of 125,000 gsf of space intended for that use. Given these market conditions, the Developer proposes to convert 15,500 gsf of office space to 6,000 gsf of neighborhood retail based on transportation, air quality, and GHG analysis. This increase in the total amount of neighborhood serving retail will result in a robust neighborhood retail program which meets demand for shops and services in the new urban core of Candlestick Point.

Height Increases – The Mixed Use development along Harney Way and Ingerson Avenue (1 floor of retail with 4-5 stories of residences above), is zoned for a maximum height of 65 feet. The developer proposes to allow these heights to increase to 80 feet, while at the same time restricting the number of residential floors above retail to five. The increased height is proposed to allow for greater retail floor to floor height and to allow variety in the architecture and design of the residential buildings.

The proposed D4D modifications include an increase in the height of the 220-room hotel from 65 feet to 80 feet. The increase in height would ensure consistency in the built form along Harney Way, and allow greater flexibility to design the building as an iconic entry statement to CP Center given its important location at the intersection of Arelious Walker Drive and Harney Way. The additional height would also allow for a taller floor-to-floor height at ground level, which would provide flexibility for different uses and amenities. No increase to the number of hotel rooms or the floor space (150,000 square feet) is proposed.

A Film Arts Center is planned at Candlestick Center on the corner of Harney Way and Ingerson Avenue. The building will frame a public plaza at the intersection and have high-quality architectural treatment that reinforces its central location. The iconic building will have active day and evening uses (such as retail and entertainment) that anchor development at Candlestick Center and reinforce its community importance. The allowable height of this building has increased from 85' to 120'. This height increase will allow the building to be an architectural anchor in the neighborhood, and a focal point for the community.

Bulb-outs – At the direction of the San Francisco Public Utilities Commission, (SFPUC), and the San Francisco Fire Department, (SFFD), several bulb-outs planned along Ingerson Avenue and Harney Way have been removed from the Improvement Plans. SFPUC does not allow utilities underneath bulb-outs, and the bulb-outs interfere with SFFD turning requirements. In addition, the Better Streets Plan requires streets within commercial areas to be designed for vehicular access of a "SU-30" truck. This requirement has also been a factor in removing bulb-outs.

Harney Way Off-Site Phasing – The Candlestick Park Infrastructure Plan identifies Harney Way between Arelious Walker Drive and Thomas Mellon Circle as an off-site improvement. At present, there is uncertainty regarding the timing of the extension of Geneva Avenue and replacement of the US 101 / Harney Way interchange. It is likely that the interchange will not be constructed prior to operation of the BRT system, which would preclude the originally conceived BRT alignment. The San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate BRT alignment that uses some combination of existing tunnels underneath US 101 at Blanken Avenue and Alana Way. Because that alignment may affect the way in which the BRT lanes are constructed along Harney Way, the SFCTA and the City would like to postpone reconstruction of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive. This would mean that in Major Phase 1, Harney Way would be constructed between Arelious Walker Drive and Executive Park East only, although the sidewalk and Class I cycletrack would be completed all the way to Thomas Mellon Drive. The BRT lanes between Executive Park Boulevard East and Thomas Mellon Drive would then be constructed consistent with a permanent alignment, to be determined at a later date, but still prior to operation of the BRT.

Gilman Avenue Off-Site Cross Section – A survey of Gilman Avenue (including the location of utilities and driveways) revealed that the approved cross section would require either the reduction of sidewalk widths or the relocation of utility poles. To avoid these issues, the civil and traffic engineers employed by the Developer worked with staff from OCII, SF Planning, SFMTA and SFDPW to design a cross section for Gilman Avenue that differs from that shown in the Infrastructure Plan. Fehr & Peers prepared analysis and findings associated with a revised concept for Gilman Avenue to provide 1 lane of traffic in each direction and a central right and left turn lane that will allow automobiles and buses to travel without the hindrance of turning movements. The new cross-section also provides a sidewalk "furnishing zone" for street trees and benches.

1. INTRODUCTION

1.2 INTRODUCTION TO CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE 2

Candlestick Point-Hunters Point Shipyard Phase 2 will be a model of integrated planning and sustainable design. The site is located on 702 acres along the southeastern waterfront in San Francisco. The site includes Hunters Point Shipyard, the former location of the San Francisco 49er's Candlestick Park stadium, the Candlestick Point State Recreation Area (CPSRA), as well as the Alice Griffith public housing complex.

The Project seamlessly integrates new housing, retail, commercial and parks into adjacent neighborhoods with a new street grid that ties into existing City streets. New bike routes and the extension of the Bay Trail / Blue Greenway throughout the Project site tie the Project back to the City. Most importantly, the Project extends existing transit service, creates new transit services that connect the Project to Caltrain, and BART and provides new downtown shuttles from both Candlestick and the Shipyard.

In addition to the compact physical plan, the Project will be in the forefront of sustainable "green" development practices. The community is pre-certified LEED-ND Gold from the U.S. Green Building Council.

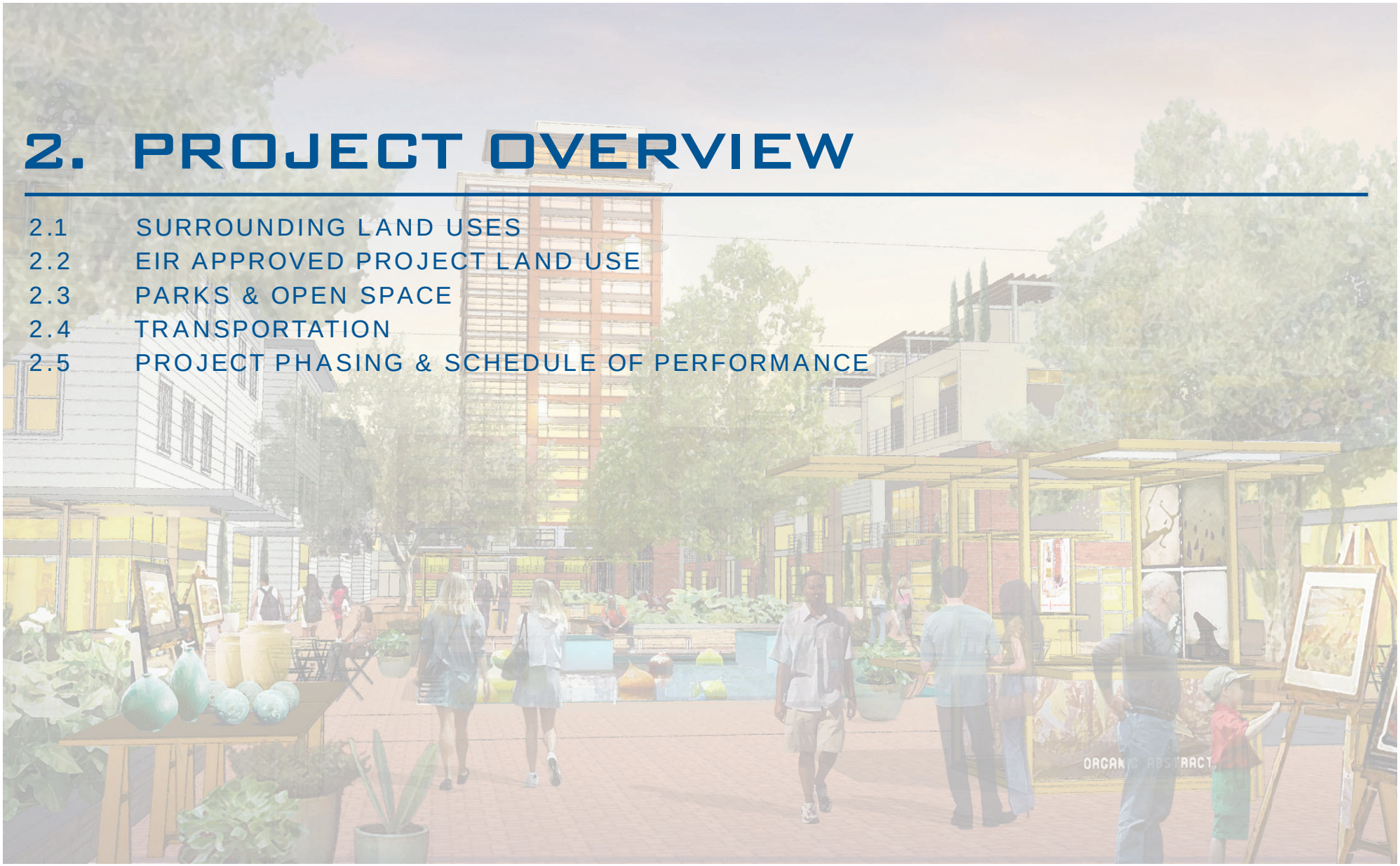


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2. PROJECT OVERVIEW

2.1 SURROUNDING LAND USES
2.2 EIR APPROVED PROJECT LAND USE
2.3 PARKS & OPEN SPACE
2.4 TRANSPORTATION
2.5 PROJECT PHASING & SCHEDULE OF PERFORMANCE



2. PROJECT OVERVIEW

2.1 SURROUNDING LAND USES

The Project site is part of the larger Bayview Hunters Point neighborhood, an area characterized by well-established residential neighborhoods, commercial uses, and industrial areas. Existing land uses in this neighborhood are described below by type of use: commercial/retail, civic and institutional, residential, industrial, and open space and recreation.

Commercial and retail uses are distributed throughout the neighborhood. Third Street, which includes neighborhood-serving retail shops and other commercial businesses, is the central north/south corridor through the community. This corridor includes a variety of shops, eating establishments, cleaners, beauty supply stores, hardware stores, groceries, and liquor stores. Bayview Plaza near Evans Avenue provides a cluster of retail uses, including a Walgreens, a copy shop, several restaurants, and offices. Along Bayshore Boulevard and in proximity to the I 280 and US 101 freeways in the northern part of the neighborhood are a number of auto-oriented retail uses, including large-scale commercial uses with off-street parking frontages, home improvement businesses, and fast food establishments.

A number of civic, institutional, religious, and social service uses are also centered on Third Street. Such uses include the Bayview Opera House and Plaza at Third and Oakdale, a central feature of the Bayview Hunters Point community; Bayview Hunters Point Multipurpose Senior Center; the Southeast Health Center; the Anna E. Waden Library; and the Southeast Community Facility, which houses a City College campus and a job training and career program and is a site for community meetings and civic events. Other institutional and social services, including the Bayview YMCA, are found on Hunters Point Hill.

Residential portions of the Bayview Hunters Point neighborhood are east and west of Third Street from US 101 to the Hunters Point Shipyard. A majority of the existing residential uses are single-family units. However, there are older multi-family units distributed on the lower slopes of Bayview Hill and new multi-family units along Jamestown Avenue, Williams Avenue, and Innes Avenue. Mixed-use developments, including multi-family housing, are also being developed along the Third Street corridor. In addition, much of the residential development on Hunters Point Hill consists of multi-family housing units.

Industrial uses are found in the northern portion of the Bayview Hunters Point neighborhood, west and east of Third Street. This area includes many production, distribution, and repair (PDR) uses and mixed-use development. Immediately west of Third Street and south of the Islais Creek Channel, large industrial uses, such as regional moving and storage companies and wholesale distributors are intermingled with a range of small, local businesses, such as auto parts distributors and bulk mail assembly services. The San Francisco Produce District is in this area.

Light industrial and PDR uses occupy the South Basin industrial area surrounding Yosemite Slough, extending west to US 101. The South Basin industrial area contains a variety of small-scale industrial uses, such as auto repair shops, food distributors, bulk warehouses, and recycling facilities. The India Basin Industrial Park, to the northwest of India Basin and the Hunters Point Shipyard and south of the Islais Creek Channel, includes a major distribution facility for the US Postal Service, light industrial, commercial service and multimedia businesses, and some retail businesses located at Bayview Plaza at the southeast corner of Third Street and Evans Avenue. Vacant parcels and buildings are distributed throughout all of the identified industrial areas.

Figure 2.1 – Vicinity Map with Surrounding Land Uses



2. PROJECT OVERVIEW

2.2 EIR APPROVED PROJECT LAND USE

This page represents the Project land use as entitled in 2010. As the Project is built out, exact square footages will vary. This is the case in Major Phase 1 CP. Refer to Section 6 for details on the land use program for Major Phase 1 CP.

Residential

The Project consists of 10,500 for-sale and rental residential units, including approximately 7,155 Market Rate Units and approximately 3,345 Below-Market Rate Units. The homes range in size from studios to four bedrooms. Housing types include two- and three-story townhomes over parking, four- to seven-story low-rise flats over podium parking, eight- to 21-story mid-rise flats, and 22- to 42-story high-rise towers. Commercial uses and community services will be located in the lower floors of some residential buildings.

Regional Retail

A regional retail center of up to 635,000 gross square feet (gsf) is proposed on the Candlestick Point. Retailers could include a variety of general merchandise, apparel, food service and restaurants, and entertainment related businesses to serve the regional market. Community services may also be allowed on sites designated for regional retail uses.

Neighborhood Retail

Neighborhood retail sites are designated at both the Candlestick Point and the Hunters Point Shipyard, and in addition, small-scale neighborhood retail uses could be established throughout the Project site depending on demand. The Project was originally entitled for 250,000 gsf of neighborhood retail. Since then, some office space has been converted to neighborhood retail, as discussed in Section 1.1 of this Major Phase Application. This space could include convenience goods (e.g., food, drugs and groceries) and personal services (e.g., laundry, dry cleaning, barbering, and shoe repair) for daily needs of the immediate neighborhood. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Office

The project was originally entitled for up to 150,000 gsf of office uses on the Candlestick Point. As market analysis showed demand for neighborhood retail at Candlestick Point that exceeded the Project's entitlement, some of this space was converted to the equivalent amount of Neighborhood Retail. The staff report accompanying this Major Phase Application describes this conversion in detail. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Research and Development

Hunters Point Shipyard Phase 2 is the planned site of up to 3,000,000 gsf of research and development (R&D) space. The R&D facilities could serve a wide range of possible office, laboratory, and light industrial uses including emerging industries and technologies such as green technology and biotechnology. Hotel

A 220-room hotel is proposed on the Candlestick Point.

Artists' Studios/Arts Center

Up to 225,000 gsf of artists' studios and accessory neighborhood retail is proposed on the Hunters Point Shipyard and 30,000 gsf is anticipated to be dedicated for the construction of an arts center.

Community Facilities

Community serving uses are proposed at sites on both the Candlestick Point (up to 50,000 gsf) and the Hunters Point Shipyard (up to 50,000 gsf). Proposed uses include a fire station on 0.5 acre at the Hunters Point Shipyard. In addition, uses may include police facilities, healthcare, day-care, senior centers, library, recreation centers, and community centers.

Parks and Open Space

An estimated 327 acres of new public parks, sports fields, and other open space is planned for the Project.

Marina

A 300-slip marina is proposed at the Hunters Point Shipyard. A marina could include utilities at each slip and a sewage pump-out. Landside amenities could include a classroom facility to teach sailing, restrooms, and showers.

Performance Venue/Arena/Film Arts Center

The Project was originally entitled for a 10,000 seat, 75,000 gsf Performance Venue/Arena. After a significant amount of financial analysis and consultation with potential operators, a performance venue of this size was determined to be financially infeasible. Currently, a 42,000 gsf Film Arts Center for theatre film productions, film festivals, concerts, speaking engagements, or educational events, is proposed at the Candlestick Point. The balance of the original 75,000 gsf performance venue entitlement (33,000 gsf) will be developed in another building within CP-02. The allocation of square footages is discussed in detail in Section 6.1 of this Major Phase Application.

Table 2.1 – 2010 Land Use Summary[1]

LAND USE	CANDLESTICK POINT	HUNTERS POINT SHIPYARD 2	PROJECT TOTAL
Residential Density I (Units) (15-75 Units Per Acre)	922	1,275	2,197
Residential Density II (Units) (50-125 Units Per Acre)	3,893	2,235	6,128
Residential Density III (Units) (100-175 Units Per Acre)	600	455	1,055
Residential Density IV (Units) (175-285 Units Per Acre)	810	310	1,120
Total Residents Units	**6,225**	**4,275**	**10,500**
Neighborhood Retail (GSF)	125,000	125,000	250,000
Regional Retail (GSF)	635,000	-	635,000
Office (GSF)	150,000	-	150,000
Performance Venue (GSF)	75,000 (10,000 Seats)	-	75,000 (10,000 Seats)
Hotel (GSF)	150,000 220 Rooms	-	150,000 220 Rooms
Research & Development (GSF)	-	3,000,000	3,000,000
Total Commercial Area	**1,135,000**	**3,125,000**	**4,260,000**
Artists' Studio/Art Centre (GSF)	**-**	**255,000**	**255,000**
Community Use (GSF)	**50,000**	**50,000**	**100,000**
Total Parks & Open Space (AC)	**106**	**221**	**327**

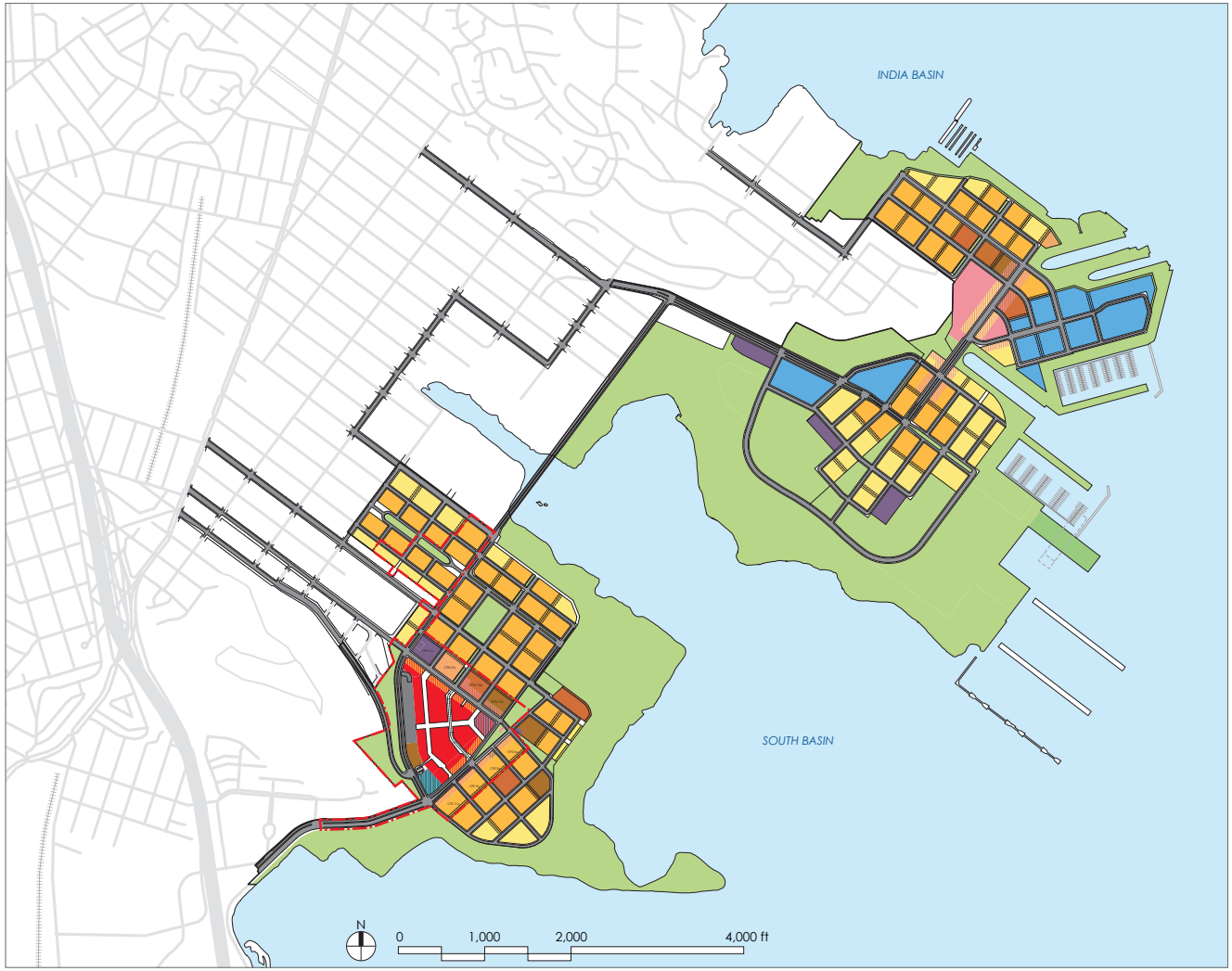
[1] Distribution of units among residential densities is estimated above. This distribution will shift with the design process and market conditions.

Source: 2010 Final EIR

2. PROJECT OVERVIEW

2.2 PROJECT LAND USE

Figure 2.2 – Project Land Uses



LEGEND

- Residential Density I (15-75 Units Per Acre)
- Residential Density II (50-125 Units Per Acre)
- Residential Density III (100-175 Units Per Acre)
- Residential Density IV (175-285 Units Per Acre)
- Neighborhood Retail
- Regional Retail
- Performance Venue
- Hotel
- Office
- Research & Development
- Parking
- Community Use
- Parks & Open Space
- Major Phase 1 CP

2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Existing Parks and Open Space Outside of the Project Area

The existing and previously planned parks adjacent to the Project Site include urban, neighborhood parks such as Adam Rogers Park, Hilltop Park, Ridgetop Plaza, and Little Hollywood Park. In Hunters Point, Adam Rogers Park includes a community garden, basketball court, playground, and BBQ area. Hilltop Park has a skateboard park, amphitheater, playground and picnic tables. Ridgetop Plaza is a small plaza offering views of the area. Near Candlestick Point, Little Hollywood Park has a playground and basketball court. Milton Meyer Recreation Center in Hunters Point and Gilman Park in Candlestick Point primarily offer sports facilities with indoor and outdoor basketball, baseball, and tennis courts as well as children's play areas. The planned Hillside and Hilltop Parks in Hunters Point Shipyard Phase 1 provide areas for recreation, gathering, pedestrian connections and children's play. Pocket parks address neighborhood needs for open space.

Nearby natural park areas include India Basin Shoreline Park and Heron's Head Park to the north of Hunters Point, and Bayview Hill Park at the southern edge of Candlestick Point. Candlestick Point State Recreation Area, while largely within the Project Site, also includes the 34-acre Yosemite Slough, just outside of the Project Site. Yosemite Slough is being restored by the State Parks Department in partnership with the non-profit California State Parks Foundation. The partially completed restoration project will include 12 acres of tidal wetlands and marsh, habitat for shore birds, and connections to the Bay Trail / Blue Greenway.

Existing Parks Inside the Project Area

Candlestick Point State Recreation Area

Approximately 97 acres of the Candlestick Point State Recreation Area (CPSRA) are included within the Project Site. At the southern portion of the CPSRA, existing features include planting, pathways, a beach, fishing piers, picnic areas, parking, and restrooms. The northern portion of the CPSRA is less developed and includes native planting areas and gravel parking lots that have been used as parking for the 49ers on game days.

Bayview Hill

Bayview Hill offers dramatic views of San Francisco, San Bruno Mountain, and the Bay. The park is home to a diverse collection of plants and animals, including wildflower grasslands, several species of snakes and lizards, red-tailed hawks, and great horned owls, all of which visitors can observe along the walking path that begins at Key Avenue. A small portion of the southeast slope of the park is located within the Project boundaries, though steep slopes and quarry-faces currently preclude visitor access to this area.

Project Parks and Open Space Highlights

The Project will create a continuous network of interconnected recreational facilities, promoting the use of the existing parks, such as the Candlestick Point State Recreation Area, as well as new parks, sports fields, and active urban recreation uses. A network of pedestrian and bike pathways will connect Project uses to adjacent neighborhoods and ensure unrestricted public access to the parks and open space on the Project site and the San Francisco Bay shoreline.

Extensive Parkland

Approximately 327 acres will be dedicated to new and improved parks, open space, and habitat areas. These areas cover nearly half the site's acreage and represent San Francisco's largest park development since Golden Gate Park.

Neighborhood Parks

New neighborhood parks will serve existing and future neighborhood residents with places for community gathering and a broad range of outdoor recreation and leisure activities.

Sports Field Complex

A new Community Sports Field Complex will help to meet the City's unmet demand for lighted sports fields. The sports fields will accommodate youth, high school, and adult field sports and will be suitable for regional tournaments.

Cultural Heritage Park

The Heritage Park will relate the history of Hunters Point to visitors from throughout the Bay Area and beyond. Historic buildings within the park will be retained and may be used as museum spaces.

Trails Network

The San Francisco Bay Trail / Blue Greenway will provide a continuous recreational multi-use trail along the Candlestick and Hunters Point waterfront, filling a gap in the regional network planned to eventually encircle the entire Bay. Similarly, kayak and windsurf launch points will enhance access to the regionally-planned Bay Area Water Trail. For commuters and neighborhood cyclists, a secondary network of off-street multi-use trails will link parks and neighborhoods with the on-street bicycle network.

Habitat Enhancements

New parks, open space, and habitat restoration areas will support the biodiversity and ecology of the San Francisco Bay shoreline. The plan features new native grasslands, wetlands, extensive planting of native trees and shrubs, and a net removal of bay fill.

Green Infrastructure and Urban Sustainability

Parks and open space will be designed as "green infrastructure" integrating urban design and infrastructure with natural systems. Elements of this system could include ecological storm water treatment systems, vegetated parking, and street-side and median boulevard parks.



2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Table 2.2 – Parks & Open Space Areas[1,2]

Park Name	Acreage
Hunters Point	
Urban Parks	
(1) Northside Parks	12.8
(2) Waterfront Promenade North	7.3
(3) Heritage Park	16.0
(4) Waterfront Promenade South	24.6
(5) Grasslands Ecology Park	86.9
(6) Shipyard Wedge Park	4.6
(7) Shipyard South Park	0.8
Subtotal	*153.0*
Sports Fields, Waterfront Recreation & Education	
(8) Waterfront Recreation & Education Park	6.7
(9) Multi-use Fields	24.7
(10) Community Sports Field Complex	31.7
(11) Maintenance Yard	4.8
Subtotal	*67.9*
Other Parks & Open Space (*excluded from total acreage)	
(12) Horne Boulevard Park	0.6
(13) Shipyard Hillside Open Space	2.6
(14) Re-gunning Crane Pier Habitats	9.5
Subtotal	*12.7*
HUNTERS POINT SUBTOTAL	**220.9**
Candlestick Point	
Urban Parks *Source: Vesting Tentative Subdivision Map No. 7878, June 19, 2014*	
(15) Alice Griffith Neighborhood Park	1.44
(16) Candlestick Point North Neighborhood Park	3.11
(17) Wedge Park	3.74
(18) Mini Wedge Park	0.82
Subtotal	*9.11*
Other Parks & Open Space (excluded from total acreage) *Source: Vesting Tentative Subdivision Map No. 7878, June 19, 2014*	
(19) Earl Boulevard Parks	0.37
(20) Jamestown Walker Slope	3.88
(21) Bayview Hillside Open Space	2.85
Subtotal	*7.10*
Candlestick Point State Recreation Area *Source: Parks, Open Space, and Habitat Concept Plan, Approved June 3, 2010*	
(22) *South Basin Shoreline* (Grasslands South 1 [5.1 ac] + South 2 [5.3 ac])	10.4
(23) *Candlestick Meadow* (Bayview Gardens [9.5 ac] + The Last Rubble [24.5 ac])	34.0
(24) *The Heart of the Park* (Wind Meadow [11.3 ac] + Heart of the Park [15.5 ac])	26.8
(25) The Point	6.1
(26) The Neck	4.9
(27) Last Port	14.6
Subtotal	*96.8*
CANDLESTICK POINT SUBTOTAL	**105.91**
GRAND TOTAL	**326.81**

[1]Italics indicate park names from CPSRA General Plan, approved January 2013
Parentheses indicate park name from Schedule of Performance

[2]The park acreages within the area of Vesting Tentative Subdivision Map No. 7878, dated June 19, 2014 are based on the final street and block alignments, and have been measured to the nearest hundredth of an acre. The CPSRA and Hunters Point park acreages have not been measured to this level of precision, and are estimated to the nearest tenth of an acre.

Figure 2.3 – Parks & Open Space Network



2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Candlestick Point State Recreation Area

As California's first urban state park, Candlestick Point State Recreation Area (CPSRA) provides access to open space, the Bay, and recreational opportunities in a highly urbanized area of San Francisco.

The shoreline of CPSRA is perhaps its most defining feature. The park skirts the western shore of San Francisco Bay for approximately 3.25 miles, offering access to the Bay and long-range scenic views. Visitors from the local and regional community engage in a wide range of day-use recreation activities, including trail use, picnicking, windsurfing, wildlife viewing, and beach use, among others.

The park stewards important natural and cultural resources. A rare open space resource in San Francisco's southeastern corner, CPSRA provides habitat for birds, small mammals, and other wildlife. The park's position along the Pacific flyway makes it a valuable stopover for migrating birds. CPSRA's history of use, from the Ohlone people, to Chinese fishing camps, to the filling of the Bay, enriches its story as the state's first urban state park.

The Project includes the reconfiguration of the boundaries of CPSRA, as well as park improvements and an ongoing source of funding for park operation and maintenance, as approved by Senate Bill 792 (SB 792). After reconfiguration, CPSRA will encompass 96.8 acres, which will be improved according to the CPSRA General Plan. The General Plan proposes park improvements and new facilities throughout seven geographic areas within the park, as described below:

The State Park is divided into many smaller sub-areas, described below.

Grasslands North & South

This area of the existing State Park is largely undeveloped and has been used for game-day stadium parking. A new Grasslands North & South area could be improved with native grasslands, glade lawns, and earthworks shaped to provide shelter from the wind and enhance views. Site features could include overlooks, restrooms, and parking.

Bayview Gardens North

Bayview Gardens North was formerly developed as a boat launch, but siltation of the South Basin has caused this use to be abandoned. The existing paved parking area is used for gameday stadium parking. Located between the bay and the proposed Bayview Gardens / Wedge Park, the Bayview Gardens North area offers the greatest integration of urban and naturalized open spaces anywhere in the open space system and will be a strong visual gateway to the State Parks and the bay. Bioswales, storm water 'Eco-Gardens,' and a potential salt-marsh restoration are central features of this area.

The Last Rubble

Until recently, the Last Rubble area was characterized by large piles of rubble and debris, remnants of the site's previous use as a dumping ground. The California Integrated Waste Management Board completed a rubble and debris removal project in April 2009. As a result of this, the majority of the rubble and debris was either removed or crushed on site. This area of the State Park remains underutilized and is not currently programmed for recreation, with the exception of a walking path. As the Last Rubble Area will be located adjacent to a substantial urban population, this area could be transformed into a new center for the State Park, with a wide variety of program elements. The park ranger station/visitor's center could be located here as well as a "Great Meadow" for passive recreation and park events. Other features may include parking, picnic areas, overlook terraces, restrooms, and a restaurant/café.

Wind Meadow

The Wind Meadow includes part of the existing State Park, including the Main Beach. This area will be reconfigured to meet the new urban development edge and interface with the Mini-Wedge Neighborhood Park. This area will contain a secondary entry and parking lot, and gateway entry kiosk for the State Park. Features here may include new restrooms, picnic areas, waterfront overlooks, expanded tidal wetlands, and access to the water.

The Heart of the Park

The Heart of the Park is part of the existing developed State Park. New park area will be added and the existing landscape structure will be retained and enhanced. Planting and overall aesthetics will be improved, pedestrian pathways will be renewed and added, and program areas will be developed for greater use. Site features could include upgraded restrooms, overlook terraces, large and small group picnic areas, and an interpretive amphitheater.

The Point

The landscape of The Point will be revitalized with improvements focused on pedestrian circulation, safety and way finding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for activities such as strolling, picnics, kite flying, and fishing.

The Neck

The Neck is a narrow, eroded section of the State Park that includes a beach and pier. Park area will be added here to increase the width of the park and provide a continuous park experience along the shoreline. New features here could include a parking lot, windsurf/kayak launch, overlook, and picnic areas.

Last Port

The landscape of the Last Port will be revitalized with improvements focused on pedestrian circulation, safety and way finding; intensifying areas for increased use; improving the overall park aesthetics and landscape ecology; and reconnecting visitors to the bay shoreline. Native grasslands and shorelines will be restored and stabilized, providing areas for activities such as strolling, picnics, kite flying, fishing, and direct access to the bay for swimming, kayaking, and windsurfing.

2.4 SIGHTLINES AND VIEW CORRIDORS

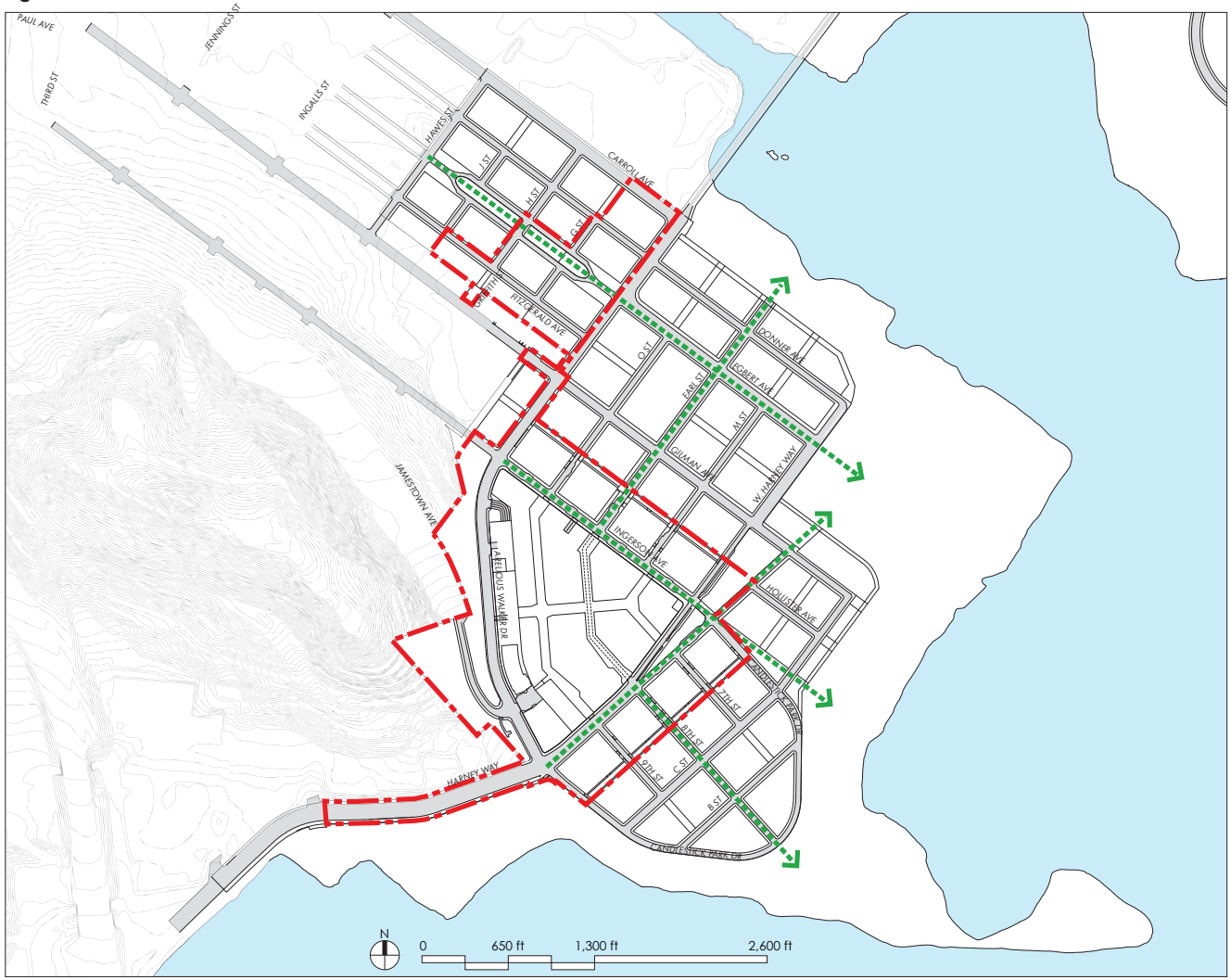
Sightlines from the community to the Bay and other important landmarks should be maintained and reinforced. View corridors bring a host of benefits; they provide important links to the Candlestick Point State Recreation Area, they act as a wayfinding tool, and they bring a sense of connectivity to the community. Figure 2.4 identifies significant view corridors within Major Phase 1 CP.

Each neighborhood will have a special place (e.g. neighborhood park) and an important street (or streets) which lead to the water. The interconnected network of public spaces is both a connective tissue and tool to develop the character of each neighborhood. Each place hosts the opportunity to develop narratives (historic, cultural, etc.) through wayfinding or artwork installations.

Special places, neighborhood parks, important streets such as The Spine and retail routes, view corridors and points of contact with the waterfront become opportunities for art installations to be embedded in the overall streetscape plan.

The Public Trust Exchange Agreement does not identify any view corridors on Candlestick Point.

Figure 2.4 – View Corridors



LEGEND

View Corridors

Major Phase 1 CP Boundary

2.5 TRANSPORTATION

The street and circulation network for the Project is designed to facilitate efficient movement of people and goods throughout and beyond the community, but also establishes a welcoming public realm and community character. To that end, the street network extends the existing grid of the adjacent Bayview neighborhood, using typical Bayview block sizes.

In addition, a new bridge at Yosemite Slough will create a critical linkage between Hunters Point Shipyard, Candlestick Point, and regional transportation hubs such as US 101, Caltrain, BART, and Muni Metro.

In keeping with the City's Transit First, Complete Streets, and Better Streets policies, the street system is designed to prioritize walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and provide green spaces that enhance the City's ecological function.

More information regarding the Project's transportation network can be found in the Infrastructure Plan, Transportation Plan, and Streetscape Master Plan.

2. PROJECT OVERVIEW

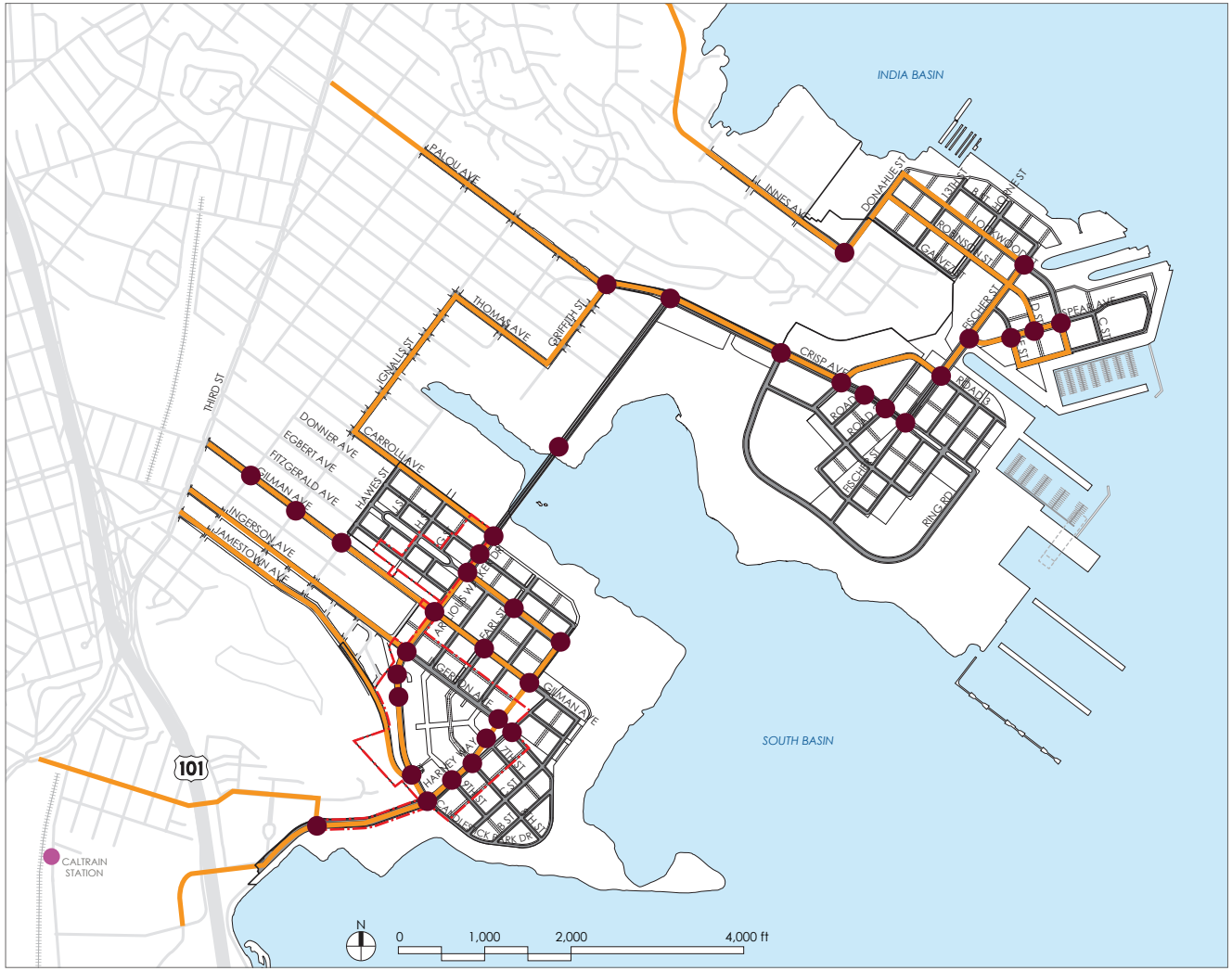
2.5 TRANSPORTATION

Vehicular Network

Existing roadways will be improved and new facilities built to ensure efficient vehicle circulation within the site and connections to regional traffic facilities.

- **Harney Way** will provide the primary auto access between Candlestick Point and US 101. The Project will improve and reconfigure the roadway to provide at least two auto lanes in each direction, left-turn lanes where appropriate, two bus rapid transit (BRT) lanes, a cycletrack and sidewalk. This will provide efficient auto access between the Candlestick Point site and US 101, and portions of the City to the west. Figure 2.4 shows two possible BRT route continuations for the Harney Way off-site improvements. SFMTA is currently conducting a study of the BRT route which will determine the configuration of the Harney Way off-site improvements.
- **Gilman Avenue** will have an enhanced streetscape design, including street trees, sidewalk plantings, furnishings and paving treatments will enhance pedestrian safety and visually tie together the proposed project with the greater Bayview neighborhood. Between Arelious Walker Drive and Third Street, Gilman Avenue will be re-configured to provide four new signals, one travel lane in each direction, and a center turn lane.
- **Ingerson Avenue** and **Jamestown Avenue** are two primary routes between the Project site and the Third Street retail core in the Bayview neighborhood. These two avenues are planned to be resurfaced and restriped as part of the second Major Phase for the Candlestick Point.
- **Carroll Avenue, Ingalls Street, Thomas Avenue** and **Griffith Street** form an important route for automobile travel corridor between Candlestick Point and Hunters Point Shipyard will be improved to provide two lanes in each direction during peak periods.
- **Palou Avenue** is a "Transit Priority Street" and will receive streetscape improvements during the second Major Phase of Hunters Point Shipyard. In addition, six new traffic signals will be installed at major intersections to provide transit priority through the corridor.
- **Innes Avenue** provides the primary auto access between Hunters Point Shipyard and US 101 and Interstate 280, as well as the northern portions of San Francisco. The avenue includes two lanes of travel in each direction, parking and sidewalks. The Project will provide streetscape improvements to Innes Avenue to create an attractive gateway into the Project Site. These improvements are planned as part of the first Major Phase for the Hunters Point Shipyard.

Figure 2.5 – Transportation Network



LEGEND

- Major Vehicular Route
- Signalized Intersection
- Major Phase 1 CP Boundary

2. PROJECT OVERVIEW

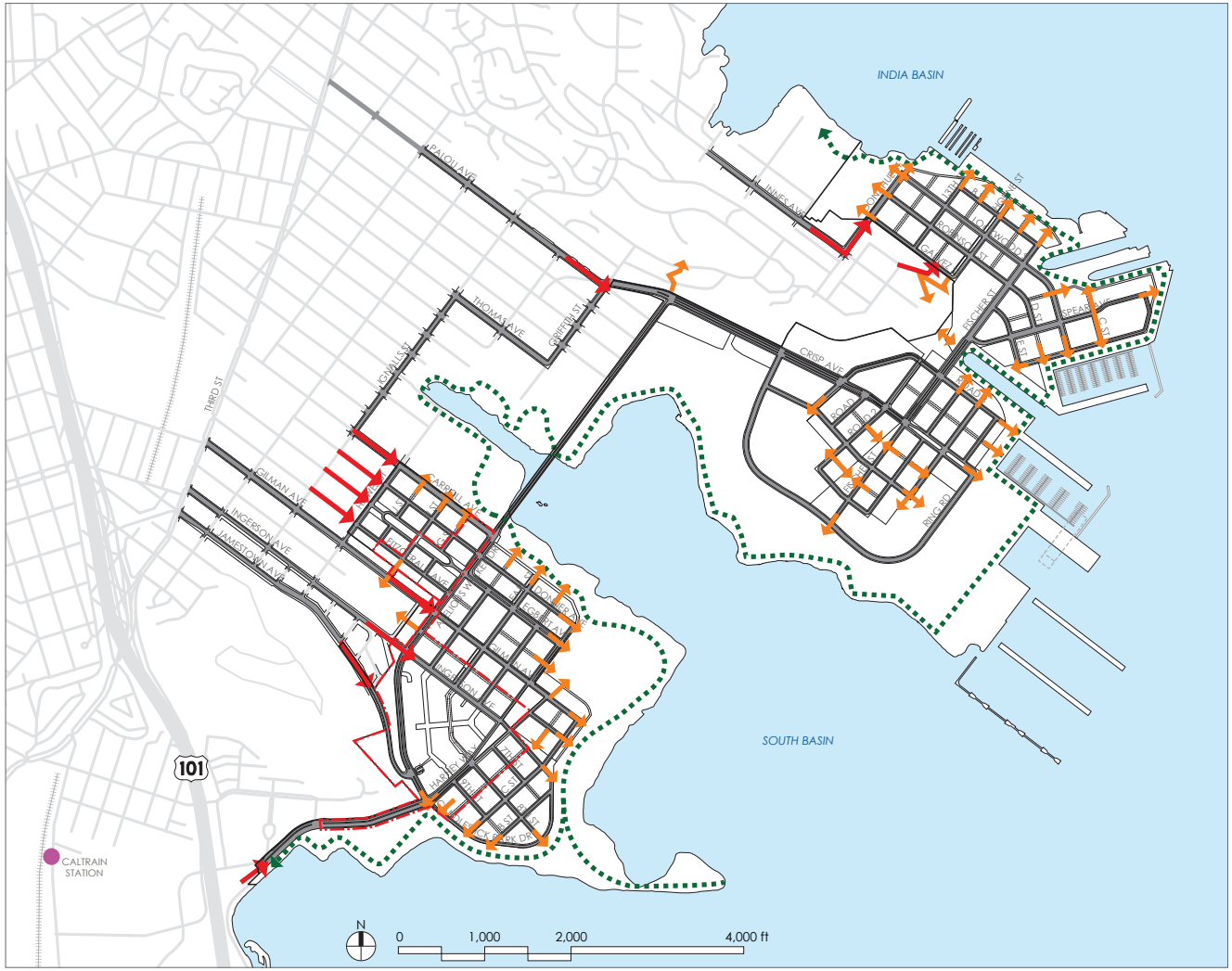
2.5 TRANSPORTATION

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Smaller blocks will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, the sidewalk system within the project site has been designed to provide generous 12-foot sidewalk zones throughout, increasing to 15-foot sidewalk zones near busier retail areas.

The new Yosemite Slough Bridge will be an important pedestrian connection between Candlestick Point and Hunters Point Shipyard.

Figure 2.6 – Pedestrian Circulation



2. PROJECT OVERVIEW

2.5 TRANSPORTATION

Bicycle Network

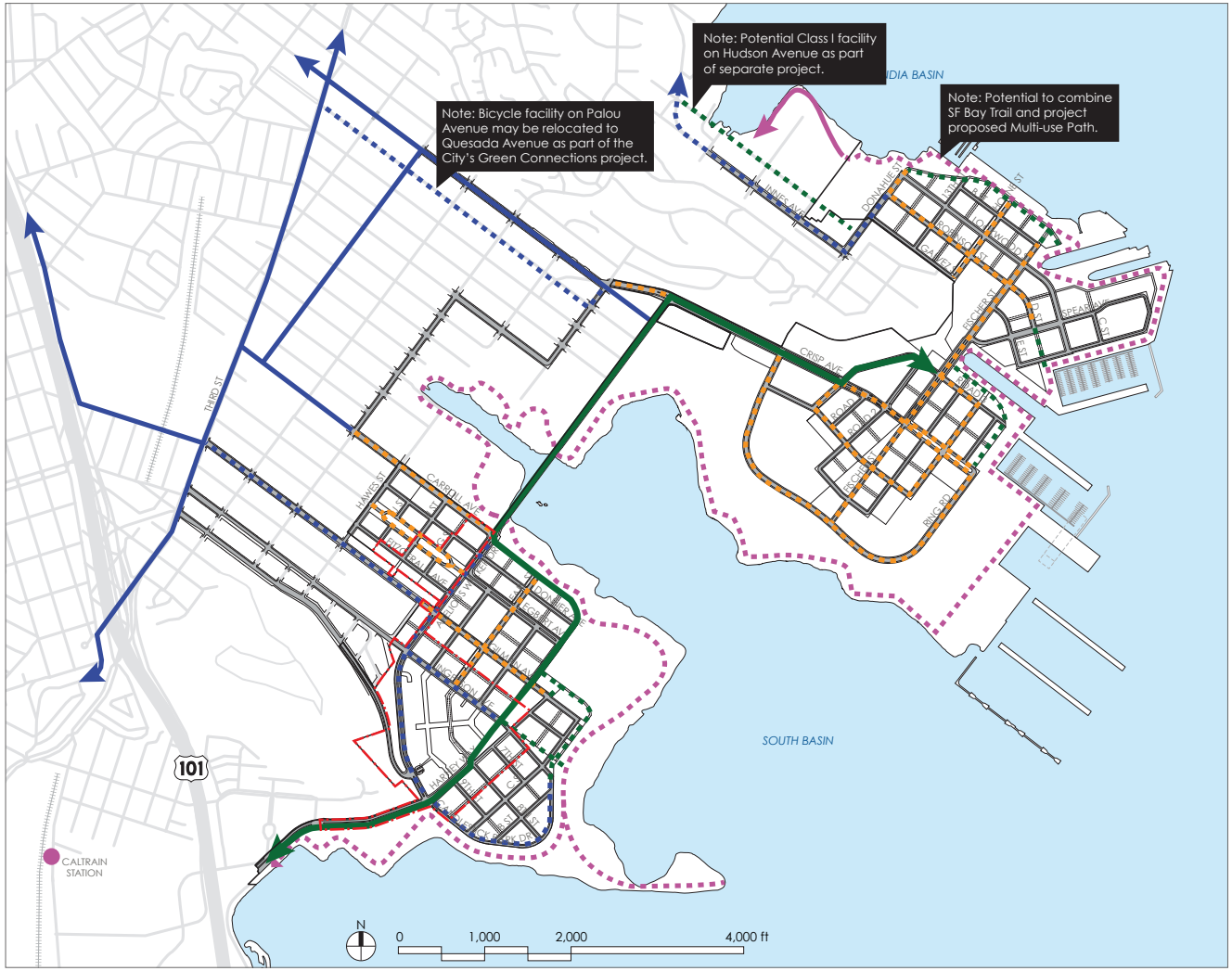
The Project will be served by an expanded network of bicycle routes. The street network is designed to connect the Project area to surrounding neighborhoods, and to increase bicycle access to new destinations and regional transit. The bicycle network within the Project includes Class I, Class II, and Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are bike routes that allow bicycles to share travel lanes with vehicles. Overall, whether they are bicycle routes or not, all new neighborhoods streets are designed to emphasize slow auto speeds (15-25 mph) and encourage shared use of the street for autos and bicycles.

The Bay Trail / Blue Greenway forms a continuous off-street recreation route along the shoreline, connecting the Shipyard with Candlestick. Project improvements will provide a missing link in the Bay Trail / Blue greenway. The trail will provide a mixed-pedestrian and Class I bicycle facility. Construction of the Bay Trail / Blue Greenway will be part of later phases of the development per the Schedule of Performance.

Bicycle racks are provided on streets, with high concentrations near retail, parks, and transit stops. New buildings will also provide bicycle parking at levels consistent with the approved Design for Development.

The proposed bicycle network is illustrated in Figure 2.6.

Figure 2.7 – Bicycle Networks



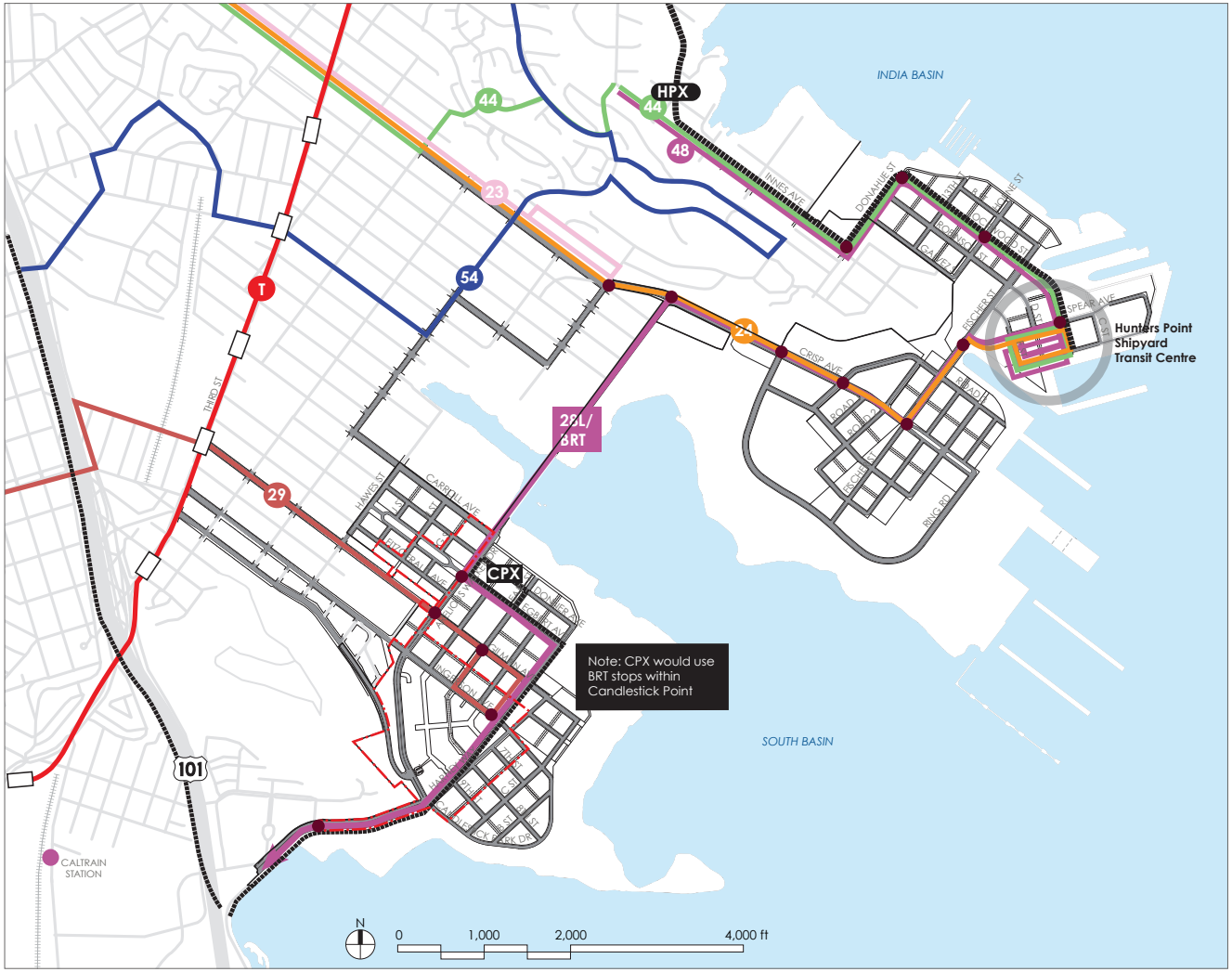
2. PROJECT OVERVIEW

2.5 TRANSPORTATION

Transit Network – MUNI Routes

The Project is intended to achieve a near doubling of the current mode share of transit in the vicinity of Candlestick Point and Hunters Point Shipyard. At full buildout the Project will include substantial improvements to the transit network, including route extensions and service frequency improvements. Improvements to transit service as a result of the Project will improve neighborhood, city, and regional transit access to the waterfront and the associated increase in frequencies will offer improved service to existing users along the routes serving the Candlestick Point.

Figure 2.8 – Transit Networks



LEGEND

- Existing Light Rail
- New/Modified MUNI Bus Routes
- New MUNI Bus Stop
- Major Phase 1 CP Boundary

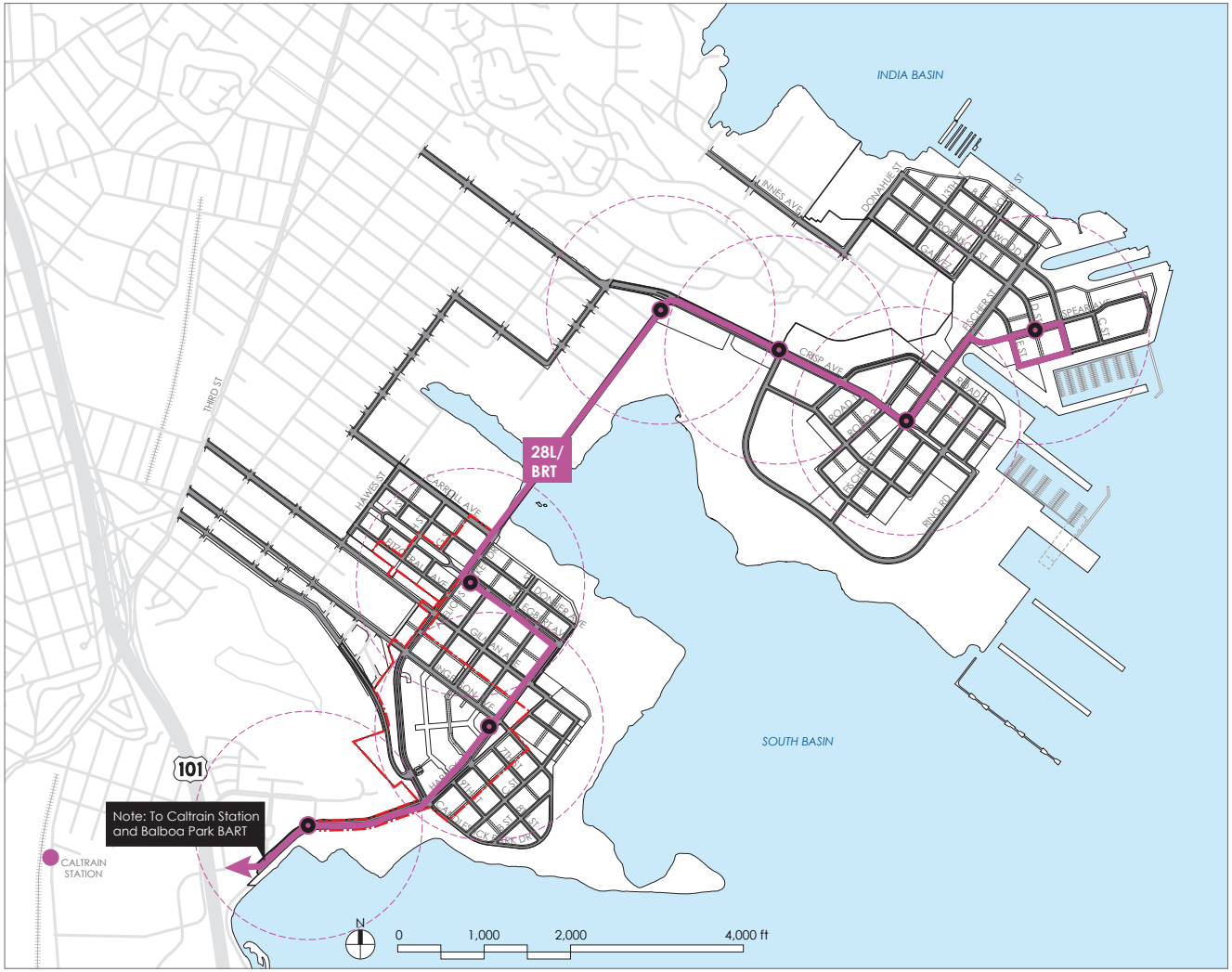
2. PROJECT OVERVIEW

2.5 TRANSPORTATION

Transit Network – BRT

A new Bus Rapid Transit (BRT) system that runs in a dedicated right of way, shown in Figure 2.8, will connect the Candlestick Point and Hunters Point Shipyard with regional transit connections to the T-Third Muni Metro, Caltrain Bayshore Station, and BART and Muni Metro at the Balboa Park Station. This BRT will run on a new bridge across the Yosemite Slough.

Figure 2.9 – Bus Rapid Transit



LEGEND

- Bus Rapid Transit
- Transit Stop with 5-minute Walking Radius
- Major Phase 1 CP Boundary

2. PROJECT OVERVIEW

2.6 PROJECT PHASING & SCHEDULE OF PERFORMANCE

Project Phasing

The Project is planned to be built in four Major Phases over a span of approximately twenty years. Each Major Phase contains an area in the Candlestick Point and an area in the Hunters Point Shipyard, which are treated in separate Major Phase Applications. This results in eight Major Phase Applications. Each Major Phase is divided into Sub-Phases. The Project includes a total of thirty five Sub-Phases – eighteen in the Candlestick Point and seventeen in the Hunters Point Shipyard. A Sub-Phase Application will be submitted for each Sub-Phase within a Major Phase, and the approval of each Sub-Phase will follow (or be concurrent with) the approval of the applicable Major Phase Application. Multiple Sub-Phases may be included in one consolidated Application, per the DDA.

Schedule of Performance

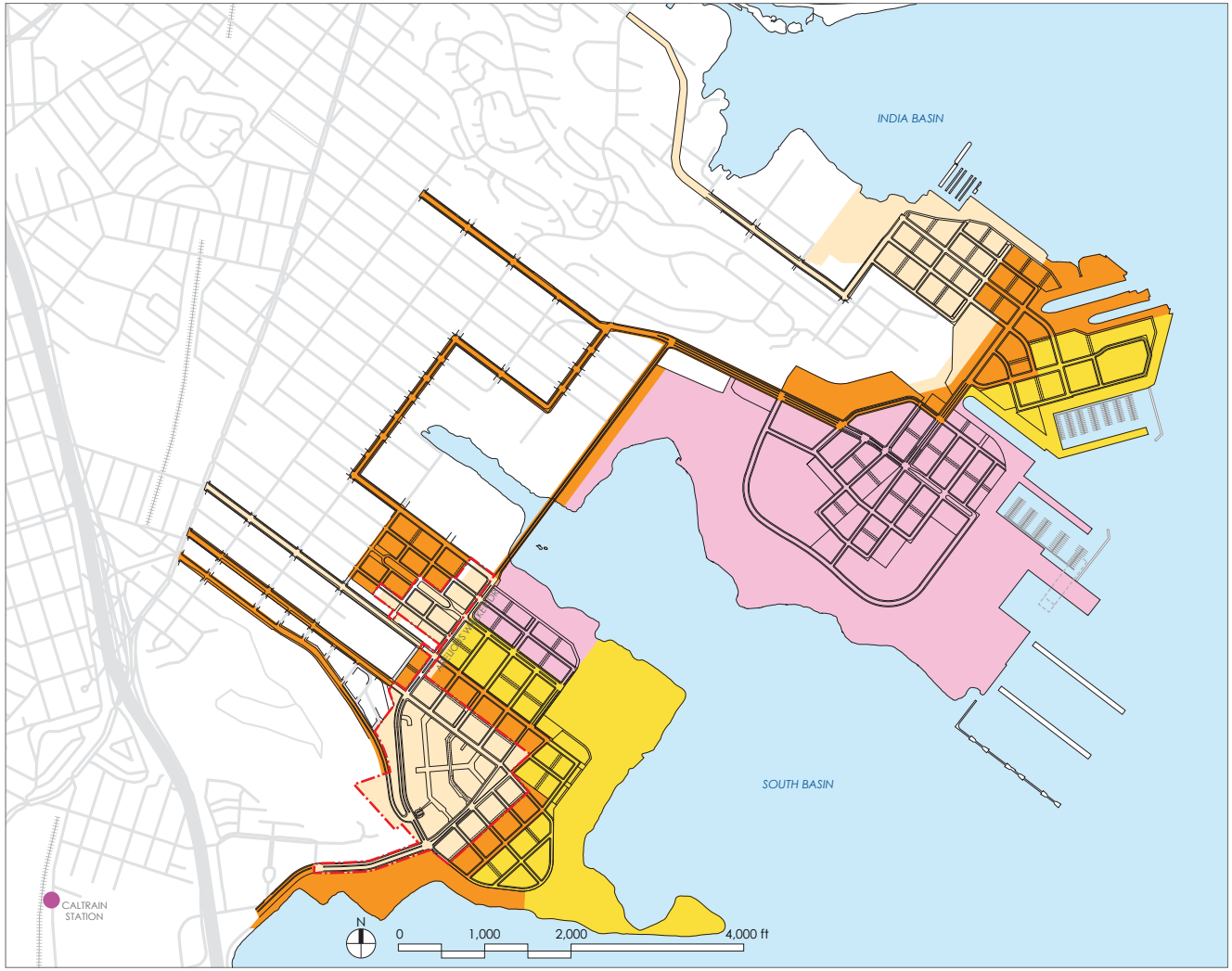
The Schedule of Performance establishes dates for submittal of the Major Phase and Sub-Phase Applications, as well the Commencement and Completion of certain Associated Public Benefits and Infrastructure components of the Project. Listed within the Schedule of Performance are the various Open Space elements, off-site improvements, and other key improvements associated with each Major Phase and Sub-Phase. The entire Schedule of Performance reflecting Major Phase 1 CP, future Major Phases and their associated Sub-Phases can be found in Appendix B.

The original submission of this Major Phase Application fulfilled the obligation to submit a Major Phase Application by October 1, 2013. Since the original approval of the Major Phase 1 CP Application on January 7, 2014, several to the Project refinements have occurred that precipitated an update to the Major Phase Application. The Major Phase 1 CP Application is being resubmitted to the OCII Commission for approval of these refinements.

This update to the Major Phase Application includes refinements to the Project Phasing and Schedule of Performance. The affected areas include Jamestown Avenue, Harney Way, Wedge Park 2, and Gilman Avenue. These changes are reflected in Figure 2.9 and Appendix B.

Several Associated Public Benefits and Community Benefits are planned for Major Phase 1 CP, which are outlined in the Major Phase 1 CP Overview section and described in greater detail in subsequent sections.

Figure 2.10 – Candlestick Point / Hunters Point Shipyard Phase 2 – Major Phases



The development of Major Phase 1 CP will be in compliance with the Schedule of Performance and all proposed changes to the Schedule of Performance.

Refinements to Project phasing and the Schedule of Performance affect the following locations:

Jamestown: Per the 2010 Candlestick Point Infrastructure Plan, the on-site Jamestown Avenue improvements are planned to extend from Arelious Walker Drive to the southeastern corner of the property line of 833-989 Jamestown Avenue (approximately Jamestown Avenue at Griffith Street). The proposed improvement plans once included re-grading Jamestown from Arelious Walker Drive to Griffith Street to achieve a more gradual road profile. However, as pointed out by the DPW Task Force, these proposed improvements would have created a grade difference between Jamestown Avenue and the property owned by Jamestown Realty. In this scenario, creating a driveway for the Jamestown Realty property would require grading into the site, resulting in a reduction of developable land.

The scope of the improvements was reduced to avoid impacting the Jamestown Realty property. The Developer still plans to re-grade the street to achieve the required road alignment. However, the re-grading no longer extends all the way to the intersection of Jamestown and Griffith. Rather, the CP-02-03-04 limit of work on Jamestown is approximately 1,000 closer to Arelious Walker Drive along Jamestown Avenue. The boundary between Major Phases 1 and 2 shown in Figure 2.9 represents the limit of work for the CP-02-03-04 Jamestown Improvements. The DPW Task Force was actively involved in determining how to avoid impacting the Jamestown Realty property.

The portion of Jamestown Avenues that fronts the Jamestown Realty property will be resurfaced and restriped. This will avoid a grade difference between the street and the Jamestown Realty property.

The off-site Jamestown Avenue improvements, as defined by the Infrastructure Plan, includes resurfacing and restriping Jamestown Avenue between the southeastern property line of 833-989 Jamestown Avenue and the easternmost curb returns on Third Street. This work is to occur in association with CP-09 in the second major phase, per the Schedule of Performance.

Because the scope of work for the portion of Jamestown Avenue that fronts the Jamestown Realty Property is the same as the scope of the Jamestown Avenue off-site improvements, both pieces of work will be constructed at the same time: in the second Major Phase at Candlestick Point. The resurfacing of these portions of the roadway will be completed such that Jamestown Avenue will form one continuous street before and after the off-site improvements are completed.

Harney: At present, there is uncertainty regarding the timing of an extension of Geneva Avenue and the replacement of the US 101 / Harney Way interchange. These two projects have the potential to change BRT alignment on Harney. The Harney Way off-site improvements have been split into two phases to allow the ultimate BRT Route to be finalized. In the event that these projects do change BRT alignment on Harney, this change in phasing to the Harney improvements will prevent wasteful duplication of work.

Wedge Park 2: The development of Sub-Phases CP-02-03-04 requires the construction of a pump structure and Muni layover located in Wedge Park 2. To account for this, Wedge Park 2 is now split into two pieces-Wedge Park 2a, and Wedge Park 2b. Wedge Park 2a is included in CP-03, and Wedge Park 2b is included in CP-07.

Gilman Avenue: The first addendum to the EIR accelerated the off-site Gilman Avenue improvements from CP-03 to CP-02.

CP-02: The Application Outside Date for Sub-Phase CP-02 is proposed to shift from December 2014 to December 2015 to match the Application Outside Date for CP-03 and CP-04. Aspects of the planned development program in CP-02, CP-03 and CP-04 changed; these changes didn't conform to the existing D4D, Streetscape Plan, and Major Phase 1 CP Application. Consequently, these documents had to be amended; and these amendments had to be reviewed and approved by multiple City departments. This led to a delay in the CP-02 application and development program. This shift of the CP-02 date will also make the Schedule of Performance reflect the fact that a Sub-Phase Application was submitted concurrently for Sub-Phases CP-02, CP-03 and CP-04.

REFINEMENTS TO THE CANDLESTICK POINT INFRASTRUCTURE PLAN

Refinements to the Candlestick Point Infrastructure Plan. Several refinements have been made to the Candlestick Point Infrastructure Plan in response to the iterative design process and conversations with various City agencies.

At the direction of SFMTA, fewer BRT stops are proposed in this Major Phase Application than are referenced in the Candlestick Point Infrastructure Plan.

The utility systems detailed in the CP Infrastructure Plan have been refined through the design process. These refinements are to be expected as designs move from a schematic level (the CP Infrastructure Plan) to a more detailed level (construction drawings).

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3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

3.2 CORE COMMUNITY BENEFITS AGREEMENT



3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

The Project includes a robust Community Benefits Plan (Exhibit G of the DDA) that is designed to ensure that the social goals and objectives of the Project are delivered to the Bayview-Hunters Point neighborhood and the City at large. The Community Benefits Plan outlines a series of programs and funding opportunities that are targeted at improving the quality of life in five key areas: Education; Community Health and Wellness; Community Facilities; Business Development and Community Asset Building; and Community Funding. Table 3.1 tracks the Developer's compliance with the Community Benefits Plan.

Summary of Community Benefits Provided to Date

- 2010 - $500,000 to the Alliance for District 10 (AD-10) Implementation Committee (IC) to fund two programs during the Summer of 2011.
- 2012 – more than $7,200,000 to be invested in District 10 in the areas of Workforce Development (more than $1,500,000) and Affordable Housing (more than $5,700,000).

Summary of Community Benefits for Major Phase 1 CP

Development of Major Phase 1 CP is expected to include approximately 2,214 units (1,275 market-rate units) of housing. Based on this estimate, the following Community Benefits are anticipated to be provided:

- $500,000 Scholarship Fund Contribution following Major Phase Approval
- $500,000 Education Improvement Fund Contribution following Major Phase Approval
- $100,000 Wellness Contribution following Major Phase Approval
- $250,000 Healthcare Predevelopment Contribution following Major Phase Approval
- $300,000 Scholarship Fund Contribution following transfer of land for the 1,000th Unit
- $950,000 Education Improvement Fund Contribution following transfer of land for the 1,000th Unit
- $6,500,00 for Community First Housing Fund Contribution (estimated) on land transfer milestones
- $2,275,000 for Workforce Development Fund Contribution (estimated) on land transfer milestones
- $250,000 Construction Assistance Fund Contribution annually for construction assistance during construction of Major Phase 1 CP
- $250,000 Credit Support Contribution annually for credit support during construction of Major Phase 1 CP
- $2,587,000 Community Benefits Fund contribution (estimated)

Education

As part of the Project, contributions totaling $3,500,000 will be made to the Lennar Bayview Scholarship Fund to assist residents of the Bayview-Hunters Point Community with tuition and expenses associated with higher learning. A part of this scholarship fund will also be used to fund the Will Bass Memorial Educational Travel Scholarship which provides funding for educational travel to Africa or Asia. As part of the approval of the Major Phase Application for Major Phase 1 CP, Developer made an initial contribution of $500,000 to the Scholarship Fund. Additional contributions of $300,000 will be made 60 days after the Developer is credited for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

In addition to the Scholarship Fund, contributions totaling $10,000,000 will also be made to the Lennar Bayview Education Improvement Fund. These funds can be used to support enhancements to educational facilities within the Bayview-Hunters Point Community. The initial contribution of $500,000 was made upon approval of the Major Phase Application for Major Phase 1 CP. Subsequent payments of $950,000 are due after the Developer is credited for each thousandth residential unit (i.e., 1,000th, 2,000th, etc.).

Community Health and Wellness

In an effort to improve access to healthcare for the Bayview-Hunters Point residents, the Project includes a $2,000,000 Wellness Contribution to be used for the expansion of the Southeast Health Center or in the event that the funds are not needed or exhausted for the Southeast Health Center, for the creation or expansion of the Center for Youth Wellness. The initial contribution of $350,000 was provided upon the approval of the Major Phase CP Application for Major Phase 1 CP. Those funds will be used for the predevelopment expenses associated with providing the Wellness Facilities.

The remaining funds will be provided when authorization from the appropriate public agency has been provided for the construction of the improvements.

Community Facilities

The Community Benefits Plan includes several opportunities for the inclusion of community facilities within the new Candlestick/Hunters Point development. These include:

- **Arts and Cultural Facilities** – The Project includes the construction of new studio space to accommodate the artists currently located at Hunters Point Shipyard. Building 101, where most of the existing artists are located, will remain in place, and new infrastructure to service the building will be provided. In addition, the Project includes a parcel to allow the artists to establish an Arts Center.
- **Emerging Business Incubator** – The Project includes the rehabilitation of Building 813 by the City or OCII to serve as a center for the incubation of emerging technologies. These can include such uses as clean tech, biotech, green businesses, arts and digital media companies.
- **Civic Facilities** – The Project includes a reservation of a ½ acre lot on Hunters Point Shipyard for a future Fire Station.

In addition to the facilities described above, the Community Benefits Plan also provides for an allocation of Community Facilities Space and Lots. The amount of Community Facilities Space is based on the amount of retail space developed within the Project, but will not exceed 65,000 square feet in total. Some specific uses that are contemplated for this space are:

- **International African Marketplace** – An indoor African Marketplace that will serve as an African-themed, festive setting for the display and sale of arts, crafts, sculptures, fabrics and clothing. In addition, a space will be provided within the park program to serve as an occasional outdoor venue for a similarly themed marketplace.
- **Library Reading Rooms** – Library reading rooms and automated book pick-up and drop-off locations will be provided.
- **Candlestick Point State Recreation Area** – Approximately 3,000 square feet for a welcoming or information center for the CPSRA.

The Project includes approximately 4.8 acres of land identified as Community Facility Lots. The use of these lots is left to the discretion of OCII, but they should be used to enhance the quality of life of residents of the Bayview Hunters Point community. This Major Phase Application includes one Community Facilities Lot at the corner of Arelious Walker Drive and Ingerson Avenue.

3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

Business Development and Community Asset Building

The Community Benefits Plan includes opportunities to expand the involvement of the local business community in the financial success of the Project. The three principal programs that provide these opportunities are:

- **Community Builder Program** – During the build out of the Project, five hundred (500) units will be made available for development by or with the assistance of Community Builders selected from a pool of qualified businesses. OCII will make every effort to involve community partners in the development of not less than three hundred (300) units of the affordable housing developed by OCII.
- **Contractor Assistance** – To further the opportunities for local community involvement in the development of the Project, the Community Benefit Plan includes additional financing for construction assistance activities including: (i)technical support to contractors seeking work on the Project with respect to the public bidding process or other public benefits; (ii) workshops to address issues relevant to the construction industry (e.g., worksite safety, accounting, legal, etc.); and (iii) a trucking program for operators residing or based in the Bayview-Hunters Point community. The total funding for these activities is $2,500,000. The initial payment of the $250,000 per year obligation became due with the commencement of infrastructure on Sub-Phase CP-01 and payments will continue on an annual basis during which construction continues on the Project. The Developer has spent $265,000 over two years, a shortfall of $235,000. Any shortfall at the end of the 10 year term will be paid to the Community Benefits Fund, or the Developer will continue the CAP beyond the 10 year term. The program benefits local contractors, with priority given to those from District 10. In addition to construction assistance, the Developer will pay $1,000,000 to the OCII for a surety bond and credit support program connected to the Project. The initial contribution to this program of $250,000 was paid after approval of the Major Phase 1 CP Application. The remaining $750,000 is due in three equal payments upon the approval of the remaining three Major Phase applications.
- **Community Real Estate Broker Program** – For each residential development constructed within the Project by the Developer or an affiliate of the Developer, a good faith effort will be made to assist the local brokerage community to secure the sale of the units. This will include: (i) first opportunities to preview and show units to their clients; (ii) invitations to marketing events for the units; (iii) marketing materials for distribution to clients; (iv) opportunities to participate in homebuyer workshops for the units; and (v) an additional 1% incentive for Community Brokers on the Market Rate Sales, on top of the 2.5% commission for all properties, both Below Market Rate and Market Rate.

Community Benefits Funding

As part of the Community Benefits Plan, OCII will establish a Community Benefits Fund that can be used for a wide range of programs within the Bayview Hunters Point community – including social services, affordable housing, education, the arts, and public safety. As Market Rate Units within the Project are sold one-half of one percent (0.5%) of the initial sale price of each unit will go to the Community Benefits Fund at the close of escrow. Unit sales in this Major Phase are expected to generate $2,587,000 for the Fund. This value is based on estimated sales prices and is subject to change based on market conditions.

3.2 CORE COMMUNITY BENEFITS AGREEMENT

In addition to the programs set forth in the Community Benefits Plan, the Project also includes additional funding for Supervisorial District 10 that is set forth in a Core Community Benefits Agreement (CBA). The Core Community Benefits Agreement was signed in May 2008 between the Developer and The Alliance for District 10. The agreement called for the creation of an Implementation Committee (IC) consisting of representatives from The San Francisco Labor Council, the Alliance of Californians for Community Empowerment, the San Francisco Organizing Project, The Mayor's Hunters Point Shipyard Citizens Advisory Committee, The Hunters Point Project Area Committee, the Developer; and the 7th community member at large. The IC is responsible for managing CBA funding from the Candlestick Hunters Point Shipyard Project for Work Force Development Programs ($8,925,000) and Affordable Housing ($28,350,000), and has retained the San Francisco Foundation to assist in these efforts. The funding is provided in installments based on development milestones and is estimated to total $8,775,000 for Major Phase 1 CP.

Summary of core community benefits provided to date:

- 2010 – $500,000 to the Alliance for District 10 (AD-10) Implementation Committee (IC) to fund two programs during the Summer of 2011.
- 2012 – more than $7,200,000 to be invested in District 10 in the areas of Workforce Development (more than $1,500,000) and Affordable Housing (more than $5,700,000).

Table 3.1 – Major Phase 1 CP Community Benefits Compliance

CHHPS2 Community Benefits Plan Element	Summary of Requirement	Applicable to Major Phase 1 CP	Compliance Status	Note
Construction Assistance Program	Developer will provide $2.5 million ($250,000/year for up to 10 years)	Yes	Compliant	To date, the Phase 2 CAP has been operating for almost two years, during which the Phase 2 Master Developer has expended approximately $265,000, resulting in a shortfall of approximately $235,000. In accordance with the Phase 2 CBA, the Phase 2 Master Developer will either provide the resulting shortfall to the Legacy Foundation, or continue the CAP beyond the 10 year term until the totality of the $2.5 million obligation is satisfied.
Community Builder Program	Developer will make available 500 units for development by Community Builders	No	N/A	Given that the residential units proposed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project–wide goal of 500 units.
Interim African Marketplace	Developer will make space available for International African Marketplace	Yes	Compliant	To be constructed within CP-04.
Community Facilities Space	Developer (or Vertical Developers, as applicable) shall make available to the Agency 7.5% of the aggregate retail space in the Project, but not to exceed a maximum of 65,000 gross square feet	Yes	Compliant	Community Facilities Space strategy created in collaboration with OCII.
Community Facilities Lots	Developer (or Vertical Developers, as applicable) shall complete the Infrastructure for the approximately four and eight tenths (4.8) acres of land identified on the Development Plan as "Community Facilities Lots"	Yes	Compliant	Community Facilities Lots strategy created in collaboration with OCII.
Community Real Estate Broker Program	For each Residential Project in which Vertical Developer is Developer or its Affiliate, Vertical Developer shall use good faith efforts to provide licensed brokers and salespersons with offices in BVHP with the first opportunity to preview and show units, invitations to marketing events, marketing materials, and opportunities at homebuyer workshops	Yes	Compliant	No units available to date for this program.
Business Incubator Space Program	Developer shall reasonably cooperate with the Agency and the City, and as the case may be in consultation with the PAC and CAC, to facilitate the rehabilitation of Building 813 on the Hunters Point Shipyard	No	Compliant	The Business Incubator Space Program applies to Hunters Point Shipyard, not Candlestick Point.
Scholarship Fund	Developer shall contribute (or cause the contribution of) Three Million Five Hundred Thousand Dollars to the Lennar Bayview Scholarship Fund	Yes	Compliant	Master Developer has made first $500,000 payment in accordance with the Phase 2 DDA. The funds are being held in the Community Benefits Fund.
Education Improvement Fund	Developer shall contribute (or cause the contribution of) Ten Million Dollars to the Lennar Bayview Education Improvement Fund to be used to support education enhancements within Bayview Hunters Point	Yes	Compliant	Master Developer has made first $500,000 payment in accordance with the Phase 2 DDA. The funds are being held by OCII.
Community Health and Wellness Contributions	Developer shall contribute (or cause the contribution of) Two Million Dollars to be used to expand, develop, finance and/or create a center focused on the health and well being of children, youth and their families, which center may include the Southeast Health Center	Yes	Compliant	Master Developer has made first $100,000 Wellness Contribution and the $250,000 contribution for the Southeast Health Center in accordance with the Phase 2 DDA. The funds have been transferred to the Department of Public Health.
Community Benefits Fund	The Agency shall establish and maintain a the Community Benefits Fund to be funded under this Article 6 and as otherwise specified in the DDA (including this Community Benefits Plan). 100% of the Community Benefits Fund shall be reinvested by the Agency in the Project Site and Bayview Hunters Point	Yes	Compliant	The initial home closings for Phase 2 and associated payments to the Community Benefits Fund are currently anticipated in late 2018.

Note: This table summarizes requirements of the Community Benefits Plan, but it does not describe them fully or comprehensively. Full details can be found in the Community Benefits Plan (Exhibit G of the Disposition and Development Agreement).

4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY
4.2 ENVIRONMENTAL MITIGATIONS



4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY

The Sustainability Plan, a part of the DDA, provides seven "sustainability focus areas" that define sustainability goals for the Project. Below we list the sustainability focus areas, and discuss how each of them will be addressed in Major Phase 1 CP.

Economic Vitality and Affordability

Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.

This sustainability goal is being realized in Major Phase 1 CP through the mixed-use, mixed-income development program. Housing will be provided for households with wide-range of incomes, and many employment opportunities will be provided at Candlestick Point Center, a regional commercial destination that will be built in Sub-Phase CP-02.

Community Identity and Cohesion

Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.

The development in Major Phase 1 CP will connect both physically and culturally to the existing neighborhood. The existing community will immediately be integrated into the new development, as the first housing to be built will be replacement units for the current residents of the Alice Griffith Public Housing. Physical cohesion with the broader neighborhood will be created by extending the existing street grid through the Alice Griffith neighborhood and into the heart of Candlestick Point. Historical and cultural stories of the area will be told through signage and public art programs.

Public Well-Being and Quality of Life

Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.

Parks and open space are an important component of Major Phase 1 CP. As with all future Major Phases, parks and open space are scheduled to be built ready for use as neighborhoods are occupied (Mitigation Measure RE-2). As described in the Community Benefits section, the Community Facilities Lot in Major Phase 1 CP will also enhance the quality of life for residents of the community.

Another component of public well-being is resilience in the face of climate change. The project site will be graded so that finished floor elevations are 3.5 feet above the Base Flood Elevation ("BFE"), and streets and pads are 3 feet above BFE to allow for potential sea level rise (Mitigation Measure HY-12a.1).







4. SUSTAINABILITY & ENVIRONMENT

4.1 SUSTAINABILITY

Accessibility and Transportation

Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.

In keeping with the City's Transit First, Complete Streets, and Better Streets policies, the street system in Major Phase 1 CP is designed to prioritize walking, bicycling and transit use. Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, with frequency of service doubled from every 10 minutes to every 5 minutes during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third light rail, Bayshore Caltrain Station, and the 9 San Bruno bus line.

Resource Efficiency

Implement a whole-systems approach to energy conservation efficiency and sustainable supply that minimizes the need for fossil fuels.

Many steps are being taken in Major Phase 1 CP to reduce demand for natural resources including water, power, and building materials. Potable water demand will be reduced with the installation of the recycled water (RCW) system. The RCW system, which is new infrastructure for the City of San Francisco, will reuse grey water primarily for irrigation and toilet flushing. The use of climate appropriate vegetation will further reduce the demand for water to irrigate landscaping.

Energy conservation will be accomplished in Major Phase 1 CP through the sustainable design of infrastructure and buildings. All new buildings will include ENERGY STAR appliances (Mitigation Measure MM GC-3) and will be designed to exceed Title 24 (2008) energy standards by at least 15%. Streetlights will be efficient light emitting diode ("LED") fixtures (Mitigation Measure GC-4).

Material waste will be reduced during the construction and operations of Major Phase 1 CP. A Site Waste Management Plan ("SWMP") will be produced to describe how the Project shall minimize waste generation beyond the methods required by existing City regulatory policies, with the goal of achieving a diversion rate of at least 72 percent (Mitigation Measure UT-7a).

Environment and Habitat

Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.

Environmental protections are widespread in Major Phase 1 CP. Extensive storm water treatment facilities will filter runoff from the Project Site prior to discharging to the Bay. Air quality will be closely monitored during construction to maintain healthy levels of emissions and dust.

Plants and animals will be protected by providing new and improved habitats and through monitoring of existing habitats. For example, nesting birds and burrowing owls will be monitored as required by Mitigation Measures BI-6a , BI-6a.1 and BI-6b. Significant trees will also be preserved and/or replaced, as required by Mitigation Measure BI-14a.

Utilize Advanced Information and Communications Technologies (ICT)

Integrate Information and Communications Technologies (ICT) such as smart grid and cellular broadband infrastructure into the development to allow residents to better manage energy and water resources, bolster local economic activity, and improve access to real time information, and facilitate community communications and activity.

High speed wireless internet access will be provided within the common areas of Major Phase 1 CP, which will encourage communication, commerce, and access to online resources.

4. SUSTAINABILITY & ENVIRONMENT

4.2 ENVIRONMENTAL MITIGATIONS

The Final Environmental Impact Report (Final EIR) for the Candlestick Point/ Hunters Point Shipyard Phase 2 project, certified in June 2010, was prepared in conformance with the requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR was to identify the significant environmental impacts of the Project, to identify alternatives to the Project, and to indicate the manner in which those significant effects could be mitigated or avoided.

The EIR evaluates the Project's environmental effects at a project level and examines all phases of the Project, including planning, construction, and operation, as well as the direct, indirect, and cumulative impacts that might result. It is anticipated that each discretionary approval related to the implementation of the Project will rely on this EIR and will not require preparation of subsequent environmental documentation, unless otherwise required by CEQA.

Mitigation Monitoring and Reporting Program

The Environmental Mitigation Monitoring and Reporting Program (MMRP) has been established to provide for the monitoring of mitigation measures required of the Project, as set forth in the Final EIR. Prior to the issuance of building permits, while detailed development plans are being prepared for approval by OCII and/or City staff, OCII and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project construction, development, and design phases.

The status of all applicable mitigation measures is included in APPENDIX A.









5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE SUMMARY
5.2 PHASING & SCHEDULE OF PERFORMANCE
5.3 DEVELOPMENT BLOCKS





5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE SUMMARY

The first Major Phase at Candlestick Point is comprised of sixteen blocks of new development, more than 2,000 homes, 1.1 million square feet of mixed commercial uses, and up to 50,000 square feet of community uses. The development will be dominated by two significant projects: the redevelopment of a major portion of the San Francisco Housing Authority (SFHA) Alice Griffith public housing site and the construction of Candlestick Point Center, a mixed-use destination featuring housing, retail and entertainment.

The Alice Griffith project will replace the existing 256 public housing units currently on the site without displacing residents, and provide additional rental housing units affordable to households of a broad range of incomes. Candlestick Point Center will include regional retail, hotel, entertainment, and residential uses on the site where Candlestick Park Stadium once stood.

A series of infrastructure improvements will be support and this development, including new streets, utilities, and open spaces. Public spaces will serve neighbors and visitors alike with a mix of gathering places for a range of active and passive pursuits. The new neighborhoods in Major Phase 1 CP will be easily accessible, with roadway improvements to serve automobiles, bicycles, pedestrians, and public transit.

Major Phase 1 CP is scheduled to be built in five Sub-Phases over a span of approximately seven years. Infrastructure construction began on Sub-Phase CP-01 in late 2014.

Subsequent to the approval and execution of the DDA and the initial approval of this Major Phase Application in January 2014, several refinements were made to the Project as part of the preparation of the CP-02-03-04 Sub-Phase Application. These refinements were made in consultation with City staff, OCII staff, and the Developer's consultant team and are described in Section 1.1. A complete description of the revisions can be found in an OCII staff report to the OCII Commission in support of this Application.

The Major Phase 1 CP Application has been updated to reflect the project refinements made in the preparation of the CP-02-03-04 Sub-Phase Application. The updated Major Phase 1 CP Application is brought before the OCII Commission for Approval of these refinements. Approval of the updated Major Phase 1 CP Application will enable the OCII Director to Approve the CP-02-03-04 Sub-Phase Application.



5. MAJOR PHASE 1 CP OVERVIEW

5.2 PHASING & SCHEDULE OF PERFORMANCE WITHIN MAJOR PHASE 1 CP

Major Phase 1 CP Phasing

Major Phase 1 CP is comprised of five Sub-Phases, which are scheduled to be built over the next 7 years. The Sub-Phases are delineated in Figure 5.1 and the program of land uses for each can be found in Table 6.1.

The Development of Major Phase 1 will commence with Sub-Phase CP-01, to be followed by CP-02. CP-03 and CP-04 will follow CP-02, and the development of CP-05 will conclude Major Phase 1. Most of the Candlestick Park site that is not under construction will be used for temporary parking and staging areas. Some interim infrastructure improvements will be necessary, which are detailed in subsequent Sub-Phase Applications and permit sets. See Appendix F for preliminary construction phasing information.

Schedule of Performance

Below are the public improvements associated with Major Phase 1 as required by the Schedule of Performance. These improvements are outlined in the Project Overview section and described in greater detail in subsequent sections (see APPENDIX B).

Open Space Lots:

- Bayview Hillside Open Space
- Jamestown Walker Slope
- Wedge Park 1
- Wedge Park 2a
- Alice Griffith Neighborhood Park 1

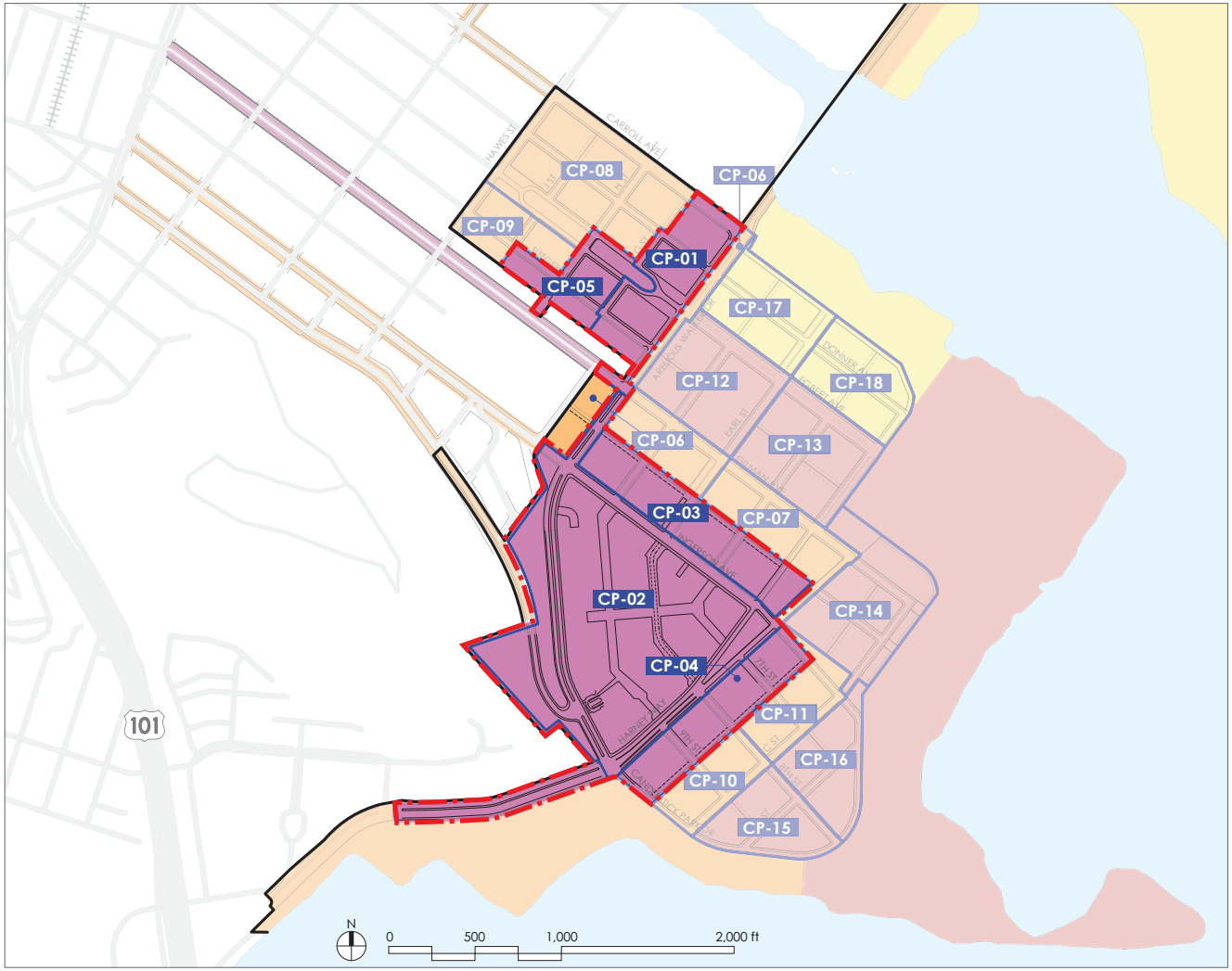
More information about the open spaces planned for Major Phase 1 CP can be found in the Parks and Open Space section of this application.

Off-Site Street Improvements:

- Gilman Avenue
- Harney Way 1

More information about the off-site street improvements planned for Major Phase 1 CP can be found in the Transportation section of this application.

Figure 5.1 – Candlestick Point – Major Phases and Sub-Phases



5. MAJOR PHASE 1 CP OVERVIEW

5.3 DEVELOPMENT BLOCKS

Table 5.1 – Development Block Areas[1]

NEIGHBORHOOD	BLOCK NUMBER	SUB-PHASE	AREA (SQ FEET)
Alice Griffith	1	CP-01	62,555.5
	2	CP-01	53,730
	4	CP-01	53,431.5
	5	CP-01	35,490
	8	CP-05	31,897.32
	9	CP-05	44,499.4
	14	CP-05	34,834.8
Candlestick Point North	1a	CP-03	63,021.14
	2a	CP-03	57,190.4
	10a	CP-03	57,190.4
	11a	CP-03	63,713.68
Candlestick Point Center	1	CP-02	971,364
Candlestick Point South	6a	CP-04	50,153.3
	8a	CP-04	52,722.4
	9a	CP-04	54,243
	11a[2]	CP-04	66,542
TOTAL			**1,752,578.84**

[1]These block dimensions represent developable area, they exclude the area of the mid-block break.
[2]Block CPS 11a is irregularly shaped, it is not a rectangle. The area shown in Table 5.1 represents the true size of the block.

Table 5.2 – Developable Sub-Phase Areas

SUB-PHASE	TOTAL AREA (SQ FEET)
CP-01	205,207
CP-02	971,364
CP-03	241,115.62
CP-04	223,660.70
CP-05	111,231.52
TOTAL	**1,752,578.84**

Figure 5.2 – Development Block Dimensions



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6. LAND USE & MASSING

6.1 LAND USE SUMMARY
6.2 HOUSING
6.3 SITE SECTIONS
6.4 BUILDING HEIGHTS, BULK & MASSING
6.5 STREET WALL
6.6 BUILDING GROUND FLOOR TREATMENT



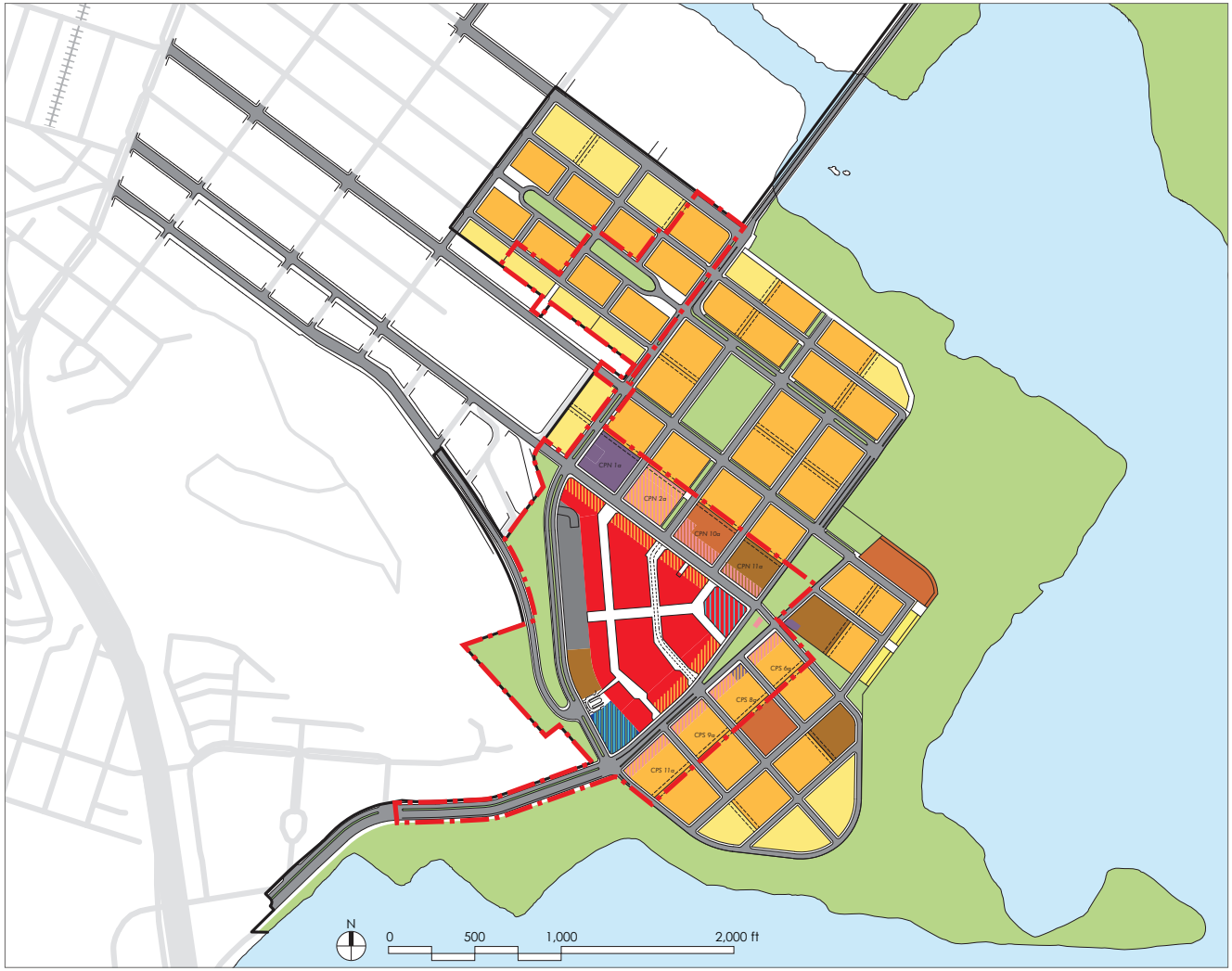
6. LAND USE & MASSING

6.1 LAND USE SUMMARY

The first Major Phase on Candlestick Point (1 CP) includes residential development in the Alice Griffith neighborhood, and a mix of residences, neighborhood retail, regional retail, office space, and entertainment uses at the CP Center. The CP Center site is also approved for a hotel. A mix of local serving retail, housing and offices is proposed along Ingerson and Harney Way. In addition, a Community Facilities block is sited at the corner of Arelious Walker and Ingerson. The Wedge Plaza, Wedge Park 2a, and Alice Griffith Neighborhood Park 1 will be newly constructed, and Bayview Hillside Open Space and James town Walker Slope will be improved. Streetscape improvements are proposed along Gilman Avenue and Harney Way. A map depicting Major Phase 1 CP is shown in Figure 6.1.

It should be understood that the land uses shown in this Major Phase application are conceptual and will be refined in response to the design process and market conditions. Sub-Phase applications for the Sub-Phases within Major Phase 1 will provide revised and more detailed land use plans.

Figure 6.1 – Major Phase 1 CP Land Use



6. LAND USE & MASSING

6.1 LAND USE SUMMARY

Table 6.1 – Land Use by Sub-Phase

LAND USE	SUB PHASE CP-01	SUB PHASE CP-02	SUB PHASE CP-03	SUB PHASE CP-04	SUB PHASE CP-05	SUB PHASE CP-14	MAJOR PHASE 1 CP TOTAL	CANDLESTICK POINT ENTITLEMENT
Residential Density I (units) (15-75 Units Per Acre)	19	-	0	-	37	-	**56**	**-**
Residential Density II (units) (50-125 Units Per Acre)	306	350	130	540	142	-	**1,468**	**-**
Residential Density III (units) (100-175 Units Per Acre)	-	-	140	-	-	-	**140**	**-**
Residential Density IV (units) (175-285 Units Per Acre)	-	220	330	-	-	-	**550**	**-**
Total Residents Units	**325**	**570**	**600**	**540**	**179**	-	**2,214**	**6,225**
Neighborhood Retail (GSF)	-	1,000 [1]	65,000	65,000	-	-	**131,000**	**131,000**
Regional Retail (GSF)	-	635,000	-	-	-	-	**635,000**	**635,000**
Office (GSF)	-	134,500	-	-	-	-	**134,500**	**134,500**
Performance Venue	-	75,000	-	-	-	-	**75,000**	**75,000**
Hotel (GSF)	-	150,000 (220 Rooms)	-	-	-	-	**150,000 (220 Rooms)**	**150,000**
Research & Development (GSF)	-	-	-	-	-	-	**-**	**-**
Total Commercial Area (GSF)	**-**	**995,500**	**65,000**	**65,000**	**-**	**-**	**1,125,500**	**1,125,500**
Community Use (GSF)	**-**	**1,000**	**41,000**	**5,000**	**-**	**3,000[2]**	**47,000**	**50,000**
Total Parks & Open Space (AC)	**0.0**	**7.5**	**1.1**	**0.0**	**0.72**		**9.32**	**-**

[1]The 1,000 gsf of neighborhood retail in CP-02 is reserved for a cafe in the Wedge Plaza.
[2]The 3,000 gsf entitlement reserve for Community Use is for the CPSRA Welcome Center.

6. LAND USE & MASSING

6.2 HOUSING

The first Major Phase of development at Candlestick Point is planned to include approximately 2,069 residential units. More than 900 units are anticipated to be below market rate, which greatly exceeds the overall project target of approximately 32% below-market rate units. The below market-rate units included in Major Phase 1 CP are comprised of several housing types, which will serve a broad range of incomes:

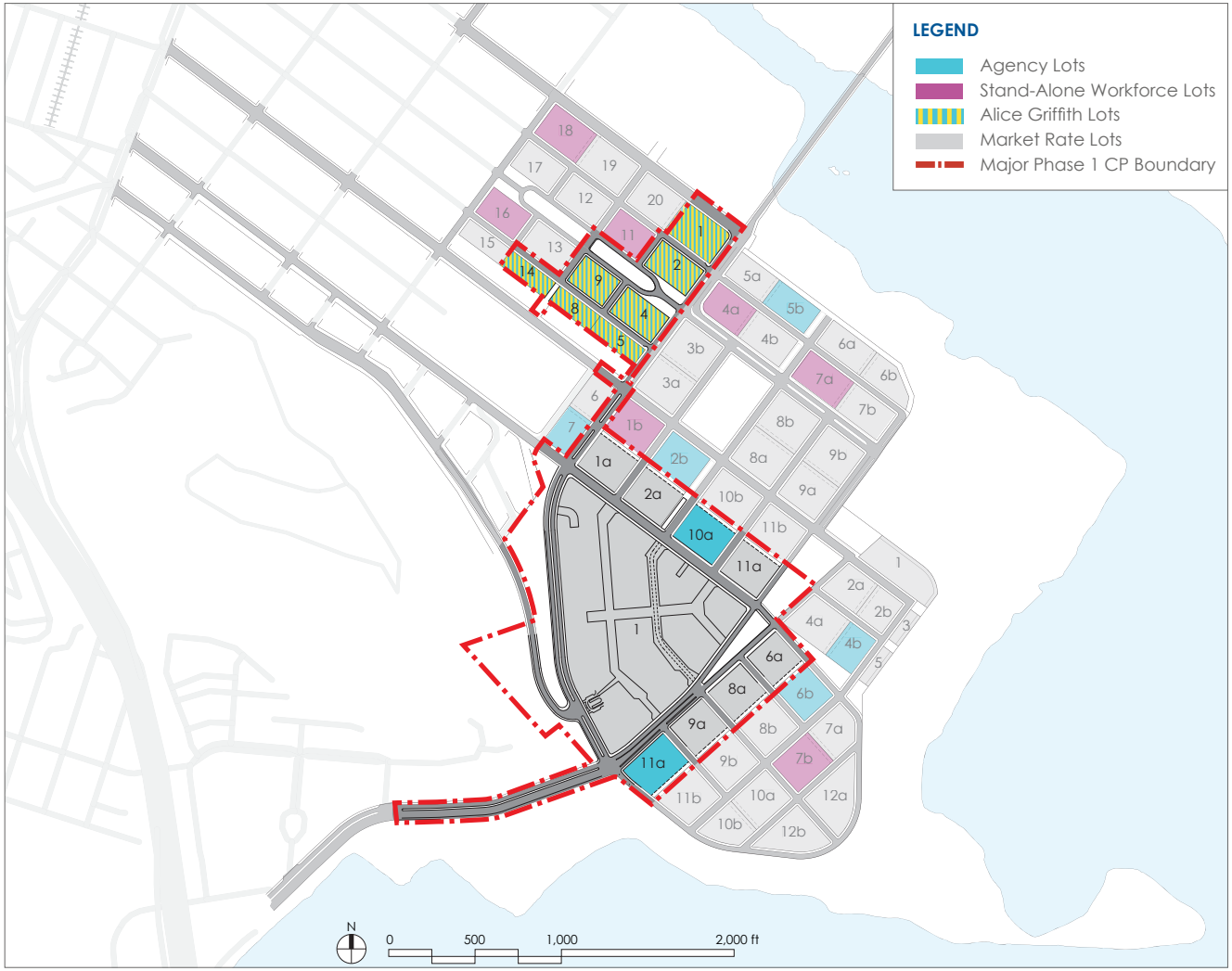
- **Alice Griffith Replacement Units** – The affordability of the Alice Griffith units is determined by the Federal Department of Housing and Urban Development. The below market-rate housing includes the 1:1 replacement of all 256 public housing units at Alice Griffith. The Project provides for the phased replacement of these public housing units so that residents will be able to move directly into new units without having to relocate off-site.
- **Agency Affordable Units** – These units will serve households earning up to 60% Area Median Income (AMI), the federal metric used to determine housing affordability.
- **Inclusionary Units** – These units will serve households earning between 80% and 120% of AMI. Of the total units on each Market Rate Lot, between 5% and 20% will be Inclusionary Units.
- **Workforce Units -** These units will serve households earning between 121% and 160% of AMI. Up to 40% of the total units on each Market Rate Lot may be Workforce Units.

A summary of the housing in Major Phase 1 CP is shown in Table 6.2. The proposed location of Below-Market Rate lots is shown in Figure 6.2. Additional housing data can be found in Appendix C.

Table 6.2 – Housing

	SUB-PHASE CP-01	SUB-PHASE CP-02	SUB-PHASE CP-03	SUB-PHASE CP-04	SUB-PHASE CP-05	MAJOR PHASE 1 CP TOTAL
Alice Griffith Units	220	-	-	-	36	256
Agency Affordable Units	105	-	140	150	143	538
Workforce Units	-	-	-	-	-	-
Inclusionary Units	-	58	47	40	-	145
Market Rate Units	-	512	413	350	-	1,275
Total Housing Units	**325**	**570**	**600**	**540**	**179**	**2,214**

Figure 6.2 – Location of Below Market Rate Lots



6. LAND USE & MASSING

6.3 SITE SECTIONS

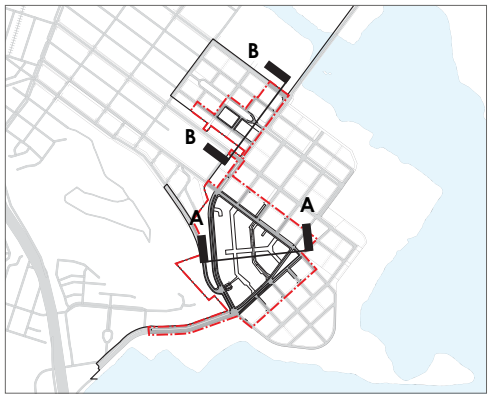


Figure 6.3 – Section A-A: Site Section Across CP Center

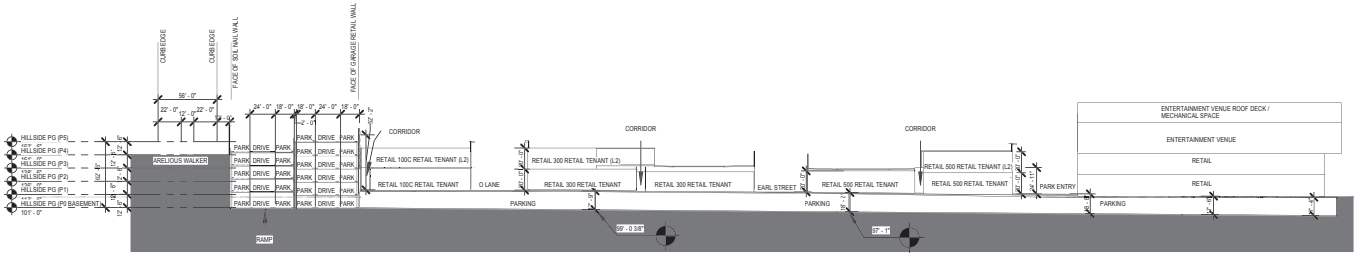
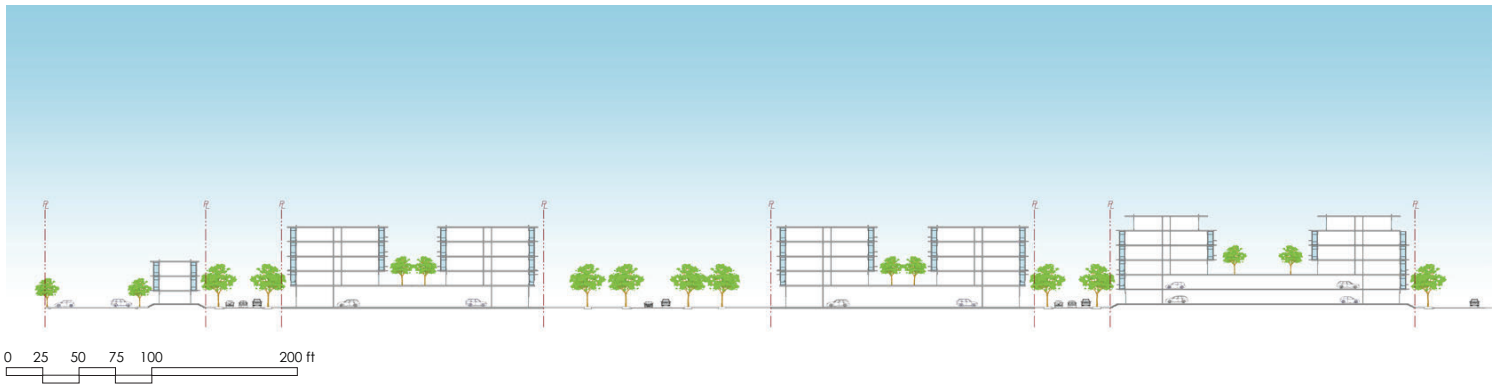


Figure 6.4 – Section B-B: Site Section Through Major Phase 1 CP - Starting from the left: AG-5, AG-4, AG-2 and AG-1



6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Building heights, bulk, massing and other detailed Project design specifications are controlled by the Design for Development, a document governing all development in the Project area.

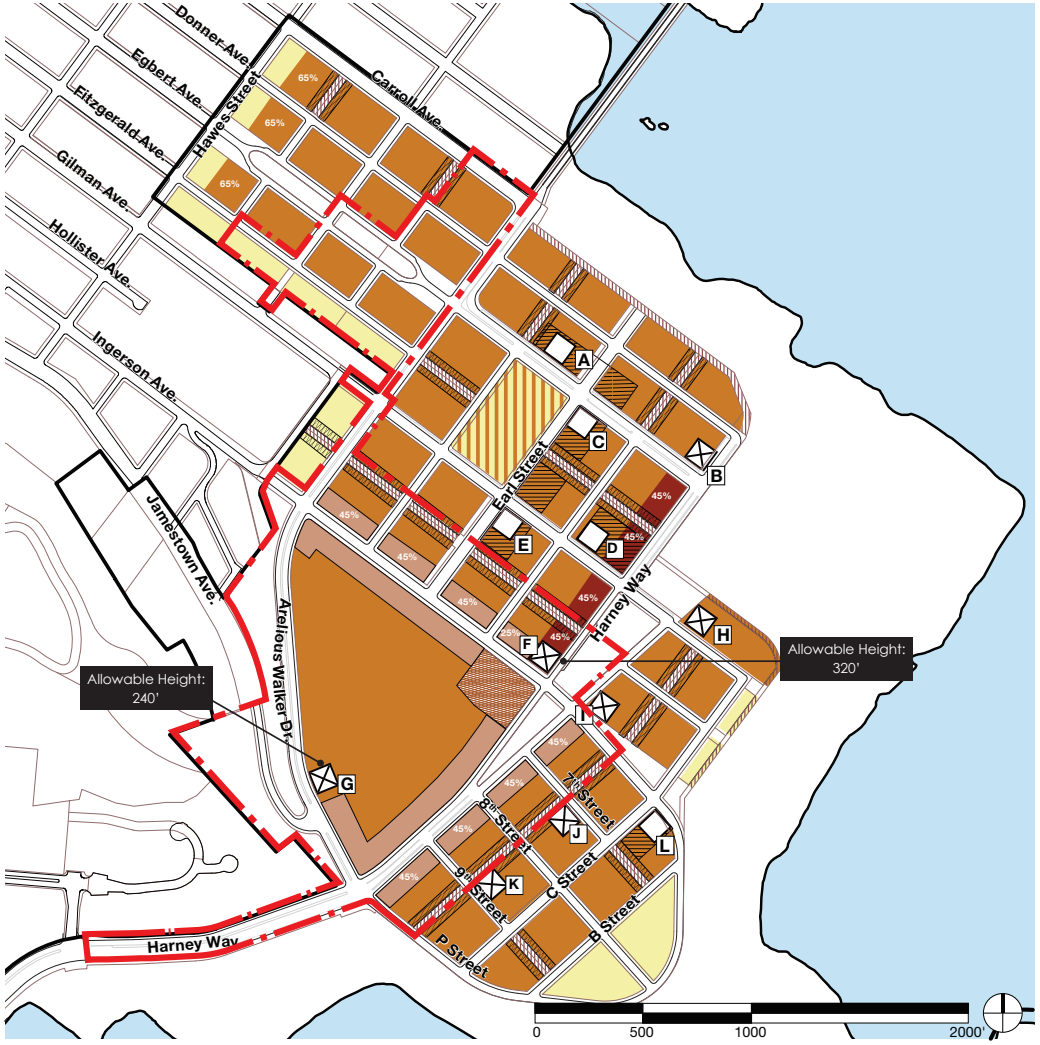
Design principles include:

- Locating lower density building forms nearest to the existing Bayview community,
- Formation of skylines for aesthetic effect as viewed from throughout the City and surrounding area,
- Creating landmarks for urban place-making,
- Clustering higher density near important nodes,
- Linking highest density with adjacency to transit stops,
- Minimizing impacts on public open space, and
- Framing view corridors including the view from Bayview Hill.

Larger buildings are placed in strategic locations to emphasize street walls and frame the public realm. Towers are located at key intersections, facilitating wayfinding, while creating a scenic skyline from afar. While OCII and the Developer believe that the tower configuration illustrated represents the optimal development scenario, vertical development of the Project will occur over 15 to 20 years and a minimal amount of flexibility in tower locations is needed to ensure that the Project is able to respond to changing construction technologies, community priorities, site-specific urban design goals, and real estate market demands.

The Design for Development allows for this basic flexibility while adhering to the tower location principles described above by creating allowable "tower zones" for high-rise buildings.

Figure 6.5 – Building Heights



LEGEND

Low & Mid-Rise Maximum Height
- 40 ft
- 65 ft
- 80 ft
- 85 ft
- 120 ft
- Mid Block Heights

High -Rise Tower Location
- Fixed High-Rise Location
- Encouraged High-Rise Location
- Major Phase 1 CP Boundary

6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

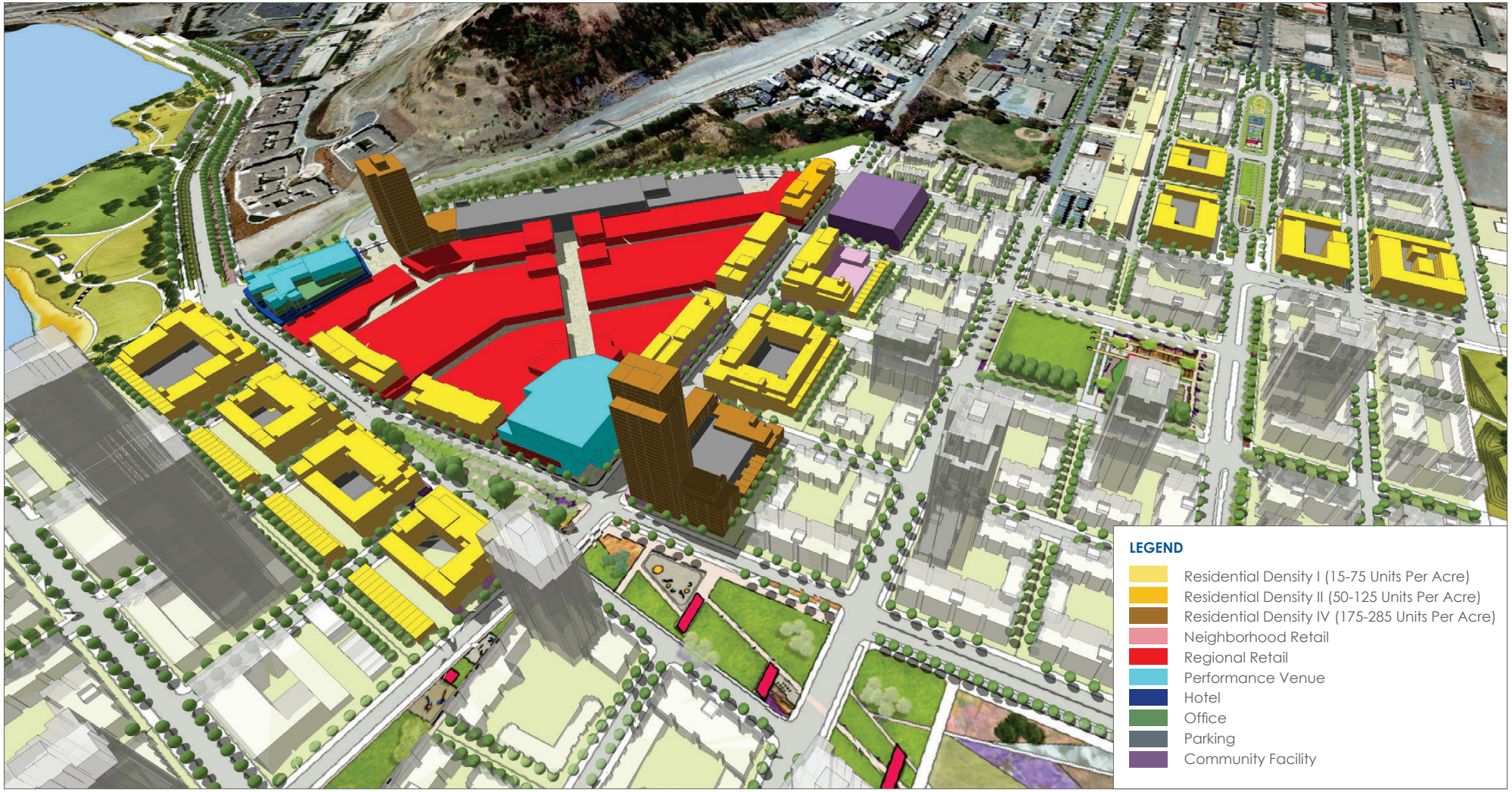
Figure 6.6 – Major Phase 1 CP Massing Looking North



6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.7 – Major Phase 1 CP Massing



6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.8 – Major Phase 1 CP Massing Looking South



6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Intent

The following standards governing bulk and massing intend to facilitate building shapes that fit comfortably within their surroundings, are friendly and unimposing to pedestrians, achieve an attractive urban form, and are interesting. The mass of buildings should be shaped in such a way as to create fine-grained forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

Standards

Development Block Coverage – Block coverage by all habitable and non-habitable buildings, including projections and structured parking, is limited as indicated in Table 6.3. A development block is defined as all land inside the legal property line. For the purpose of calculating coverage, the area of the block shall be exclusive of required setbacks and mid-block breaks. Notwithstanding the parcel coverage standards, individual buildings within the parcel shall not exceed the sizes set forth in Table 6.4.

Bulk Controls – Maximum floor plate sizes, plan lengths, and diagonals to limit the bulk of buildings are listed in Table 6.4. The maximum diagonal dimension shall be measured between the two points of a building's longest diagonal separation.

Massing Controls – Controls of apparent faces and stepback of upper floor(s) to limit the massing of buildings are also listed in Table 6.4.

Apparent Face – The unbroken plane of a building or 'apparent face' shall not exceed a maximum length without being broken by a change – either an offset in the horizontal plane, or a change in fenestration and/or material, or both in the case of high-rise buildings. There are different standards for the base section and upper section of the building to reflect the desire for a finer grain of building articulation at the street level. The base is defined low- and mid-rise buildings as the first 20 ft height minimum; for high-rise buildings as the first 35 ft height minimum. See Table 6.4.

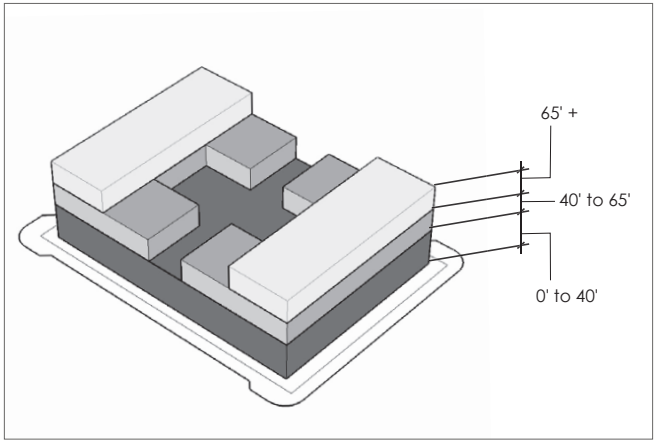
Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall step back a minimum of 20% of the floor plate size relative to the floor immediately below, as defined in Table 6.4 - Massing, All Building Types and Table 4.5 of the Candlestick Point D4D.

Podiums – High-rise buildings may have a podium, defined as a base whose plan dimensions are greater than those of the floors above. The podium height for high-rise buildings shall not exceed the podium height limit provided in Table 4.3 of the Candlestick Point D4D. All podium floors with a maximum height (distance to ground) below 85 feet shall not be subject to the bulk controls (maximum floor plate, maximum plan length and maximum diagonal) for high-rise buildings shown in Table 6.4 - Massing, All Building Types. All podium floors with a maximum height of 85'-105' shall be subject to the bulk controls for mid-rise buildings of 85-105 feet shown in Table 6.4 - Massing, All Building Types. Notwithstanding these exceptions, the podium shall be subject to massing controls and all other applicable regulations.

Table 6.3 – Development Block Coverage

DEVELOPMENT BLOCK COVERAGE	
HEIGHT (FT)	COVERAGE
0 – 40	100%
40 – 65	75%
65 +	50%

Figure 6.9 – Development Coverage



6. LAND USE & MASSING

6.4 BUILDING HEIGHTS, BULK & MASSING

Figure 6.10 – Apparent Face

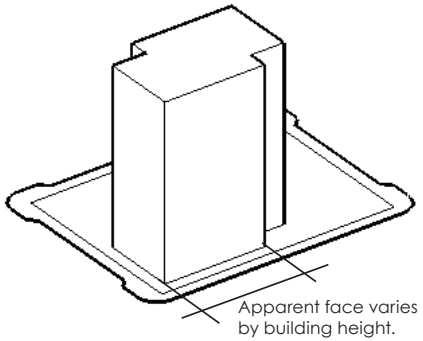
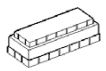
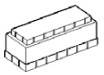
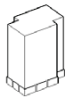
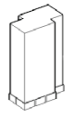
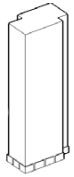


Table 6.4 – Massing - All Building Types

	BUILDING LENGTHS AND SIZES								
	BUILDING TYPE	**LOW-RISE**	**MID-RISE**		**HIGH-RISE**				**LANDMARK BUILDING**
	BUILDING HEIGHT	**MAX 65 FT**	**ABOVE 65 FT TO MAX 85 FT**	**ABOVE 85 FT TO MAX 105 FT**	**ABOVE 105 FT TO MAX 180 FT**	**ABOVE 180 FT TO MAX 240 FT**	**ABOVE 240 FT TO MAX 350 FT**	**ABOVE 350 FT**	**MAX 120 FT**
BULK CONTROLS	Max Floor Plate	n/a	n/a	15,000 sq ft	12,000 sq ft	10,500 sq ft	12,000 sq ft	12,500 sq ft	50,000 sq ft
	Max Plan Length	n/a	n/a	210 ft	140 ft	140 ft	140 ft	145 ft	250 ft
	Max Diagonal	n/a	n/a	n/a	170 ft	160 ft	170 ft	175 ft	350 ft
MASSING CONTROLS	Max Apparent Face - Base[1]	30 ft							
	Min Change in Apparent Face – Base[1]	Offset in the horizontal plane of minimum 2 ft depth and 3 ft length OR a major change in fenestration and/or material							
	Max Apparent Face – Above Base[1]	30 ft	100 ft	100 ft	105 ft	100 ft	105 ft	110 ft	250 ft
	Min Change in Apparent Face – Above Base[1]	Offset in the horizontal plane of minimum 1 ft depth and 1 ft length OR a major change in fenestration and/or material		Offset in the horizontal plane of minimum 10 ft depth and 10 ft length OR a major change in fenestration and/or material					
	Upper Floors Stepback	Floors above 55 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft – 1:1.2 plane	Floors above 65 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft – 1:1.2 plane	Floors above 85 ft: 20% of floor plate directly below Abutting Mid Block Break: Floors above 35 ft – 1:1.2 plane	n/a				
	High-rise Shaping	n/a			Additional standards regulating segmentation of the high-rise elevation and floor plan.				n/a
	Massing Image[2]								

* Note: Mid-rise buildings above 85 ft to a maximum of 105 ft are only applicable in the Shipyard South R&D Option.

[1]The base is defined as a minimum of the first 20' in height for low- and mid-rise buildings; and as a minimum of the first 35' in height for high-rise buildings.

[2]Massing images for high-rise do not show podiums, which are permitted.

6. LAND USE & MASSING

6.5 STREET WALL

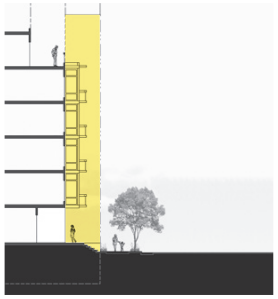
The section of the Candlestick Point D4D has a definition of the key controls, sets forth the standards, and concludes with a series of cross sections that illustrate the standards by building use.

Intent

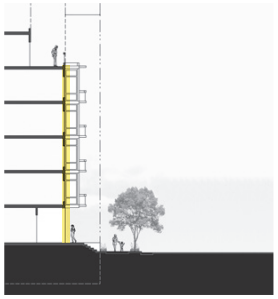
In order to control the quality and character of the block edges and street walls, and for controlling the expression of the mass of the buildings, standards for building uses are set forth for:

A Setbacks
B Build-to lines
C Projections
D Stepbacks

As a means of controlling the quality of the at-grade environments these streetwall controls also include considerations for grade separation, retail space heights and depths, and underground parking.



SETBACKS.



BUILD-TO LINES.



PROJECTIONS.



STEPBACKS.

A – Setback

A building setback is the minimum required distance between the property line and the nearest face of the building. Setbacks apply to the ground floor use of a building. Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas. The D4D calls for extensive setbacks throughout the community affording a comfortable and pleasant pedestrian experience that will be a departure from the development practices of most other San Francisco neighborhoods where buildings typically abut against or are close to the property line.

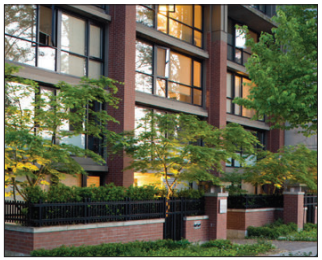
Standards

Residential Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages). In cases where residential blocks are fronted by sidewalks with a 6 ft throughway, a public easement may be employed in the setback to provide a wider throughway. At the time a Sub-Phase Application is submitted, OCII may request that the developer grant a public easement up to a maximum of 2 ft within the 10-foot residential setback to create an 8-foot throughway.

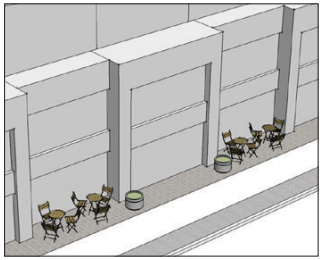
Exceptions:

1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.
2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.
3. The street side of CP South blocks 3 and 5, due to the shallow block depth, shall have a minimum setback of 5 ft.

Mixed-Use/Commercial Setbacks – There are no required setbacks for mixed-use/commercial buildings, except for parking structures, which shall have an 18 inch setback.



PRECEDENT – RESIDENTIAL SETBACK PROVIDES PRIVATE OPEN SPACE ZONE.



RETAIL HAS NO SETBACK IN ORDER TO STRENGTHEN THE RELATIONSHIP WITH SIDEWALK.

B – Build-to Line

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way. A successful development of street wall will create defined 'outdoor rooms' which will invite greater activity of residents and visitors alike.

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building faces may be behind the setback.

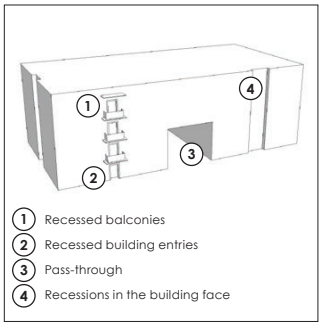
Standards

The build-to line standard for residential buildings is 70% and for mixed-use and commercial buildings is 85%.

Exemptions – Minor variations excluded from the calculation of the minimum build-to percentage are:

For retail uses, recesses including entrances, walk-up window or street patio area shall not be allowed on more than 50% of the total frontage of the building and no recess shall be greater than 12 ft in depth.

- Recessed balconies.
- Recessed building entries to a maximum depth of 8 ft.
- Pass-through up to 2 floors in height.
- Recession in the building face for the purpose of building articulation.
- Stepback on the top floor or top two floors.
- Stepback for high-rise sculpting.



MINOR VARIATIONS EXCLUDED FROM BUILD-TO LINE CALCULATIONS.



PRECEDENT – RECESSED BALCONIES EXEMPTED FROM BUILD-TO CALCULATIONS.

6. LAND USE & MASSING

6.5 STREET WALL

C – Stepback

A stepback is that portion of a building that must be stepped back from the setback line. Typically, this is regulated for the upper floor(s) of mid-rise buildings as a means of sculpting their mass.

Standards

Upper Floor(s) Stepback – The upper floor(s) of low and mid-rise buildings above a specified height shall stepback a minimum of 20% of the floor plate of the floor immediately below the specified height. The stepback requirement shall apply to:

- Any floor(s) of a Low Rise Building with a maximum height above 55 ft;
- Any floor(s) of a Mid Rise Building with a maximum height between 65 ft to a maximum of 85 ft; and
- Any floor(s) of a Mid Rise Building with a maximum height between 85 ft to a maximum of 105 ft (Shipyard South R&D Option only – see Section 8 of Candlestick Point D4D).

Where abutting a Mid-Block Break that is a Pedestrian Mews or Vehicular Laneway, any portion of a low or mid-rise building above 35 ft shall step back at a plane ratio of 1:1.2 (see Table 4.6 and Figure 4.12 of Candlestick Point D4D).

Allowable uses with the stepback roof area include usable open space, landscaping, and railings. Mechanical space is not allowed.



PRECEDENT – STEPBACK AT TOP FLOOR.

D – Projection

A projection is that portion of a building that projects beyond the main building face. There are a number of types of projections as described below.

Standards

Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 3 ft beyond the building face, either into a setback zone or the public realm. No individual habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance to the sidewalk of 9 ft.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback, or common open space or 3 ft into the public realm. No individual non-habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance of 9 ft to the sidewalk.

Cumulative Projections – The cumulative total of all types of projections shall not exceed 67% of the building face.

Other Projections – Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 inches beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line but not beyond.
- Fences, railings, chimneys, awnings and canopies may project to the property line but not beyond.
- Retail signs, canopies and awnings may project 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.
- Sustainable elements such as solar shades.



PRECEDENT – BAY WINDOW PROJECTIONS WITHIN SETBACK ZONE.

6. LAND USE & MASSING

6.6 BUILDING GROUND FLOOR TREATMENT

Residential

Several key characteristics of residential buildings will differentiate Candlestick from many San Francisco neighborhoods. In particular, the lower floors of residential buildings are intended to engage the street by having activated ground floor uses and lush landscaping in setbacks, helping to animate the streets and create a vibrant pedestrian oriented neighborhood.

Standards

Ground Floor Unit Entrances – Ground floor units fronting public streets, parks, or along pedestrian mews shall have an access point along the fronting building face in addition to the main access from interior corridor, lobby, or parking structure. Entrances shall occur at intervals no greater than 30 ft, and may be ganged together.

Grade Separation – Ground floor units shall be elevated between 2 ft and 4 ft above the street for privacy.

Townhome Garages – Street fronting townhome garages are prohibited on public streets, except for CP South blocks 3 and 5. Any townhomes that incorporate garages along a mid-block break, as well as those townhomes on CP South blocks 3 and 5, shall engage the mid-block break /street with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. The maximum number of garage doors per unit is one with a maximum width of 8 ft. Side-by-side garages are prohibited.

Guidelines

Freestanding Townhome Form ('Tuck-under') – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows, door recesses materials and fenestration. Variety in form at the pedestrian level is encouraged. Townhomes that form the base of a multi-story building should have elements and proportions that tie them to the building above.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.



PRECEDENT – RESIDENTIAL COURTYARD



PRECEDENT – GRADE SEPARATED PATIO

Retail

Retail should engage and enliven the street. Emphasis should be placed on using glazing and creating an architectural rhythm at the ground plane.

Standards

Setbacks – There are no required setbacks for commercial buildings.

Build-to Line – 85% of the building face shall be built to the property line. Patio spaces, entrances, publicly accessible plazas and walk-up windows are exempted provided they are stepped back no further than 12 ft from the property line and cumulatively for no more than 25% of the building face.

Projections – Projections are permitted for awnings, canopies, signage and lighting to a maximum of 5 ft into the public right-of-way provided they have a minimum of 9 ft clearance to the sidewalk.

Sidewalk Relationship – Retail buildings shall be oriented to and meet the sidewalk at grade.

Storefronts Shall promote pedestrian interest at the ground level and provide visual connection to the store interior with:

- Store frontage shall have at least 60% glazing; glazing shall be transparent. Large multi-story retailer's upper floor levels shall also meet this glazing requirement.
- Outdoor displays and patios are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.
- Interior displays shall provide visual permeability into store interior.

Store Height and Depth – All retail spaces along both sides of Harney Way and Ingerson Avenue at CP Center shall be a minimum of 20 ft height and a minimum average of at least 35 ft in depth exclusive of service corridors. Minimum depth shall not apply to storefront liners of large format retail uses. All other retail uses shall have a minimum height of 15 ft.

Façade Articulation – Retail bays shall be no wider than 30 ft in order to create a fine-grained pattern of shops. Where a larger retailer is anticipated, bays can be combined; however the bay articulation shall be maintained. The impact of large retail stores can be mitigated by 'wrapping' exterior façades with smaller retail stores, thereby breaking up the façade and reducing large expanses of blank walls.

Blank Walls – Areas without entries or windows are prohibited on pedestrian oriented retail streets and paseos, except at building service areas and areas where floor elevation is not within 48" to sidewalk elevation due to grades (i.e. steep sections of Arelious Walker Drive). Blank walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls, provided they allow visual access into store interior.

Guidelines

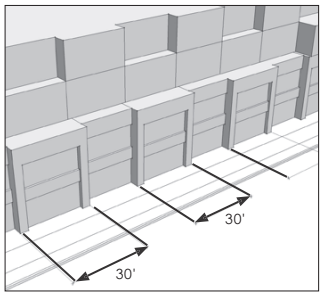
Entrances – Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with such elements as recessed doorways, awnings, special lighting, fenestration, color and materials, and special paving. Multiple entrances to larger stores are encouraged.

Materials – Façades should be designed with high-quality materials that offer color, variety, and visual interest to the pedestrian (such as stone, tile masonry, brick or terra-cotta).

Canopies / Awnings – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.



CANOPIES AND BUILDING RECESSES CREATE INVITING SPACES.



STOREFRONT BAYS ARTICULATED AT REGULAR INCREMENTS.



PRECEDENT – RETAIL ENTRANCES SHOULD BE CLEARLY DISTINGUISHABLE.



PRECEDENT – INTEGRATED CANOPY AND DISTINCT BAYS.

7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE
7.2 ALICE GRIFFITH NEIGHBORHOOD PARK
7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE
7.4 WEDGE PARK



7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE

The first major phase of development at Candlestick Point includes the development of 8.32 acres of parks and open space. This includes:

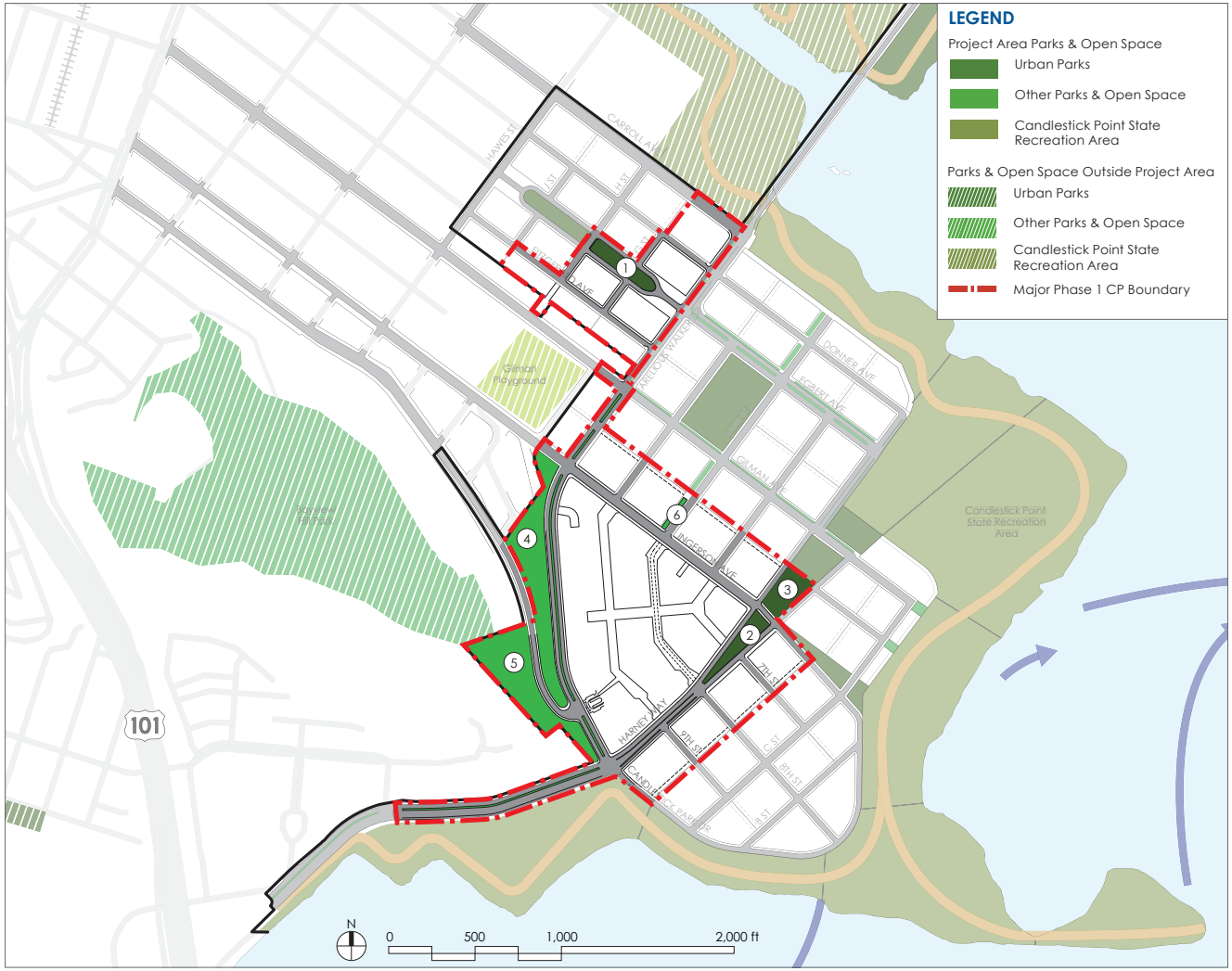
- **Alice Griffith Neighborhood Park (0.72 acres)** – A neighborhood park with a variety of active and passive recreation opportunities, including picnic areas, children's play areas, a basketball court, community gardens, open lawn area, shaded seating, and a dog run.
- **Wedge Plaza (0.77 acres)** – The Wedge Park is Candlestick Point's "Central Park", connecting the urban core with the CPSRA and views of Hunters Point and the Bay. This park spans three blocks and changes in character from an urban plaza, a formal urban park space, and a simpler urban green that connects with the CPSRA. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, children's playgrounds, and passive lawn areas.
- **Wedge Park 2a (1 acre)** – Wedge Park 2a will be included in Major Phase 1 CP. It will include pump stations, a bike share facility, and a MUNI bus driver layover area. The remainder of the Wedge Park (1.97 acres) will be completed in the second and third major phases.
- **Jamestown Walker Slope (3.88 acres)** – Planting enhancements on the slope will focus on native species and habitat.
- **Bayview Hillside Open Space (2.85 acres)** – Following the recommendations of the Bayview Hill Natural Areas Plan, this open space area will be enhanced with new native plantings to increase the habitat value of the site and to help to create a better habitat link between Bayview Hill and the Bay.
- **Earl Street Boulevard Park (0.10 acres)** – Earl Street will have a special quality with a 33' wide pedestrian promenade as its western sidewalk between Ingerson and Gilman Avenue, and between Egbert Avenue and the CPSRA. This promenade will link the retail center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone will feature room for socializing and enhanced planting spaces (including stormwater bio-retention plantings). The Earl Street Boulevard Park will have temporary landscaping until the first block of the Boulevard Park is completed in CP-06 and CP-07.

A summary of all parks and open space areas connected to the Major Phase is shown in the adjacent map and table (see also APPENDIX D).

Table 7.1 – Major Phase 1 CP Parks and Open Space Acreages

PARK NAME	ACREAGE
Urban Parks	
(1) Alice Griffith Neighborhood Park	0.72
(2) Wedge Plaza	0.77
(3) Wedge Park 2a	1.00
Other Parks & Open Space	
(4) Jamestown Walker Slope	3.88
(5) Bayview Hillside Open Space	2.85
(6) Earl Street Boulevard Park	0.10
Total	9.32

Figure 7.1 – Major Phase 1 CP Parks and Open Space



7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE



Perspective view of Wedge Park 2a

7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

Background

This Schematic Design for Alice Griffith Neighborhood Park is based on a refinement of the Concept design developed between 2007 and 2010. The park will be constructed with Sub-Phase CP-05. The concept design included input from community and neighborhood residents gathered through community workshops, presentation to the Bayview Hunters Point Project Area Committee, Hunters Point Shipyard Citizens Advisory Committee, as well as the City Recreation and Parks Commission. The Schematic Design provides additional details and updates the location of features based on further analysis of sun, wind, and the adjacent street and land use context. This Schematic Design submittal will be followed with a Design Development process which will gather further input from the community before the design of the park is finalized and constructed.

Design Concept: Neighborhood Commons

Alice Griffith Neighborhood Park is designed as a neighborhood commons– a place for neighbors to get to know each other, socialize and celebrate their commonalities and differences. Extending in length northeast-southwest, the park reaches toward the existing Bayview neighborhoods, inviting existing neighborhood residents to use this open space to connect with their new neighbors.

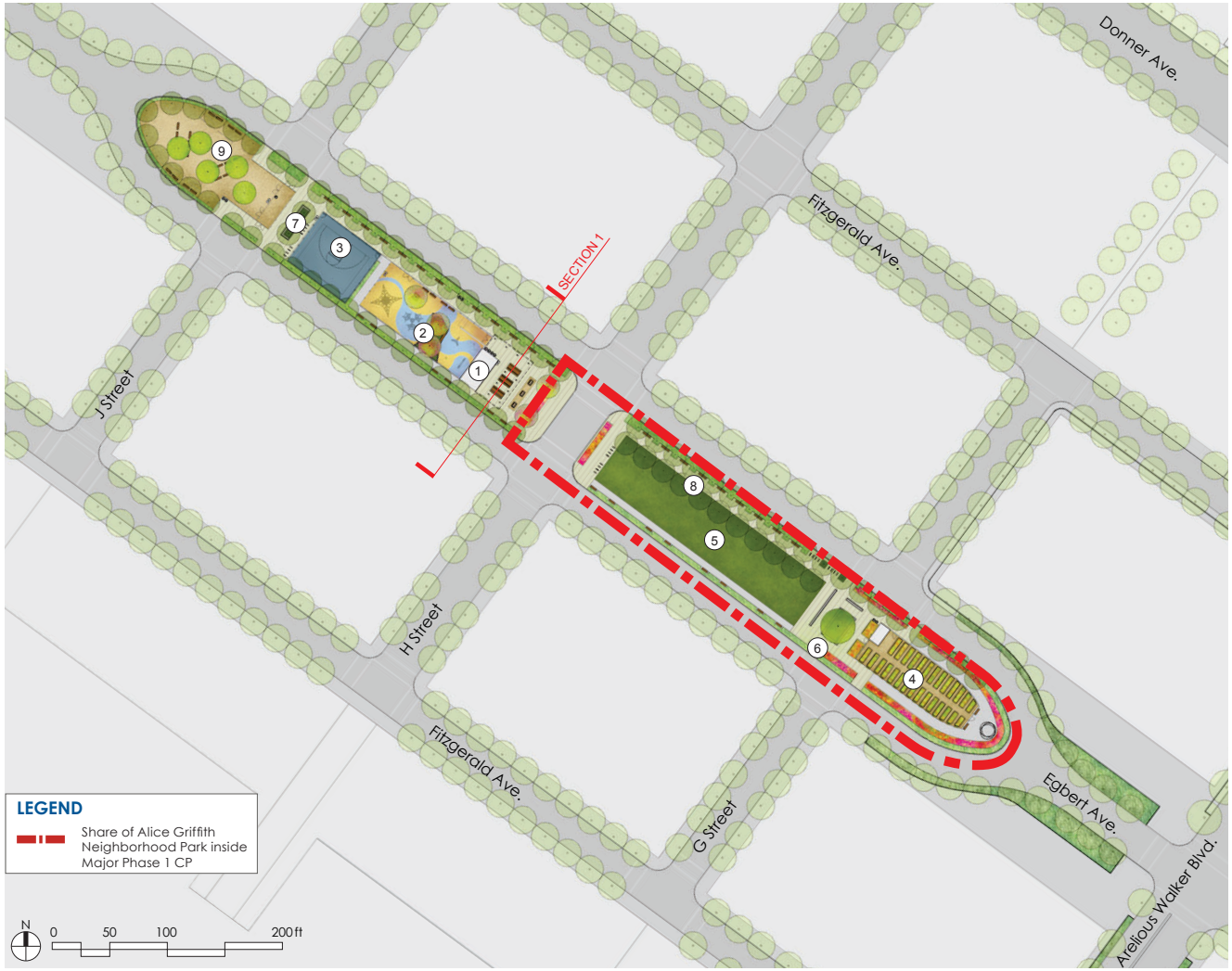
The park is designed as a series of "outdoor rooms" organized along a promenade, creating places for people of varied ages and interests to be in each other's presence but not in each other's way.

Activities & Program

The "outdoor rooms" provide for a mix of both specialized and flexible uses, including:

1. **Picnic Pavilion** – At the center of the park, the Picnic Pavilion supports group picnicking and barbecuing. An iconic shade structure creates a memorable identity and central focal point for the park while providing shelter from the sun. A restroom and storage building may be incorporated into the pavilion structure.
2. **Childrens' Play Area** – Children's play area includes areas for pre-school and school-age children with play equipment and poured-in-place decorative resilient surfacing.
3. **Basketball Court** – A basketball court, with perimeter fencing and seating areas from which to watch the game-play.
4. **Community Garden & Flower Garden** - A community garden with fruit trees, garden plots, and tool shed will serve as a replacement for the existing Alice Griffith Community Garden. The garden is located to maximize sun and to be near planned senior housing. The Community Garden will be protected by decorative, artistic fencing, the design of which may reflect the variety of community cultural traditions related to gardens and food. An ornamental Flower Garden with seating areas surrounds the Community Garden, forming a manicured garden buffer between the Community Garden and the street.

Figure 7.2 – Alice Griffith Neighborhood Park - Illustrative Plan



7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

⑤ **Open Lawn** – A broad, open swath of lawn provides a flexible space for informal play and picnicking. The lawn can also support gathering for organized events such as neighborhood movie nights.

⑥ **East Entry Plaza** – The east entry plaza provides a tree-shaded meeting and sitting area adjacent to the community Gardens and Open Lawn. This plaza is flexible with the ability to install temporary stage or screen for occasional organized events and gatherings at the Open Lawn.

⑦ **West Entry Plaza** – The West Entry Plaza provides seating and meeting areas between the Dog Run and Basketball Court.

⑧ **Promenade** – The park is linked by a broad promenade on the north side of the park. Deciduous trees provide shade in summer and allow for sun in winter. Along the promenade are a variety of seating areas, including small tables for games such as checkers or chess.

⑨ **Dog Run** – At the west end of the park, a fenced, natural-surfaced dog area provides an off-leash dog area. The dog area is softened by a perimeter buffer that includes natural plantings, stormwater gardens and low, decorative fencing.

Access & Circulation

Park entrances are highlighted at each intersection with enhanced pedestrian crosswalks, signage, and entry plaza spaces including benches, ornamental plantings, and shade tree groves. While the north side of the park has the primary pedestrian promenade, the south side of the park also includes a walk and connecting pathways, providing a variety options for strolling though and around the park. The east and west ends of the park are marked by plantings, signage, and provide opportunities for public art to serve as gateways into the Alice Griffith Neighborhood.

Sustainability Features

- **Stormwater treatment** - Runoff from hardscape within the park and the adjacent roadway will be treated through flow-through and infiltration planters, and rain gardens. Flow-through planters typically have concrete sidewalks, bioretention planting in amended soils that provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and quality of the underlying native soils. Rain gardens are shallow landscape areas (without concrete sidewalks) that collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed and providing water quality treatment.
- Community Garden provides opportunities to grow local food and connect with neighbors.
- Native and drought tolerant plantings.
- Weather-responsive irrigation controllers, efficient spray heads, subsurface drip irrigation, reclaimed-water ready system.
- Bicycle parking.



Figure 7.3 – Alice Griffith Neighborhood Park - Section 1









7. OPEN SPACE

7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE

Background

Two hillside sites at the base of Bayview Hill will be improved within the project boundary near the reconfigured roadways of Harney Way, Jamestown Avenue, and Arelious Walker Boulevard.

Jamestown Walker Slope – This site is the existing slope between Jamestown Avenue and Candlestick Park Stadium road. The Candlestick Park Stadium road will be replaced with a new street, Arelious Walker Boulevard.

Bayview Hillside Open Space – At the southeast edge of Bayview Hill, this site has been significantly graded with quarry faces and terraces with thin, rocky soils over bedrock. This site includes stands of non-native, invasive blue gum eucalyptus and french broom. The lowest portions of the site contains parking areas along Jamestown Avenue and Harney Way.

Above the project site, Bayview Hill contains a diverse array of habitats such as grasslands, shrub- and tree-dominated areas, and a large number of sensitive plant species. The area provides wildlife habitat for a variety of resident and migratory bird species, as well as reptiles, mammals, and amphibians. It is also home to one of only a few populations of the endangered Mission blue butterfly. Bayview Hill has been identified as an important natural area and is managed under the SF Department of Parks and Recreation's Natural Areas Program.

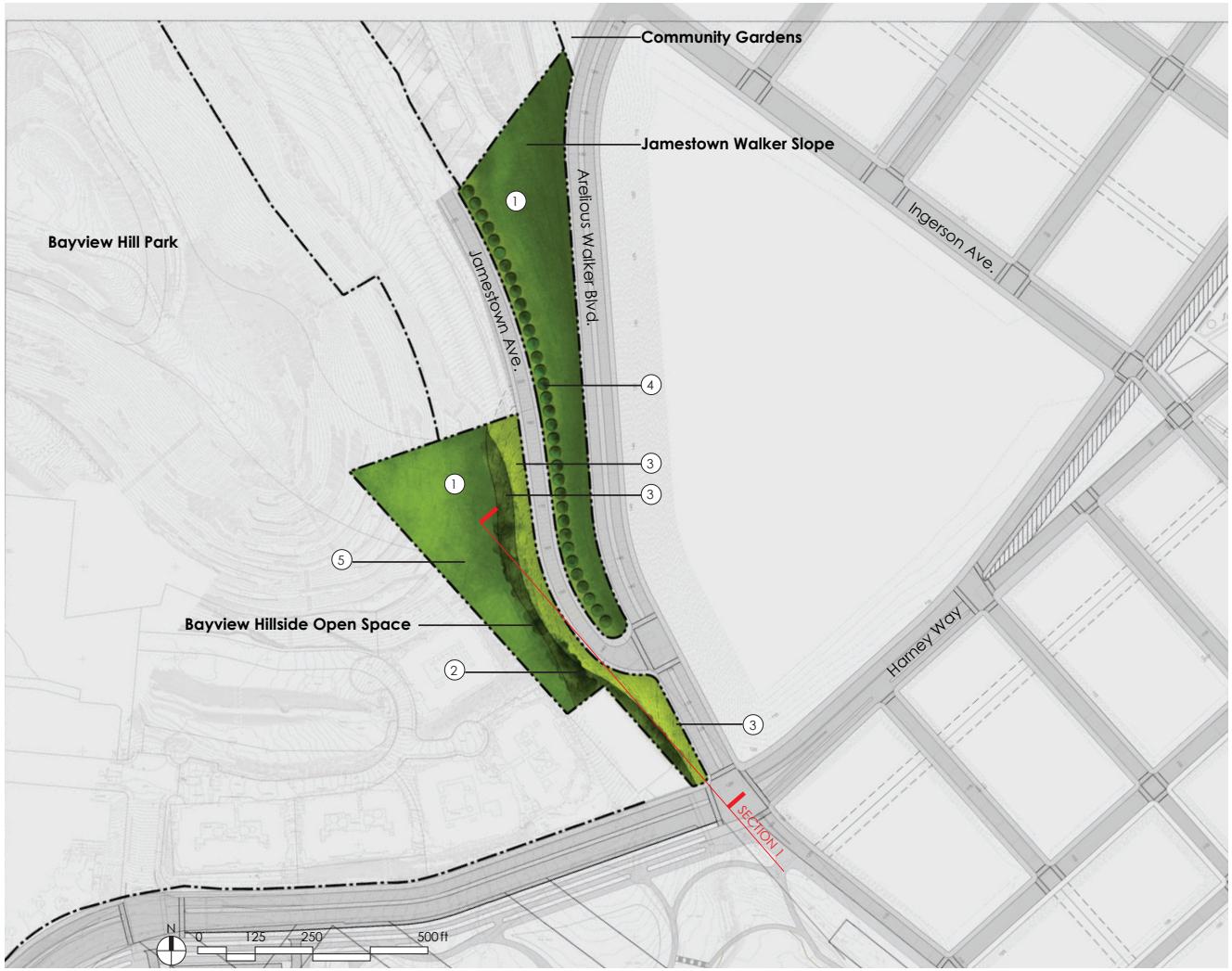
Design Concept: Natural Connections

These two sites will be re-vegetated to enhance habitat value and improve the connection between hilltop habitats and habitats in Candlestick Point State Recreation Area and the bay. Utilities such as electrical boxes will be located in Bayview Hillside Open Space.

Revegetation and Habitat Improvements

1. **Existing Vegetated Hillslopes** will be improved through removal of non-native, invasive species, stabilization of eroding slopes, and re-vegetation with native species that improve habitat values including food, nectar, and larval host plants.
2. **Coast Live Oak Woodland** softens interface with adjacent buildings and privately owned parking lot, screens views of quarry-faces and increases the area of this historic habitat type at Bayview Hill.
3. **Native Grassland** at the toe of Bayview slope provides open vistas and connects and provides continuity with the State Recreation Area's predominant grassland vegetation type.
4. **Coast Live Oak Street Edge** – Coast live oaks planted beyond the back of sidewalk will grow to eventually create a majestic tree lined Jamestown Avenue, incorporating this tree native to the hill with the urban form of the city.

Figure 7.4 – Bayview Hillside Open Space / Jamestown Walker Slope - Illustrative Plan



7. OPEN SPACE

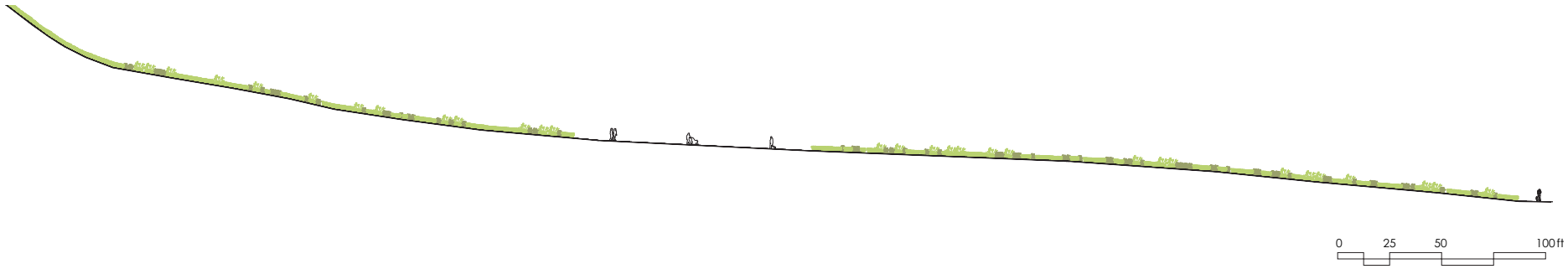
7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE







Figure 7.5 – Bayview Hillside Open Space- Section 1



7. OPEN SPACE

7.4 ALICE GRIFFITH COMMUNITY GARDEN

Background

The redevelopment of the Alice Griffith neighborhood requires the relocation of the Alice Griffith Community garden, as housing will take the place of the original garden. The garden is currently located at an interim site within Alice Griffith. Ultimately, the garden will be located at the corner of the Jamestown Walker Slope open space parcel at the corner of Arelious Walker Drive and Ingerson Avenue.

Community Engagement

A robust community engagement process determined the final site for the garden. The following groups were consulted:

- Alice Griffith Tenants Association
- Bret Harte, administration and students
- Hunters Point Family
- MBS and Urban Strategies
- OCII

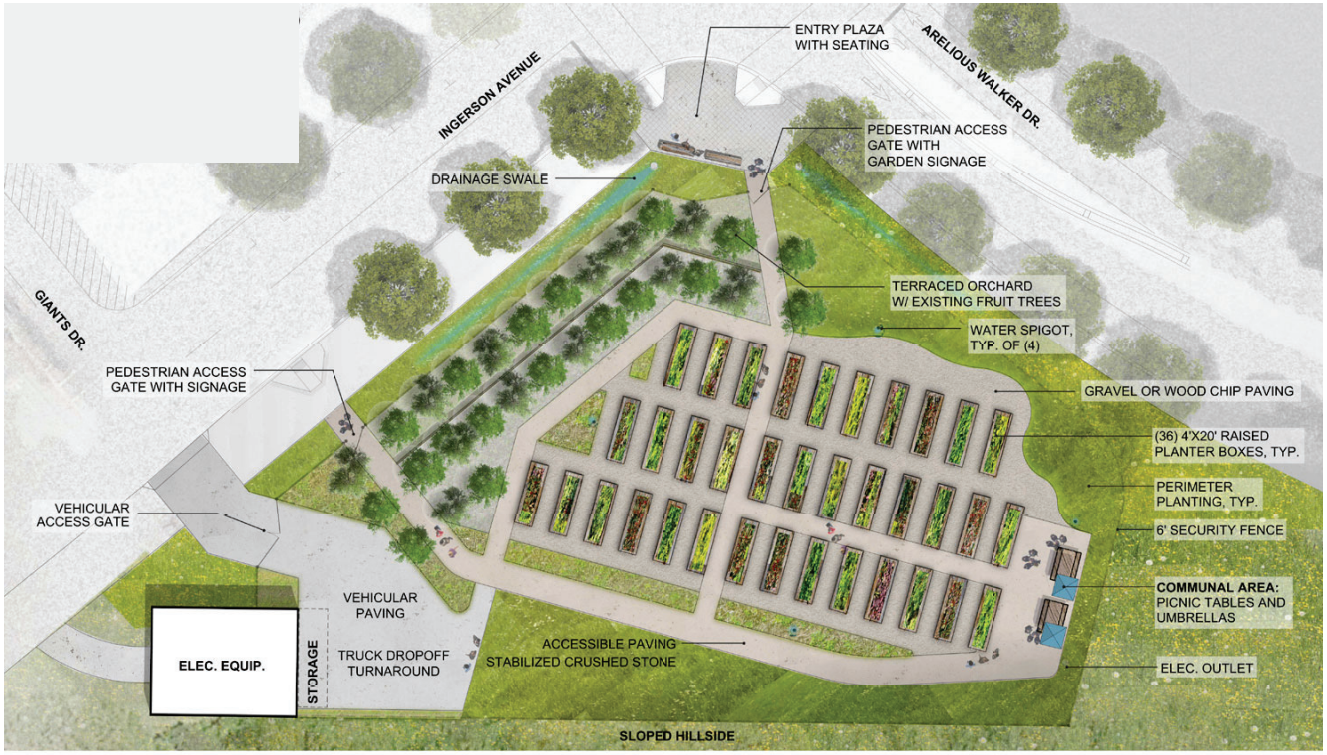
Design Elements

The community engagement process highlighted certain design elements that are important to the functioning of the Alice Griffith Community Garden. These include:

- Level access to the garden
- Drop-off area for supplies
- Area for the garden's storage container
- Gathering space
- Security fencing
- Space to re-plant the garden's existing fruit trees
- Art

Key stakeholders will continue to inform the plan for the garden as the design moves from concept to construction drawings. Figure 7.6 represents the current concept plan for the garden. This concept will be refined as the design process progresses.

Figure 7.6 – Alice Griffith Community Garden - Illustrative Plan



7. OPEN SPACE

7.5 WEDGE PLAZA AND WEDGE PARK 2A

Background

The Wedge Plaza is the southern tip of the larger Wedge Park which links Candlestick's urban retail core with the Candlestick Point State Recreation Area and views across the South Basin to Hunters Point. While the Park's character changes along its length, from the harder, more urban character of the plaza, to the greener, formal gardens and open spaces at its middle, and the more open areas where it connects with the natural zones of the State Recreation Area, the Park will contain elements that create a sense of continuity between these areas.

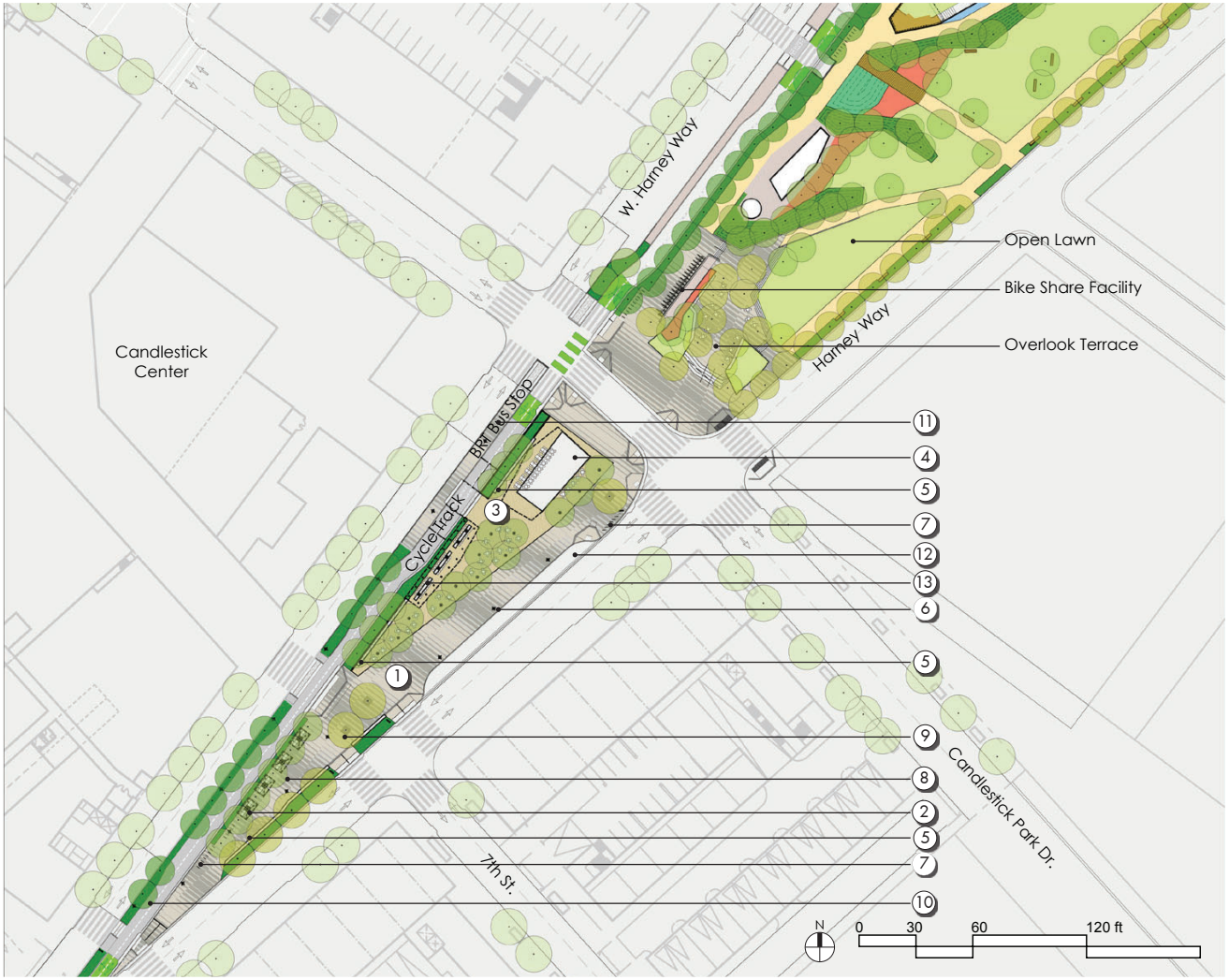
Design Concept: Social Hub

The thin, long, wedge shape of the plaza gives it the qualities of both a plaza and a promenade. As a broad pedestrian corridor, the Wedge Plaza links adjacent entertainment, retail and civic destinations (the Film Arts Center, Wedge Park, and transit stops). Along its length the plaza offers opportunities to linger and enjoy the urban energy of the space – creating a social hub. Additionally, the Plaza contains larger structures and gathering spaces, while its eastern and western edges preserve a sense of openness and extensive views.

Along the tail end of the plaza, a series of seating areas shaded by trees and umbrellas provide places for individuals and small groups to sit together, perhaps enjoying food purchased from nearby establishments. This area can also be adapted to support small kiosks or tables for markets or community events. At the north west portion of the plaza, a flush wood deck under a canopy of trees provides a flexible and casual space apart from the plaza's main circulation flows. Long, custom wood benches define the edges of the deck space and provide flexible seating where one can either face out to the flow of circulation (perhaps while waiting for the bus or to meet a friend) or inward to the intimate deck area. Adjacent to the deck, a small café is located at the widest end of the plaza near the transit stops and Film Arts Center, providing a convenient destination to draw people to the plaza and extend use throughout the day and evening. The café building is a glassy, open-feeling structure with glass doors connecting it to the deck space, creating a seamless connection between indoors and out as well as providing views to the park and plaza spaces.

As Wedge Park 2a is impressed with the Public Trust, the park will provide public recreation access to the San Francisco Bay waterfront and will provide for trust consistent uses including regional serving open spaces, views to the water where the topography permits, and access to the San Francisco Bay Trail. Refer to the 95% infrastructure plans for details on the utility connections to Wedge Plaza and Wedge Park 2a.

Figure 7.7 – Wedge Plaza - Illustrative Plan



7. OPEN SPACE

7.5 WEDGE PLAZA AND WEDGE PARK 2A

Plaza Components:

1. **Paving Pattern** – The paving pattern provides interest to the ground plane, experienced from multiple scales and perspectives. The pattern is inspired by the rippling qualities of light and water at the bay edge.
2. **Shaded Seating Pockets** – Space for tables and chairs or event/market kiosks beneath arbor structures.
3. **Deck** – Flush wood deck with built in and flexible seating spaces. Trees and recessed lighting enhance the intimate character of the space.
4. **Café Building** – A small, glassy café building with large glass doors opening onto the deck encourages greater use of the plaza. The café building includes a small kitchen prep space, storage, limited indoor seating, and restrooms which serve plaza visitors.
5. **Benches** – Custom fixed benches integrated with the deck and along the plaza promenade with recessed lighting invite evening use.
6. **Mast Lighting** – Mast lighting scaled to the space provides overall illumination to the plaza and minimizes the number of poles.
7. **Bicycle Parking** – Placed at both ends of the plaza to serve cyclists using the cycle track, plaza, bus stops, and adjacent retail areas.
8. **Interpretive elements** – The history of the site may be interpreted through text and graphics integrated into the paving and seating elements.
9. **Trees** – Overhead, a high, lush and open canopy of zelkova, birch, and ginkgo.
10. **Cycle Track** – The cycle track is integrated with the plaza paving design, suggesting a slower speed of travel in this zone and inviting cyclists to stop and enjoy the space. A curb and planting separate the cycle track from adjacent pedestrian spaces and transit lanes.

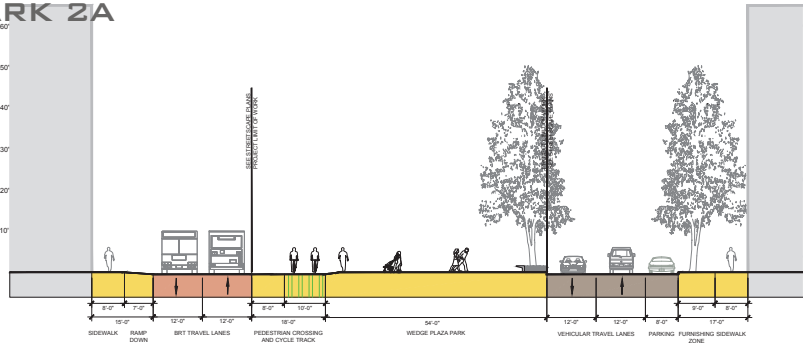


Figure 7.8 – Wedge Plaza - Section 1



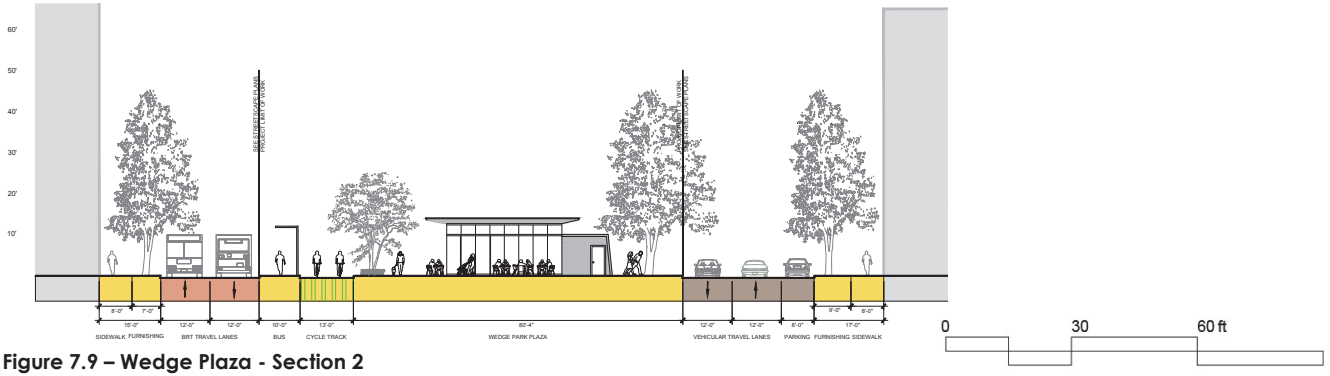


Figure 7.9 – Wedge Plaza - Section 2



ZELKOVA



BIRCH



MAIDENHAIR TREE







Figure 7.10 – ADA compliant paving pattern, custom designed benches, European pocket plaza

(11) **Transit Boarding Island** – The 10' wide transit boarding island accommodates loading and unloading of two buses simultaneously. On the western side, a high curb facilitates bus boarding. On the eastern side the high curb transitions to flush crossing points at the center. The north side of the boarding island encourages disembarking passengers to cross over to the plaza at specific locations to minimize conflict with cyclists on the cycle track.

(12) **Drop Off / Pick Up Zone** – During the daytime, a loading zone along the east edge of the plaza can accommodate simultaneous loading / unloading of two tourist buses. Clear paths of travel extend from the drop off / pick up zone to the retail center, while the café and adjacent seating provide a comfortable place for gathering. During the evening, the zone may accommodate cabs and valet parking for the Film Arts Center.

(13) **Shade Structure**– Larger groups of people can be accommodated comfortably with the communal tables and chairs beneath the structure.

Storm Water Treatment

Storm water from the Wedge Park will be treated in sub-surface soil cells within the plaza, before directed to the storm drain main connecting to the bay.

7.6 EARL STREET BOULEVARD PARK

Earl Street will have a special quality with a 33' wide pedestrian promenade along its western edge. Figure 7.11 illustrates the final configuration and Figure 7.12 represents the design plan for Earl Street Boulevard Park. This promenade links the retail center with the Candlestick Point Neighborhood Park and the CPSRA. The pedestrian promenade zone allows room for socializing and enhanced planting spaces.

Sub-Phase CP-03 includes only a half-block of the Earl Street Boulevard Park. This half-block stretch of the Earl Street Boulevard Park will have an interim condition until the first full block of the Boulevard Park is designed and constructed in Sub-Phases CP-06 and CP-07. Delaying the design and full buildout of the Boulevard Park will allow designers to consider a wider context in the planning process, allowing for a continuous and coherent pedestrian promenade.

In the interim, a 15ft-wide planting bed containing a mixture of trees, shrubs, and perennials will soften the façade of the buildings, provide shade and color, and provide a definition of space. This temporary landscaping will provide maximum flexibility for the future design. A 6ft-wide path will provide access to the buildings. Seating will be incorporated.

To avoid future stormwater conflicts and proposed utilities beneath the western sidewalk, Earl Street will be graded toward the bio-filtration zone in the eastern sidewalk. This will ensure that the interim park zone is free of obstructions and infrastructure that would otherwise compromise the implementation of a uniquely important connecting street.`

Near the Earl Street Boulevard Park will be the site of a bicycle sharing facility providing an accessible, sustainable mode of transit on a key corridor that links the urban outlet center, residential neighborhoods, neighborhood parks, and State Parks. The Developer will work with a vendor to install the facility. The timing of this installation has yet to be determined.



Figure 7.11 – Earl Street Boulevard Park Cross Section

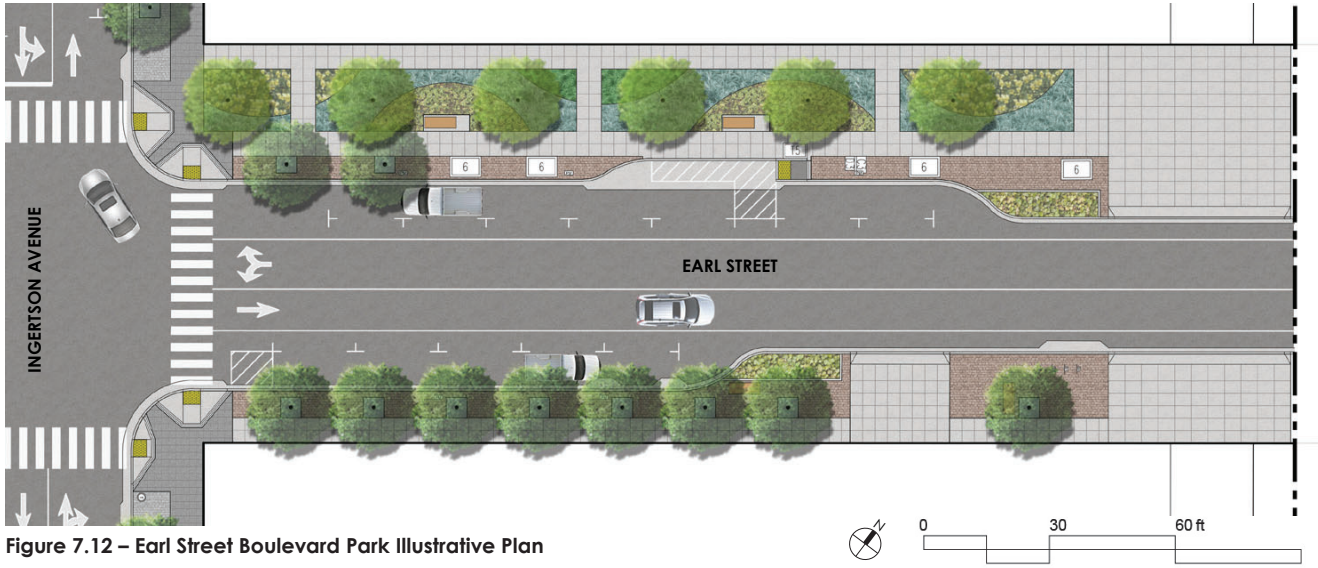


Figure 7.12 – Earl Street Boulevard Park Illustrative Plan

8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY
8.2 STREET CROSS SECTIONS
8.3 PEDESTRIAN NETWORK
8.4 BICYCLE NETWORK
8.5 PUBLIC TRANSIT
8.6 ON-STREET PARKING
8.7 OFF-STREET PARKING & LOADING



8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Off-Site Street Improvements

Major Phase 1 CP will involve off-site improvements to two of the primary access points into Candlestick Point. First, Major Phase 1 CP will include reconfiguring the existing portion of Gilman Avenue between Third Street and Arelious Walker to include new pavement, restriping to include one travel lane in each direction, four new traffic signals, left turn lanes, on-street parking on both sides, and new sidewalks with landscaping.

Additionally, Major Phase 1 CP will include reconstruction of Harney Way between Executive Park East and Arelious Walker Drive. With its access to Highway 101, Harney Way will function as the southern gateway to the Project. The existing four-lane road will be rebuilt as a new five-lane road with right-of- way for an additional auto lane to be built in the future if needed to serve increased traffic levels. The portion between Arelious Walker Drive and Executive Park East will be built first, and the portion between Thomas Mellon and Executive Park East will be built subsequently, pending the outcome of ongoing study of BRT routing by the San Francisco County Transportation Authority.

More detail on off-site improvements is available in the introduction to this document, and in the 4th Addendum to the Project's EIR.

New On-Site Streets

Internal to the site, Candlestick Point will be served by a new four-lane roadway – Arelious Walker Drive – approximately following the current path of Giants Drive and Arelious Walker Drive. This roadway will provide access to parking for the regional retail center and an auto connection between the Alice Griffith neighborhood and US 101. Arelious Walker Drive will also provide two BRT lanes between Egbert Avenue and Carroll Avenue as part of the larger BRT network. Between Gilman Avenue and Carroll Avenue, only the street section west of the median, not including the median, will be constructed in Major Phase 1. The interim condition, which provides one travel lane in each direction along Arelious Walker Drive, should be adequate for the number of housing units expected as part of Major Phase 1 CP, and will serve to connect the four development blocks together and provide connections to Carroll Avenue and Gilman Avenue, two primary east-west connections to the greater Bayview neighborhood. The remaining street section will be constructed in the second Major Phase. Arelious Walker will be classified as a Class III bicycle route, providing access to numerous east-west routes to the Bayview neighborhood.

Ingerson Avenue will be extended from its current terminus at Giants Drive to an extended Harney Way. Ingerson Avenue will provide the northern frontage of the retail center planned as part of CP-02 and will provide one travel lane in each direction along with on-street parallel parking adjacent to the retail center. Ingerson Avenue will be designated as a Class III bicycle route connecting Arelious Walker Drive and the proposed cycletrack on West Harney Way.

In addition to the proposed off-site improvements to Harney Way, the roadway will be extended into the site to just north of Ingerson Avenue providing a connection between the retail center and US 101. Harney Way will split into Harney Way and West Harney at the Wedge Park, with BRT lanes operating on the western side of the park and one auto lane in each direction operating on the east side of the park. Prior to initiation of the BRT service, these lanes may be used by interim transit routes, such as the 56 Rutland.

East of the Wedge Park, one-block segments of Candlestick Park Dr. (south), 9th Street, 8th Street, 7th Street, and Candlestick Park Dr. (north) will be constructed providing loading and garage access to four development parcels east of Harney Way. Each of these streets provides one travel lane in each direction. A north-south mid-block break will be constructed parallel to Harney Way, just east of the four development parcels.

Within the Alice Griffith neighborhood, a three-block section of Fitzgerald Avenue, a two block section of Egbert Avenue, and a one-block section of Carroll Avenue and Donner Avenue will provide east-west circulation. Each of these streets will provide one travel lane in each direction, with Egbert Avenue bisected by the Alice Griffith park. Egbert Avenue will also have Class II bicycle lanes west of Arelious Walker (around the park). In the north-south direction, G Street will connect between Donner Avenue and Fitzgerald Avenue, but will not connect through the median park on Egbert Avenue. (As part of Sub-Phase CP-01, G Street will temporarily form the western border of the park providing the only north-south connection in the area; however, as additional Sub-Phases are constructed, the median park will no longer break at G Street). H Street will also provide north-south connectivity, between Egbert Avenue and Fitzgerald Avenue. Both of these north-south streets (G Street and H Street) will provide one travel lane in each direction.

Similarly, north of Ingerson Avenue, one-block segments of O Street, Earl Street, and M Street will be constructed providing loading and garage access to four development parcels north of Ingerson Avenue. Each of these streets will provide one travel lane in each direction, and Earl Street will provide class II bicycle lanes. An east-west mid-block break will be constructed parallel to Ingerson Avenue, just north of the four development parcels. The easternmost block of the mid-block break will facilitate a temporary bus loop for the 29 Sunset and the 56 Rutland, as shown in Figure 8.6.

Dimensions for cross-sections for each street proposed as part of Major Phase 1 are shown in Section 8.2.

Transportation Demand Management

Transportation Demand Management (TDM) programs are implemented to reduce dependence on private automobiles. A description of the Project's TDM programs follows. More detail can be found in the Transportation Plan. The TDM program for this Major Phase will include many of the physical and programmatic TDM components proposed as part of the overall Project's TDM program. The TDM elements that will be incorporated into this Major Phase fall into two categories. The first category are those specifically oriented around the physical design of the project, including car and bike parking policies and strategies, car and bike share services, enhanced bicycle facilities, car pool pick up points, and narrow, calmed streets. The second category includes programmatic elements. Specific programmatic elements to be incorporated as part of this Major Phase include the following:

- **Robust Transit Service** – Transit service will be extended to the site to ensure that project is well-served by transit from the outset. This includes extension of the 29 Sunset to the retail center, along with doubling the frequency of service from every 10 minutes to every 5 minutes during peak periods. Additionally, although the BRT system may not be implemented until subsequent Major Phases, the 56 Rutland may be extended to serve the retail center and augment the 29 Sunset service, by providing a direct connection to the T Third, Bayshore Caltrain Station, and the 9 San Bruno buses.
- **Employee TDM Programs** – All employers, including the retail center tenants, will be required to participate in TDM programs that encourage use of transit and facilitate walking and bicycling among their employees. Although more details will be developed as part of the implementation of individual Sub-Phases (primarily, Sub-Phase CP-02 with respect to employee programs), the employee-focused TDM program requirements include:
  - Information boards and kiosks
  - Participation in the Commuter Benefits program (tax-free paycheck deductions for transit and bicycle commute-related expenses)
  - Employee eco-passes (employer pre-paid transit passes)
  - Guaranteed ride home program
  - Carpool/vanpool matching services
  - An on-site Transportation Coordinator, charged with administering the programs above and monitoring their effectiveness
- **Resident Eco-Pass** – All residents will be required to purchase a transit pass and pay a TDM fee which provides funding for enhanced transit service, and an incentive for transit-inclined residents to live in the Plan Area.

8. TRANSPORTATION

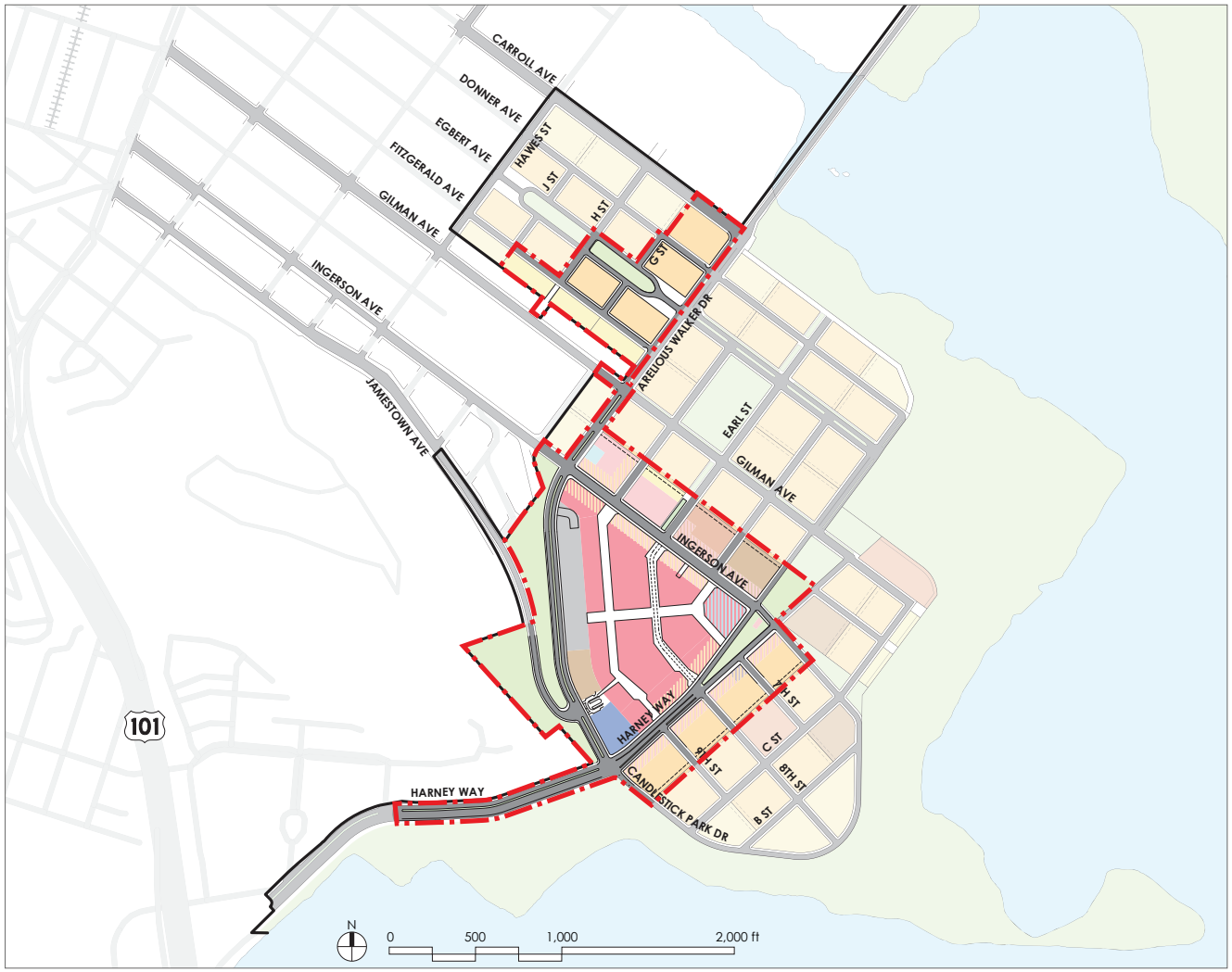
8.1 TRANSPORTATION SUMMARY

Street and Block Pattern

The overall urban form – the pattern of streets, blocks, and open spaces – is configured to physically and visually link the existing Bayview neighborhood, and the centers of the Candlestick Point, to the shoreline's open space and views.

The street and block pattern is an extension of the existing Bayview grid. This street pattern allows the axes of most streets to lie perpendicular to the Bay shoreline with terminating vistas of the Bay. At Candlestick, physical and visual linkages are achieved by providing new, wedge-shaped parks that connect the waterfront of the CPSRA to the center of the site and through the perpendicular orientation of the streets to the shoreline. As in some other San Francisco neighborhoods, the pattern of streets and blocks will be augmented by mid-block breaks to create a finer, pedestrian scale of blocks and buildings while increasing mobility and protecting or improving sightlines.

Figure 8.1 – Primary Streets



8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Street Typologies

The following street types (and their associated description from the Better Streets Plan, adapted to this project) are included in this Major Phase:

Commercial Streets

- **Neighborhood Commercial Street** – Neighborhood commercial streets, such as Harney Way near Ingerson, and Ingerson between Arelious Walker and Harney, are modeled after many of San Francisco's most vibrant streets which handle continuous activity throughout the day. They are the streets where residents do their daily errands, meet with friends, and shop and play on the weekends. Short-term parking for customers and space for loading facilities are essential components of commercial districts. However, parking and loading facilities often compete for the same space as desired features such as corner bulbouts or pedestrian plazas. Managing parking and loading facilities efficiently and effectively can serve the needs of local businesses while enabling improvements to the public realm.
- **Commercial Throughway** – Commercial throughways such as Harney Way near Executive Park move significant volumes of people across longer distances in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces.

Residential Streets

- **Neighborhood Residential Street** – Neighborhood residential streets are quieter residential streets with relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role in supporting the social life of the neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood commons. Improvements should focus on slowing traffic, providing useable space and amenities, and making improvements that encourage residents to take pride and ownership of the streetscape outside their front door.
- **Residential Throughway** – Residential throughways such as Innes Avenue and Donahue Street have higher levels of faster-moving traffic with residential land uses. In many locations elsewhere in the City, residential throughways are not designed to serve residential uses, and can be unpleasant to walk or live along. For this project, residential throughways include streetscape improvements that focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, useable public realm. For example, they may include through landscaping, curb extensions, or widened sidewalks where roadway space allows.

Mixed-Use Street – Mixed-use streets such as those adjacent to Production, Distribution, and Repair (PDR) uses in the Bayview serve a variety of low-intensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are frequently in a state of change, and streets must reflect this changing character and serve a variety of needs. Mixed-use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use.

Park Streets

- **Parkway** – Parkways, such as Egbert Avenue within the Alice Griffith neighborhood, have broad well-landscaped medians and sidewalks that provide recreational paths, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. Multi-use trails, open space, and stormwater management features allow green spaces to be used for pedestrian travel, open space, and ecological functions.
- **Park Edge Street** – Streets that border major parks or the waterfront have one set of conditions on one side of the street and a distinctly different set of conditions on the other. Park edge streets often have fewer spatial constraints on the park edge side but unique demands of high pedestrian volumes or special activities associated with them. These streets should have a generous park edge with landscaping, lighting, furnishings, and multi-use trails.

Mid-Block Break – Mid-block breaks are small scale, single-surface streets that prioritize pedestrian use, but permit vehicles and bicycles. Mid-block breaks should be designed to emphasize their pedestrian scale and calm traffic. They enable a generous pedestrian realm on narrow streets, and they create pockets of usable open space to act as front yards in open space-deficient neighborhoods.

Pedestrian Network

The Project is designed to actively encourage the use of walking as a primary travel mode. Smaller blocks will decrease the average distance that pedestrians are required to walk, thereby increasing the likelihood that local trips will be made by foot, rather than by car. Further, generous 12-foot sidewalks are planned throughout, increasing to 15-foot sidewalks near busier retail areas.

Design Principles

The following design principles for street facilities has been developed:

Travel Lanes - Streets Without Transit

- 10' Standard
- 11' Adjacent to raised curb, except in exclusively residential areas where 10' may be proposed adjacent to a curb

On-street Parking

- 8' Standard
- 9' when adjacent to a Class II bike facility

Bike Lanes

- 6' Standard when adjacent to curb
- 5' when adjacent to (9') on-street parking
- 13' two-way cycletrack (6.5' in each direction)

Sidewalks

All sidewalks either 12', 13' or 15', with a few exceptions near linear parks, or where additional width is required to accommodate bioretention facilities. The sidewalk throughway zone shall be at minimum 6 feet.

Other Exceptions

These standards may result in some streets having different dimensions on different segments (e.g., streets with transit on one or two blocks may require 12' lanes on those blocks, but 10' lanes on the rest of the street). As a result, strict application of the above rules could result in streets that are either offset, or rights of way that are not consistent along the street, both of which are undesirable. Further, in some locations, lane widths have been adjusted through a collaborative process between Lennar, OCII, SFMTA, DPW, the Planning Department, and the SF Fire Department to ensure adequate clearance is provided for emergency vehicle access. In these cases, some dimensions may be increased from the minimums described above.

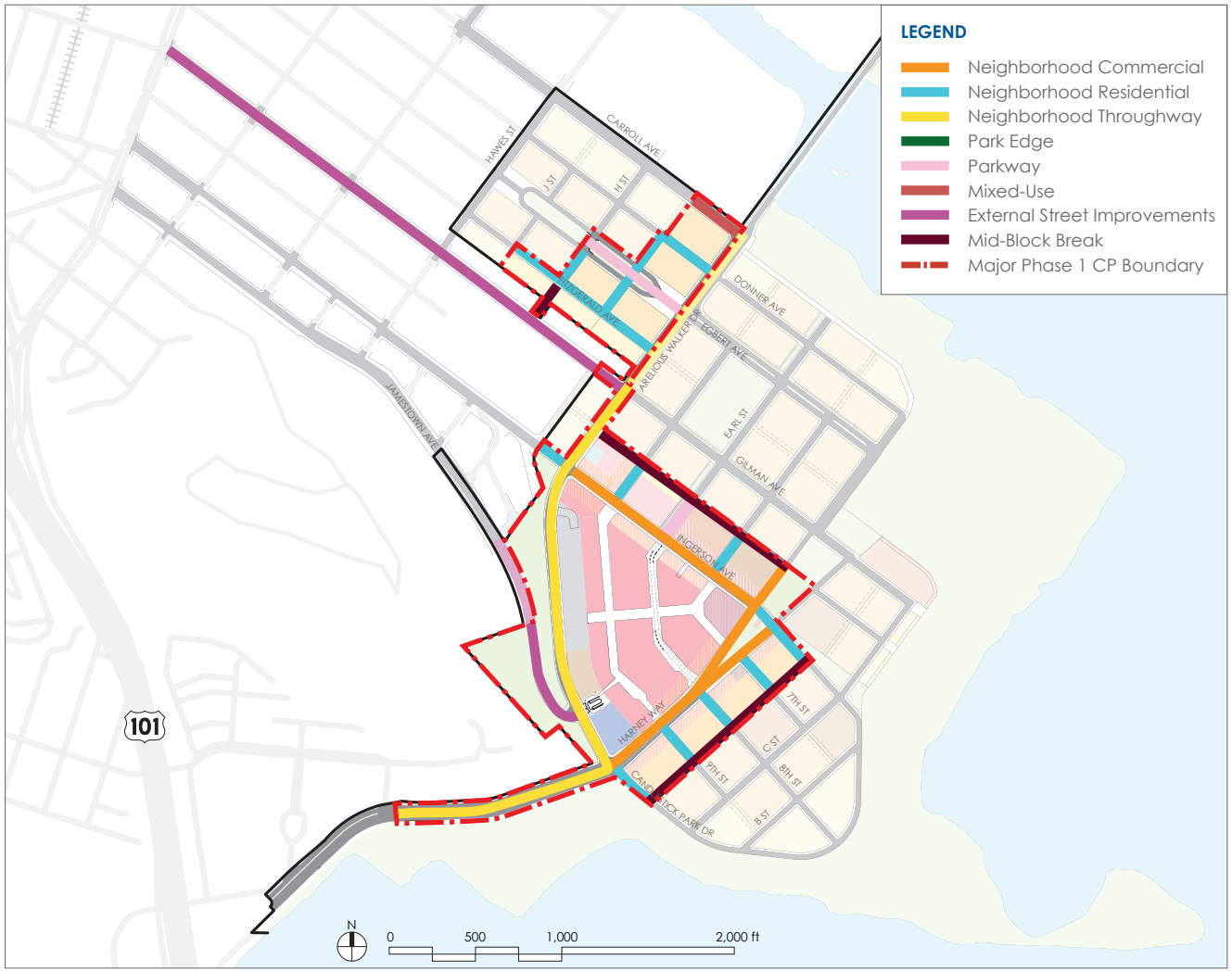
8. TRANSPORTATION

8.1 TRANSPORTATION SUMMARY

Table 8.1 – Travel Lanes - Streets with Transit

DESIRED LANE WIDTH		
ADJACENT USE TO RIGHT SIDE OF VEHICLE	ADJACENT TO TRAFFIC LANE OPERATING IN OPPOSING DIRECTION	ADJACENT TO TRAFFIC LANE OPERATING IN SAME DIRECTION
Curb with no parking	12'	12'
8' parking lane	12'	11'
Bike lane	11'	11'

Figure 8.2 – Street Network



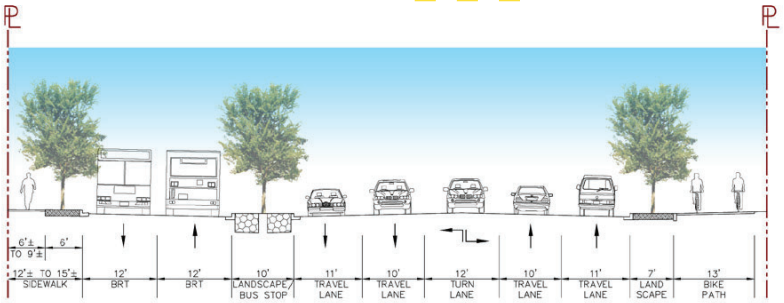
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

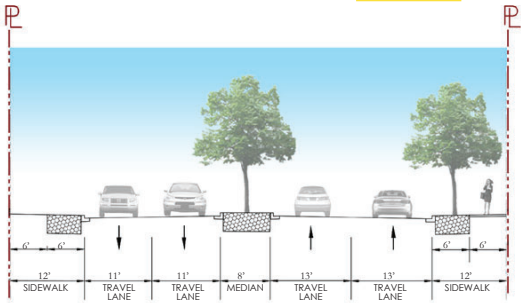


The street cross-sections shown in Chapter 8 of this document represent are substantially in conformance with the cross-sections represented in the Vesting Tentative Subdivision Map (VTSM). There is always some consideration for minor street section revisions as the design progresses from the Infrastructure Plan to the VTSM to 100% public improvement plans. The final cross sections may change slightly in response to detailed design considerations and input from the DPW Task Force and other City affected Departments. One such cross-section that deviates from the VTSM is Arelious Walker Drive south of Ingerson Avenue, which now includes a pedestrian sidewalk on the western side of the street.

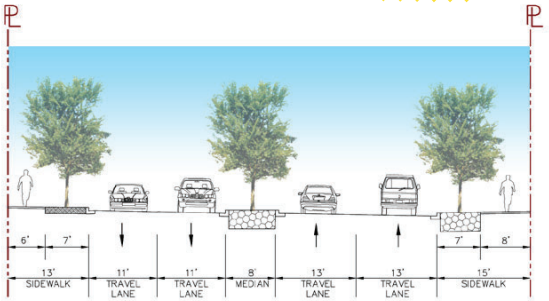
Neighborhood Throughway - 122' to 125' Row



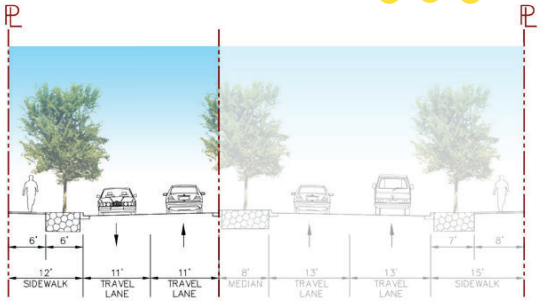
Neighborhood Throughway - 80' Min Row



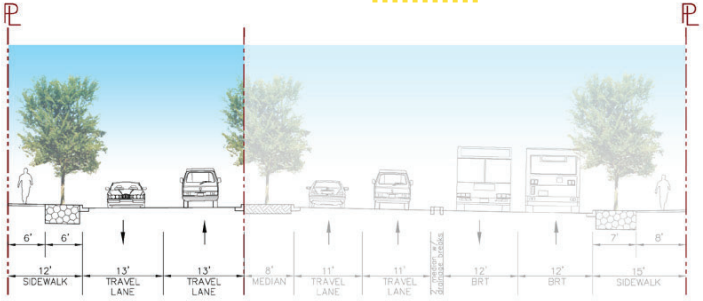
Neighborhood Throughway - 84' Min Row



Neighborhood Throughway - 83' Min Row



Neighborhood Throughway - 109' Min Row



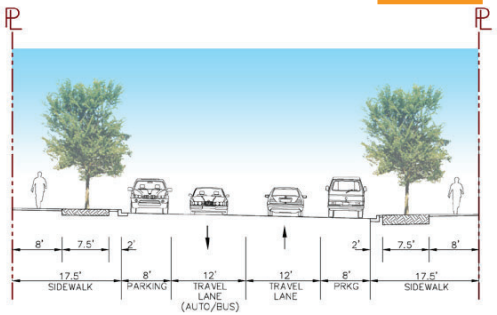
Interim Condition:
2-way Travel
Long-Term Condition:
1-Way Travel

8. TRANSPORTATION

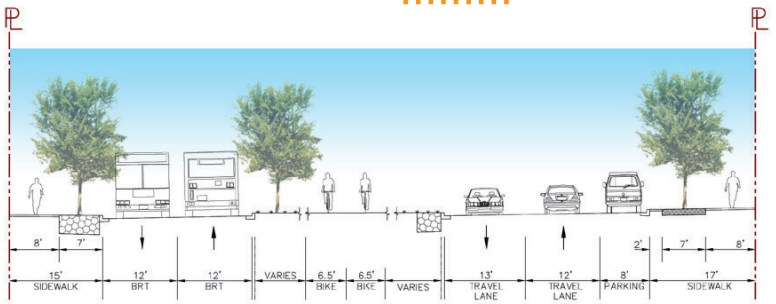
8.2 STREET CROSS SECTIONS



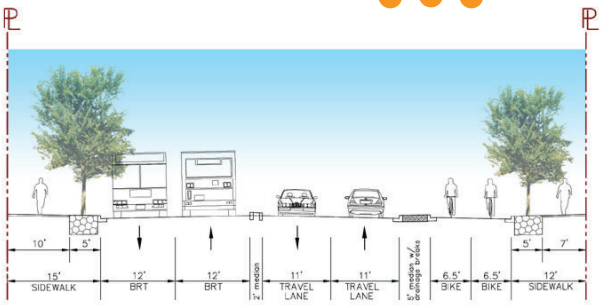
Neighborhood Commercial - 75' Min Row



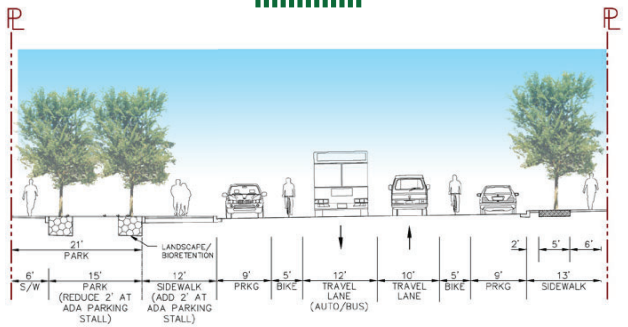
Neighborhood Commercial - Min Row Varies



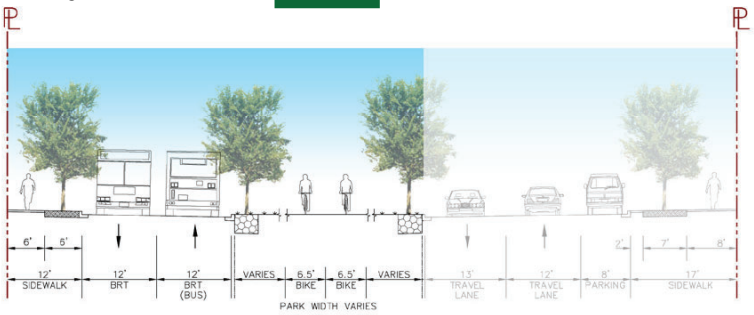
Neighborhood Commercial - 93' Min Row



Parkway - 96' Min Row



Park Edge - Min Row Varies

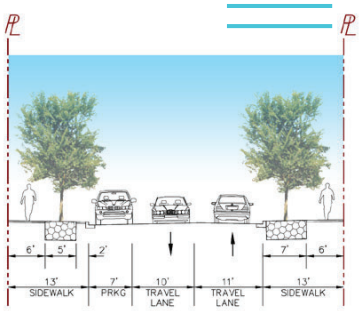


8. TRANSPORTATION

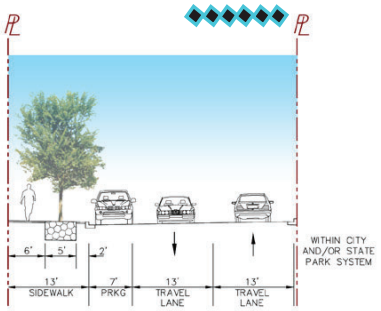
8.2 STREET CROSS SECTIONS



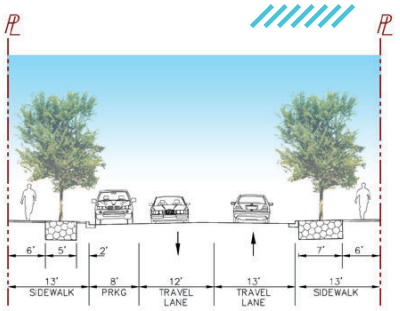
Neighborhood Residential - 54' Min Row



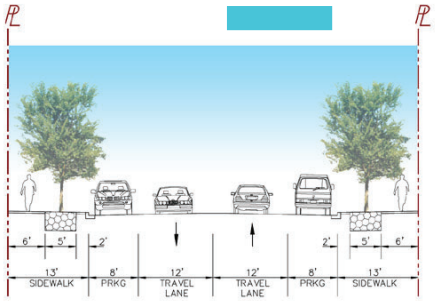
Neighborhood Residential - 46.5' Min Row



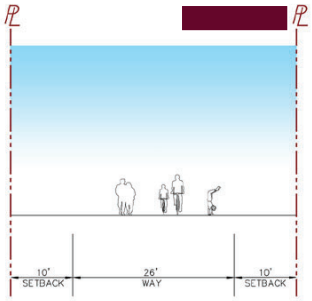
Neighborhood Residential - 59' Min Row



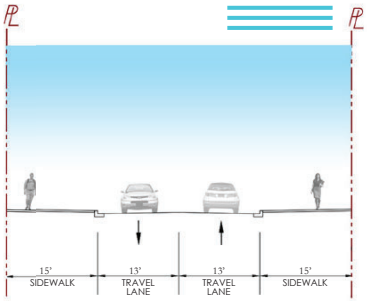
Neighborhood Residential - 66' Min Row



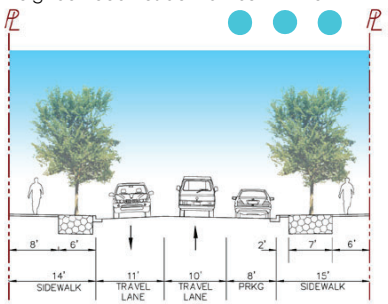
Mid-Block Break - 40' Min Row



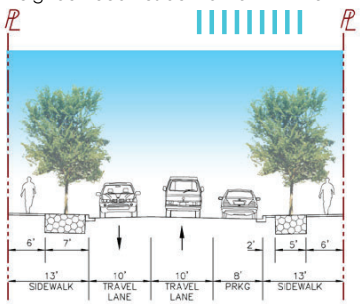
Neighborhood Residential - 56' Min Row



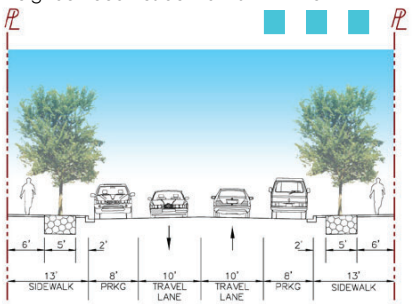
Neighborhood Residential - 58' Min Row



Neighborhood Residential - 54' Min Row

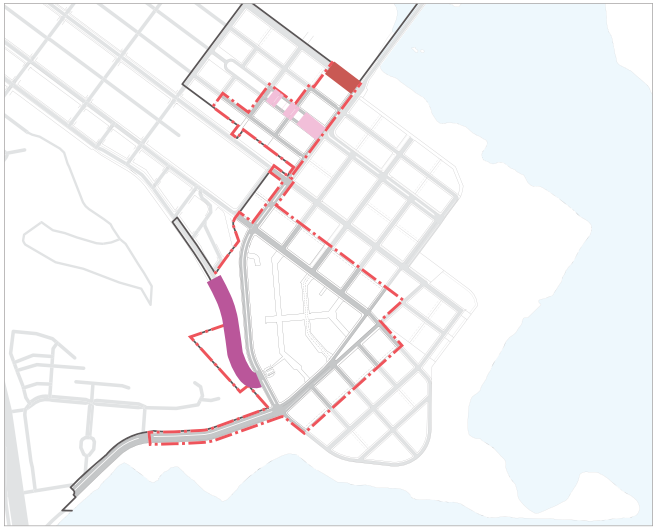


Neighborhood Residential - 62' Min Row

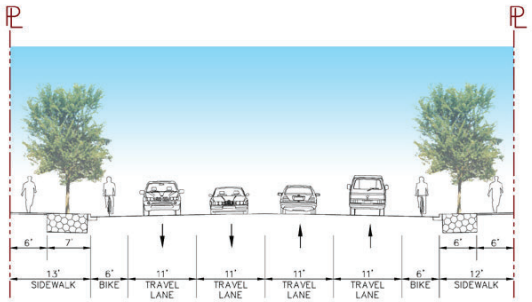


8. TRANSPORTATION

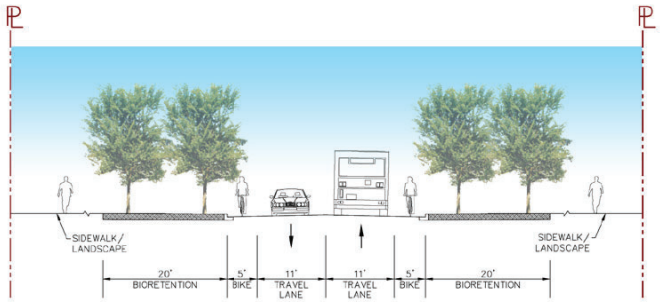
8.2 STREET CROSS SECTIONS



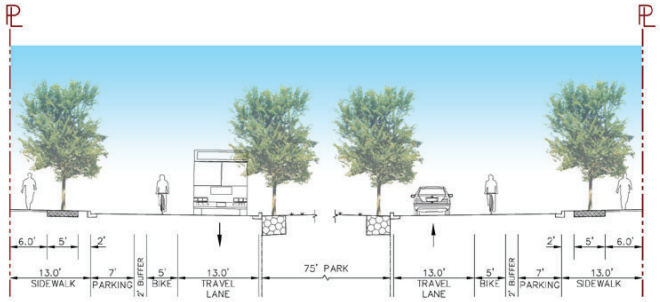
Mixed-Use - 81' Min Row



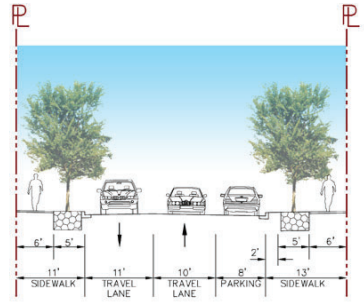
Parkway - 156' Min Row



Parkway - 156' Min Row



Jamestown Avenue

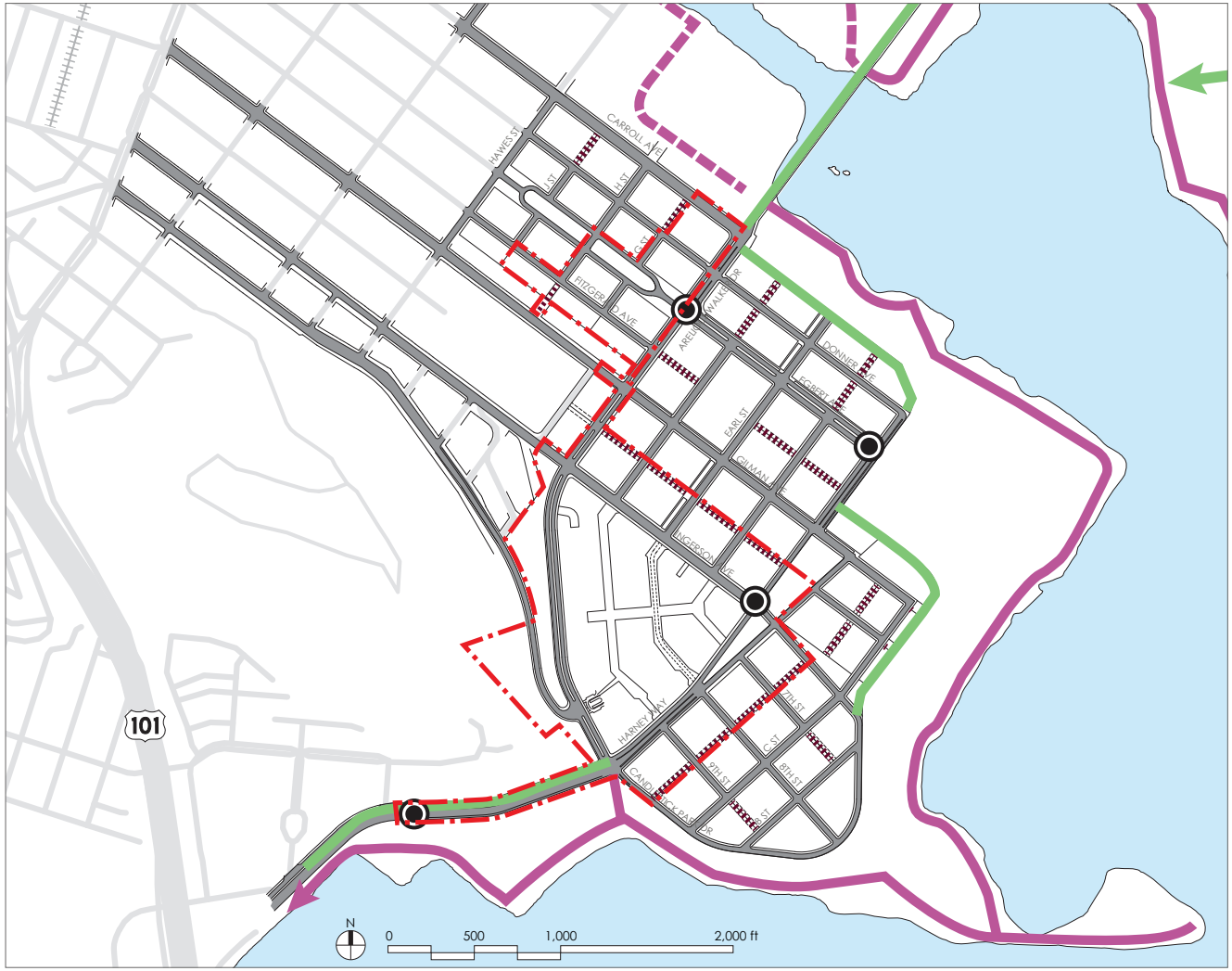


8. TRANSPORTATION

8.3 PEDESTRIAN NETWORK

All streets within Major Phase 1 will provide sidewalks between 12' and 17.5' wide, consistent with guidance from the Better Streets Plan. Streets feature short block sizes, bulb-outs and crosswalks at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting, seating and furnishings, and wayfinding signage. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park system includes miles of paths for strolling. Pedestrian mews – mid-block breaks with pedestrian only access offer quiet, car-free walks connecting the heart of the neighborhoods and connect with the park system. Off-site street improvements along Gilman Avenue and Harney Way will enhance pedestrian mobility throughout the Bayview neighborhood.

Figure 8.3 – Pedestrian Circulation



8. TRANSPORTATION

8.4 BICYCLE NETWORK

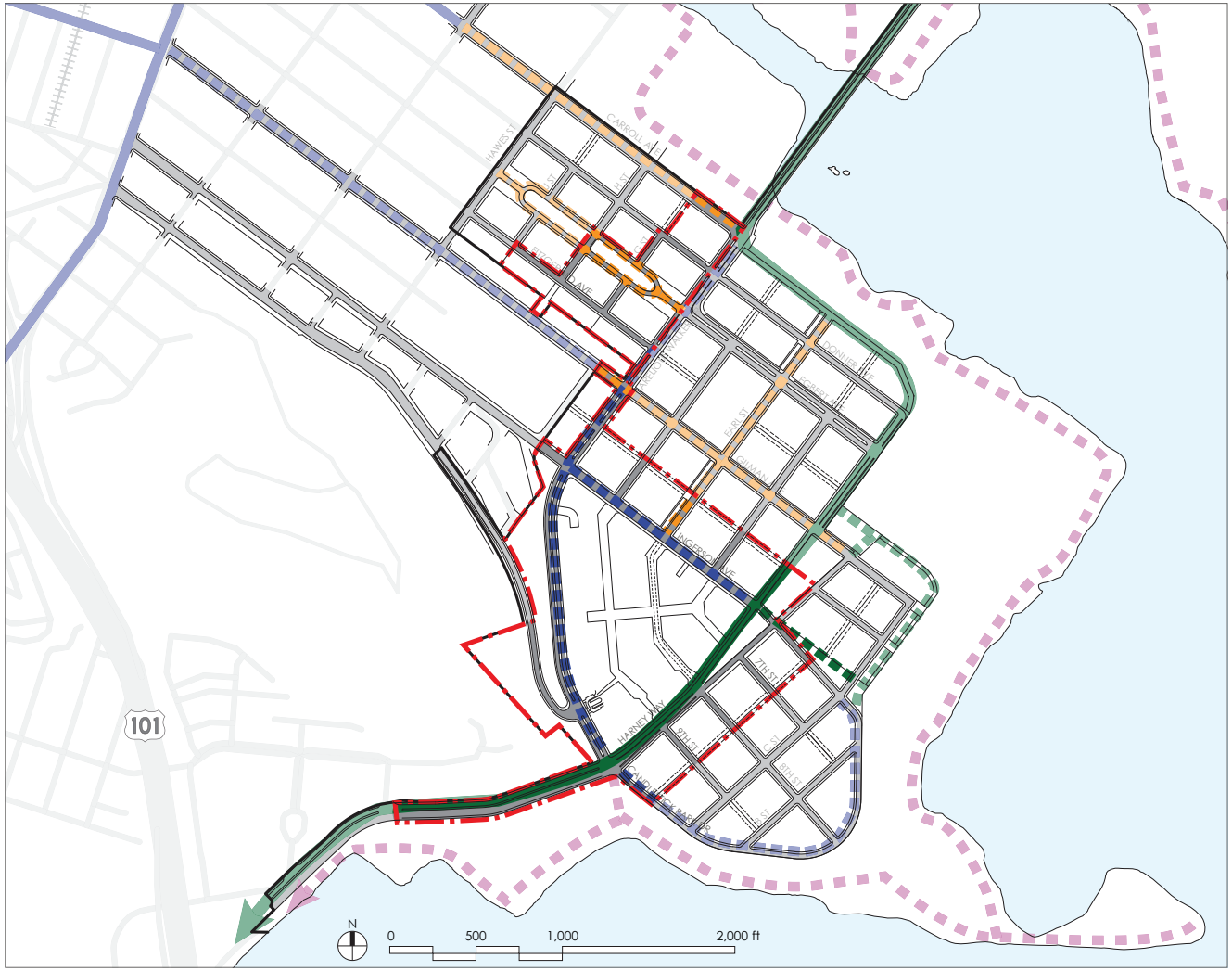
At the heart of Major Phase 1 CP is the construction of the first segment of a new two-way cycletrack along Harney Way through the Wedge Park, where cyclists can connect to the new retail center. The cycletrack will eventually connect to the San Francisco Bay Trail/Blue Greenway and to recreational paths on the Project site.

Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by cyclists or pedestrians. Class II bikeways are bike lanes striped with the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

Class II bicycle lanes will be provided around the central park in the Alice Griffith neighborhood and along Earl Street. Ingerson Avenue and Arelious Walker Drive will each be designated as Class III bicycle routes within the project site. Additionally, Gilman Avenue, from Arelious Walker to Third Street will be designated and designed as a Class III bicycle route in the City's bicycle network with appropriate signage and pavement markings (sharrows).

The proposed bicycle network is illustrated in Figure 8.4.

Figure 8.4 – Bicycle Network



8. TRANSPORTATION

8.5 PUBLIC TRANSIT

Ultimately, the 29-Sunset, which currently terminates near Gilman and Arelious Walker, will serve Candlestick Point via Gilman Avenue, Earl Street, Ingerson Avenue, and West Harney Way, as shown in Figure 8.5. The infrastructure provided as part of Major Phase 1 CP accommodates this extension to the retail center with an interim route along Ingerson Avenue temporarily using a one-block portion of the mid-block break to turn around. The temporary extension of the 56 Rutland would use Harney Way and would turn around along the same temporary route as the 29. The temporary extension of the 56 Rutland will be eliminated when the BRT route begins operation.

Major Phase 1 CP will include construction of the first portion of the infrastructure for the BRT, including Harney Way and West Harney Way. Although the BRT will not begin operation during Major Phase 1 CP, shorter-haul shuttles and the temporary extension of the 56 Rutland MUNI Route may provide a connection between the retail site and regional transit such as BART and Caltrain.

Figure 8.6 – MUNI Route 29 and Route 56 Interim Routes

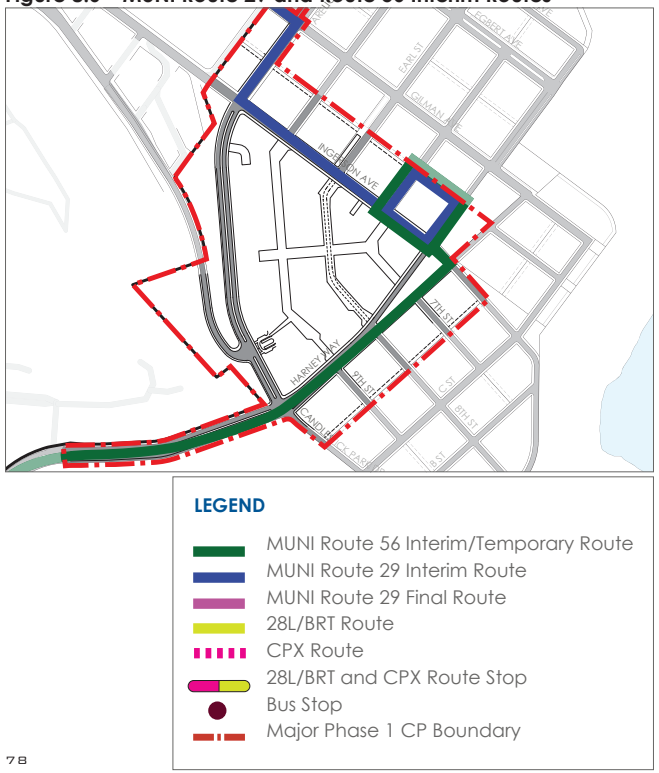
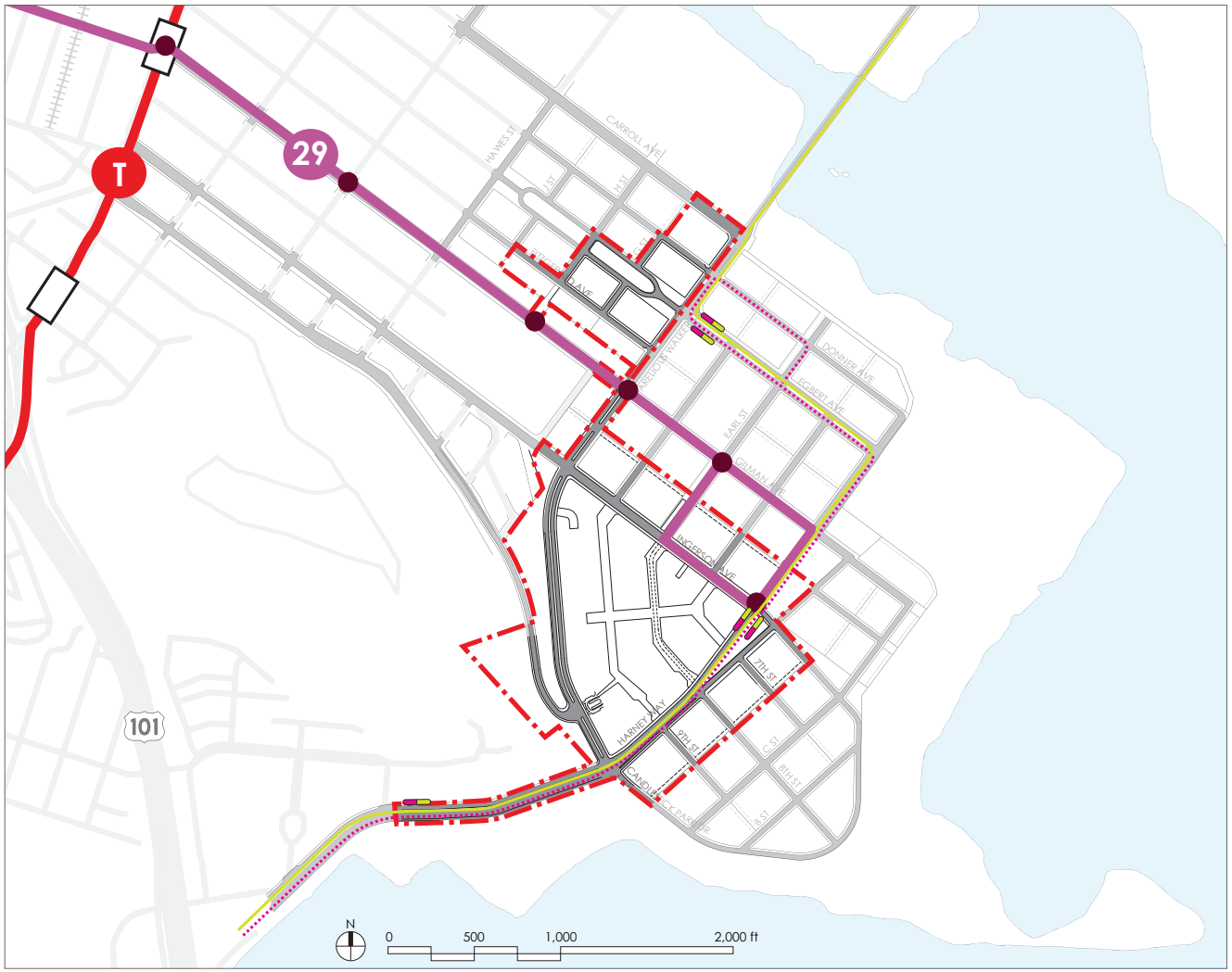


Figure 8.5 – Final Transit Routes



8. TRANSPORTATION

8.6 ON-STREET PARKING

The parking program is designed to reduce the usage of private automobiles through pricing, supply, new technologies, and effective monitoring programs. All on- and off-street parking will be paid parking. Most residential parking will be located in structures embedded within the buildings. Parking for the regional retail will be located in a large underground structure with an above-grade portion at Arelious Walker Drive. The exposed portion of the structure will be wrapped to conceal the garage.

Additional convenience parking for retail is located on many streets adjacent to shops and services.

Table 8.2 – Estimated On-street Parking & ADA Parking

NEIGHBORHOOD	ESTIMATED # SPACES	# ADA SPACES	# LOADING ZONE
Alice Griffith	94	4	0
CP Center	161	15	3
Total	**255**	**19**	**3**

Figure 8.7 – On-street Parking



LEGEND

On-street Parallel Parking

Major Phase 1 CP Boundary

**Note: Number of spaces is an estimate. Likely to be reduced as block access and stormwater features are designed.*

8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Off-street Parking

Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users.

Standards

Numbers / Ratio – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1 : 1 at any given time. Re-allocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by sponsor.

Table 8.3 – Maximum Off-Street Parking[1]

USE	MAXIMUM
Residential	1 space / unit
Regional Retail	2.7 spaces / 1000 sq ft
Office	1 space / 1000 sq ft
Neighborhood Retail	1 space / 1000 sq ft
Community Uses	1 space / 2000 sq ft
Hotel	0.25 space / guest room
Performance Venue	1 space / 15 seats
Cinema Parking	Where the number of cinema seats exceeds 50, one space for each eight seats up to 1,000 seats, plus one space for each 10 seats in excess of 1,000
Grocery Store	2.7 spaces / 1000 sq ft

[1]269 on-street parking spaces were lost in Sub-Phases CP-02-03-04 due to constraints such as driveways, fire hydrants, ADA design standards, etc. To make up for lost on-street parking, these spaces will be added to the parking garage below CP-02. The Developer collaborated with OCII and SF Planning to develop this approach.

Bicycles – Bicycles shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. The standards for bicycle parking by use are listed in Table 8.4 and Table 8.5.

Table 8.4 – Bicycle Parking Spaces for Residential Uses

RESIDENTIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
Dwelling units in all Districts	For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units.
	For projects over 50 dwelling units: 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling units over 50.
Group Housing	1 Class 1 space for every 3 bedrooms
Dwelling units dedicated to senior citizens or physically disabled persons	None required

Table 8.5 – Bicycle Parking Spaces for Commercial Uses

COMMERCIAL USE	MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED
New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.	Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 50,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.	Where the gross square footage of the floor area exceeds 25,000 sq ft but is no greater than 50,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 50,000 sq ft but is no greater than 100,000 ft, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.
	Where the gross square footage of the floor exceeds 100,000 sq ft, 12 bicycle spaces are required of at which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of parking spaces for rent or other fee to the general pubic, and facilities which offer automobile parking space solely to building tenants, or a combination of both.	Every garage shall supply a minimum of 6 bicycle spaces regardless of the number of automobile spaces
	Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces
	Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces, up to a maximum of 50 bicycle spaces

8. TRANSPORTATION

8.7 OFF-STREET PARKING & LOADING

Car-sharing – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

If it is demonstrated to the satisfaction of the Agency that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car share vehicles; provided, however, that upon (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non-car-sharing leases for leases for such spaces and shall make the spaces available to the car-share organization for its use of such space.

- **Required Car-share Spaces** – For new buildings, car-share spaces shall be provided as follows:

Table 8.6 – Required Car-share / Residential

RESIDENTIAL UNITS	REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table 8.7 – Required Car-share / Non-residential

PROVIDED NON-RESIDENTIAL PARKING SPACES	REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 additional parking spaces over 50

- **Location** – Required car-share vehicle spaces shall be located within 800 ft of the building site. Spaces may be located on-street or off-street at the discretion of the Executive Director.

Unbundled Residential Parking – With the exception of stand-alone affordable housing developments, in all residential developments with more than 10 units, excluding individually parked townhomes, shall be unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.

Off-street Loading

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

Standards

Off-street Loading Areas – Off-street loading spaces are not required for residential and retail uses. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 59 spaces for the entire Candlestick project. Where off-street loading spaces are not supplied, on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

Location – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

Curb Cuts – The maximum width of a curb cut shall be 24 ft. This may be increased to a maximum of 27 ft where:

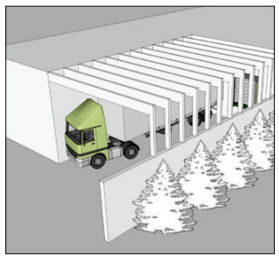
- access to off-street parking and loading is shared; or
- the extra width is needed to accommodate the fleet of emergency services or utility providers.

Curb cuts shall be a minimum of 30 ft from the end of a street corner radius.

Screening – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

Guidelines

Shared Entrances – Shared loading and parking entrances are encouraged.

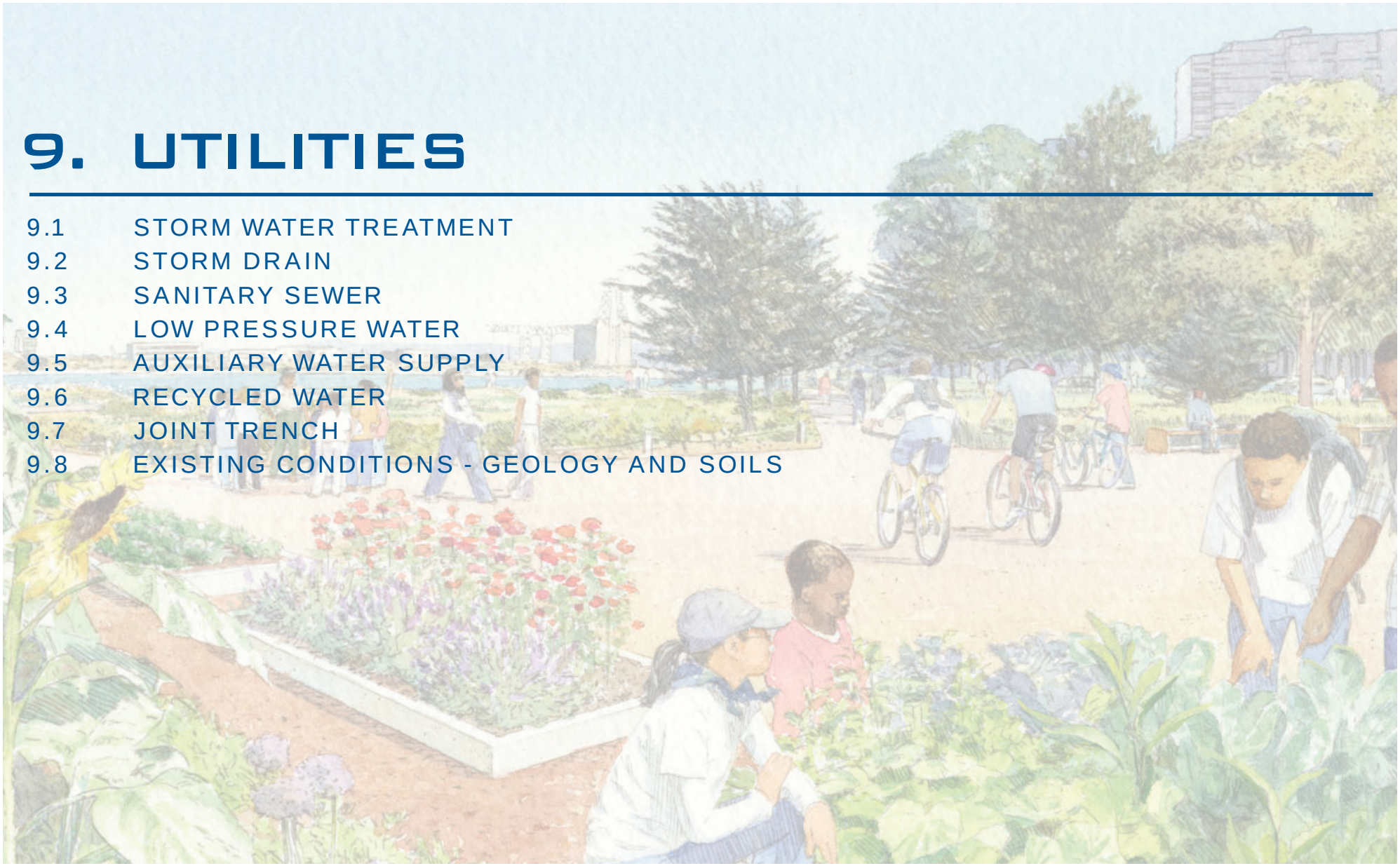




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9. UTILITIES

9.1 STORM WATER TREATMENT
9.2 STORM DRAIN
9.3 SANITARY SEWER
9.4 LOW PRESSURE WATER
9.5 AUXILIARY WATER SUPPLY
9.6 RECYCLED WATER
9.7 JOINT TRENCH
9.8 EXISTING CONDITIONS - GEOLOGY AND SOILS



9. UTILITIES

9.1 STORM WATER TREATMENT

Storm water treatment systems are intended to limit disruption and pollution of natural water flows by managing storm water runoff. Best Management Practices (BMPs) are techniques for more sustainably treating storm water from roofs and hardscaped areas. BMPs include employing bioretention and biofiltration techniques to cleanse storm water of pollutants and reduce harmful runoff into downstream water sources. BMPs will be implemented on private development parcels, in the right-of-way of public streets or in parks and open space.

Private Development Parcels

Storm water runoff from development parcels shall be treated before draining to the storm water system. Specific designs will be developed on a case-by-case basis for each parcel, and all treatment shall be accomplished using BMPs as prescribed in the San Francisco Public Utilities Commission's San Francisco Stormwater Design Guidelines. Treatment options may include vegetated roofs, cisterns to harvest rainwater for reuse, bioretention, constructed wetlands, and detention ponds.



Infiltrated boardwalk



Water conveyance



Roadside biofiltration



Vegetated swale

Parks and Open Space

Around their perimeter, many parks and open spaces will have flow-through planters, which are described below. The broad landscaped areas of parks may also include the implementation of other BMPs, including rain gardens and bioswales. BMPs within the parks will be maintained through a Community Finance District (CFD).

- **Rain Gardens** – Rain gardens are shallow landscape areas that can collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed system and providing water quality treatment. They are similar to flow-through planters but with soil, not concrete, sidewalls. This technique is generally less expensive, but can only be used in areas which are set-back a sufficient distance from the roadway and building foundations.
- **Bioswales** – Bioswales are shallow landscaped areas designed to capture, convey, and potentially infiltrate storm water runoff as it moves downstream. They are primarily used to convey stormwater runoff on the land's surface while also providing water quality treatment. As water flows through a vegetated swale, it is slowed by the interaction with plants and soil, allowing sediments and associated pollutants to settle out. Some water soaks into the soil and is taken up by plants, and some may infiltrate further if native soils are well drained. The remaining water that continues to flow downstream travels more slowly than it would through pipes in a traditional stormwater conveyance system.

Public Streets

Storm water runoff from City rights-of-way will be treated using BMP measures that may include flow-through planters, semi-structured bioretention within medians, rain gardens and bioswales. BMP facilities in the public right-of-way will be maintained by the City.

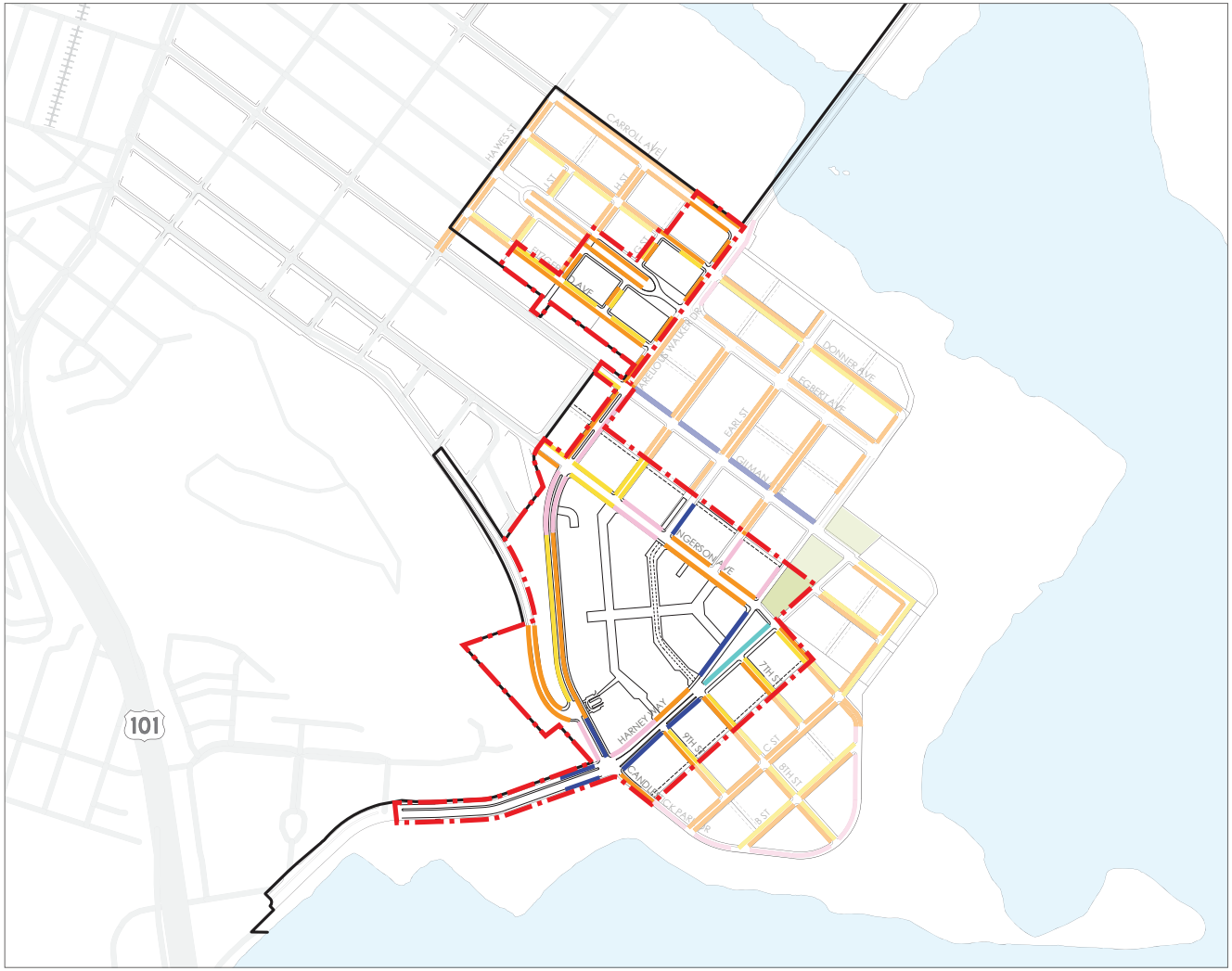
- **Flow-Through Planters** – The majority of the storm water runoff in Candlestick Point will be treated using flow-through planters within sidewalk furnishing zones. The flow-through planters will typically be designed with concrete sidewalls, bioretention planting within amended soils to provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains, depending on the location and the quality of the underlying native soils. The flow-through planters will have slightly different design elements depending on adjacent parking or travel lane conditions.
- **Median Bioretention** – Within the medians, similar bioretention facilities can be created. These areas will have linear concrete sidewalls to maintain necessary separation between the bioretention areas and the roadway subgrade. However, these areas will not need to have concrete sidewalls on all four edges, allowing for a less expensive and more flexible design. These can also be used to differentiate character between neighborhoods and allow for more pedestrian space within the sidewalk and building frontage zones.
- **Centralized Treatment for Commercial Streets** – Extensive biofiltration facilities are not desirable along Commercial Streets because of their high volumes of pedestrian traffic and role as active gathering places. If necessary, flow-through planters may be included on Commercial Streets. However, the preferred method of treating stormwater from Commercial Streets will be to treat it in a centralized facility or with soil cells.
- **Soil Cells** – Along the retail portion of Harney Way and Ingerson Avenue, stormwater runoff will be treated in soil cells beneath the sidewalk paving. The soil cell is a modular system that supports suspended paving while providing a volume of un-compacted planting soil beneath the sidewalk. One advantage it offers is that it allows more street trees than a flow through planter system, while also providing additional paved space in furnishing zones for uses such as sidewalk dining.

Approximate percentage of frontage required for these biofiltration facilities is shown on the following page. Final percentages will be determined with the final design of streets for each Sub-Phase.

9. UTILITIES

9.1 STORM WATER TREATMENT

Figure 9.1 – Approximate Percent of Linear Street Frontage Required for Biofiltration Facilities



LEGEND

Approximate percent of linear street frontage required for biofiltration facilities

- 50-59%
- 40-49%
- 30-39%
- 20-29%
- 10-19%
- Soil Cell System
- Centralized Treatment Site

Stormwater runoff from commercial streets will be piped to centralized bioretention facility.

Final percentages will be determined with the final designs of the streets.

9. UTILITIES

9.2 STORM DRAIN

The proposed storm drain mains will be located in the street right-of-way. The majority of storm water runoff within the Project area currently flows to the existing combined sewer system. The new sanitary sewer and storm drain collection systems will be separated, and ultimately no storm water from new development will be discharged to the existing combined sewer. The separated storm drain system will convey storm water runoff to outfalls that discharge to San Francisco Bay. The proposed outfalls will be constructed in Major Phases 2, 3, and 4.

In the interim, storm water from new development will be directed to the existing combined sewer that handles sewer and storm water flows. The total combined peak discharge to the existing combined sewer will not increase. An analysis showing that the temporary storm drain connections will not increase flows to the existing combined sewer system will be submitted to the City for review and approval with each Sub-Phase application. These analyses will be submitted to the City until the storm drain system is separated from the existing combined sewer.

Sanitary sewer flows will increase due to the new development. The increased sewer flow to the existing combined sewer will be offset by decreasing storm water flowing to the existing combined sewer. This will be accomplished by redirecting some storm water runoff that currently discharges to the existing combined sewer to two existing storm drain outfalls to the south, by converting existing impervious areas which generate flows to the existing combined sewer to pervious areas, and/or by providing temporary storm water detention facilities.

Where storm water is redirected to the two existing storm drain outfalls, the peak storm water discharge will not increase. The increase in drainage area that will lead to an increase in storm water discharge will be offset by converting existing impervious areas to pervious areas and/or by providing temporary storm water detention facilities.

The Sub-Phase CP-01 storm drain system will temporarily connect directly to the existing combined sewer in Arelious Walker.

Storm drain systems for Sub-Phases CP-02, CP-03, and CP-04 will discharge and flow across the existing Candlestick Park parking lot to the existing storm drain outfall to the south, subject to SFPUC review.

The Sub-Phase CP-05 storm drain system will connect to the Sub-Phase CP-01 storm drain system and temporarily flow to the existing combined sewer in Arelious Walker.

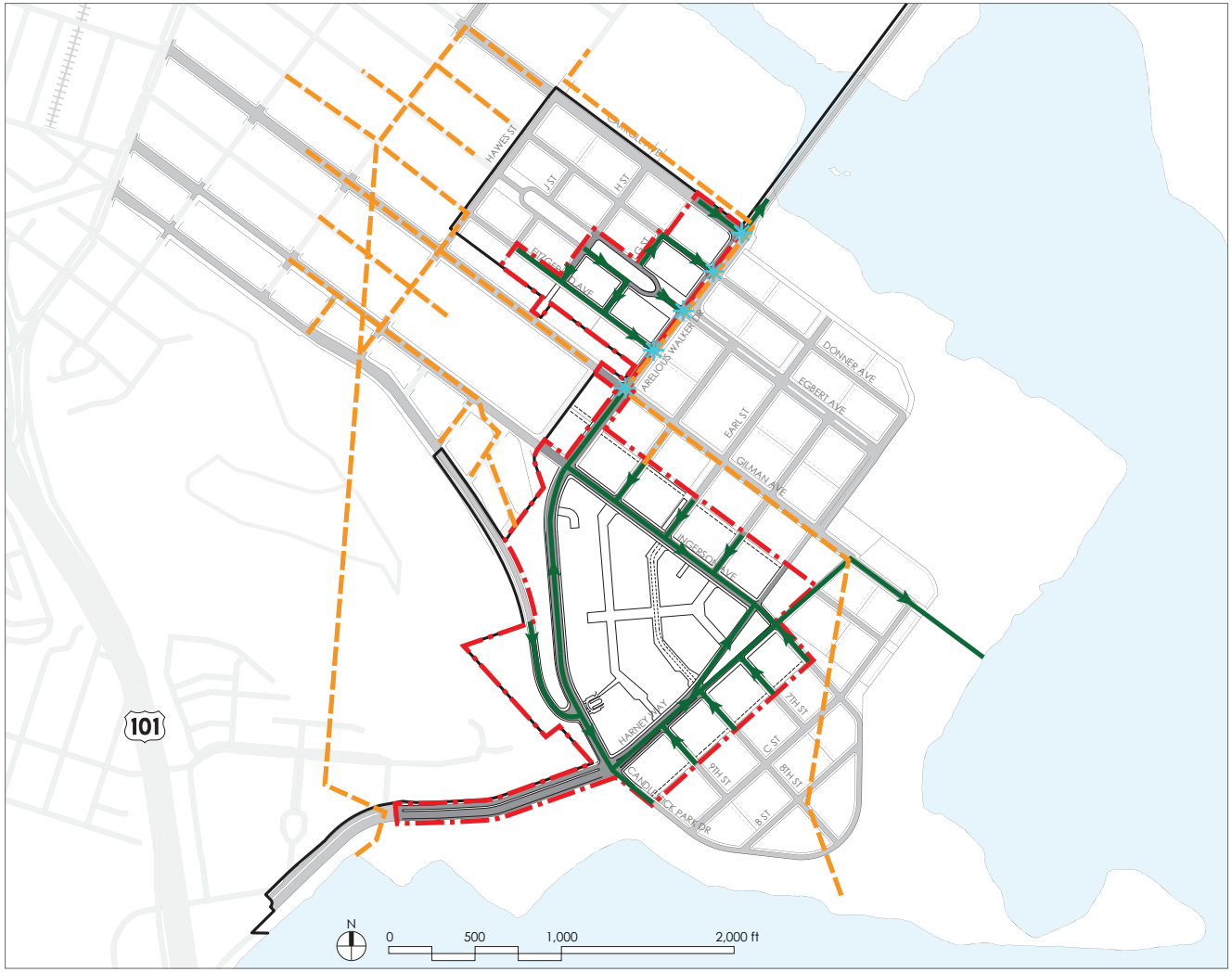
When the permanent outfalls are constructed in the later phases, this temporary connection will be removed so that all stormwater from the proposed development is directed to the new outfalls.

Permanent stormwater treatment facilities will be installed in each Sub-Phase. Stormwater treatment requirements will be met in each Sub-Phase, including during the temporary storm connection to the existing combined sewer.

9. UTILITIES

9.2 STORM DRAIN

Figure 9.2 – Storm Drain



LEGEND

- Existing Combined Sewer
- Proposed Storm Drain
- Connection Point
- Major Phase 1 CP Boundary

9. UTILITIES

9.3 SANITARY SEWER

Sanitary sewer mains will be located in the street right-of-way.

Sanitary Sewer (SS) mains in CP-01 will flow directly to the existing combined sewer facility at Arelious Walker. SS mains in CP-02, CP-03, and CP-04 will flow to the pump station located at the intersection of West Harney Way and Ingerson Avenue. The flow will then be conveyed via force main and discharge to a manhole in Arelious Walker between Gilman Avenue and Ingerson Avenue. The sanitary sewer will then be conveyed via a gravity pipe to the existing combined sewer. SS mains in CP-05 will flow to a lift station at the intersection of G Street and Fitzgerald Avenue and will be lifted to flow to the existing combined sewer in Arelious Walker.

Sanitary sewer mains are not planned in Arelious Walker between Ingerson Avenue and Jamestown Avenue because sanitary sewer flows generated by the CP retail development are expected to be served primarily by sanitary sewer mains either in Ingerson Avenue or Harney Way/West Harney Way.

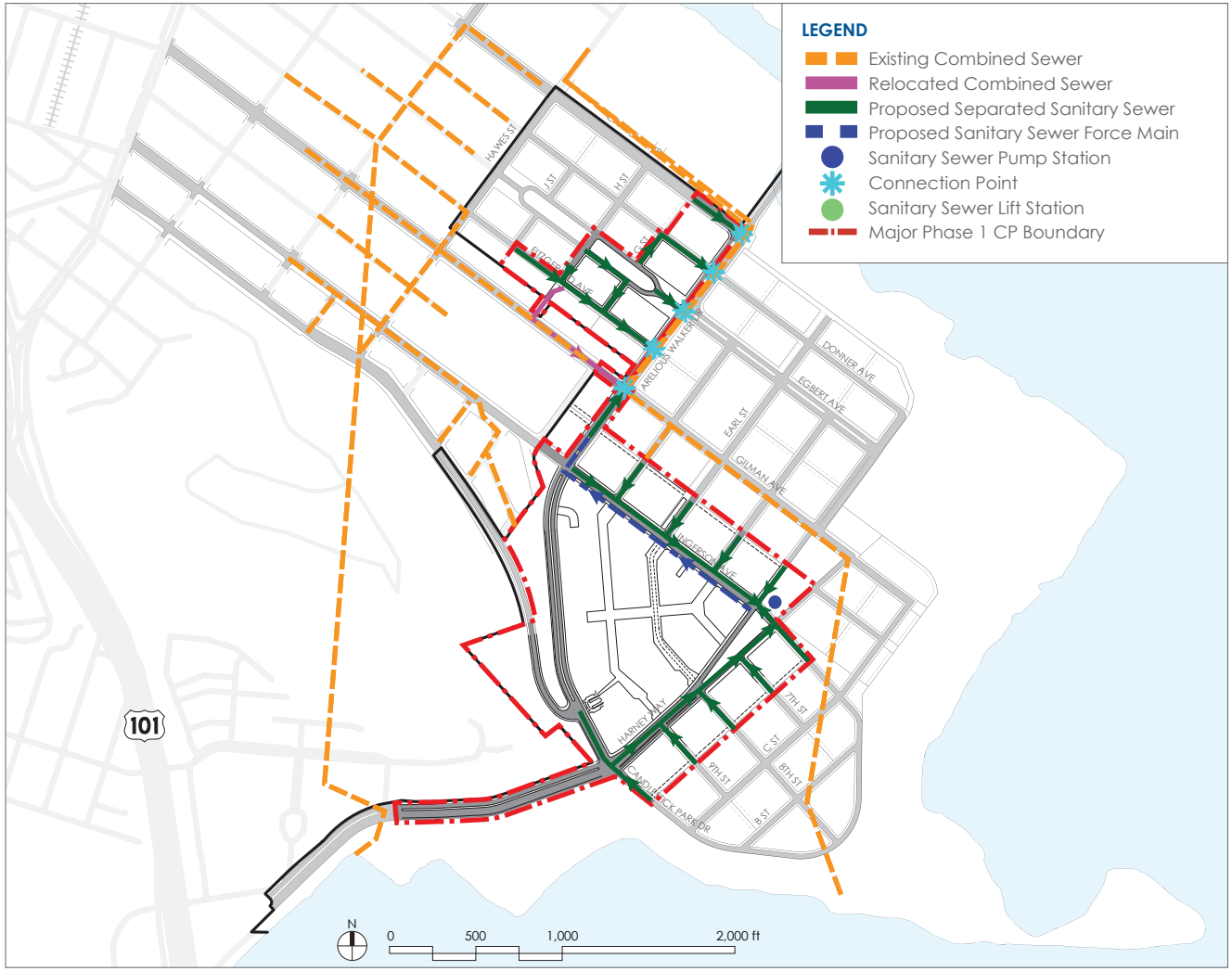
Sanitary sewer mains are not planned in Jamestown Avenue because the Project does not include any developments along Jamestown Avenue.

The existing combined sewer in Griffith Street and Fitzgerald Avenue east of Griffith Street will be relocated to Gilman Avenue, between Griffith Street and Arelious Walker. The relocated combined sewer will be a 54-inch diameter pipe to provide the same storage volume as the existing combined sewer.

An existing 24-inch combined sewer in Gilman Avenue, between Giants Drive and Arelious Walker, will be relocated. The relocated 24-inch combined sewer main will connect the existing combined sewer in Giants Drive to the relocated 54-inch combined sewer in Gilman Avenue.

The remaining existing on-site combined sewer will be demolished in phases consistent with the Project phasing.

Figure 9.3 – Separated Sanitary System



9. UTILITIES

9.4 LOW PRESSURE WATER

The City's low pressure water system (LPW) is the primary supply for domestic and fire suppression purposes.

Except for the existing 12-inch water main in Jamestown Avenue, the existing water mains within Sub-Phases CP-01 through CP-05 will be demolished. The existing 12-inch water main in Jamestown Avenue will be rerouted to match the new Jamestown Avenue street alignment.

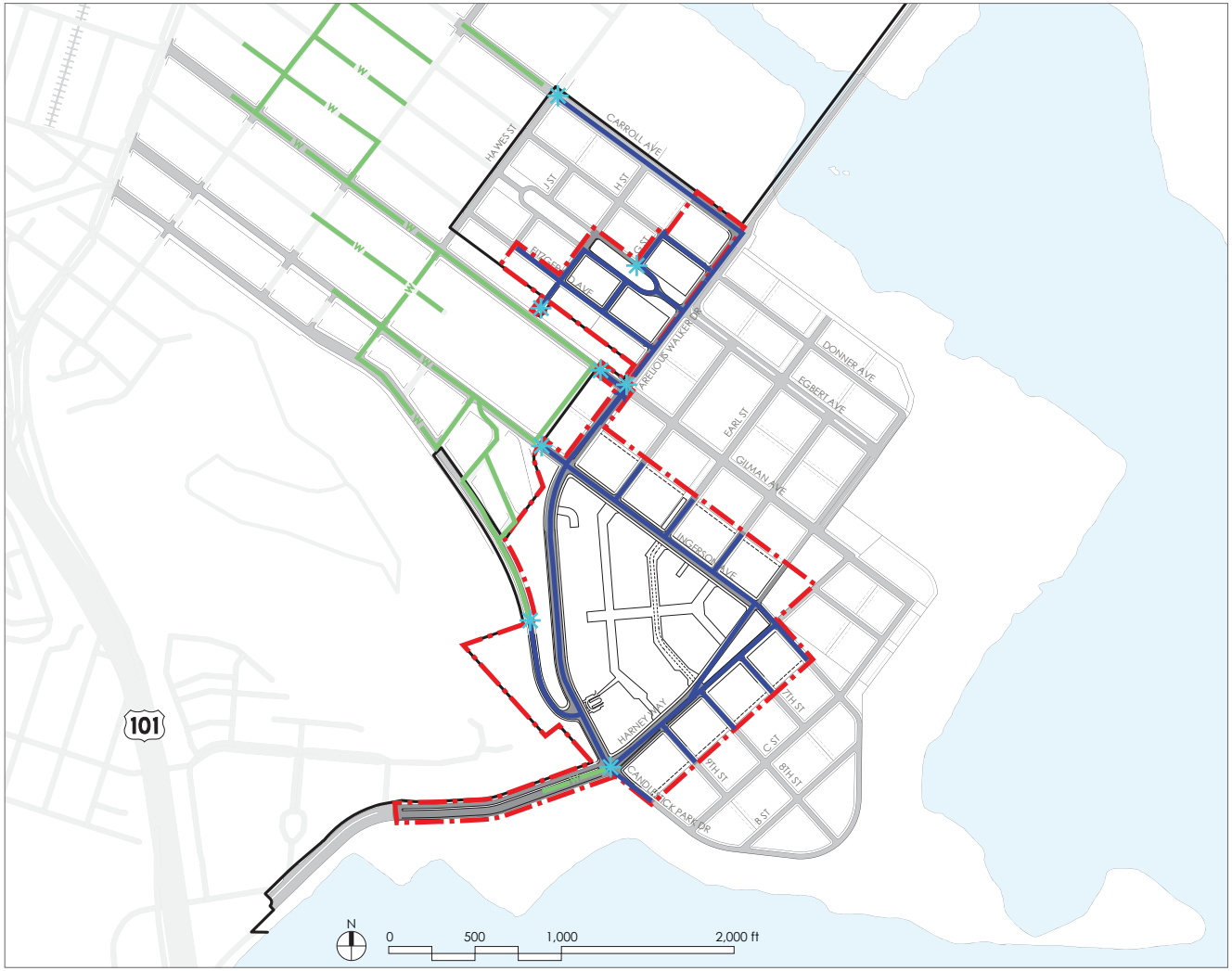
Low pressure water mains will be located in the street rights-of-way.

New water mains along Gilman Avenue, Carroll Avenue, Arelious Walker, Ingerson Avenue, West Harney Way, and Harney Way will be constructed to support the development of Major Phase 1 CP. Temporary connections to existing facilities within the remaining Alice Griffith neighborhood will be provided.

The project LPW system will connect to the existing City LPW as follows:

- Connect to the existing 12-inch main in Harney Way.
- Connect to the existing 8-inch main in Jamestown Avenue.
- Connect to the existing 16-inch main in Ingerson Avenue at the Ingerson Avenue and Giants Drive intersection.
- Connect to the existing 8-inch water main in Gilman Avenue at the intersection of H Street and Gilman Avenue.
- Connect to the existing 16-inch and 8-inch mains near the intersection of Gilman Avenue and Arelious Walker Street.
- Connect to the existing 8-inch main in Carroll Ave at the Carroll Avenue and Hawes Street intersection
- Temporarily connect to the existing water main in Alice Griffith near the intersection of Egbert Avenue and G Street.

Figure 9.4 – Low Pressure Water



9. UTILITIES

9.5 AUXILIARY WATER SUPPLY

In addition to the LPW system, the City operates the Auxiliary Water Supply System (AWSS), which provides high pressure water for fire protection.

For Major Phase 1 CP, AWSS lines will be constructed in Carroll Avenue, Arelious Walker Drive, Earl Street, Ingerson Avenue, Harney Way, and West Harney Way.

The proposed off-site AWSS line on Carroll Avenue between Ingalls Street and Hawes Street will be installed by the City.

Figure 9.5 – Auxiliary Water Supply



9. UTILITIES

9.6 RECYCLED WATER

The City's recycled water (RCW) system will be used primarily for irrigation and toilet flushing.

RCW mains will be located in street rights-of-way, with two exceptions: RCW mains will cross through Alice Griffith Park at G Street and H Street.

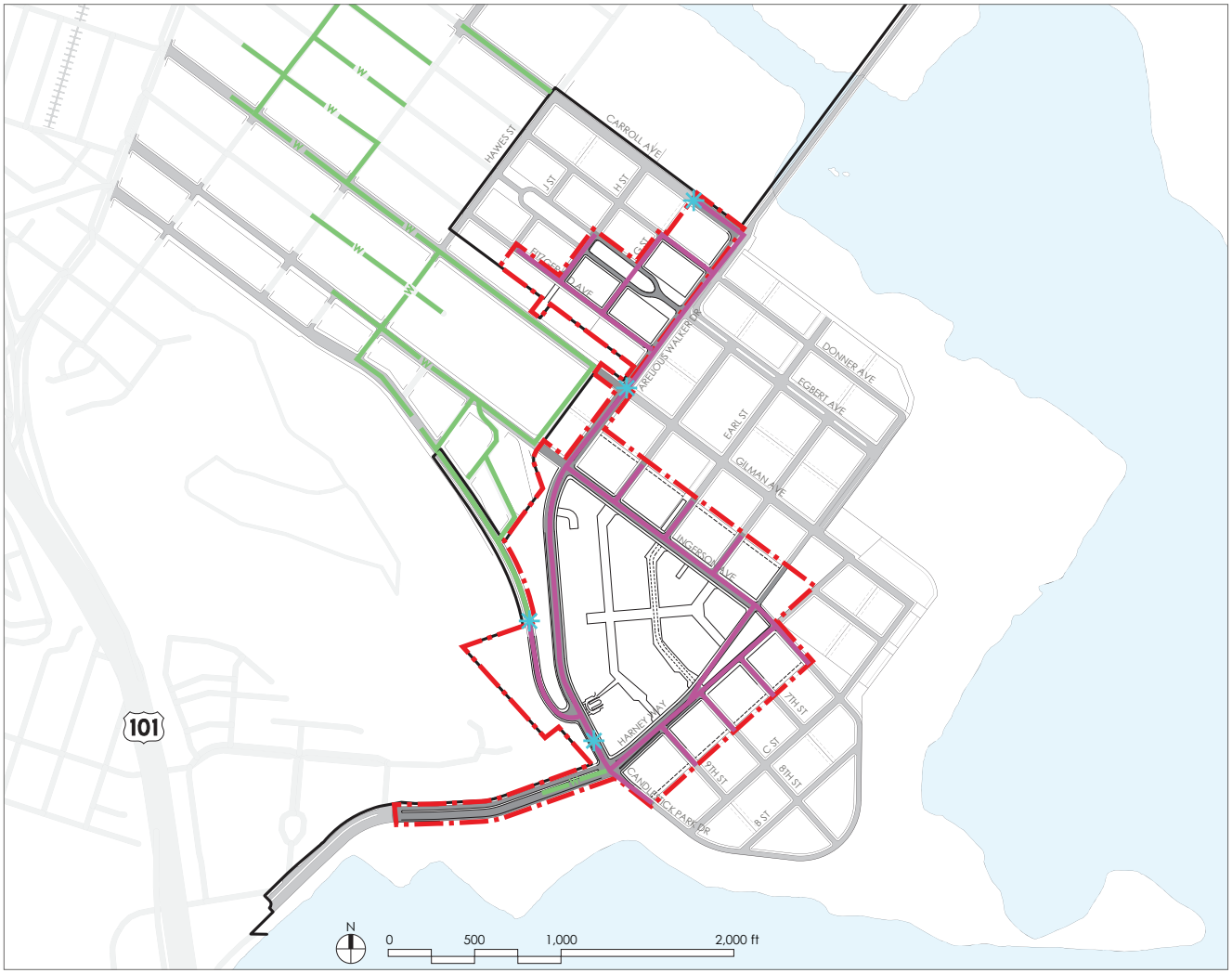
The City currently does not have an RCW system to supply the Project with recycled water.

The RCW will be served from interim cross-connections to the LPW system until an independent RCW supply is developed by the City. A double check detector assembly will be installed at each cross-connection to prevent backflow from the RCW to the LPW.

The RCW system will connect to the LPW system as follows:

- Temporarily connect to the proposed 16-inch main in Arelious Walker, between realigned Jamestown Avenue and Harney Way
- Temporarily connect to the existing 8-inch main in Jamestown Avenue
- Temporarily connect to the proposed 12-inch main in Carroll Avenue at the boundary of Sub-Phase CP-01
- Temporarily connect to the proposed 12-inch main in Arelious Walker at approximately the Gilman Avenue and Arelious Walker intersection

Figure 9.6 – Recycled Water



LEGEND

- W Existing Low Pressure Water
- Proposed Recycled Water
- Connection Point
- Major Phase 1 CP Boundary

9. UTILITIES

9.7 JOINT TRENCH

A joint utility trench system will include the following dry utilities: electric, gas, telephone, cable TV and any ancillary communication facilities required by the San Francisco Public Utilities Commission (SFPUC).

Joint utilities shall be placed in a common trench located in the franchised area, under the sidewalk for mechanical protection. They will be installed in such a way as to maintain the City's standard clearances from wet utilities and improvements. Vaults, boxes, manholes and enclosures housing equipment will be installed in the franchised area as well; their locations will be coordinated with wet utilities, other civil and architectural improvements and street lights.

Figure 9.7 illustrates the general location of proposed joint trench facilities, an overhead line relocation on Harney Way, and joint utility source locations. The utility systems in the joint trench are described briefly below.

Electric facilities provided by either PG&E or SFPUC will include conduits, boxes, vaults, cables and devices such as switches, transformers, capacitor banks, and meters. The electric distribution system will consist of 600 and 200 amp 12kV underground primary distribution circuits throughout the project; transformers placed in strategic areas will supply residential, commercial and support facilities with secondary voltages below 600V.

The majority of equipment within the urban footprint will be subsurface. Some subsurface transformers may not be allowed due to water table or corrosive characteristics of the soil. This is to be determined by the electric utility on a case by case basis. Transformers supplying energy to residential and commercial customers may be located either in the franchised area, or on private property where adequate operating space and access is provided. Some pad mounted equipment will be necessary. This equipment will be placed on the periphery wherever possible to minimize negative impacts on aesthetics within the urban plan.

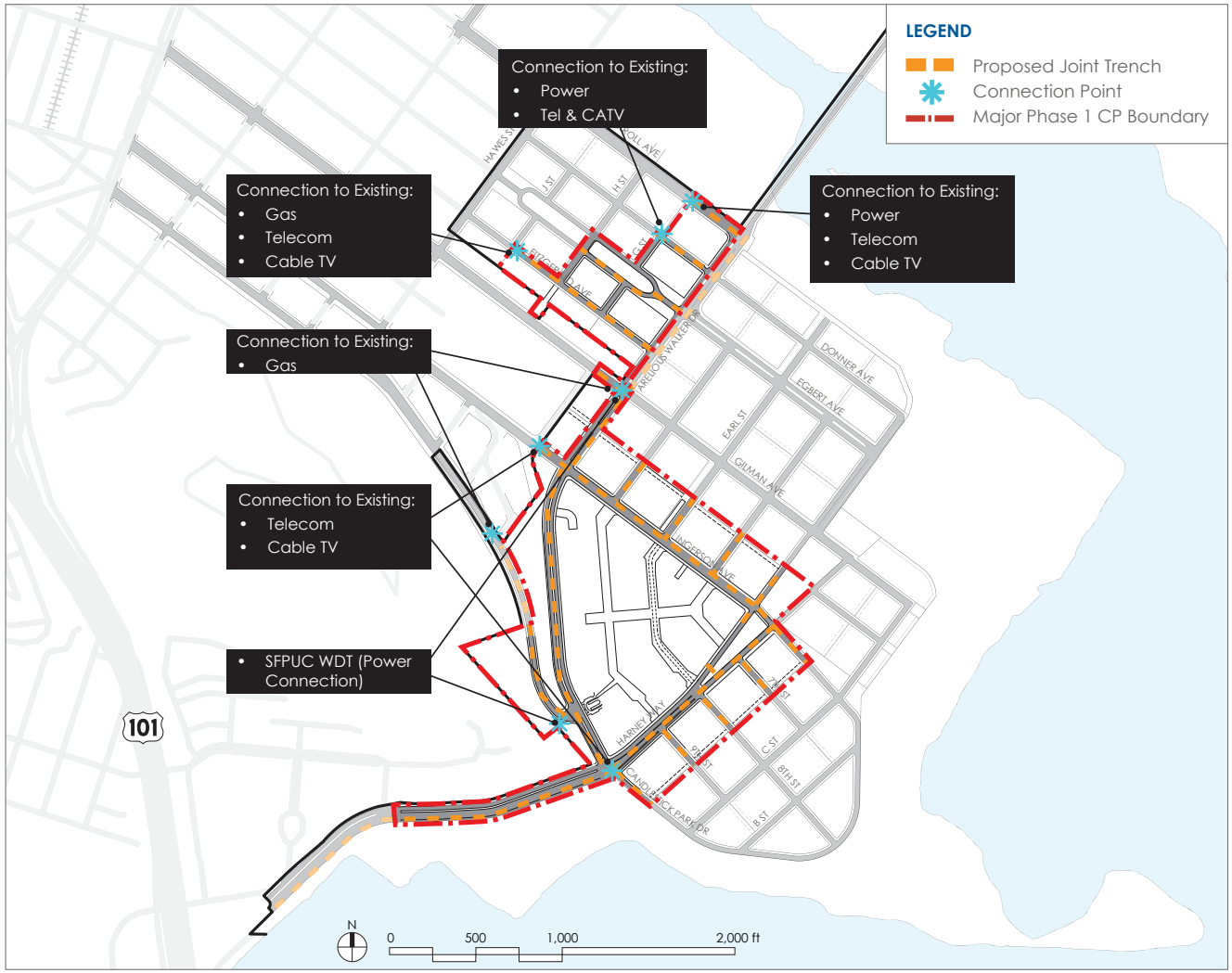
All utilities on Harney Way between Executive Park Blvd. and Arelious Walker Drive will be undergrounded shown as the Proposed Joint Trench on Figure 9.7.

Gas facilities provided by PG&E will consist of steel or plastic gas pipe, fittings, appurtenances and metering equipment.

Telephone facilities provided by AT&T and cable TV facilities will consist of conduits, boxes, vaults and amplifiers to facilitate the installation and operation of copper and fiber optic cables as proposed by communication providers.

Street lighting systems will consist of steel conduits, boxes, wiring and lighting units. A lighting unit will consist of a foundation, pole, mast arm, luminaire(s) and photocell. The street lighting system will utilize LED type lighting and provide photometric and lighting characteristics that are compliant with San Francisco Department of Public Works Standard Plans and Specifications.

Figure 9.7 – Joint Trench



9. UTILITIES

9.8 EXISTING CONDITIONS - GEOLOGY AND SOILS

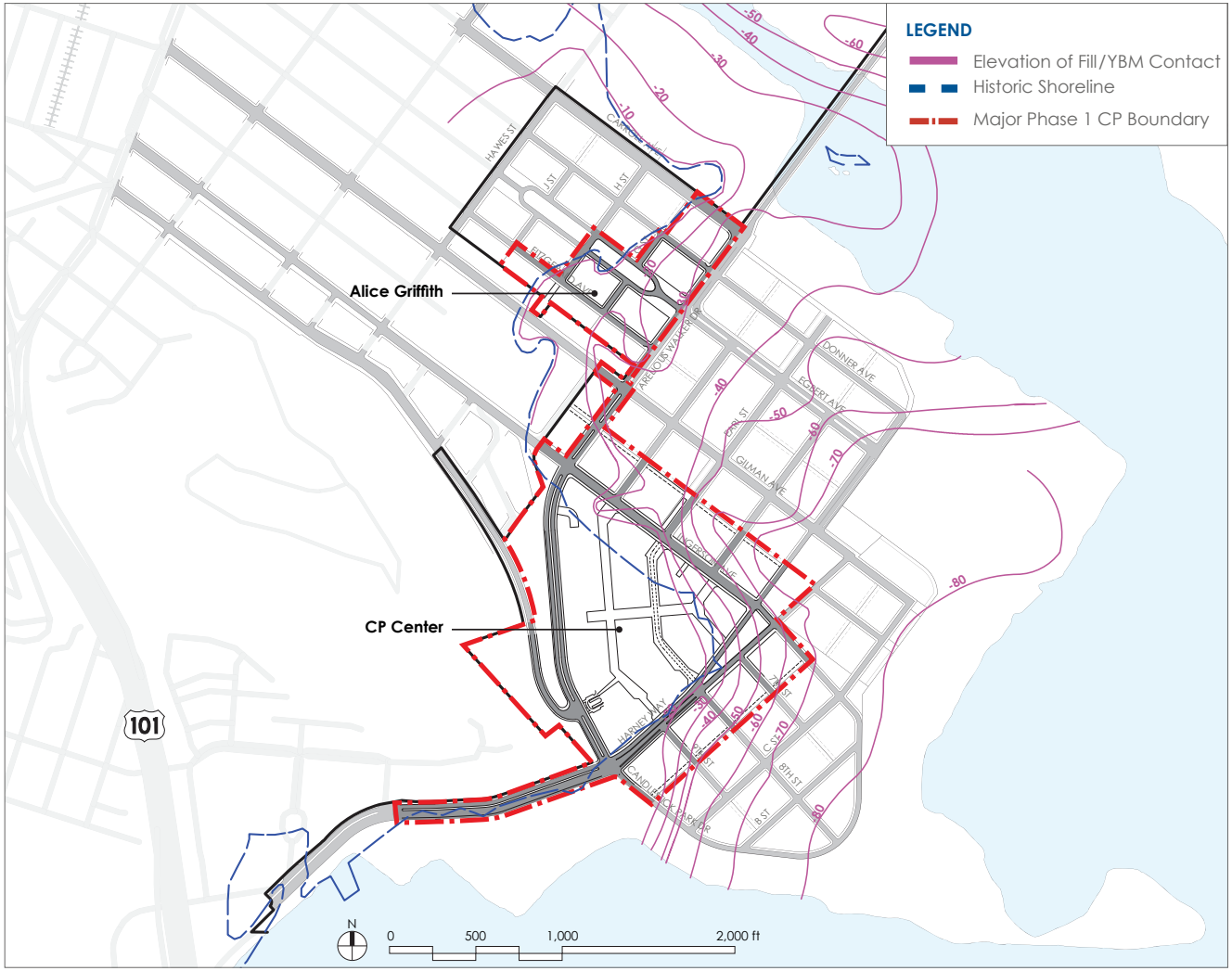
The development of Major Phase 1 CP is feasible from a geotechnical perspective. The project site features relatively dissimilar geotechnical conditions, which are considered and addressed in the design of the planned development. The geotechnical conditions for Major Phase 1 CP are summarized in this section and detailed in a geotechnical report for Major Phase 1 CP, which is included in Appendix A.

The historic predevelopment shoreline follows the southern and eastern edges of the Candlestick Point Center (CP Center) and Alice Griffith (AG) Redevelopment portions of the site. To the north of the historic shoreline, the site is predominated by shallow bedrock that is weathered near the existing ground surface and increases in strength with depth. To the south and east of the shoreline (towards the Bay), the site is underlain by fill over soft, compressible Bay deposits (Young Bay Mud). The fill is up to 40 feet thick at the CP Center site and 50 feet thick at AG. The Young Bay Mud is generally between 10 and 15 feet thick, however, the Young Bay Mud is as thick as 50 feet in a limited portion of the CP Center site near the future intersection of Harney Way and Ingerson Avenue. The depth to bedrock to the bayside of the historic shoreline increases with distance from the shoreline. These two conditions (inland and bayward of the historic shoreline) provide dissimilar geotechnical constraints that will be addressed as follows:

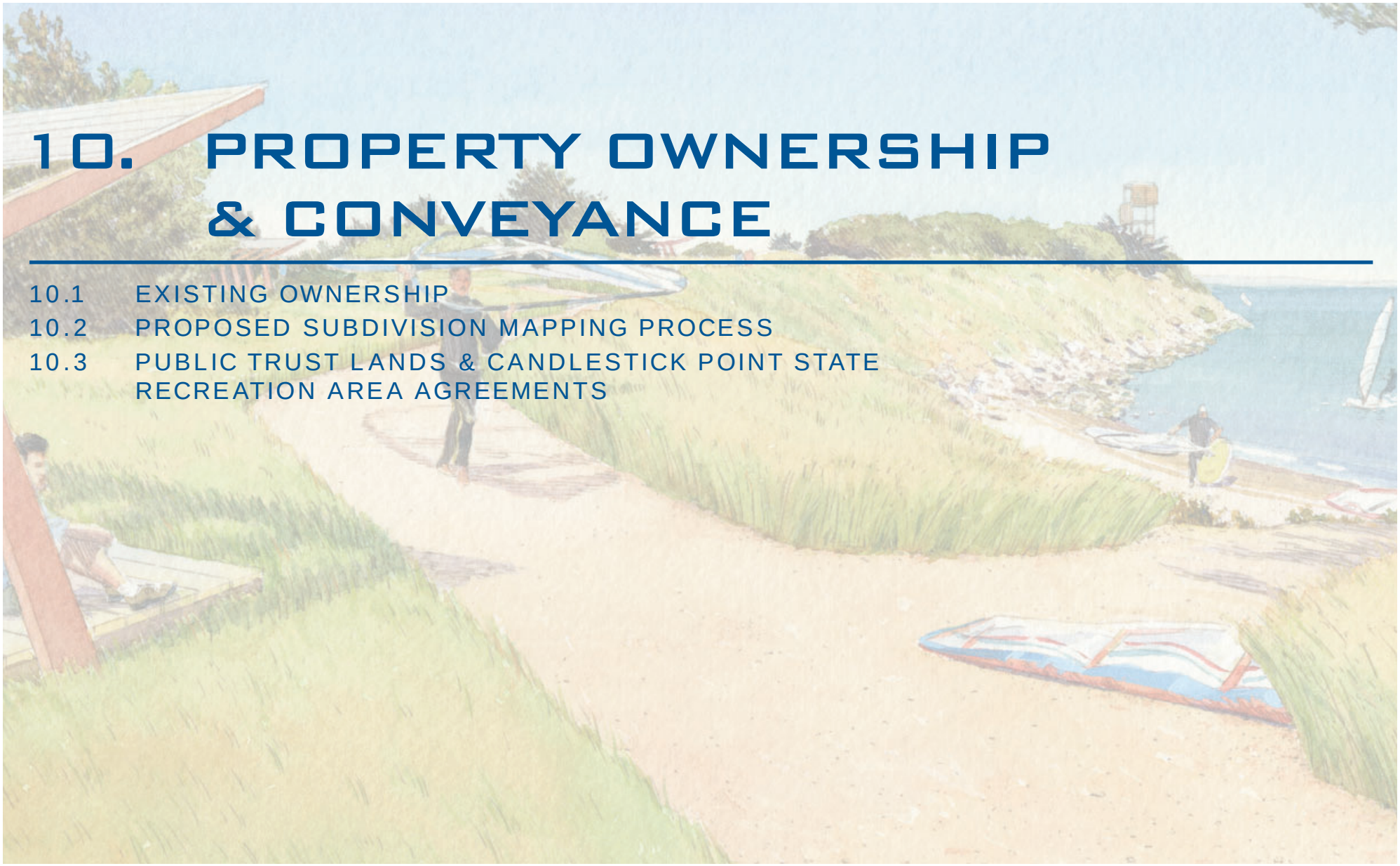
- **Shallow bedrock** – in the area of the CP Center site within the footprint of the existing Candlestick Park and near Cameron Way, the shallow bedrock will present constraints relative to excavatibility. These constraints will be mitigated through use of larger grading equipment and additional time and effort to excavate. The grading contractor will also process oversized material to reuse rock in areas of fill and reduce material offhaul.
- **Fill** – to the bay side of the historic shoreline, considerable amounts of fill is present. This fill is non-engineered and subject to liquefaction. The fill also contains considerable amounts of oversized material. Where feasible, fill conditions will be mitigated by removal and re-compacting or in-situ densification. Excavations into the fill will likely encounter groundwater requiring dewatering and treatment of the water removed prior to discharge.
- **Young Bay Mud** – Young Bay Mud settles under new loads from fill placement and building construction. Where feasible, we will mitigate this settlement with surcharging to pre-settle the soil or using lightweight fill to compensate for new fill without increasing the weight. Buildings over Young Bay Mud at AG will likely be founded on deep foundations, such as driven piles. Excavations into the Young Bay Mud will need to be laid back at milder slopes than typical or shored due to soft soil conditions.

Bedrock in the area of the project may contain naturally occurring asbestos. Some fill was constructed out of material derived from the nearby bedrock. Cuts into the existing bedrock and earthwork in the fill may encounter naturally occurring asbestos and a dust mitigation plan may be required to control airborne particles. These constraints will be mitigated by implementation of Asbestos Control and Dust Control Plans during grading, as appropriate.

Figure 9.8 – Existing Conditions - Geology and Soils



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10. PROPERTY OWNERSHIP & CONVEYANCE

10.1 EXISTING OWNERSHIP

10.2 PROPOSED SUBDIVISION MAPPING PROCESS

10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

10.PROPERTY OWNERSHIP & CONVEYANCE

10.1 EXISTING OWNERSHIP

City Land

Major Phase 1 CP is comprised primarily of land currently owned by the City and County of San Francisco and the Developer. The southern section of Major Phase 1 CP was once occupied by the Candlestick Park stadium. The stadium has been demolished, and all that remains are old stadium parking lots and roadways. The majority of the old stadium site is owned by the Developer. Some portions of the old stadium site - namely portions of future Ingerson Avenue, West Harney Way, and Harney Way - are owned by OCII. OCII also owns portions of Jamestown Avenue and the Bayview Hillside Open Space across from the portion of the old stadium site and abutting Jamestown Avenue . The northern section of Major Phase 1 CP contains Alice Griffith public housing. In this portion of Major Phase 1 CP, certain blocks and future street areas have been subdivided, with Alice Griffith replacement blocks retained by the City (through the San Francisco Housing Authority) and certain street and future park areas owned by OCII.

State Land

The Candlestick Point State Recreation Area is owned by the State of California.

Private Land

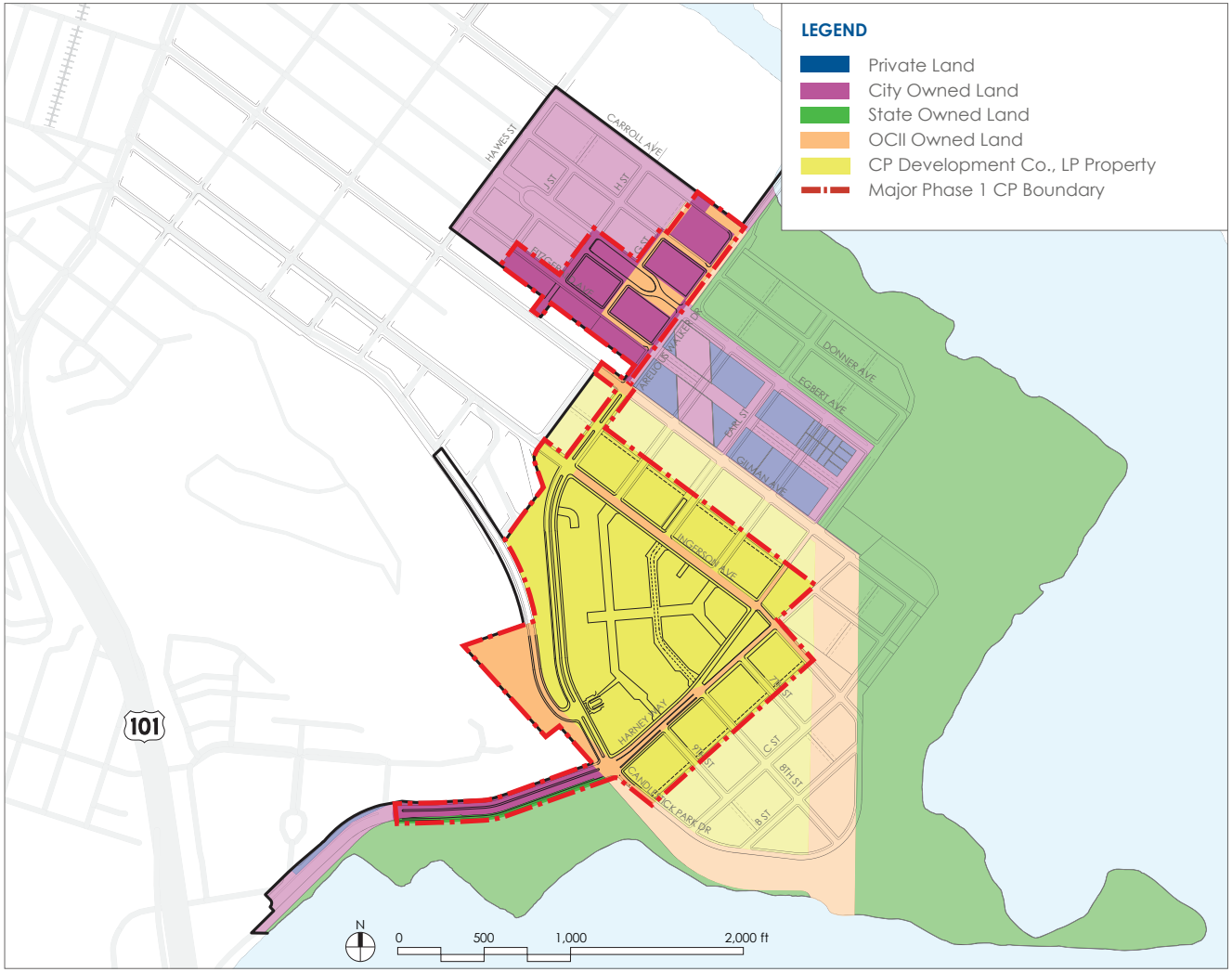
Major Phase 1 CP includes a small sliver of privately owned land along the current right-of-way of Harney Way between Jamestown Avenue and Alana Way, adjacent to the Executive Park development. OCII intends to acquire the land in order to realize planned roadway improvements along Harney Way.

Auction Lots

Section 17.2 of the DDA requires that at least twenty five percent of the Residential Lots, excluding Agency Lots, Alice Griffith Lots and Community Building Lots, in each Major Phase that contains Residential Projects shall be offered for sale by an auction or other competitive process approved by the Developer and OCII. The proposed location of the Auction Lots is to be identified in the Major Phase Application. However, it is subject to change in the Sub-Phase Applications.

Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the

Figure 10.1 – Existing Ownership



10.PROPERTY OWNERSHIP & CONVEYANCE

10.2 PROPOSED SUBDIVISION MAPPING PROCESS

pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project–wide percentage of 25% at build-out.

Community Builder Lots

Section 5.1 of the Community Benefits Plan requires that, during the build out of the Project, 500 units (not including Agency Affordable Units) will be made available for development by or with the assistance of Community Builders. The "Community Builder Units", provided across a spectrum of affordability levels, will be distributed throughout the Project Site on "Community Builder Lots". Community Builder Lots are to be identified in Major Phase Applications and approved by OCII in the Major Phase Approval.

Given that the residential units proposed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project–wide goal of 500 units.

Concurrent with the review and approval of this Major Phase Application, the Developer will submit an application to the City's Bureau of Street-Use and Mapping for the approval of Transfer Maps and Subdivision Maps for the Project. The following outlines the general mapping strategy for the Project, but the sequence and process is subject to further refinement based on discussions with City and OCII staff.

All Tentative Maps shown in this application are for informational purposes only. These maps are preliminary drafts and are subject to review by the City for compliance with the requirements of the Subdivision Map Act or applicable local regulations controlling the subdivision of land. Reviewers are cautioned to reference the separate Applications for Final Maps being submitted concurrently to the Department of Public Works.

Transfer Maps

Tentative Transfer Map: The Tentative Transfer Map (Figure 10.2) shows the layout of large parcels to be conveyed from OCII to the Developer pursuant to the DDA.

Phased Final Transfer Maps: The Phased Final Transfer Maps, when recorded, will legally establish these large parcels for purposes of conveying the parcels from OCII to the Developer. These maps do not confer any specific development rights; they are for conveyancing or financing purposes only.

Subdivision Maps

Vesting Tentative Subdivision Map - Candlestick Point: The Vesting Tentative Subdivision Map vests the Developer's rights with respect to the Candlestick Point portion of the CP/HPS Phase 2 Project. The Developer will request those discretionary extensions to the life of this Vesting Tentative Subdivision Map allowed by the Map Act and contemplated by the Interagency Cooperation Agreement. The Developer will also use Phased Final Subdivision Maps to further extend the life of this Vesting Tentative Subdivision Map as permitted under the Map Act and the CP/HPS Subdivision Code.

The Vesting Tentative Subdivision Map includes the general configuration (in some instances conceptually) for vertical development parcels within Candlestick Point. Its approval includes any conditions of approval that must be satisfied before the final phased subdivision of certain vertical development parcels and/or development on these parcels can occur.

Phased Final Subdivision Maps: The Phased Final Subdivision Map, when recorded, will legally establish the development parcels within each Sub-Phase of the project that have been shown on the Vesting Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of these parcels. This map will also depict required dedications and infrastructure improvements.

Alice Griffith

Tentative Subdivision Map for Alice Griffith: This map shows the layout of development parcels within Sub-Phase CP-01 – the first phase of the Alice Griffith project (see Figure 10.3). Its approval will include any conditions of approval that must be satisfied before the final subdivision and development of these parcels can occur.

Final Subdivision Map for Alice Griffith: This map, when recorded, will legally establish the development parcels within Alice Griffith that have been shown on the Alice Griffith Tentative Subdivision Map and will allow for the sale, lease, or finance – and ultimate development – of the parcels within Alice Griffith. This map will also depict required dedications and infrastructure improvements.

Approximate Lot Sizes

Table 10.1 details the approximate lot sizes for Major Phase 1 CP. These numbers are estimates, and will be refined as the mapping process proceeds.

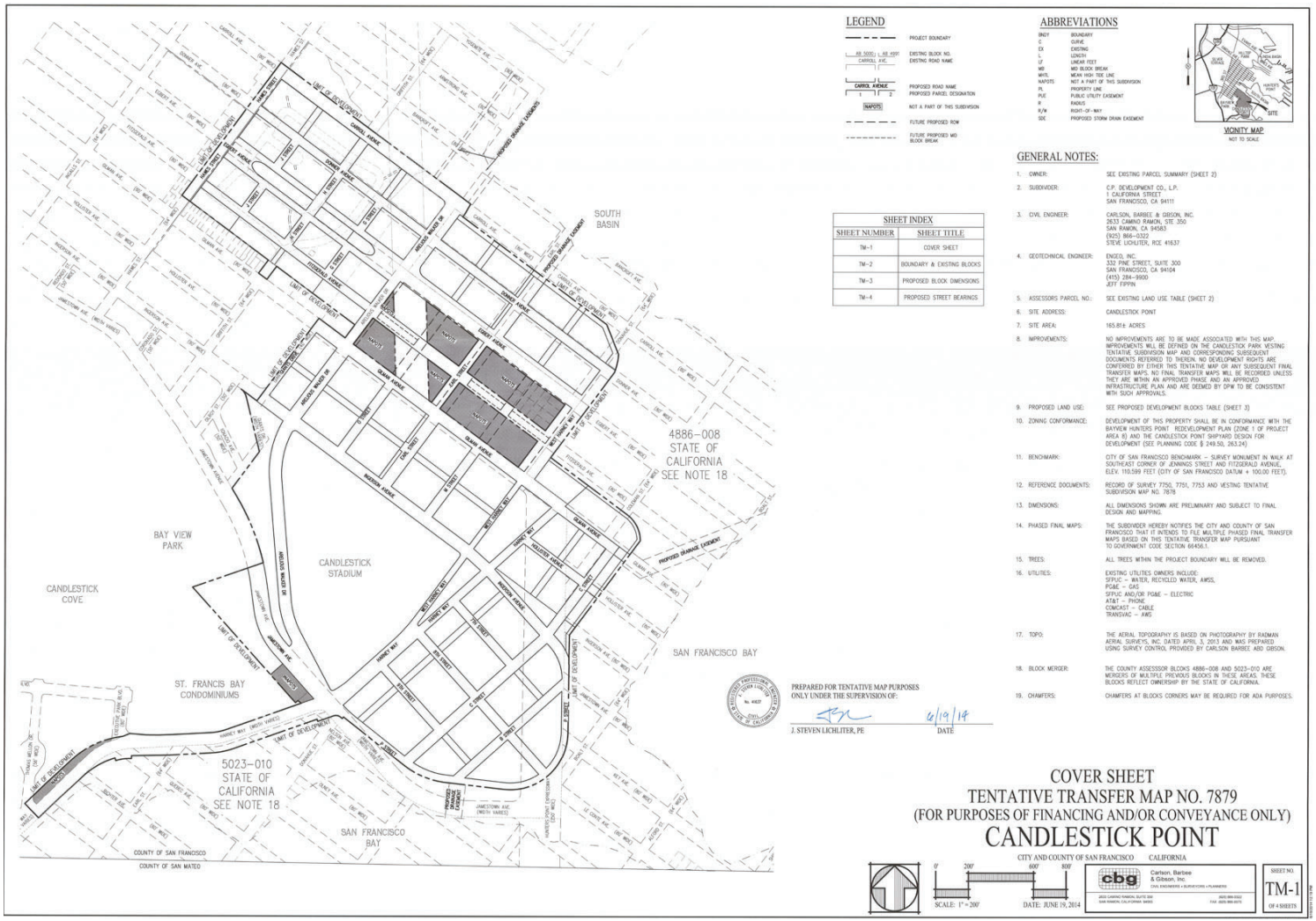
Table 10.1 – Approximate Lot Sizes

Sub-Phase	Lot	Approximate Size (SF)
CP-01	See Final Map	n/a
CP-02	Regional Retail	635,000
	FAC	42,000
	Office	134,500
	Performance Venue	33,000
	Hotel	150,000
	Parking	1,075,000
	Apartments Total (5 lots)	350,000
	Residential Tower	250,000
CP-03	CPN 1a	OCII
	CPN 2a Retail	35,000
	CPN 2a Residential	100,000
	CPN 10a Retail	15,000
	CPN 10a Residential	OCII
	CPN 11a Retail	15,000
	CPN 11a Residential	450,000
CP-04	CPS 6a Retail	15,000
	CPS 6a Residential	100,000
	CPS 8a Retail	10,000
	CPS 8a Residential	100,000
	CPS 9a Retail	30,000
	CPS 9a Residential	100,000
	CPS 11a Retail	10,000
	CPS 11a Residential	OCII
CP-05	TBD	n/a

10.PROPERTY OWNERSHIP & CONVEYANCE

10.2 PROPOSED SUBDIVISION MAPPING PROCESS

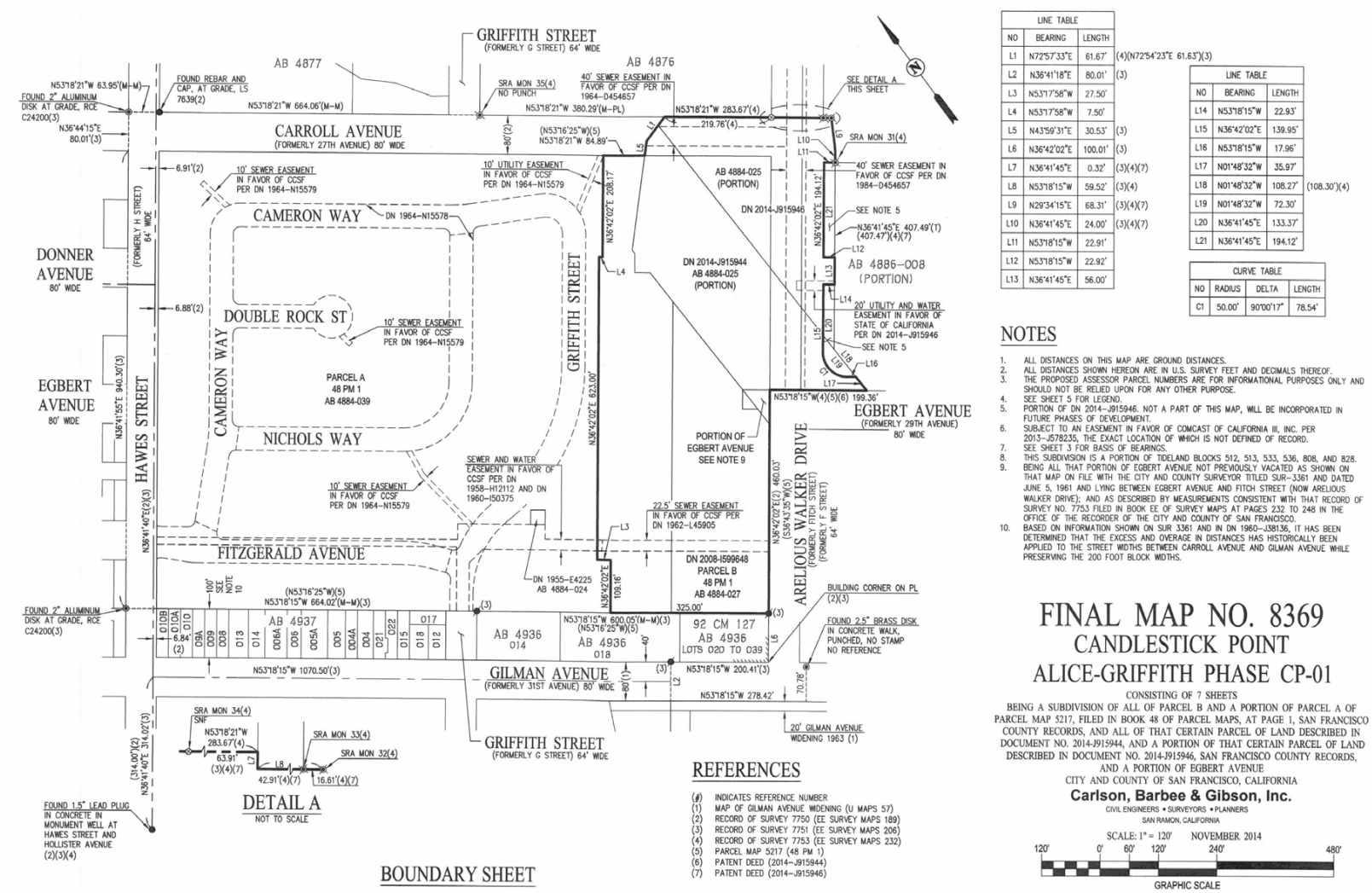
Figure 10.2 – Candlestick Point Tentative Transfer Map - For Illustrative Purposes Only



10.PROPERTY OWNERSHIP & CONVEYANCE

10.2 PROPOSED SUBDIVISION MAPPING PROCESS

Figure 10.3 – Sub-Phase CP-01 Final Map



LINE TABLE			
NO	BEARING	LENGTH	
L1	N72°57'33"E	61.67'	(4)(N72°54'23"E 61.63')(3)
L2	N36°41'18"E	80.01'	(3)
L3	N53°17'58"W	27.50'	
L4	N53°17'58"W	7.50'	
L5	N43°59'31"E	30.53'	(3)
L6	N36°42'02"E	100.01'	(3)
L7	N36°41'45"E	0.32'	(3)(4)(7)
L8	N53°18'15"W	59.52'	(3)(4)
L9	N29°34'15"E	68.31'	(3)(4)(7)
L10	N36°41'45"E	24.00'	(3)(4)(7)
L11	N53°18'15"W	22.91'	
L12	N53°18'15"W	22.92'	
L13	N36°41'45"E	56.00'	

LINE TABLE			
NO	BEARING	LENGTH	
L14	N53°18'15"W	22.93'	
L15	N36°42'02"E	139.95'	
L16	N53°18'15"W	17.96'	
L17	N01°48'32"W	35.97'	
L18	N01°48'32"W	108.27'	(108.30')(4)
L19	N01°48'32"W	72.30'	
L20	N36°41'45"E	133.37'	
L21	N36°41'45"E	194.12'	

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	50.00'	90°00'17"	78.54'

NOTES

1. ALL DISTANCES ON THIS MAP ARE GROUND DISTANCES.
2. ALL DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
3. THE PROPOSED ASSESSOR PARCEL NUMBERS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSE.
4. SEE SHEET 5 FOR LEGEND.
5. PORTION OF DN 2014-J915946, NOT A PART OF THIS MAP, WILL BE INCORPORATED IN FUTURE PHASES OF DEVELOPMENT.
6. SUBJECT TO AN EASEMENT IN FAVOR OF COMCAST OF CALIFORNIA III, INC. PER 2013-J578235, THE EXACT LOCATION OF WHICH IS NOT DEFINED OF RECORD.
7. SEE SHEET 3 FOR BASIS OF BEARINGS.
8. THIS SUBDIVISION IS A PORTION OF TIDELAND BLOCKS 512, 513, 533, 536, 808, AND 828.
9. BEING ALL THAT PORTION OF EGBERT AVENUE NOT PREVIOUSLY VACATED AS SHOWN ON THAT MAP ON FILE WITH THE CITY AND COUNTY SURVEYOR TITLED SUR-3361 AND DATED JUNE 5, 1961 AND LYING BETWEEN EGBERT AVENUE AND FITCH STREET (NOW ARELIOUS WALKER DRIVE); AND AS DESCRIBED BY MEASUREMENTS CONSISTENT WITH THAT RECORD OF SURVEY NO. 7753 FILED IN BOOK EE OF SURVEY MAPS AT PAGES 232 TO 248 IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO.
10. BASED ON INFORMATION SHOWN ON SUR 3361 AND IN DN 1960-J38136, IT HAS BEEN DETERMINED THAT THE EXCESS AND OVERAGE IN DISTANCES HAS HISTORICALLY BEEN APPLIED TO THE STREET WIDTHS BETWEEN CARROLL AVENUE AND GILMAN AVENUE WHILE PRESERVING THE 200 FOOT BLOCK WIDTHS.

REFERENCES

(#) INDICATES REFERENCE NUMBER
(1) MAP OF GILMAN AVENUE WIDENING (U MAPS 57)
(2) RECORD OF SURVEY 7750 (EE SURVEY MAPS 189)
(3) RECORD OF SURVEY 7751 (EE SURVEY MAPS 206)
(4) RECORD OF SURVEY 7753 (EE SURVEY MAPS 232)
(5) PARCEL MAP 5217 (48 PM 1)
(6) PATENT DEED (2014-J915944)
(7) PATENT DEED (2014-J915946)

FINAL MAP NO. 8369
CANDLESTICK POINT
ALICE-GRIFFITH PHASE CP-01

CONSISTING OF 7 SHEETS

BEING A SUBDIVISION OF ALL OF PARCEL B AND A PORTION OF PARCEL A OF PARCEL MAP 5217, FILED IN BOOK 48 OF PARCEL MAPS, AT PAGE 1, SAN FRANCISCO COUNTY RECORDS, AND ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NO. 2014-J915944, AND A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NO. 2014-J915946, SAN FRANCISCO COUNTY RECORDS, AND A PORTION OF EGBERT AVENUE
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
SAN RAMON, CALIFORNIA

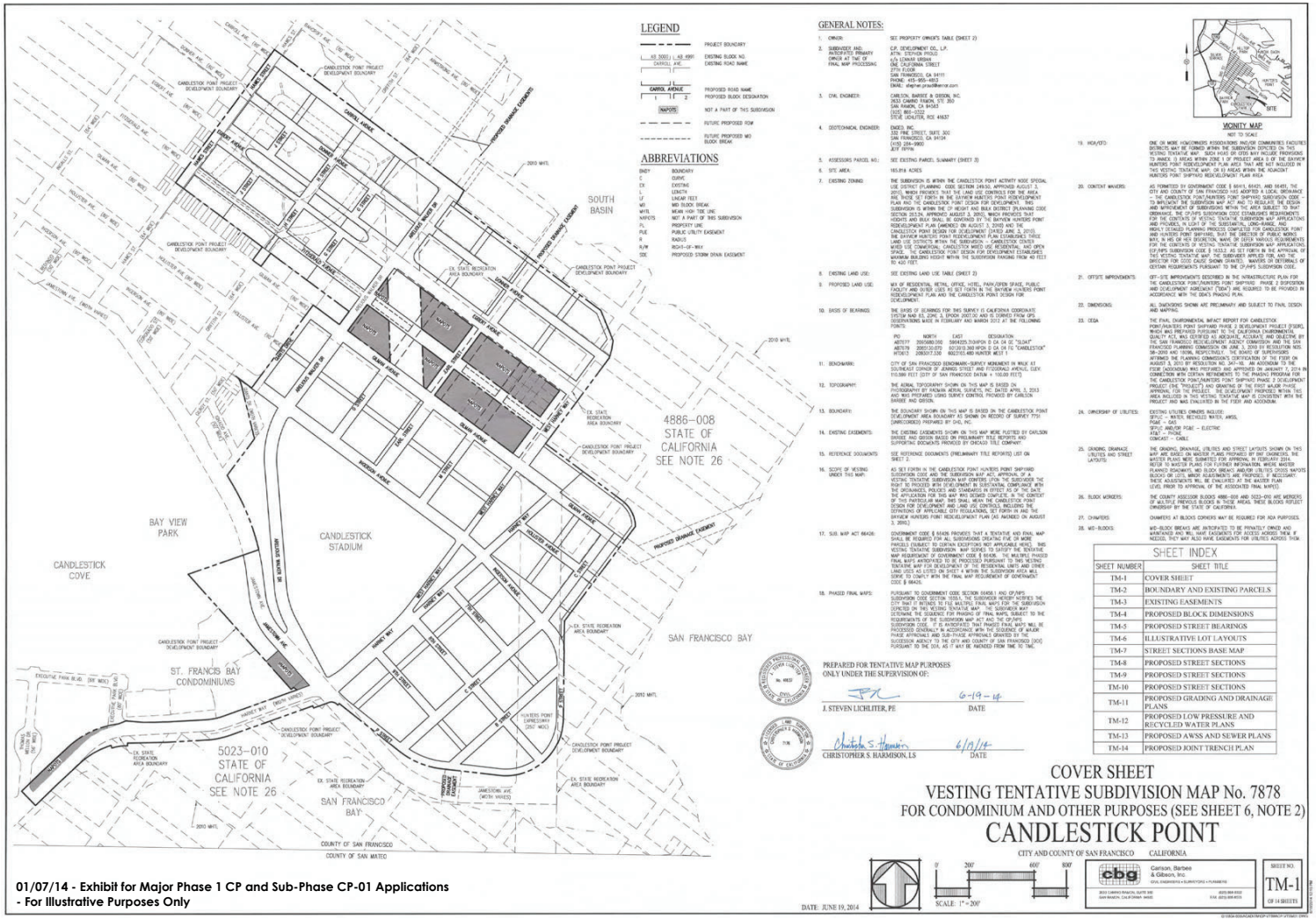
SCALE: 1" = 120' NOVEMBER 2014

120' 0' 60' 120' 240' 480'
GRAPHIC SCALE

10.PROPERTY OWNERSHIP & CONVEYANCE

10.2 PROPOSED SUBDIVISION MAPPING PROCESS

Figure 10.4 – Candlestick Point Tentative Subdivision Map - For Illustrative Purposes Only



SHEET INDEX	
SHEET NUMBER	SHEET TITLE
TM-1	COVER SHEET
TM-2	BOUNDARY AND EXISTING PARCELS
TM-3	EXISTING EASEMENTS
TM-4	PROPOSED BLOCK DIMENSIONS
TM-5	PROPOSED STREET BEARINGS
TM-6	ILLUSTRATIVE LOT LAYOUTS
TM-7	STREET SECTIONS BASE MAP
TM-8	PROPOSED STREET SECTIONS
TM-9	PROPOSED STREET SECTIONS
TM-10	PROPOSED STREET SECTIONS
TM-11	PROPOSED GRADING AND DRAINAGE PLANS
TM-12	PROPOSED LOW PRESSURE AND RECYCLED WATER PLANS
TM-13	PROPOSED AWSS AND SEWER PLANS
TM-14	PROPOSED JOINT TRENCH PLAN

01/07/14 - Exhibit for Major Phase 1 CP and Sub-Phase CP-01 Applications - For Illustrative Purposes Only

10.PROPERTY OWNERSHIP & CONVEYANCE

10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

The Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement ("Parks Agreement") and the Hunters Point Shipyard/ Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement ("Trust Exchange Agreement") are agreements among OCII (formerly the SF Redevelopment Agency), the City, the Port of San Francisco, the State Lands Commission, and the California Department of Parks and Recreation (State Parks). These Agreements, and their intent, are described in the following sections.

Parks Agreement

The purpose of the Park Agreement is to provide for the reconfiguration and improvement of the Candlestick Point State Recreation Area (CPSRA), and to facilitate the redevelopment of areas surrounding the CPSRA, in accordance with Senate Bill 792 which was approved by the California Legislature and signed by the Governor in 2009.

SB 792 authorized the director of State Parks ("Director") to enter into an agreement for the transfer of certain lands within the CPSRA to OCII in exchange for consideration including lands transferred from OCII to State Parks, funding for operation and maintenance of the CPSRA, and funding for the planning and construction of improvements to be added to the CPSRA, having an aggregate value of at least fifty million dollars ($50,000,000).

The land transfers take place in phases concurrent with the redevelopment of adjacent lands at Candlestick Point. At each phase, OCII provides a pro rata share of operation and maintenance funds and park improvements, based on the acreage of land received from the State in that phase.

In connection with Sub-Phases CP-02, CP-03 and CP-04, OCII will receive CPSRA lands needed for the widening and improvement of Harney Way. OCII will transfer to the State "Park Addition" lands, as shown in Figure 10.5, which will widen the park along its valuable shoreline.

Trust Exchange Agreement

In addition to the conveyances described in the Park Agreement, transfers under the Trust Exchange Agreement will improve the configuration of lands within Candlestick Point that are subject to the public trust for commerce, navigation and fisheries ("public trust" or "trust"), and lift the trust from the remainder of the Project site.

The trust protects the public's interest in the State's waters, shorelines and filled lands that were formerly underwater, like much of the Project site. Land subject to the trust is reserved for uses consistent with that interest, primarily water-related uses such as recreation or maritime commerce. Prior to the Trust Exchange Agreement, the configuration of trust and non-trust lands within Candlestick Point (and neighboring HPS) was such that these purposes could not be fully realized. A substantial portion of the trust lands were cut off from access to navigable waters, or were paper streets laid out in a grid pattern that was not useful to the trust. Most of these lands were no longer needed or required for the promotion of the public trust, while other lands within the CPHPSII project area adjacent to the waterfront or otherwise of high value to the trust were not subject to the public trust.

To remedy this situation, the Trust Exchange Agreement provides for a series of land exchanges that will place the trust along the entire CP/HPS shoreline and on other lands with high value to the trust, and remove the trust from interior lands that are cut off from the water, thereby removing impediments to their redevelopment. In each exchange, the public entities holding subject lands, chiefly OCII, transfer the property to the State Lands Commission, which then conveys land to its owner – OCII, the City or State Parks – subject to or free of the trust as appropriate. Land that has been freed from the trust is then available for any use, including transfer to the Developer and subsequent redevelopment.

10.PROPERTY OWNERSHIP & CONVEYANCE

10.3 PUBLIC TRUST LANDS & CANDLESTICK POINT STATE RECREATION AREA AGREEMENTS

Public Trust Lands

Under the public trust doctrine, most tide and submerged lands are sovereign lands that are held on behalf of the people of the state, to be used for public trust purposes. Maritime uses, parks and open space, restaurants and other visitor serving uses, historic preservation, and environmental conservation are examples of trust-consistent uses. Uses that are generally considered inconsistent with the trust include residential, general office, general commercial and local-serving retail. The filling and reclamation of tide and submerged lands generally does not necessarily terminate public trust restrictions.

Much of the land at Candlestick Point and Hunters Point was created by fill. The complicated title history of these filled lands, including several state statutes authorizing sale of certain of the lands to private parties, a statutory grant of trust lands to the City, and the federal government's condemnation of large portions of the Shipyard, have resulted in a complicated pattern of ownership and substantial uncertainty as to the existence and location of the public trust. Most of the trust lands at the site consist of a patchwork of "paper streets", much of which has been cut off from the water and does not correspond with the existing street grid. Meanwhile, a substantial portion of the lands along the shoreline has likely been removed from the trust.

To remedy this situation, in May 2011 the Governor signed the Candlestick Point State Recreation Area Reconfiguration, Improvement and Transfer Agreement (the "Park Agreement") and the Hunters Point Shipyard/ Candlestick Point Title Settlement, Public Trust Exchange and Boundary Line Agreement (the "Trust Agreement"). The ultimate configuration of Trust Lands from these actions is shown on Figure 10.5.

On the same date Candlestick Park property originally acquired from the San Francisco Recreation and Parks Department was transferred from OCII to Developer, OCII and the State Lands Commission completed the associated trust exchange phase pursuant to the Trust Exchange Agreement. Through the trust exchange, the State Lands Commission impressed the public trust upon certain street areas (Ingerson Avenue and Harney Way) as well as certain areas that will become part of CPSRA pursuant to the Park Agreement. Other areas, including the approximately 70 acres transferred to the Developer, were conclusively freed of the public trust.

Figure 10.5 – Public Trust Lands



APPENDIX A – MAJOR PHASE 1 CP MITIGATION MONITORING REPORT (MMRP)

Mitigation compliance report with description, and timing of the Mitigation Measures to be completed during Major Phase 1 CP.

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
AIR QUALITY						
CP-HPS II	**MM AQ 02.1**	**Implement Emission Control Device Installation on Construction**				
		1	Prior to issuance of construction site permit, submit construction document to include reference to use of appropriate Emission Control Technology during construction to meet USEPA Tier 2 standards outfitted with CA ARB Level 3 VDECS for OCII and DBI approval NOTE: The California Air Resource Board (CARB) received Environmental Protection Agency (EPA) authorization to enforce the In-Use Off-Road Diesel Vehicle Regulation require large diesel fueled construction fleets to meet Tier 4 standards beginning in 2014. This standard, supersedes the standard in the EIR	Prior to Construction	Project Applicant / **Contractor**	Plans to be submitted with application for grading permit and each subsequent construction permit
		2	Contractor submits quarterly report and compliance of activity through 4th year of construction, and annually thereafter, until deemed complete to Agency	During Construction	Project Applicant / **Contractor**	Contractor to submit quarterly reports commenicing with first grading permit
CP-HPS II AG	**MM AQ 02.2 MM 2.5**	**Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels**				
		1	Use Emission Control Technology During Construction to meet US EPA Tier 4 engine standards for particulate mater control (or equivalent) throughout Alice Griffith Parcels (CP-01 through CP-05)	Prior to Construction	Project Applicant / **Contractor**	Only Applicable to Alice Griffith construction
		2	Contractor submits quarterly report and compliance of activity through duration, until deemed complete to Agency	During Construction	Project Applicant / **Contractor**	Only Applicable to Alice Griffith construction
AESTHETICS						
CP-HPS II	**MM AE 02**	**Mitigation for Visual Character / Quality Impacts During Construction**				
		1	Prior to issuance of first permit for each phase of construction, submit construction **Staging, Access and Parking Plan**	Prior to Construction	Project Applicant / **Contractor**	Plans to be submitted with application for grading permit and each subsequent construction permit
		2	Screen staging site, clean vehicles before leaving site, sweep daily throughout construction.	During Construction	Project Applicant / **Contractor**	Contractor to implement during construction
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	Project Applicant	Contractor to submit quarterly reports commenicing with first grading permit
CP-HPS II	**MM AE 07a.1**	**Lighting Direction / Fixtures and Screening Walls to Minimize Glare and Light Spill**				
		1	Parking and Security lighting to be directed away from adjacent land uses. Parking Structures to have screening walls to block headlights	Prior to Constuction	Project Applicant	Parking, and Security lighting detail to be be submitted to OCII for design review and to DBI/DPW for plan check and vertical building permit.
CP-HPS II	**MM AE 07a.2**	**Low-level / Unobtrusive Light Fixtures**				
		1	Landscape illumination and signage lighting shall use low-level, unobtrusive fixtures	Prior to Constuction	Project Applicant	Landscape illumination and signage lighting detail to be be submitted to OCII for design review and to DBI/DPW for plan check and vertical building permit.
CP-HPS II	**MM AE 07a.3**	**Lighting Plan**				
		1	Prepare **Lighting Plan** to include beam spreads, photmetric calculations, locations and typs of fixtures meeting minimum illumination requirements, exterior colors, foundation details.	Prior to SubPhase Approval/Constuction	Project Applicant	Submit Lighting Plan to OCII prior to SubPhase approval for street lights. Building, parking, landscape illumination and signage detail at to be be submitted to OCII for design review and to DBI/DPW for plan check and vertical building permit.
CP-HPS II	**MM AE 07a.4**	**Non-reflective Exterior Surfaces to Minimize Glare Impacts**				
		1	Structures shall use textured or other non-reflective materials	Prior to Constuction	Project Applicant	Building design to be be submitted to OCII for design review and to DBI/DPW for plan check and vertical building permit.
BIOLOGICAL RESOURCES						
CP-HPS II AG	**MM BI 06a.1 14.1**	**Impact Avoidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Species**				
		1	Time construction outside breeding season (build September 1st until January 31st) avoids potential conflicts	Advisory	Project Applicant	No actions needed if construction occurs Sep 1-Jan 31; otherwise, conduct pre-construction surveys prior to commencement of work in a given area Feb 1 - Aug 31
		2	Obtain City approval of a qualified biologist. Survey for nesting birds not more than 15 days prior to construction activities that occur between February 1 and August 31. Submit of nesting bird survey findings to OCII and consult with CDFW as appropriate.	Prior to Construction	Project Applicant / Contractor / Biologist	Survey to be conducted by qualified biologist no more than 15 days prior to construction activities February 1 through August 31
		3	If occupied burrows, establish 250' buffer. Buffer may be reduced as determined by biologist. Letter/Report to be submitted to City/CDFW	During Construction	Project Applicant / Contractor / **Biologist**	As directed by biologist, contractor to establish construction buffer if nests found

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
CP-HPS II	**MM BI 06a.2**	**Burrowing Owl Protocol Surveys and Mitigation**				
		1	Obtain City approval of a qualified biologist. Conduct pre-construction surveys in accordance with CDFW protocol no more than 30 days prior to initiation of construction. Submit burrowing owl survey findings to OCII and consult with CDFW as appropriate.	Prior to Construction	Project Applicant / Contractor / **Biologist**	Pre-construction surveys to be conducted by a qualified biologist and findings submitted to CDFW no more than 30 days prior to initiation of construction.
		2	If unoccupied burrows found during non-breeding season (September 1 through January 31), collapse burrows	Prior to Construction	Project Applicant	Burrows to be collapsed/obstructed as required
		3	No construction w/in 250' buffer during breeding season (February 1 and August 31); a buffer of 165' during non-breeding season (September 1 through January 31). If burrow occupied by nesting pair, 6.5 contiguous acres adjacent to nest to be maintained until nesting season is over.	During Construction	Project Applicant / Contractor / **Biologist**	Buffer to be established as required
		4	Upon determination that impacts to occupied burrows are unavoidable, and prior to construction activities, relocate owls: prepare Burrowing Owl Habitat Management Plan and submit to CDFW for approval along with copy of to OCII.	Prior to Construction	Project Applicant / Contractor / **Biologist**	Plan to be prepared and implemented if required
		5	Contractor to submit quarterly report of compliance for each situation's requirements until deemed complete by OCII	Quarterly Reporting	Project Applicant / Contractor	Quarterly reports to be prepared
CP-HPS II AG	**MM BI 14a 14.3**	**Preservation and Replacement of Significant Trees, and Preservation and Planting of Street Trees**				
		1	Avoid tree removal that meet size specifications of Public Works Code Article 16 to maximum extent feasible. Any trees removed are to be replaced on a 1:1 basis	During Construction	Project Applicant	Tree Survey submitted with Major Phase Application identifies significant trees to be removed
		2	Plant trees per DPW Article 16 and Planning Code Section 143. Street-tree installation and maintenance per Public Works Code Article 16.	During Construction	Project Applicant	Streetscape Plan submitted with Major Phase Application consistent with City requirements
		3	Prepare Tree Protection Plan for construction activities within the dripline of a significant tree and secure plan approval prior to issuance of a demolition or building permit	Prior to Construction	Project Applicant / Contractor / **Arborist**	Tree Protection Plans to be submitted with 65% CDs
		4	Contractor to prepare quarterly report of compliance	During Construction	Project Applicant / **Contractor**	Quarterly reports to be prepared
CP-HPS II	**MM BI 20a.1**	**Lighting Measures to Reduce Impacts to Birds**				
		1	Consult with biologist during design of any building greater than 100' tall. Obtain City approval of a qualified biologist. Prepare report of alternatives considered and submit to the City for approval.	Vertical Approval	Project Applicant	Consultation will be required for the construction of a 32-story tower planned for the corner of Ingerson and Harney. 2010 approvals also included a 24-story tower in the center of Candlestick Center, the regional retail location, the March 2016 Major Phase 1 CP Application proposes to shift this tower from the center of the retail center to the back of the site along Arelious Walker Drive. Consultation will be required for this tower as well. Consultation may be required for the landmark building within CP-02 at the corner of Harney WAy and Ingerson Avenue, depending on its final height
CP-HPS II	**MM BI 20a.2**	**Building Design Measures to Minimize Bird Strikes**				
		1	Consult with biologist during design of any building greater than 100' tall (See Height Map in D4D to identify buildings). Prepare report of alternatives considered and submit to the City for approval.	Vertical Approval	Project Applicant	Consultation will be required for the construction of a 32-story tower planned for the corner of Ingerson and Harney. 2010 approvals also included a 24-story tower in the center of Candlestick Center, the regional retail location, the March 2016 Major Phase 1 CP Application proposes to shift this tower from the center of the retail center to the back of the site along Arelious Walker Drive. Consultation will be required for this tower as well. Consultation may be required for the landmark building within CP-02 at the corner of Harney WAy and Ingerson Avenue, depending on its final height
CULTURAL RESOURCES & PALEONTOLOGICAL RESOURCES						
CP-HPS II	**MM CP 02a**	**Mitigation to Minimize Impacts to Archaeological Resources at Candlestick Point - Archaeological Testing Program:**				
		1	Prior to issuance of any permit authorizing soils disturbance prepare and secure Planning Department's approval of an Archaeological Testing Plan,	Prior to Construction	Project Applicant / **Archaeologist**	Archaeological Testing Plan for Sub-Phase CP-01 submitted in November 2013 and then approved by City Planning Department. Archaeological Testing Plan for Sub-Phases CP-02, 03, 04, 05 and Off-Site Roadway Improvement area approved by City Planning Department in July 2015.
		2	Conduct Archaeological testing	Prior to Construction	Project Applicant / **Archaeologist**	1) Archaeological Testing for Sub-Phase CP-01 completed in and Approved in March 2015. No historic properties present so no mitigation or monitoring required. 2) Archaeological Testing for Sub-Phases CP-02-03-04 took place in late 2015/early 2016; 3) Archaeological Testing for MP 1 Off-Site Roadway Improvements along Gillman Ave will take place 2016; 4) Archaeological Testing for Subphase CP-05 will not occur until a later date when testing access to the site is available.
		3	Submit Archaeological testing report. If significant archaeological resource present, a) redesign project or b) undertake Archeological Data Recovery.	Prior to Construction	Project Applicant / **Archaeologist**	CP-01 testing report recommended no further work regarding historical archaeological resources. CP-02-03-04 draft testing report detailing results will be submitted in March 2016.
		4	Develop Data Recovery Program in consultation with ERO prior to commencement of soils disturbing construction activity	Prior to Construction	Project Applicant / **Archaeologist**	If data recovery is required, the Data Recovery Program will be prepared in consultation with the ERO within three months of a determination that significant archaeological resources are present.
		5	Execute appropriate Data Recovery Program activity during and subsequent to construction activity, as per Data Recovery Program	Prior to Construction/During Construction	Project Applicant / **Archaeologist**	If Archaeological Data Recovery for Major Phase 1 is required, recovery will be conducted per Data Recovery Plan.

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		6	Upon completion of Data Recovery Program, prepare and submit Data Recovery Report to be to ERO for approval	Prior to Construction/During Construction	Project Applicant / **Archaeologist**	If Archaeological Data Recovery for Major Phase 1 is undertaken, a Data Recovery Report will be prepared and submitted to ERO for approval within nine months of completion of fieldwork
		7	Develop work program scope for Archaeological Monitoring Program in consultation with ERO	Prior to Construction	Project Applicant / **Archaeologist**	If ERO in consultation with archaeological consultant determines that an Archaeological Monitoring program is required it will be prepared withn 1 month.
		8	Quarterly MMRP report to include reporting on any/all Archaeological Mitigation Measure tasks completed.	During Construction	Project Applicant / **Archaeologist**	If required, monitoring activity to occur during site excavation and construction per monitoring program.
		9	Final Monitoring Report to be submitted to ERO for approval upon completion of Monitoring Program	Submitted to ERO upon completion of Monitoring Program	Project Applicant / **Archaeologist**	ERO approval of Final Report
		10	Archeological resources report due prior to determination of substantial completion of infrastructure at each sub-phase.	Prior to determination of substantial completion of infrastructure at each sub-phase.	Project Applicant / **Archaeologist**	ERO approval of Final Report
		11	For vertical development, Archeological resources report due prior to issuance of Certificate of Temporary or Final Occupancy, whichever occurs first.	Prior to issuance of Certificate of Temporary or Final Occupancy, whichever occurs first	Project Applicant / **Archaeologist**	ERO approval of Final Report
		12	Notify Coroner and Most Likely Descendant (MLD) upon discovery; and *if applicable, California State Native American Heritage Commission.* Make reasonable efforts to develop an agreement for treatment	During Construction	Project Applicant / Contractor	Contractor to meet requirement
CP-HPS II	**MM CP 03a**	**Paleontological Resources Monitoring and Mitigation Program**				
		1	Design of Paleontological Resources Monitoring and Mitigation Program (PRMMP) and submit for ERO approval prior to soils disturbing activity	Prior to soils disturbing activity	Project Applicant / **Paleontologist**	PRMMP testing plan CP-01 prepared March 2013. PRMMP for CP-02-03-04-05 prepared in March of 2015, submitted to the City in June of 2015.
		2	Monitoring of site for paleo resources and/or data recovery pursuant to PRMMP, to occur throughout soils disturbing activity in areas where activity could disturb previously undisturbed sediment or rocks.	During Construction	Project Applicant / **Paleontologist**	Construction activity to be monitored as required by PRMMP.
GREENHOUSE GAS EMMISSIONS						
CP-HPS II	**MM GC 01**	**Greenhouse Gas Emissions Goals: Plant up to 10,000 net new trees at the Project site and in the community**				
		1	Streetscape and Schematic Open Space Plans to include proposed landscaping	SubPhase Approval	Project Applicant	Candlestick Point Streetscape Plan (including street trees proposed for each neighborhood) submitted September 19, 2013. An estimated 2500 Street Trees will be planted in Major Phase 1. Schematic Open Space design for Alice Griffith Neighborhood Park included in original 1 CP Major Phase application submitted September 19, 2013.
CP-HPS II	**MM GC 02**	**Greenhouse Gas Emissions Goals: Exceed the 2008 Standards for Title 24 Part 6 energy efficiency standards for homes and businesses would by at least 15 percent**				
		1	Design buildings to demonstrate compliance with mitigation design standards	Vertical Approval	Project Applicant	Mitigation to be implemented at the time the City approves Vertical Design for each building
CP-HPS II	**MM GC 03**	**Greenhouse Gas Emissions Goals: Install ENERGY STAR appliances, where appliances are offered by homebuilders**				
		1	Install ENERGY STAR appliances	Vertical Approval	Project Applicant	Mitigation to be implemented at the time the City approves Vertical Design for each building
CP-HPS II	**MM GC 04**	**Greenhouse Gas Emissions Goals: Use light emitting diode (LED) based energy efficient street lighting**				
		1	Streetscape Plan to specify LED street lighting	SubPhase Approval	Project Applicant	Candlestick Point Streetscape Plan submitted for approval March 15, 2015 specifies use of LED streetlights
GEOLOGY AND SOILS						
CP-HPS II	**MM GE 02a**	**Mitigation to Minimize Dewatering Impacts During Construction**				
		1	Prior to issuance of any permit for a construction permit involving dewatering that could affect structures on adjacent or nearby properties, permit application shall comply with Section 1803.1 of SF Building Code and include methods and techniques will not result in unacceptable settlement at adjacent or nearby properties	Prior to Construction	Project Applicant / **Contractor**	Dewatering is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be performed in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and the necessary DBI permits will be acquired.
		2	Monitor to detect ground settlement during construction activities	During Construction	Project Applicant / **Contractor**	Dewatering is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be conducted in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and monitoring will be performed to detect ground settlement as necessary.
		3	Implement DBI approved dewatering and/or ground stabilization methods, including any identified required corrective measures	During Construction	Project Applicant / **Contractor**	Dewatering is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be conducted in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and DBI approved dewatering and/or ground stabilization methods, including any identified required corrective measures, will be implemented as necessary.
CP-HPS II	**MM GE 03**	**Mitigation to Minimize Rock Fragmentation Impacts During Construction**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Prior to issuance of any permit for a construction permit involving controlled rock fragmentation that could affect structures on adjacent or nearby properties, submit permit application to comply with Section 1803.1 of SF Building Code and include methods and techniques to prevent unacceptable vibration and/or settlement or lateral movement of structures at adjacent or nearby properties	Prior to Construction	Project Applicant / **Contractor**	Rock fragmentation is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be conducted in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and methods and techniques to prevent unacceptable vibration and/or settlement or lateral movement of structures at adjacent or nearby properties would be implemented.
		2	Monitor to detect ground settlement	During Construction	Project Applicant / **Contractor**	Rock fragmentation is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be conducted in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and monitor to detect ground settlement would be implemented.
		3	Implement DBI approved excavation plan and corrective measures.	During Construction	Project Applicant / **Contractor**	Rock fragmentation is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. Should that change, a study will be conducted in conformance with Section 1803.1 of SFBC prior to submittal of 100% Infrastructure CDs and DBI approved excavation plan and corrective measures would be implemented.
AG	3.3b	4	Install cut trench between vibration zone and existing structures, as applicable	During Construction	Project Applicant / **Contractor**	This will be completed during construction in Major Phase 1 CP as applicable.
CP-HPS II	**MM GE 04a.1**	**Site-Specific Geotechnical Investigation with Seismic Analyses**				
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval. Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit	Prior to Construction	Project Applicant / **Geologist**	Two design-level geotechnical reports, which comprise the Major Phase 1 CP area, have been prepared by a licensed GE and transmitted for City review with the original Major Phase 1 CP Application in 2014. The geotechnical reports - one for CP Center and the other for Alice Griffith - provide seismic analysis in conformance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A for the infrastructure project. A separate geotechnical report will be prepared for each vertical development and submitted as part of the DBI permit application.
CP-HPS II	**MM GE 04a.2**	**Seismic Design Compliance Documentation**				
		1	Submit design compliance documentation to HUD prior to the issuance of the building permits for Alice Griffith	Prior to Construction	Project Applicant	A separate geotechnical report will be prepared by a licensed GE in compliance with HUD requirements for each vertical development within Alice Griffith and submitted to HUD prior to the DBI building permit application.
		2	Provide confirmation of HUD compliance to DBI prior to the issuance of building permits for the replacement of the Alice Griffith Public Housing site	Prior to Construction	Project Applicant	A separate geotechnical report will be prepared by a licensed GE in compliance with HUD requirements for each vertical development within Alice Griffith and submitted as part of the DBI building permit application with confirmation of compliance from HUD.
CP-HPS II	**MM GE 05a**	**Site-Specific Geotechnical Investigation with Analyses of Liquefaction, Lateral Spreading and/or Settlement**				
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval.	Prior to Construction	Project Applicant	N/A
CP-HPS II	**MM GE 06a**	**Site-Specific Geotechnical Investigation with Landslide Risk Analyses**				
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologies (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A "Guidelines for Evaluating and Mitigating Seismic Hazards in California" with all engineering practices and analyses of peak ground accelerations and structural design to be consistent with SFBC standards for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval. Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit	Prior to Construction	Project Applicant	Two design-level geotechnical reports, which comprise the Major Phase 1 CP area, have been prepared by a licensed GE and transmitted for City review with the original Major Phase 1 CP Application in 2014. The geotechnical reports - one for CP Center and the other for Alice Griffith - provide seismic analysis in conformance with the requirements of the San Francisco Building Code (SFBC), the Seismic Hazards Mapping Act, and requirements contained in CGS Special Publication 117A for the infrastructure project. A separate geotechnical report will be prepared for each vertical development and submitted as part of the DBI permit application.
CP-HPS II	**MM GE 10a**	**Site-Specific Geotechnical Investigation with Expansive Soils Analyses**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC) for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval. Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit	Prior to Construction	Project Applicant	Two design-level geotechnical reports, which comprise the Major Phase 1 CP area, have been prepared by a licensed GE and transmitted for City review with the original Major Phase 1 CP Application in 2014. The geotechnical reports - one for CP Center and the other for Alice Griffith - provide expansive soils analyses in conformance with the requirements of the San Francisco Building Code (SFBC) for the infrastructure project. A separate geotechnical report will be prepared for each vertical development and submitted as part of the DBI permit application.
CP-HPS II	**MM GE 11a**	**Site-Specific Geotechnical Investigation with Corrosive Soils Analyses**				
		1	Prior to issuance of construction site permit, submit a) Site-specific, design-level geotechnical investigation prepared by a California Certified Engineering Geologist (CEG) or California Registered Geotechnical Engineer (GE); b) Project plans prepared in compliance with the requirements of the San Francisco Building Code (SFBC) for DBI approval of design requirements for foundations and all other improvements associated with permit application for DBI approval. Note: DBI to form Geotechnical Peer Review Committee prior to approval of site-specific geotechnical investigations DBI/Peer Review Committee to review and approval of site-specific, design-level geotechnical investigation and project plans prior to issuance of construction site permit	Prior to Construction	Project Applicant / Geologist	Two geotechnical reports which comprise the Major Phase 1 CP area have been published for and transmitted for City review with the original Major Phase Application in 2014. The geotechnical reports - one for CP Center and the other for Alice Griffith - recommend that corrosivity analysis be prepared in the following the completion of building pad grading to be incorporated into the vertical development design and reviewed by DBI during the building permit process.
HYDROLOGY AND WATER QUALITY						
CP-HPS II	**MM HY 01a.1**	**Storm Water Pollution Prevention Plan: Combined Storm Sewer System**				
		1	Submit site-specific SWPPP to SFPUC for approval prior to initiating construction activity in any area draining to combined sewer system	Prior to Construction	Project Applicant	Site-Specific SWPPP prepared for CP-01 April 2014. Site-Specific SWPPP prepared for CP-02-03-04 prepared October 2014. Site-Specific SWPPP to be prepared for CP-05.
		2	Conduct construction monitoring and reporting ongoing throughout construction period Before and after a storm event, and once each 24-hour period during extended storms	During Construction	Project Applicant/Contractor	Site-Specific SWPPP prepared for CP-01 April 2014. Site-Specific SWPPP prepared for CP-02-03-04 prepared October 2014. Site-Specific SWPPP to be prepared for CP-05.
		3	Quarterly MMRP reports to SFPUC to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	Site-Specific SWPPP prepared for CP-01 April 2014. Site-Specific SWPPP prepared for CP-02-03-04 prepared October 2014. Site-Specific SWPPP to be prepared for CP-05.
CP-HPS II	**MM HY 01a.2**	**Stormwater Pollution Prevention Plan: Separate Storm Sewer System**				
		1	Submit site-specific SWPPP to SFRWQCB for approval prior to initiating construction activity in any area draining to separate storm sewer system (see also MM HY-1a.3 for more specific requirements related to groundwater dewatering)	Prior to Construction	Project Applicant	N/A
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Project Applicant	N/A
		3	Quarterly MMRP reports to SFRWQCB and OCII to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	N/A
		4	Annual post construction period reporting to SFRWQCB and OCII to include reporting on compliance with this measure.	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	N/A
CP-HPS II	**MM HY 01a.3**	**Groundwater Dewatering Plan**				
		1	Prior to initiating construction activity in any area draining to separate sewer system, Groundwater Dewatering Plan to be a specific component of SWPPP, to be submitted to SFRWQCB for approval	Prior to Construction	Project Applicant	Dewatering is currently not planned in areas in the vicinity of existing structures within Major Phase 1 CP. A SWPPP will be submitted to SWRQCB prior to the start of construction activities in Major Phase 1 CP.
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Project Applicant	Construction monitoring and reporting will be conducted during groundwater throughout construction period.
		3	Quarterly MMRP reports to SFRWQCB and OCII to include reporting on compliance with this measure, until completion of construction.	During Construction	Project Applicant	Quarterly MMRP reports will be provided to SFRWQCB and OCII during groundwater until completion of construction in Major Phase 1 CP.
		4	Conduct post construction BMPs monitoring and maintenance in accordance with SWPPP	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	Post construction BMPs monitoring and maintenance will be in accordance with the SWPPP in Major Phase 1 CP.
CP-HPS II	**MM HY 06a.1**	**Regulatory Stormwater Requirements**				
		1	Create Stormwater Control Plan (SCP) and Stormwater Drainage Master Plan (SDMP) and submit for SFPUC approval as part of development application.	SubPhase Approval	Project Applicant	Grading and Stormwater Drainage Master Plan (SDMP) submitted to City staff August 16, 2013. Preliminary SCP will be submitted with 65% CDs, and Final SCP prior to issuance of permits for construction.
CP-HPS II	**MM HY 06a.2**	**Recycled Water Irrigation Requirements**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Prior to application of recycled water at project site for landscaping irrigation, submit Operations and Management Plan, and Irrigation Management Plan to both SFRWQCB and SFPUC approval	Prior to Operations and/or Occupancy	Project Applicant	NA - Recycled water line will be constructed and ready for use when the PUC provides a recycled water source. Recycled water source will not be available through the planned buildout of Major Phase 1
		2	Conduct monthly monitoring of recycled water applied.	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	NA - Recycled water line will be constructed and ready for use when the PUC provides a recycled water source. Recycled water source will not be available through the planned buildout of Major Phase 1
CP-HPS II	**MM HY 12a.1**	**Finished Grade Elevations Above Base Flood Elevation**				
		1	Design streets and pads to be 3' above BFE	SubPhase Approval	Project Applicant	Base Flood Elevation is 98.2' (CCSF Datum). Streets and pads to be designed at minimum 101.2' elevation and as more specifically defined in the Subdivision Regulations
		2	Design finished floor elevations to be 3.5 feet above BFE	Vertical Approval	Project Applicant	Base Flood Elevation is 98.2' (CCSF Datum). Finished Floor elevation to be at minimum 101.7' Finished Floor Elevations are typically designed to constructed at 102.7
HAZARDS AND HAZARDOUS MATERIALS						
CP-HPS II AG	**MM HZ 01a 3.1a**	**Article 22A Site Mitigation Plans. (Applies only to Candlestick Point.)**				
		1	Site investigation required and if presence of hazardous materials found, prepare Site Mitigation Plan prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point bayward of the high tide line	Prior to Construction	Project Applicant	A Site Use History and Site Investigation (SI) Work Plan for Article 22A compliance was approved by San Francisco Department of Public Health (SFDPH) for CP-01 in May of 2014, and for CP-02-03-04 December 4, 2014.
		2	Implement Plan during excavation, containment, or treatment of hazardous materials throughout construction activity	During Construction	Project Applicant	A site mitigation plan will be implemented during excavation, containment, or treatment of hazardous materials throughout the construction activity in Major Phase 1 CP.
		3	Conduct monitoring and follow-up testing	During Construction	Project Applicant	Monitoring and follow-up testing will be conducted as required under the jurisdiction of SFDPH in Major Phase 1 CP.
CP-HPS II AG	**MM HZ 02a.1 3.1B**	**Unknown Contaminant Contingency Plan**				
		1	Prior to obtaining the first site, building or other permit for development activities involving subsurface disturbance, prepare Contingency Plan to address Unknown Contaminants and submit for DPH approval	Prior to Construction	Project Applicant	Unknown Contaminant Contingency Plan for Candlestick Point was prepared March 14, 2014
		2	Implement Plan throughout construction activity	During Construction	Project Applicant	The Unknown Contaminant Contingency Plan will be implemented throughout the construction activity in Major Phase 1 CP.
CP-HPS II	**MM HZ 02a.2**	**Site-Specific Health and Safety Plans**				
		1	Prior to obtaining the first site, building or other permit for the Project from the City for development activities involving subsurface disturbance, prepare HASP in compliance with federal and state OSHA and submit for SFDPH approval	Prior to Construction	Project Applicant	A CP-01 HASP was prepared April 28, 2014. A HASP plan for the other sub-phses will be prepared as required by the mitigation.
		2	Implement Plan which shall include personnel protective equipment and emergency response procedures throughout construction activity	During Construction	Project Applicant	The approved HASP will be implemented throughout construction in Major Phase 1 CP.
CP-HPS II	**MM HZ 05a**	**Foundation Support Piles Installation Plan**				
		1	Prepare and submit plan for DHP/DBI's approval prior to obtaining a permit from the City that authorizes installation of deep foundation piles	Prior to Construction	Project Applicant	A Foundation Support Piles Installation Plan will be prepared as appropriate prior to obtaining a permit from the City in Major Phase 1 CP.
AG	**3.3a**	**Asbestos Identification and Abatement Mitigation**				
		1	BAAQMD shall be notified ten days in advance of any proposed demolition or abatement work	Prior to Construction	Project Applicant	This will be completed during construction in Sub-Phase
		2	The local office of the State Occupational Safety and Health Administration (OSHA) shall be notified of any abatement work	Prior to Construction	Project Applicant	This will be completed during construction in Sub-Phase
		3	Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California.	Prior to Construction	Project Applicant	This will be completed during construction in Sub-Phase
		4	Property owner must have Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento	Prior to Construction	Project Applicant	This will be completed during construction in Sub-Phase
		5	Contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material	During Construction	Project Applicant	This will be completed during construction in Sub-Phase
		6	The contractor and hauler of material shall file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it	During Construction	Project Applicant	This will be completed during construction in Sub-Phase
CP-HPS II AG	**MM HZ 15 3.3b**	**Asbestos Dust Mitigation Plans and Dust Control Plans**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Prior to any grading or construction, the project sponsor shall collect soil samples and analyze the potential for NOA to occur in the soil at the Project Site	Prior to Construction	Project Applicant	Two design-level geotechnical reports, which comprise the Major Phase 1 CP area, have been prepared by a licensed GE and transmitted for City review with the the original 2014 Major Phase 1 CP Application. The geotechnical reports - one for CP Center and the other for Alice Griffith - provide analysis of soil samples and indicate the presence of NOA. An ADMP for the project will be prepared.
		2	If tests indicate that NOA is present in the soil on-site, the project sponsor shall prepare and submit to BAAQMD for approval an Asbestos Dust Mitigation Plan (ADMP) for the site, in accordance with the state Asbestos ATCM	Prior to Construction	Project Applicant	An ADMP and DCP were prepared and submitted to BAAQMD and SFDPH, a letter approving these plans was recived from BAAQMD on April 15 2014 and SFDPH via email April 25, 2014.
		3	Implement plan and conduct air monitoring as required throughout construction activity	During Construction	Project Applicant	The approved ADMP and DCP will be implemented respectively during earth disturbing activity in Major Phase 1 CP.
AG	**3.3C**	**Lead Based Paint**				
		1	Prior to any proposed demolition or abatement work, the project sponsor shall provide the DBI Director with any information applicable under Chapter 34 of the San Francisco Building Code.	Prior to Construction	Project Applicant	This will be completed during construction in Major Phase 1 CP.
		2	Contractor will follow any regulations under Ch 34 of the building code that apply to working with lead based paints	During Construction	Project Applicant	This will be completed during construction in Major Phase 1 CP.
NOISE AND VIBRATION						
CP-HPS II	**MM NO 01a.1**	**Construction Document Mitigation to Reduce Noise Levels During Construction**				
		1	Incorporate noise mitigations in construction documents	Prior to Construction	Project Applicant	Noise mitigations will be incorporated into construction documents prior to submittal of 100% CDs in Major Phase 1 CP.
		2	Designate a Noise Coordinator prior to issuance of construction site permit	Prior to Construction	Project Applicant	A Noise Coordinator will be designated prior to issuance of construction site permit in Major Phase 1 CP.
		3	Implement mitigation measures to reduce noice levels during construction	During Construction	Project Applicant	Mitigation measures will be implemented to reduce noise levels during construction in Major Phase 1 CP.
		4	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly noise mitigation reports will be submitted to OCII during construction in Major Phase 1 CP.
CP-HPS II	**MM NO 01a.2**	**Noise-reducing Pile Driving Techniques and Muffling Devices**				
		1	Use state of the art noise shielding and muffling	During Construction	Project Applicant	State of the art noise shielding and muffling will be used during construction in Major Phase 1 CP.
		2	Resident Notification 48 hours prior to pile driving	During Construction	Project Applicant	Residents will be notified 48 hours prior to pile driving in Major Phase 1 CP.
		3	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly pile driving technique reports will be submitted to OCII during construction in Major Phase 1 CP.
CP-HPS II	**MM NO 02a**	**Pre-construction Assessment to Minimize Pile Driving Impacts**				
		1	Perform Geotechnical preconstruction assessment prior to issuance of construction site permit	Prior to Construction	Project Applicant	MBS performing geotechnical work and reporting to the City quarterly.
		2	Conduct monitoring to detect ground settlement or lateral movement to be submitted to DBI	During Construction	Project Applicant	Geotechnical monitoring conducted by MBS for CP-01 to detect ground settlement or lateral movement, results submitted to submitted to DBI. This work will occur with Sub-Phase CP-02-03-04-05.
		3	Submit quarterly report to OCII	During Construction	Project Applicant	Quarterly pile driving impact reports will be submitted to OCII during construction in Major Phase 1 CP.
CP-HPS II	**MM PS 01**	**Site Security Measures During Construction**				
		1	Install fencing, screening, security lighting during site preparation and in advance of construction of individual buildings,	Prior to Construction	Project Applicant	Security fencing, screening, security lighting will be installed during site preparation and in advance of construction of individual buildings in Major Phase 1 CP.
		2	During non-construction hours, the site must be secured and locked, and ample secuirty lighting be provided	During Construction	Project Applicant	The site will be secured and locked with ample security lighting be provided during non-construction hours in Major Phase 1 CP.
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	Project Applicant	The contractor will submit a quarterly security report of compliance activity until deemed complete by OCII in Major Phase 1 CP.
CP-HPS II	**MM RE 02**	**Phasing of parkland with respect to residential and/or employment-generating uses**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Schedule Park(s) construction such that 5.5 acres parkland per 1000 residents/employee	Vertical Approval	Project Applicant	Design Development drawings for Bayview Hillside Open Space, Jamestown Walker Slope, and the Wedge Plaza submitted with the CP-02,-03,-04 Sub-Phase Application. These parks and open spaces total 7.5 acres. In addition, over 120 acres of Candlestick Point State Recreation Area is available for use by residents. The total resident population associated with the 2,214 units to be constructed in Major Phase 1 CP is 5,159 (using the population per household estimate of 2.33 reported in the EIR). At a ratio of 5.5 parkland acres/1000 residents the total of acres of parkland needed to serve this population is 20 acres. The acreage provided at CPSRA and 1CP exceed this requirement.
		2	Parks to be completed and operational within 12 months of certificate of occupancy	Prior to Operations and/or Occupancy	Project Applicant	Per the Schedule of Performance, parks to be completed and operational within 12 months of certificate of occupancy
TRANSPORTATION AND CIRCULATION						
CP-HPS II	**MM TR 01**	**Candlestick Point–Hunters Point Shipyard Phase II Construction Traffic Management Program**				
		1	Prepare Construction Traffic Management Program at first sub-phase approval; Update and secure DPW and MTA approval prior to each subsequent sub-phase approval	SubPhase Approval	Project Applicant / Contractor	Construction Traffic Management Plan to be prepared and approved by DPW and MTA prior to approval of CP-01; updated with each subsequent sub-phase application
CP-HPS II	**MM TR 02**	**TDM Plan**				
		1	Implement Travel Demand Management Plan (TDM) Plan	Prior to Operations and/or Occupancy	Project Applicant	The TDM Plan was submitted as part of DDA approval in 2010. TDM measures to be implemented per Major Phase Application
		2	Conduct annual TDM Plan Monitoring	Post Operation/Occupancy Ongoing Monitoring	Project Applicant	Annual monitoring will begin at the completion of Major Phase 1 buildout
CP-HPS II	**MM TR 06**	**Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts**				
		1	*Ongoing as part of the Harney Interchange Project*	Ongoing Monitoring	Project Applicant / SF County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Applies at the time an applicable fair share mechanism is adopted by the responsible agencies.
		2	*Ongoing as part of the Geneva Avenue Extension Project*	Ongoing Monitoring	Project Applicant / SF County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Applies at the time an applicable fair share mechanism is adopted by the responsible agencies.
CP-HPS II	**MM TR 16**	**Widen Harney Way as shown in Figure 5 in the Transportation Study**				
		1	Widen Harney Way as shown in Figure 5 in the Transportation Study prior to issuance of the occupancy permit for Major Phase 1	Prior to Construction	Project Applicant	Memo submitted to Wells Lawson, OCII, August 27, 2013 describing an updated traffic analysis based on Project development without a stadium. (Previous trip calculations assumed the construction of a stadium on Hunters Point Shipyard). Without a new stadium, the trips triggering the construction of Harney are forecast to occur during Sub-Phases CP-04 and HP-03. The requirement for late construction of Harney Way does not preclude the work from being done sooner (i.e., CP-02). Harney to be widened per Figure 5 in Transportation Study prior to issuance of CP-02 occupancy permit..
CP-HPS II	**MM TR 17**	**Implement the Project's Transit Operating Plan**				
		1	Identify cumulative trips and associated transit improvements, if any.	Vertical Approval	Project Applicant	Approximately 970 PM peak hour transit trips generated by Major Phase 1.
		2	Before implementing any major revisions to service changes proposed in the Transit Operating Plan, SFMTA shall submit a memorandum to the San Francisco Planning Department's Environmental Review Officer, describing the proposed changes and technical analysis demonstrating compliance with mitigation criteria for ERO approval.	Vertical Approval	SFMTA	Based on level of transit trips generated by development in Major Phase 1, 29-Sunset and CPX to be initiated. Prior to Sub-Phase CP-02, Lennar to work with SFMTA to development plans/timing with implementation timing, based on updated phasing.
		3	As specified in Transit Operating Plan and Transportation Plan, SFMTA shall implement transit service	Prior to Operations and/or Occupancy	SFMTA	Based on level of transit trips generated by development in Major Phase 1, 29-Sunset and CPX to be initiated. Prior to Sub-Phase CP-02, Lennar to work with SFMTA to development plans/timing with implementation timing, based on updated phasing.
CP-HPS II	**MM TR 21.1**	**Maintain the proposed headways of the 9-San Bruno**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	**MM TR 21.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 9-San Bruno**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	SFMTA shall purchase transit vehicles if TR 21.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per feasibility analysis
CP-HPS II	**MM TR 22.1**	**Maintain the proposed headways of the 23-Monterey, 24-Divisidero and the 44-O'Shaughnessy**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	**MM TR 22.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 23-Monterey, the 24-Divisadero and the 44-O'Shaughnessy**				
		1	SFMTA shall purchase transit vehicles If TR 22.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per monitoring
CP-HPS II	**MM TR 23.1**	**Maintain the proposed headways of the 29-Sunset**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	**MM TR 23.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 29-Sunset**				
		1	SFMTA shall purchase transit vehicles If TR 23.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per feasibility analysis
CP-HPS II	**MM TR 24.1**	**Maintain the proposed headways of the 48-Quintara-24th Street**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	**MM TR 24.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 48-Quintara-24th Street**				
		1	SFMTA shall purchase transit vehicles If TR 24.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per feasibility analysis
CP-HPS II	**MM TR 25**	**Purchase additional transit vehicles to mitigate the Project impacts and Project contribution to cumulative impacts to headways on 54-Felton**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	SFMTA shall purchase additional transit vehicles to mitigate impacts to headways on 54-Felton	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per monitoring
CP-HPS II	**MM TR 26.1**	**Maintain the proposed headways of the T-Third**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION: Implementation Responsibility	IMPLEMENTATION: Major Phase Implementation Status Notes
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	SubPhase Approval	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	When transit delay reaches a specific threshold as defined in the monitoring program (near, but prior to the trigger for timplementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project Applicant	SFMTA and SFDPW to define improvements
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Project Applicant	Applicant to fund improvements per Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
CP-HPS II	**MM TR 26.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the T-Third**				
		1	SFMTA shall purchase transit vehicles If TR 26.1 feasibility analysis demonstrates that there are no effective physical improvements	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per feasibility analysis
CP-HPS II	**MM TR 27.1**	**Ensure transit preferential treatment is accounted for in the design of the Geneva Avenue Extension**				
		1	*Ongoing SFMTA and SFCTA responsibility as part of the Geneva Avenue Extension Project*		SFMTA / SFCTA	Draft EIR for Brisbane Baylands project indicates that BRT has been planned for Geneva Ave. Extension; SFMTA should confirm and monitor
CP-HPS II	**MM TR 27.2**	**Purchase additional transit vehicles as necessary to mitigate the Project impacts and Project contribution to cumulative impacts to headways on the 28L-19th Avenue/Geneva Limited**				
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Prior to issuance of Grading Permits for Phase 1	Project Applicant	Proposed Methodology for Monitoring Memo submitted to Peter Albert, MTA and Wells Lawson, OCII, March 28, 2013
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	SFMTA	SFMTA to monitor transit operations
		3	If TR 27.1 has been implemented and transit travel time thresholds per the monitoring plan are exceeded, SFMTA shall purchase additional vehicles as needed.	Prior to Operations and/or Occupancy	SFMTA	SFMTA to purchase vehicles if required per monitoring
CP-HPS II	**MM TR 32**	**Determine the feasibility of relocating Bicycle Routes #70 and #170**				
		1	Prior to issuance of Grading Permits for Phase 1, Project Applicant to provide FUNDING for a SFMTA study to determine the feasibility of relocating Bicycle Routes #70 and #170.	HPS Sub-Phase Approval	Project Applicant	NA - This measure was designed to mitigate impacts associated with new/increased transit service on Palou Avenue, which would happen as part of development on HPS. No development in HPS is proposed as part of this Major Phase.
		2	*SFMTA to complete study to determine the feasibility of relocating Bicycle Routes #70 and #170*	*HPS Sub-Phase Approval*	*SFMTA*	NA - This measure was designed to mitigate impacts associated with new/increased transit service on Palou Avenue, which would happen as part of development on HPS. No development in HPS is proposed as part of this Major Phase.
CP-HPS II	**MM TR 51**	**Transportation Management Plan (TMP)**				
		1	Arena Operator to prepare **Transportation Management Plan** and submit for SFMTA approval prior to opening day of the Arena	Prior to Operations and/or Occupancy	Arena Operator	Mitigation to be implemented if an arena or performance venue is constructed in the first Major Phase
UTILITIES						
CP-HPS II	**MM UT 02**	**Auxiliary Water Supply System**				
		1	Construct AWSS within Candlestick Point to connect to the City's planned extension of the off-site system off-site on Gilman Street from Ingalls Street to Candlestick Point	Prior to Operations and/or Occupancy	Project Applicant	AWSS System to be implemented per Major Phase Application submitted originally September 19, 2013, resubmitted for reapproval in March 2016.
CP-HPS II	**MM UT 03a**	**Wet-Weather Wastewater Handling**				
		1	Demonstrate in writing to SFPUC no net increases in wastewater discharges during wet weather prior to approval of wastewater infrastructure construction documents for new developments	SubPhase Approval	Project Applicant	Applicant and PUC staff have worked together on modeling the Project impacts. A Final Report to the City will be submitted along with 100% construction documents for each Sub-Phase
CP-HPS II	**MM UT 05a**	**Construction Waste Diversion Plan**				
		1	Prepare and submit Construction Waste Diversion Plan for Director of SF Department of the Environment's approval demonstrating 75% diversion prior to obtaining a demo or building permit.	Prior to Construction	Project Applicant	Construction Waste Diversion Plan to be submitted along with 100% construction drawings for each Sub-Phase
CP-HPS II	**MM UT 07a**	**Site Waste Management Plan**				
		1	Prepare and submit **Site Waste Management Plan** for Director of SF Department of the Environment's approval demonstrating 72% diversion prior to issuance of building permits for the Project site	Prior to Construction	Project Applicant	Site Waste Management Plan to be submitted along with 100% construction drawings for each Sub-Phase
WIND						
CP-HPS II	**MM W 01a**	**Building Design Wind Analysis**				

Mitigations Applicable to Major Phase 1 CP Implementation Status

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	IMPLEMENTATION	
					Implementation Responsibility	Major Phase Implementation Status Notes
		1	Conduct wind analysis as recommended by OCII, at schematic lot application/plan check of hi-rise structures above 100 feet.	Vertical Approval	Project Applicant	Wind analysis to be conducted per OCII for towers at Ingerson and Harney and at the Candlestick Center
		2	If necessary, change design to mitigate wind affects for DBI approval	Vertical Approval	Project Applicant	Mitigation to be implemented to the tower designs at Ingerson and Harney and at the Candlestick Center if necessary.

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APPENDIX B – SCHEDULE OF PERFORMANCE

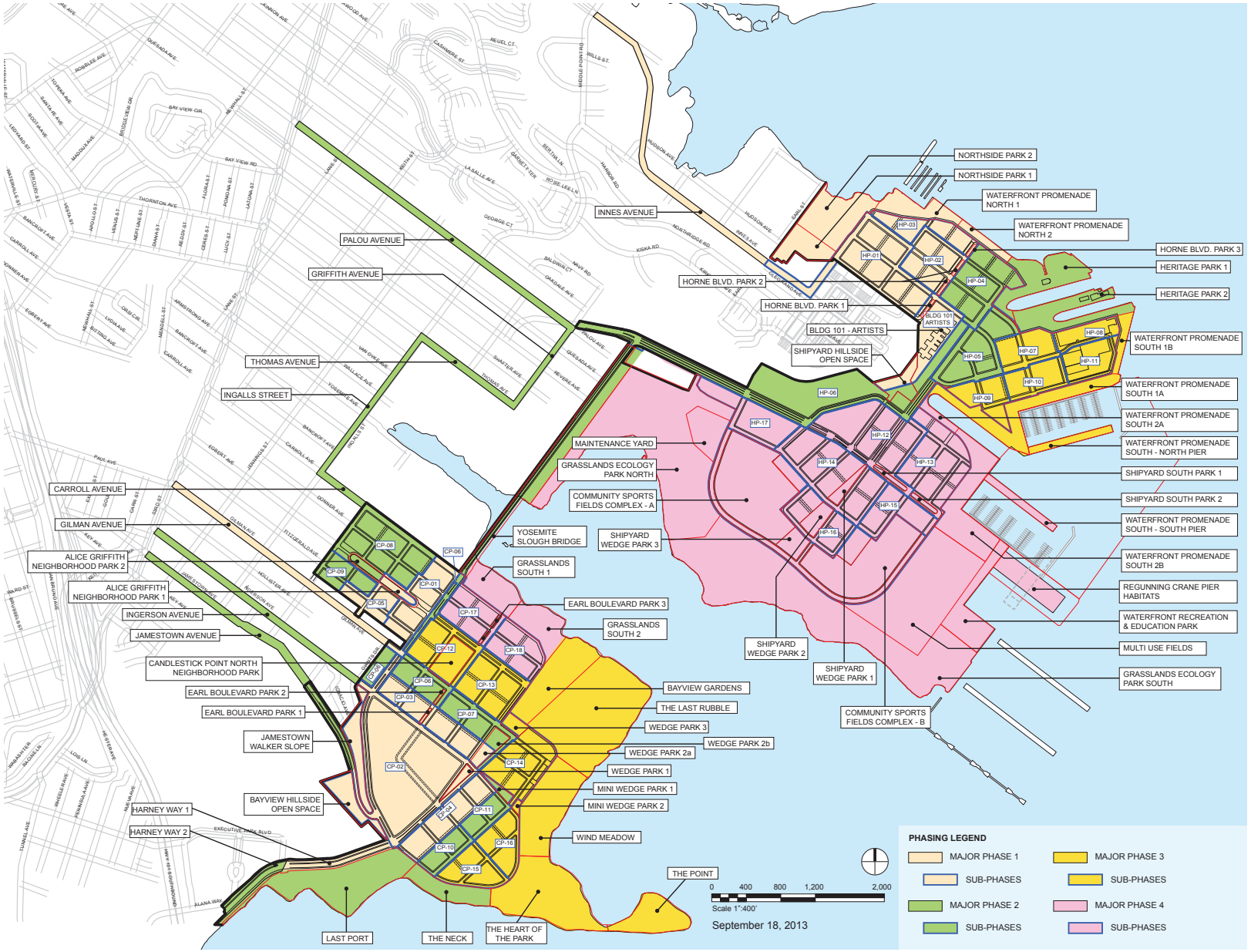
EXHIBIT D-B

Schedule of Performance (Non-Stadium Alternative)

	Sub-Phase	Associated Public Benefit	Application Outside Date	Commencement Outside Date	Completion Outside Date
Major Phase 1					
Major Phase 1 HP			**6/30/15**		**6/29/22**
	HP-01		6/30/15	6/29/17	6/29/20
		Building 101 Infrastructure		6/29/17	6/29/18
		Artist Replacement Space		6/29/17	6/29/19
		Innes Avenue		6/29/19	6/29/20
		Horne Blvd Park 1		6/29/19	6/29/20
	HP-02		6/29/16	6/30/18	6/29/21
		Northside Park 1		6/29/20	6/29/21
		Northside Park 2		6/29/20	6/29/21
		Horne Blvd Park 2		6/29/20	6/29/21
	HP-03		6/29/17	6/30/19	6/29/22
		Waterfront Promenade North 1		6/29/21	6/29/22
		Waterfront Promenade North 2		6/29/21	6/29/22
		Horne Blvd Park 3		6/29/21	6/29/22
Major Phase 1 CP			**10/1/13**		**12/29/21**
	CP-01		10/1/13	10/1/15	9/30/17
	CP-02		12/31/15	12/30/17	12/29/20
		Bayview Hillside Open Space		12/30/19	12/29/20
		Jamestown Walker Slope		12/30/19	12/29/20
		Harney Way 1		12/30/19	12/29/20
		Wedge Park 1		12/30/19	12/29/20
		Gilman Ave		12/30/19	12/29/20
	CP-03		12/31/15	12/31/17	12/30/20
		Wedge Park 2a		12/31/19	12/30/20
	CP-04		12/31/15	12/30/17	12/30/19
	CP-05		12/30/16	12/30/18	12/29/21
		Alice Griffith Neighborhood Park 1		12/29/20	12/29/21
Major Phase 2					
Major Phase 2 HP			**6/29/2018**		**6/27/25**
	HP-04		6/29/18	6/28/20	6/28/23
		Heritage Park 1		6/28/22	6/28/23
	HP-05		6/29/19	6/28/21	6/28/24
		Heritage Park 2		6/28/23	6/28/24
	HP-06		6/28/20	6/28/22	6/27/25
		Shipyard Hillside Open Space		6/27/24	6/27/25
		Palou Ave		6/27/24	6/27/25
		Ingalls/Thomas/Carroll/Griffith		6/27/24	6/27/25
		Yosemite Slough Bridge		6/27/24	6/27/25
Major Phase 2 CP			**12/30/2017**		**12/28/2027**
	CP-06		12/30/17	12/30/19	12/29/22
		Earl Boulevard Park 1 and 2		12/29/21	12/29/22
		Harney Way 2		12/29/21	12/29/22
	CP-07		12/30/18	12/29/20	12/29/23
		Wedge Park 2b		12/29/22	12/29/23
	CP-08		12/30/19	12/29/21	12/28/24
		Alice Griffith Neighborhood Park 2		12/29/23	12/28/24
	CP-09		12/29/20	12/29/22	12/28/25
		Ingerson Ave		12/28/24	12/28/25
		Jamestown Ave		12/28/24	12/28/25
	CP-10		12/29/21	12/29/23	12/29/26
		Last Port		12/28/25	12/29/26
		The Neck		12/28/25	12/29/26
	CP-11		12/29/22	12/28/24	12/28/27
		Mini-Wedge Park 1		12/28/26	12/28/27

Schedule of Performance (Non-Stadium Alternative)

	Sub-Phase	Associated Public Benefit	Application Outside Date	Commencement Outside Date	Completion Outside Date
Major Phase 3					
Major Phase 3 HP			**6/28/21**		**6/26/30**
	HP-07		6/28/21	6/28/23	6/27/25
	HP-08		6/28/22	6/27/24	6/27/27
		Waterfront Promenade South 1b		6/27/26	6/27/27
	HP-09		6/28/23	6/27/25	6/27/27
	HP-10		6/27/24	6/27/26	6/26/28
	HP-11		6/27/25	6/27/27	6/26/30
		Waterfront Promenade South 1a		6/26/29	6/26/30
		Waterfront Promenade North Pier		6/26/29	6/26/30
Major Phase 3 CP			**12/29/23**		
	CP-12		12/29/23	12/28/25	12/27/28
		Boulevard Park North		12/28/27	12/27/28
		CP Neighborhood Park		12/28/27	12/27/28
	CP-13		12/28/24	12/28/26	12/27/29
		Boulevard Park South		12/27/28	12/27/29
		Wedge Park 3		12/27/28	12/27/29
		Bayview Gardens		12/27/28	12/27/29
	CP-14		12/28/25	12/28/27	12/27/30
		The Last Rubble		12/27/29	12/27/30
	CP-15		12/28/26	12/27/28	12/27/31
		The Heart of the Park		12/27/30	12/27/31
		The Point		12/27/30	12/27/31
	CP-16		12/28/27	12/27/29	12/26/32
		Wind Meadow		12/27/31	12/26/32
		Mini-Wedge 2		12/27/31	12/26/32
Major Phase 4					
Major Phase 4 HP			**6/27/26**		**6/24/36**
	HP-12		6/27/26	6/26/28	6/26/31
		Shipyard South Park 1		6/26/30	6/26/31
	HP-13		6/27/27	6/26/29	6/25/32
		Waterfront Promenade South 2a		6/26/31	6/25/32
		Waterfront Promenade South 2b		6/26/31	6/25/32
		Waterfront Promenade South Pier		6/26/31	6/25/32
		Shipyard South Park 2		6/26/31	6/25/32
	HP-14		6/26/28	6/26/30	6/25/33
		Shipyard South Boulevard Park		6/25/32	6/25/33
		Shipyard Wedge Park 1		6/25/32	6/25/33
	HP-15		6/26/29	6/26/31	6/25/34
		Grassland Ecology Park South		6/25/33	6/25/34
		Community Sports Fields Complex B		6/25/33	6/25/34
		Multi-Use Fields		6/25/33	6/25/34
		Waterfront Recreation and Education Park		6/25/33	6/25/34
		Regunning Crane Pier		6/25/33	6/25/34
	HP-16		6/26/30	6/25/32	6/25/35
		Shipyard Wedge Park 2 & 3		6/25/34	6/25/35
		Community Sports Fields Complex A		6/25/34	6/25/35
	HP-17		6/26/31	6/25/33	6/24/36
		Maintenace Yard		6/25/35	6/24/36
		Grassland Ecology Park North		6/25/35	6/24/36
Major Phase 4 CP			**12/27/28**		**12/26/34**
	CP-17		12/27/28	12/27/30	12/26/33
		Earl Boulevard Park 3		12/26/32	12/26/33
		Grasslands South 1		12/26/32	12/26/33
	CP-18		12/27/29	12/27/31	12/26/34
		Grasslands South 2		12/26/33	12/26/34


NORTHSIDE PARK 2
NORTHSIDE PARK 1
WATERFRONT PROMENADE NORTH 1
WATERFRONT PROMENADE NORTH 2
HORNE BLVD. PARK 3
HERITAGE PARK 1
HERITAGE PARK 2
WATERFRONT PROMENADE SOUTH 1B
WATERFRONT PROMENADE SOUTH 1A
WATERFRONT PROMENADE SOUTH 2A
WATERFRONT PROMENADE SOUTH - NORTH PIER
SHIPYARD SOUTH PARK 1
SHIPYARD SOUTH PARK 2
WATERFRONT PROMENADE SOUTH - SOUTH PIER
WATERFRONT PROMENADE SOUTH 2B
REGUNNING CRANE PIER HABITATS
WATERFRONT RECREATION & EDUCATION PARK
MULTI USE FIELDS
GRASSLANDS ECOLOGY PARK SOUTH
INNES AVENUE
PALOU AVENUE
GRIFFITH AVENUE
THOMAS AVENUE
INGALLS STREET
CARROLL AVENUE
GILMAN AVENUE
ALICE GRIFFITH NEIGHBORHOOD PARK 2
ALICE GRIFFITH NEIGHBORHOOD PARK 1
INGERSON AVENUE
JAMESTOWN AVENUE
CANDLESTICK POINT NORTH NEIGHBORHOOD PARK
EARL BOULEVARD PARK 2
EARL BOULEVARD PARK 1
JAMESTOWN WALKER SLOPE
BAYVIEW HILLSIDE OPEN SPACE
HARNEY WAY 1
HARNEY WAY 2
HORNE BLVD. PARK 2
HORNE BLVD. PARK 1
BLDG 101 - ARTISTS
SHIPYARD HILLSIDE OPEN SPACE
MAINTENANCE YARD
GRASSLANDS ECOLOGY PARK NORTH
COMMUNITY SPORTS FIELDS COMPLEX - A
YOSEMITE SLOUGH BRIDGE
SHIPYARD WEDGE PARK 3
GRASSLANDS SOUTH 1
EARL BOULEVARD PARK 3
GRASSLANDS SOUTH 2
SHIPYARD WEDGE PARK 2
SHIPYARD WEDGE PARK 1
COMMUNITY SPORTS FIELDS COMPLEX - B
BAYVIEW GARDENS
THE LAST RUBBLE
WEDGE PARK 3
WEDGE PARK 2b
WEDGE PARK 2a
WEDGE PARK 1
MINI WEDGE PARK 1
MINI WEDGE PARK 2
WIND MEADOW
THE POINT
THE HEART OF THE PARK
THE NECK
LAST PORT
0 400 800 1,200 2,000
Scale 1":400'
September 18, 2013
PHASING LEGEND
MAJOR PHASE 1
SUB-PHASES
MAJOR PHASE 2
SUB-PHASES
MAJOR PHASE 3
SUB-PHASES
MAJOR PHASE 4
SUB-PHASES

Changes to the Schedule of Performance

Improvement	Approved Schedule of Performance Major Phase Sub-Phase Outside Completion Date	Proposed Schedule of Performance Major Phase Sub-Phase Outside Completion Date	Change	Cause
Jamestown Avenue Off-Site	Major Phase 1 CP-09 12/28/25	Major Phase 1 CP-09 12/28/25	The limit of work for the Major Phase 1 CP Jamestown Avenue improvements has been reduced by approximately 500 feet. This work will now be completed in Sub-Phase CP-09 along with the Jamestown off-site Improvements as defined in the Candlestick Point Infrastructure Plan. The timing of the off-site Jamestown improvements has not changed.	The Candlestick Point Infrastructure Plan identifies the off-site improvement of Jamestown Avenue as follows: "Work will occur on Jamestown Avenue between the southeastern property line of 833-989 Jamestown Avenue and the easternmost curb returns on Third Street as shown on Figure 2.1.5. The Developer will implement the improvements identified in a Technical Memorandum, which describe the limits of work for each of the following potential types of work on Jamestown Avenue: Resurface Street, Overlay Street and/or Restripe Street." Currently, the approved Schedule of Performance links the Jamestown off-site improvements to Sub-Phase CP-09 with a Commencement Outside Date of 12/28/2024 and a Completion Outside Date of 12/28/25. Neither the scope nor the timing of the Jamestown Off-Site improvements is changing. The change to Jamestown relates to a portion of the street that lies within the Project Boundary, between the March 2016 Major Phase 1 CP boundary and the southeastern property line of 833-989 Jamestown Avenue. As currently approved, the improvement of this part of Jamestown is to occur in Major Phase 1. The proposed change moves the improvement of this part of Jamestown to Major Phase 2, CP-09. These improvements will occur at the same time as the Jamestown off-site improvements as defined in the Candlestick Point Infrastructure Plan. Previous versions of the Developer's improvement plans included re-grading the section of Jamestown between the March 2016 Major Phase 1 CP boundary and the southeastern property line of 833-989 Jamestown Avenue. In their review of these plans, the DPW Task Force identified the fact that regrading this portion of Jamestown would create a grade difference between Jamestown and adjacent development lots. To avoid reducing developable land and respond to DPW's comments, this portion of Jamestown will no longer be re-graded. It will be resurfaced and restriped.
Harney Way Off-Site	Major Phase 1 CP-02 12/30/19	Harney Way 1 Major Phase 1 CP-02 12/29/20 Harney Way 2 Major Phase 2 CP-06 12/29/22	Harney Way has been split into two phases. Harney Way 1 will be completed with CP-02, Harney Way 2 will be completed with CP-06.	The Candlestick Park Infrastructure Plan identifies Harney Way between Arelious Walker Drive and Thomas Mellon Circle as an off-site improvement. At present, there is uncertainty regarding the timing of the extension of Geneva Avenue and replacement of the US 101 / Harney Way interchange. It is likely that the interchange will not be constructed prior to operation of the BRT system, which would preclude the originally conceived BRT alignment. The San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate BRT alignment that uses some combination of existing tunnels underneath US 101 at Blanken Avenue and Alana Way. Because that alignment may affect the way in which the BRT lanes are constructed along Harney Way, the SFCTA and the City would like to postpone reconstruction of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive. This would mean that in Major Phase 1, Harney Way would be constructed between Arelious Walker Drive and Executive Park East only, although the sidewalk and Class I cycletrack would be completed all the way to Thomas Mellon Drive. The BRT lanes between Executive Park Boulevard East and Thomas Mellon Drive would then be constructed consistent with a permanent alignment, to be determined at a later date, but still prior to operation of the BRT.
Wedge Park 2	Major Phase 2 CP-07 12/29/23	Wedge Park 2a Major Phase 1 CP-03 12/30/20 Wedge Park 2a Major Phase 2 CP-07 12/29/23	Wedge Park 2 has been split into two phases. Wedge Park 2a will be completed with CP-02, Wedge Park 2b will be completed with CP-07.	Park utility buildings located in Wedge Park 2a are required to support CP-02-03-04. This requires that Wedge Park 2a be accelerated to support the development of CP-02-03-04.
Gilman Avenue	Major Phase 1 CP-03 12/30/20	Major Phase 1 CP-02 12/29/20	Gilman off-site improvements to be completed in CP-02.	Project phasing changes associated with EIR Addendum 1 accelerated the Gilman Avenue off-site improvements from CP-03 to CP-02. Normally, this would accelerate the Outside Completion Date. However, the Outside Completion Date for Gilman is not changing because the Application Outside Date for CP-02 and the Outside Completion Date for all CP-02 Associated Public Benefits (including Gilman) shifted out one year.
CP-02 Submittal Date and Associated Public Benefits (APBs)	Major Phase 1 CP-02 Application 12/30/14 CP-02 APBs 21/30/19	Major Phase 1 CP-02 Application 12/30/15 CP-02 APBs 21/29/20	CP-02 submittal date moved to December 2015, Associated Public Benefits to be complete December 2020	The Application Outside Date for Sub-Phase CP-02 is proposed to shift from December 2014 to December 2015 to match the Application Outside Date for CP-03 and CP-04. Aspects of the planned development program in CP-02, CP-03 and CP-04 changed; these changes didn't conform to the existing D4D, Streetscape Plan, and Major Phase 1 CP Application. Consequently, these documents had to be amended; and these amendments had to be reviewed and approved by multiple City departments. This led to a delay in the CP-02 application and development program. This shift of the CP-02 date will also make the Schedule of Performance reflect the fact that a Sub-Phase Application was submitted concurrently for Sub-Phases CP-02, CP-03 and CP-04.

Note: These changes are discussed in greater detail in section 2.6 of the Major Phase 1 CP Application

APPENDIX C – MAJOR PHASE 1 CP HOUSING DATA TABLE

HOUSING DATA TABLE[1]

Major Phase:	MP 1 CP																
Sub-Phase:	CP-01																
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
AG 1		2	65	1.56	78	II (50-125 units)	122	93	29	0	0	0	0	0	0	0	0
AG 2		1	65	1.24	75	II (50-125 units)	93	58	35	0	0	0	0	0	0	0	0
AG 4		1	65	1.24	73	II (50-125 units)	91	56	35	0	0	0	0	0	0	0	0
AG 5		2	65	0.83	23	I (15-75 units)	19	13	6	0	0	0	0	0	0	0	0
Sub-Phase Subtotal				4.87			325	220	105	0	0	0	0	0	0	0	0

Major Phase:	MP 1 CP																
Sub-Phase:	CP-02																
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPC (CP Center)		1	Varies throughout	22.29	26	II (50-125 units/acre) IV (175-285 units/acre)	570	0	0	512	8	10	8	32	0	0	0
Sub-Phase Subtotal							570	0	0	512	8	10	8	32	0	0	0

Major Phase:	MP 1 CP																
Sub-Phase:	CP-03																
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPN 1a		2	80	1.45	0	II (50-125 units/acre)	0	0	0	0	0	0	0	0	0	0	0
CPN 2a		1b	80	1.31	99	I (15-75 units/acre)	130	0	0	117	2	2	2	7	0	0	0
CPN 10a		3	80	1.31	107	II (50-125 units/acre)	140	0	140	0	0	0	0	0	0	0	0
CPN 11a		1a	320	1.46	226	IV (175-285 units/acre)	330	0	0	296	5	5	5	19	0	0	0
Sub-Phase Subtotal							600	0	140	413	7	7	7	26	0	0	0

Major Phase:	MP 1 CP																
Sub-Phase:	CP-04																
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPS 6a		1a	80	1.30	100	II (50-125 units/acre)	130	0	0	117	2	2	2	7	0	0	0
CPS 8a		1b	80	1.32	98	II (50-125 units/acre)	130	0	0	116	2	2	2	8	0	0	0
CPS 9a		2	80	1.37	95	II (50-125 units/acre)	130	0	0	117	2	2	2	7	0	0	0
CPS 11a		3	80	1.65	91	II (50-125 units/acre)	150	0	150	0	0	0	0	0	0	0	0
Sub-Phase Subtotal							540	0	150	350	6	6	6	22	0	0	0

Major Phase:	MP 1 CP																
Sub-Phase:	CP-05																
Residential Block Number	Residential Lot Location	Major Phase/Sub Phase Order of Lot Transfer	Max Building Height	Acreage	Density (Units/acre)	Residential Density	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
AG 8		1	65	0.75	24	I (15-75 units)	18	13	5	0	0	0	0	0	0	0	0
AG 9		1	65	1.05	135	II (50-125 units)	142	10	132	0	0	0	0	0	0	0	0
AG 14		1	65	0.81	23	I (15-75 units)	19	13	6	0	0	0	0	0	0	0	0
Sub-Phase Subtotal				2.61			179	36	143	0	0	0	0	0	0	0	0

PROJECT SUMMARY

		Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
Sub-Phase Totals		2214	256	538	1275	21	23	21	80	0	0	0
Sub-Phase Percentages of Major Phase Total Units		100.0%	11.6%	24.3%	57.6%	0.9%	1.0%	0.9%	3.6%	0.0%	0.0%	0.0%

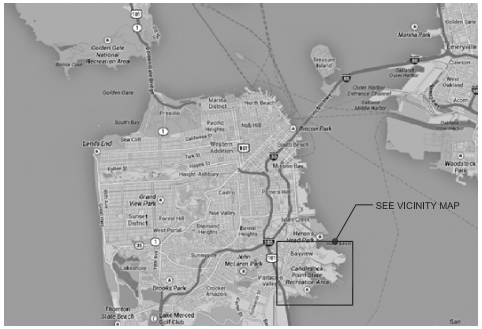
Current Total Unit Credits	184	**Current Stand-Alone Workforce Credits**	0
Current Market Rate Credits	0	**Status of Credited Stand-Alone Workforce Units**	0
Current Below Market Rate Credits	184	**Sub-Phase Only: Workforce Administrator (if applicable)**	0

[1] The number and distribution of Inclusionary Units in this Sub-Phase Application in and among each block is for illustrative purposes only. The number and distribution of Inclusionary Units in and among each block is subject to change as the design and program for each block is finalized. Final unit counts, depth of affordability and distribution of Inclusionary Units will be determined in accordance with the DDA.

If Developer decreases the percentage of Inclusionary Units or Workforce Units on a Lot from the number that was identified in a Sub-Phase Approval, it shall notify the Agency of the proposed alternative location of such Inclusionary or Workforce Units. Subject to the foregoing and Section 2.5(d) (section F-15 of the DDA), Workforce Units may be included within either a Stand-Alone Workforce Project or a Market Rate Project.

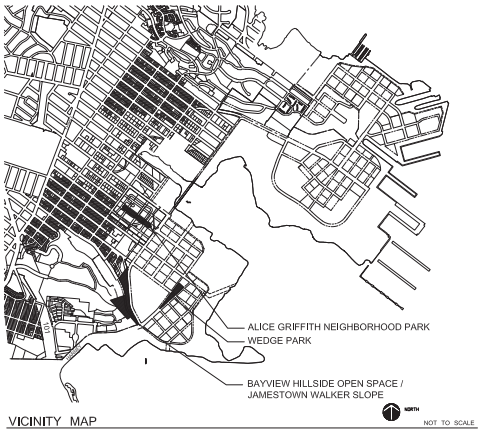
APPENDIX D – MAJOR PHASE 1 CP PARKS & OPEN SPACE SCHEMATIC DESIGN

**(24" x 36" map set delivered/available under separate cover.
Digital file on enclosed CD)**



CANDLESTICK POINT
MAJOR PHASE 1
PARKS + OPEN SPACE SCHEMATIC DESIGN

San Francisco, California
December 16, 2015



VICINITY MAP

PROJECT TEAM

CLIENT

Lennar
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San Francisco, CA 94111

DESIGN TEAM

RHAA Landscape Architects
323 Geary Street
San Francisco, CA 94102

Cooper, Robertson & Partners
Architecture, Urban Design
311 West 43 Street
New York NY 10036

Imelk urban design LLC
111 John Street, Suite 2650
New York, NY 10038

DRAWING INDEX

L1.0 Context Plan - Existing Structures & Contours
L1.1 Context Plan - Future Infrastructures
L1.2 Context Plan - Opportunities & Constraints
L2.0 Alice Griffith Neighborhood Park Site Plan - Illustrative
L2.1 Alice Griffith Neighborhood Park Site Plan - Circulation
L2.2 Alice Griffith Neighborhood Park Site Plan -Grading, Hardscape & Furnishings
L3.0 Bay View Hillside Open Space I Jamestown Walker Slope Site Plan - Illustrative
L3.1 Bay View Hillside Open Space I Jamestown Walker Slope Site Plan - Circulation
L3.2 Bay View Hillside Open Space I Jamestown Walker Slope Site Plan - Grading, Hardscape & Furnishing
L4.0 Wedge Park Site Plan - Illustrative
L4.1 Wedge Park Site Plan - Circulation
L4.2 Wedge Park Site Plan - Grading, Hardscape & Furnishings



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Lennar Urban

Candlestick Major Phase 1

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San Francisco, CA 94111

PROJECT NUMBER
08007b

SUBMITTAL
Schematic Design

DATE
December 16, 2013

CONSULTANTS

REVISIONS

No.	Date	Description

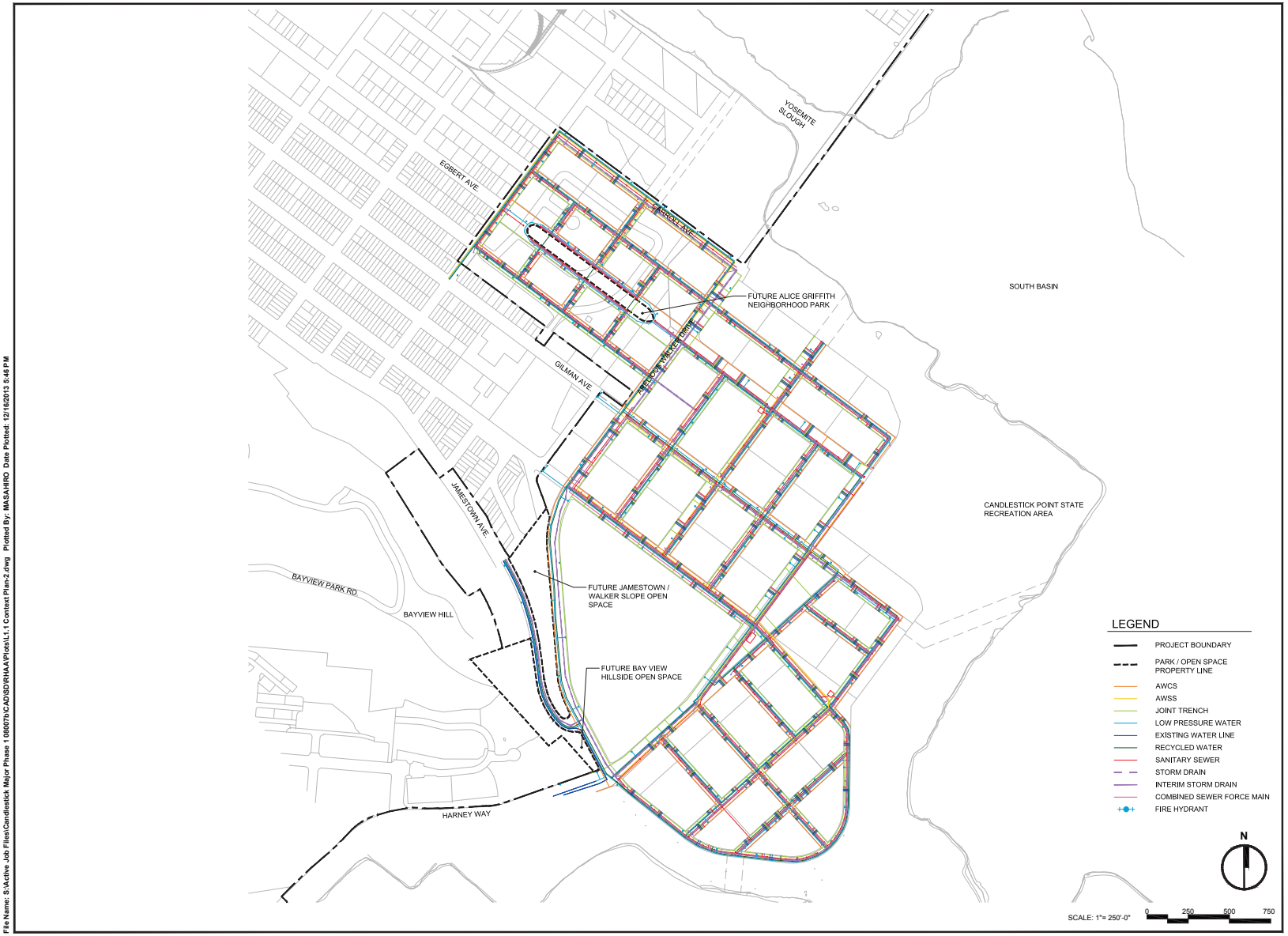
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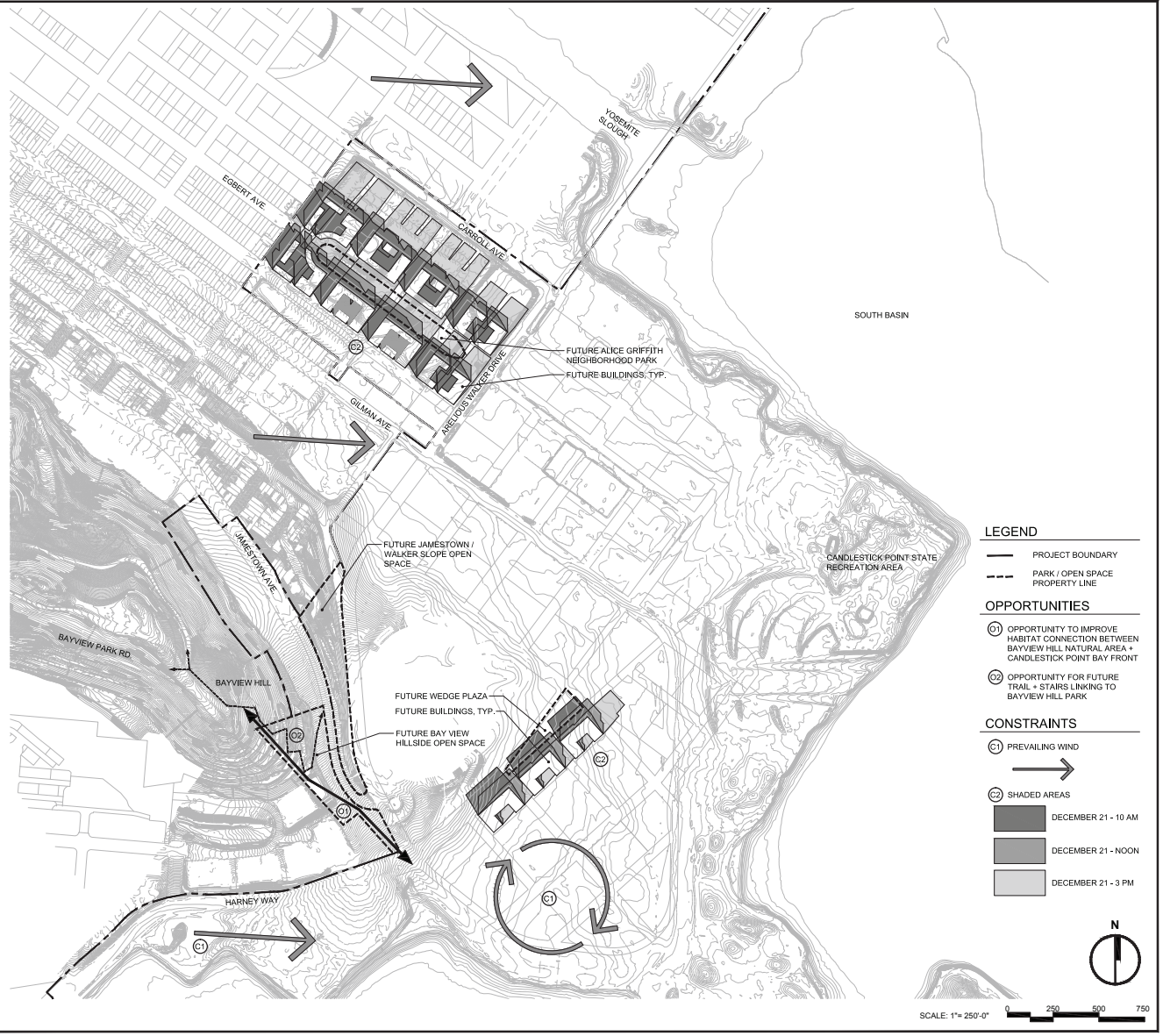
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Context Plan - Future Infrastructure

L1.1



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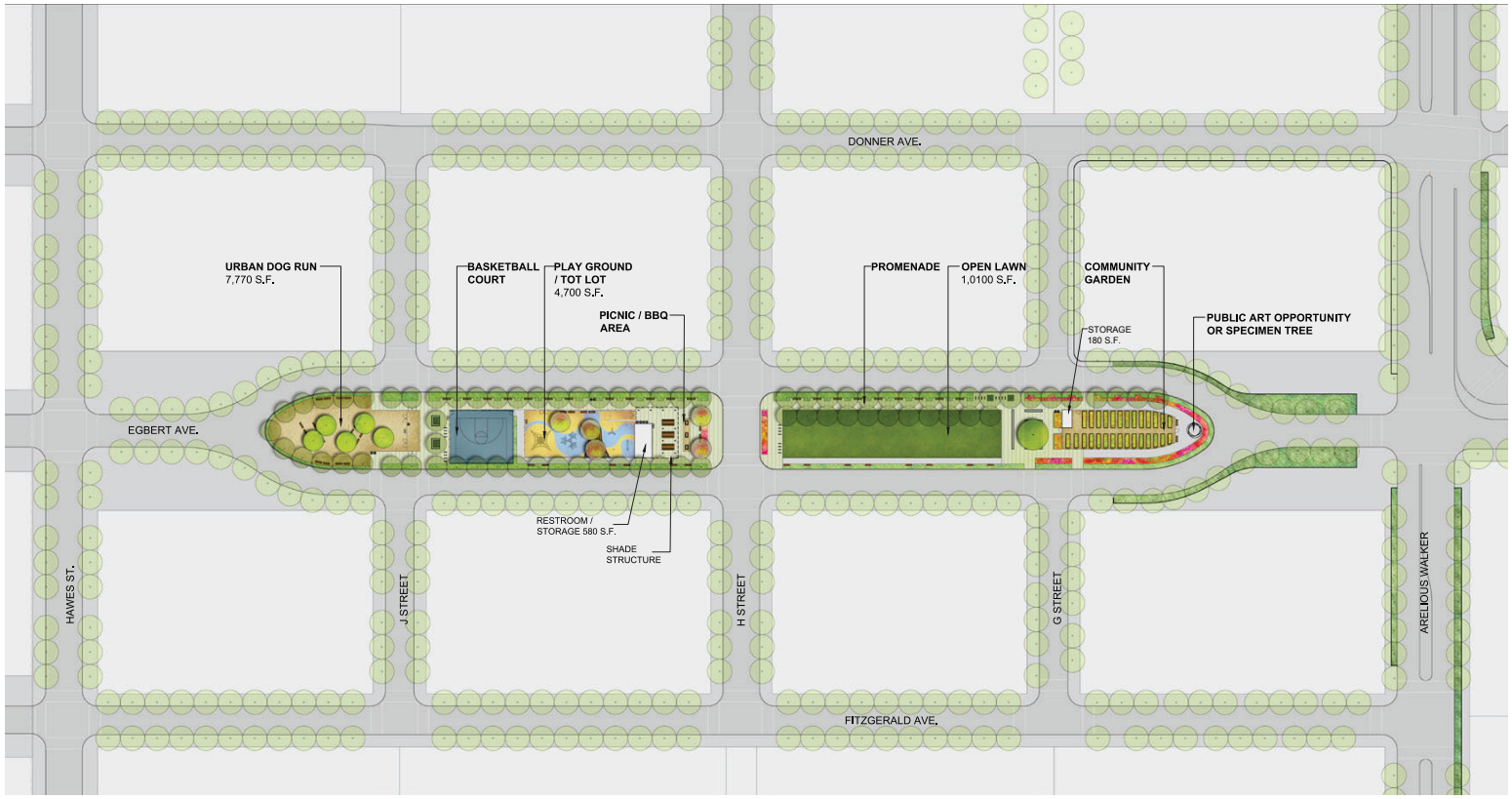
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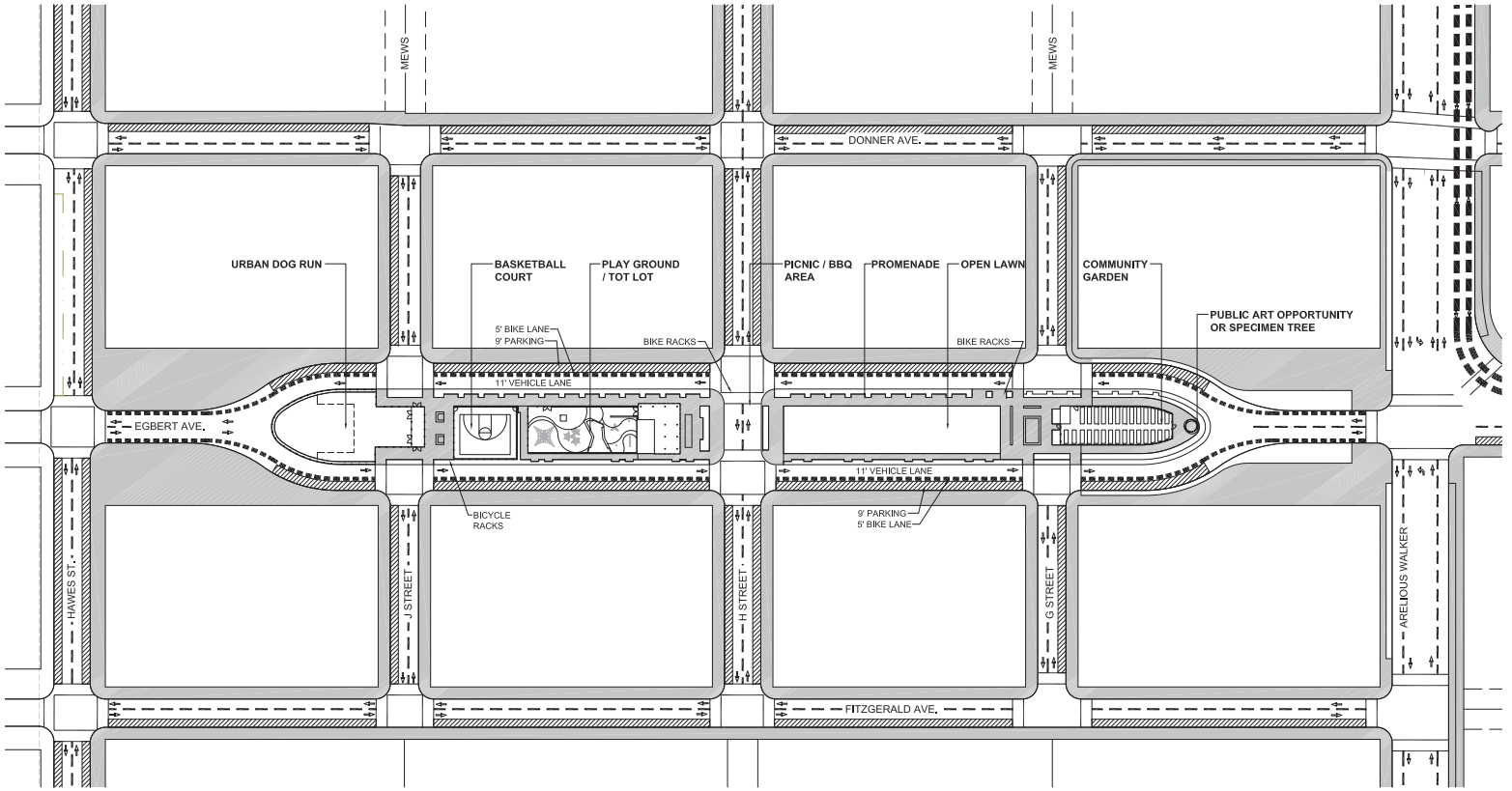
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Alice Griffith Neighborhood Park Site Plan
Illustrative

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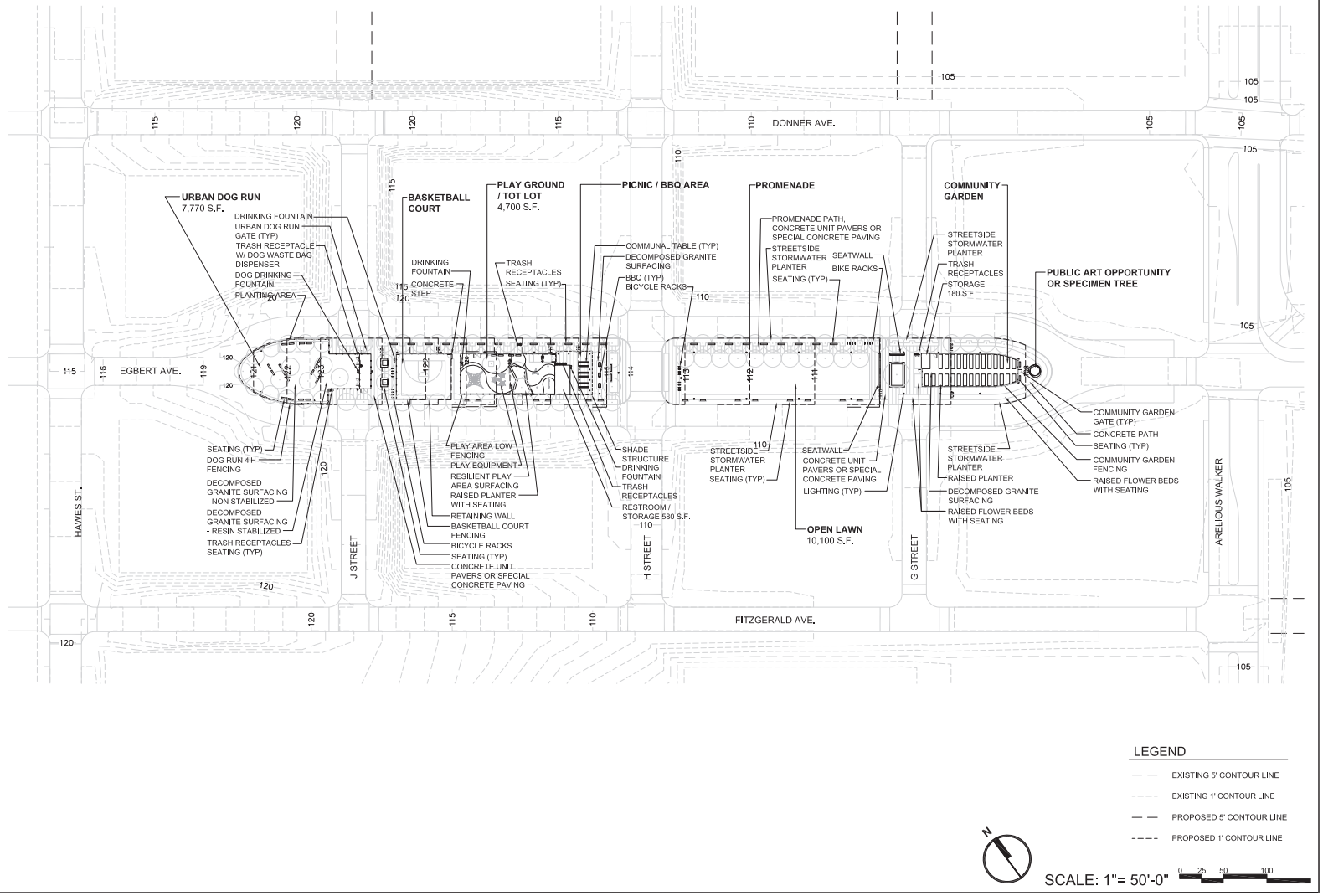
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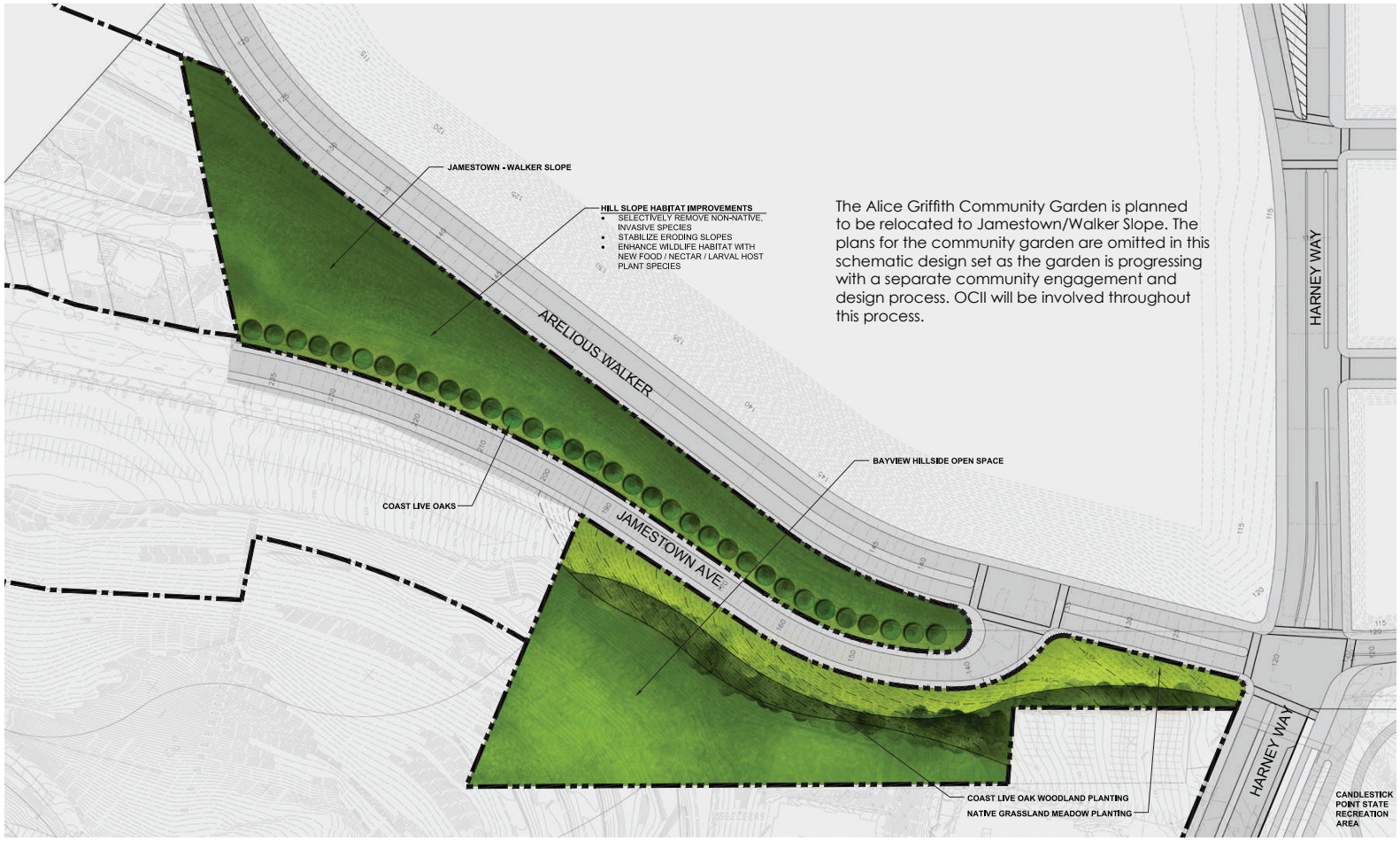
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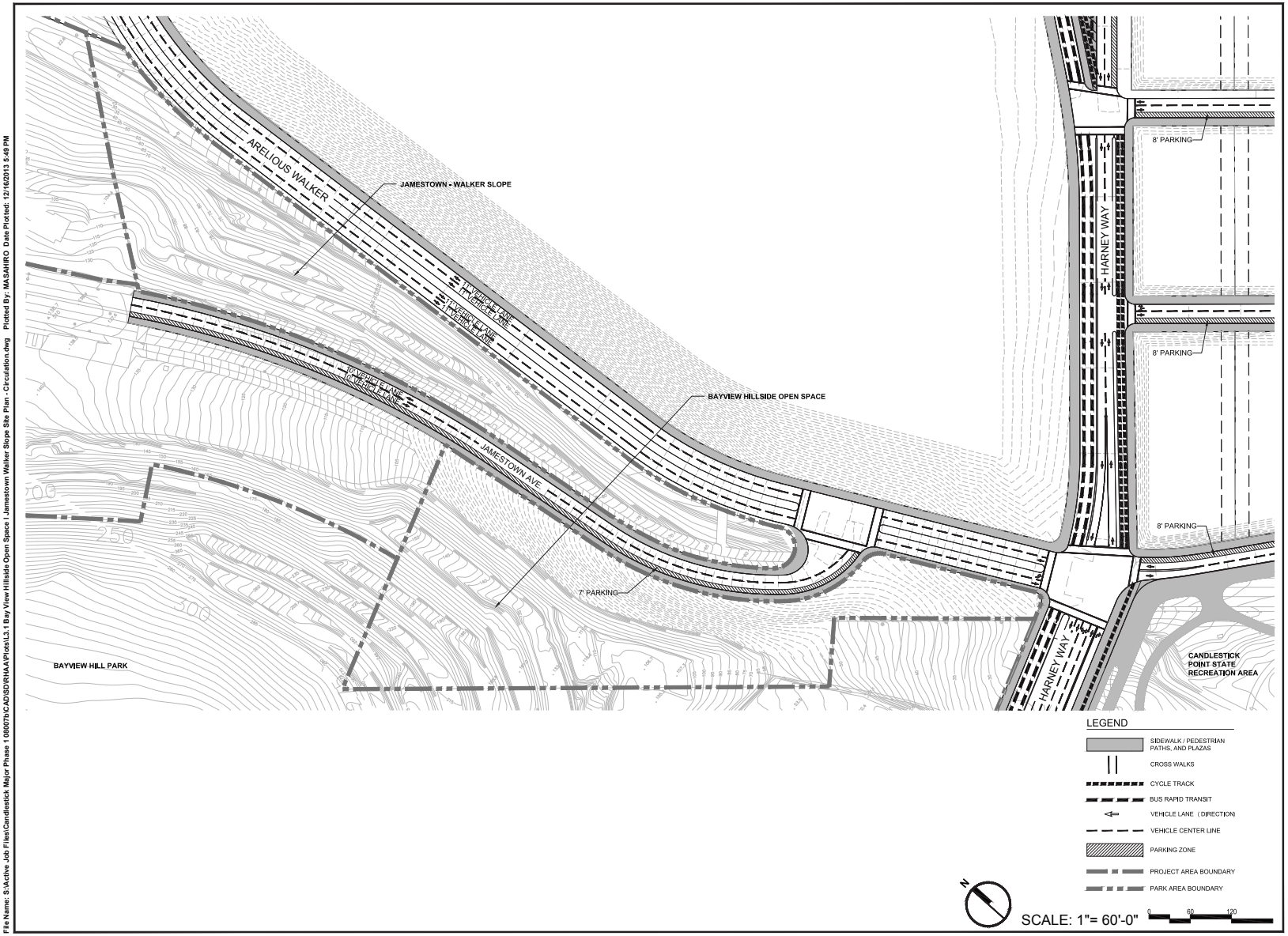
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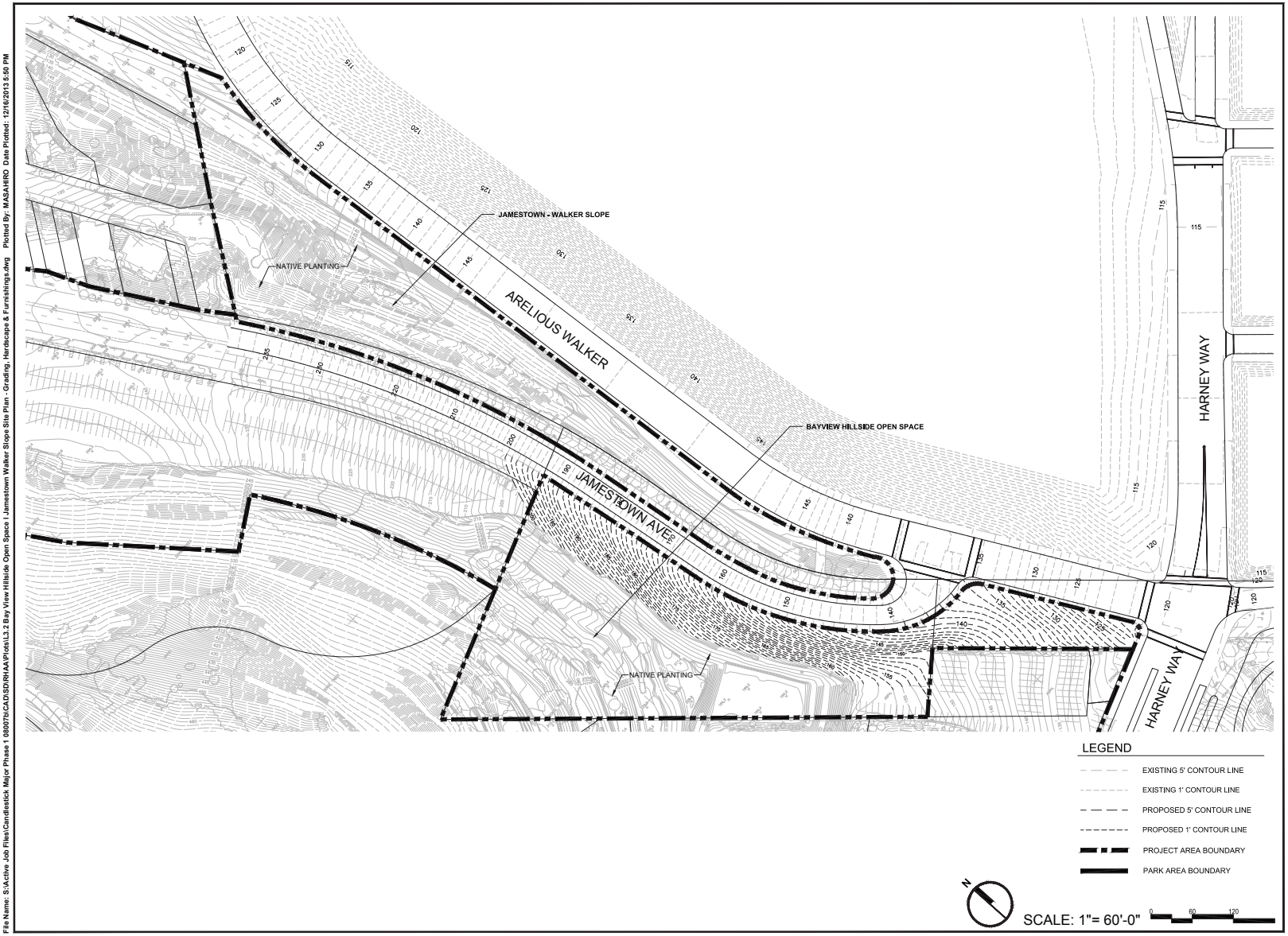
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SHEET TITLE
Bayview Hillside Open Space / Jamestown Walker Slope Site Plan
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L3.2



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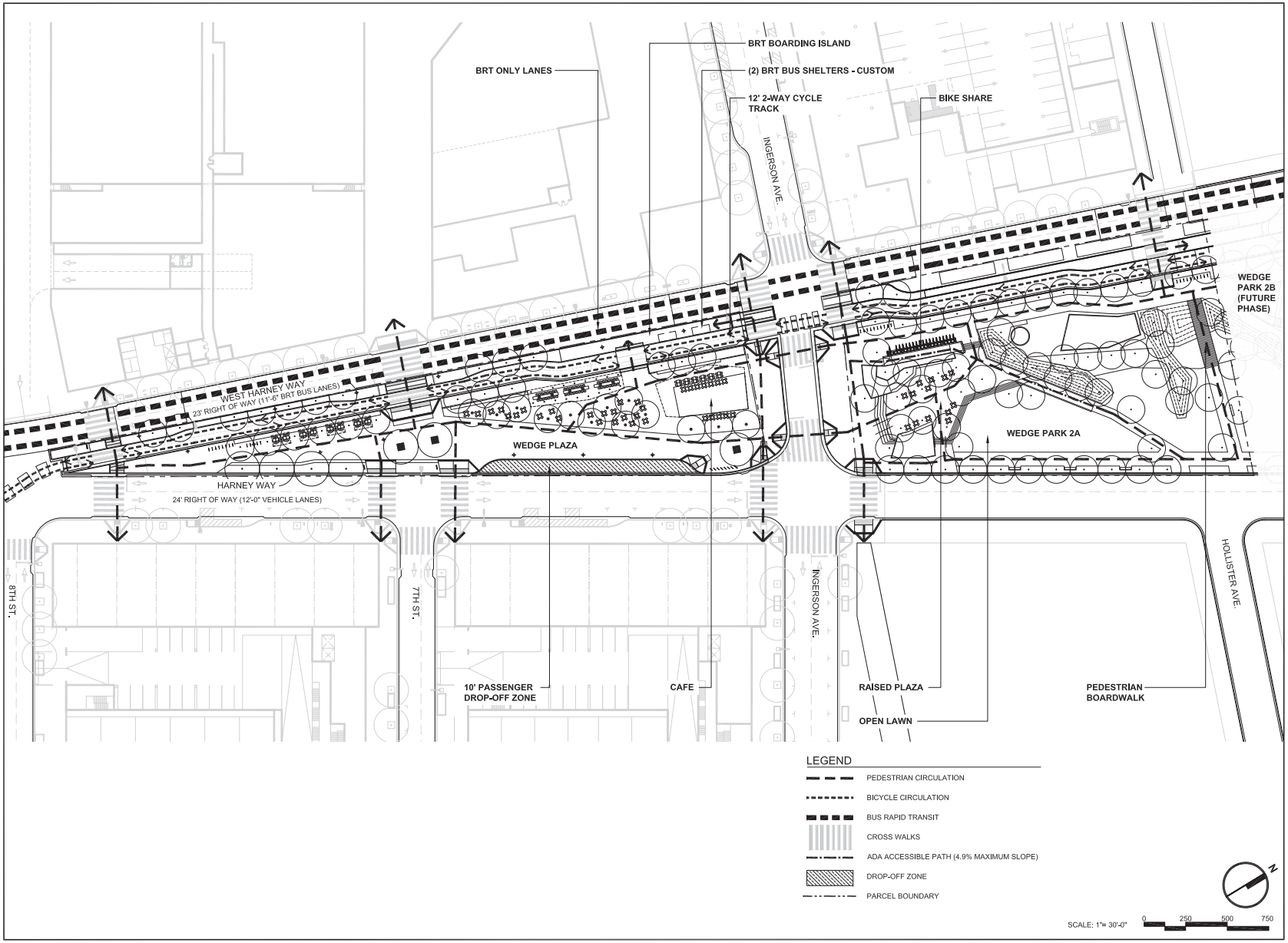
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REVISIONS

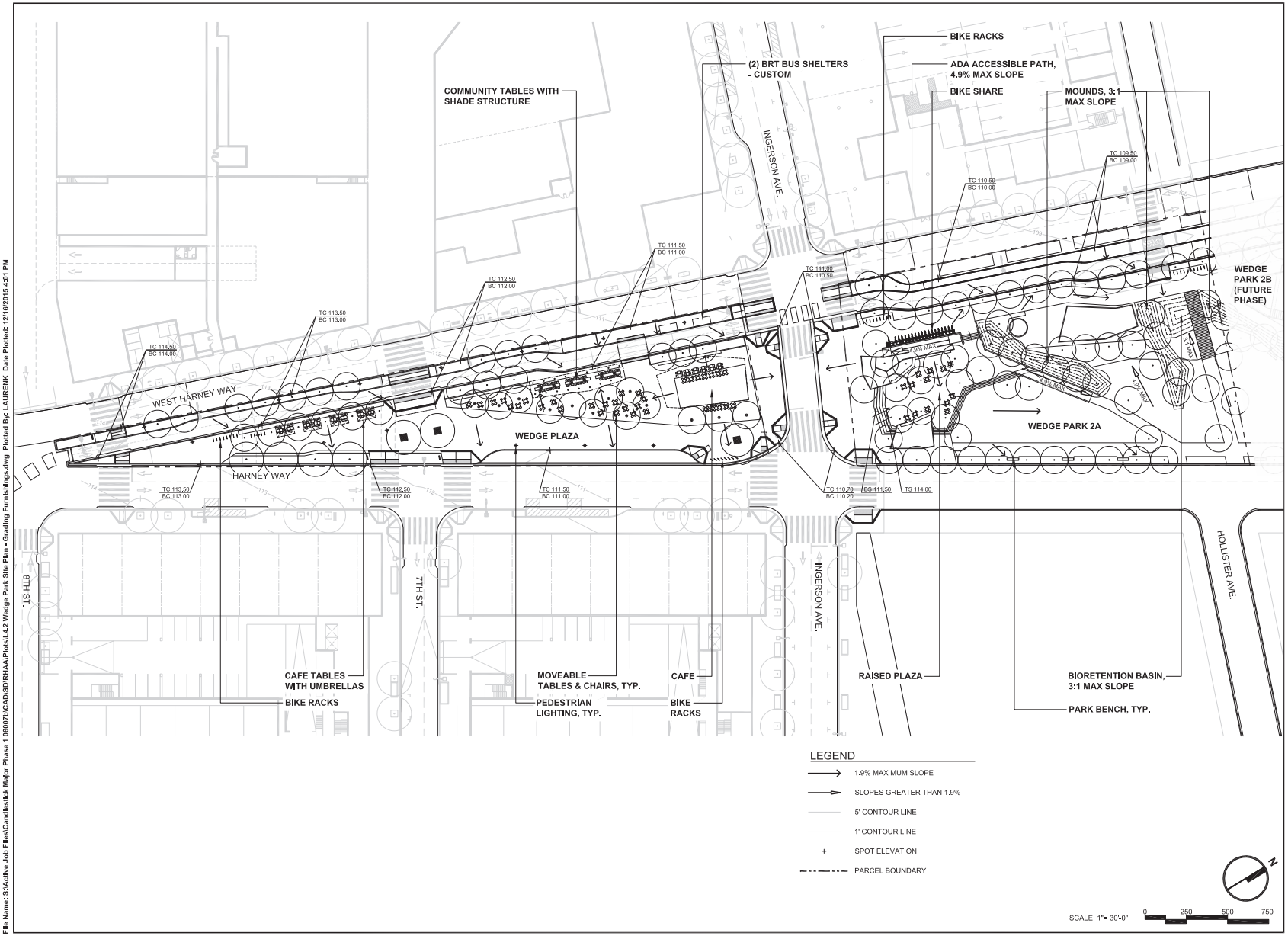
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Candlestick Major Phase 1

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PROJECT NUMBER
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SUBMITTAL
Schematic Design

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CONSULTANTS

REVISIONS

No.	Date	Description

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Checked By: NL

REGISTRATION AND SIGNATURE

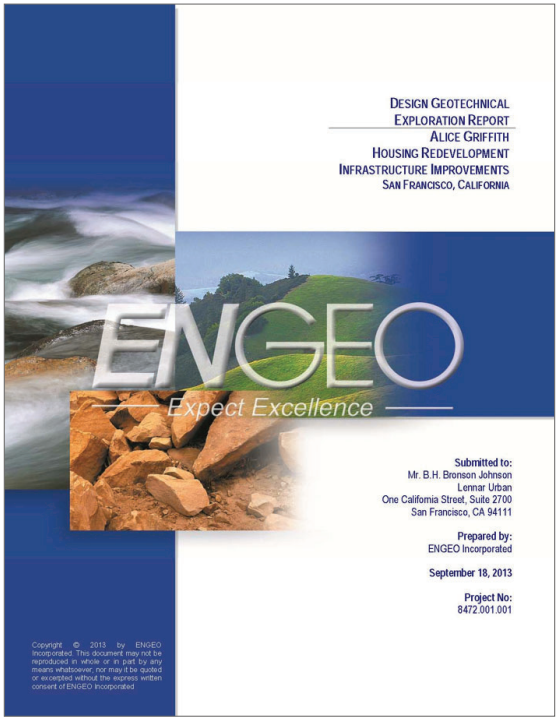
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Grading, Hardscape, & Furnishings

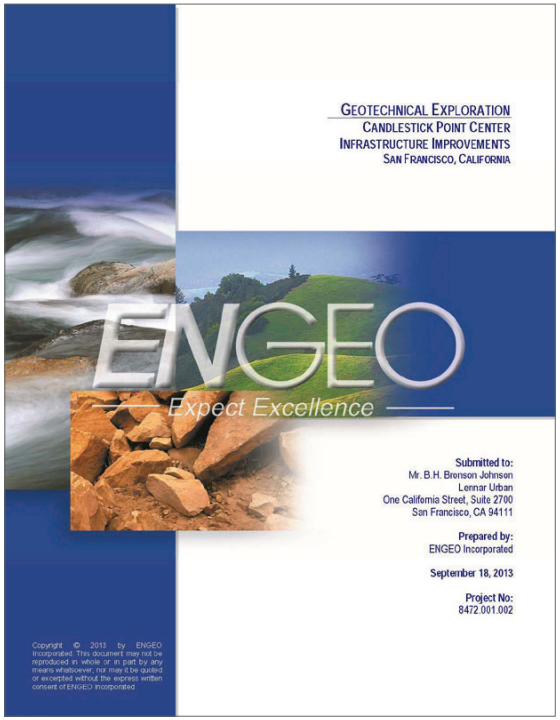
L4.2

APPENDIX E – MAJOR PHASE 1 CP GEOTECHNICAL REPORT

Comprehensive site-specific geotechnical investigation, covering geological conditions of Major Phase 1 CP in two separate reports - Alice Griffith (including Sub-Phases CP-01 and CP-05) and CP Center (including Sub-Phases CP-02, CP-03, and CP-04) prepared by ENGEO Incorporated.

(Document delivered/available under separate cover. Digital file on enclosed CD)



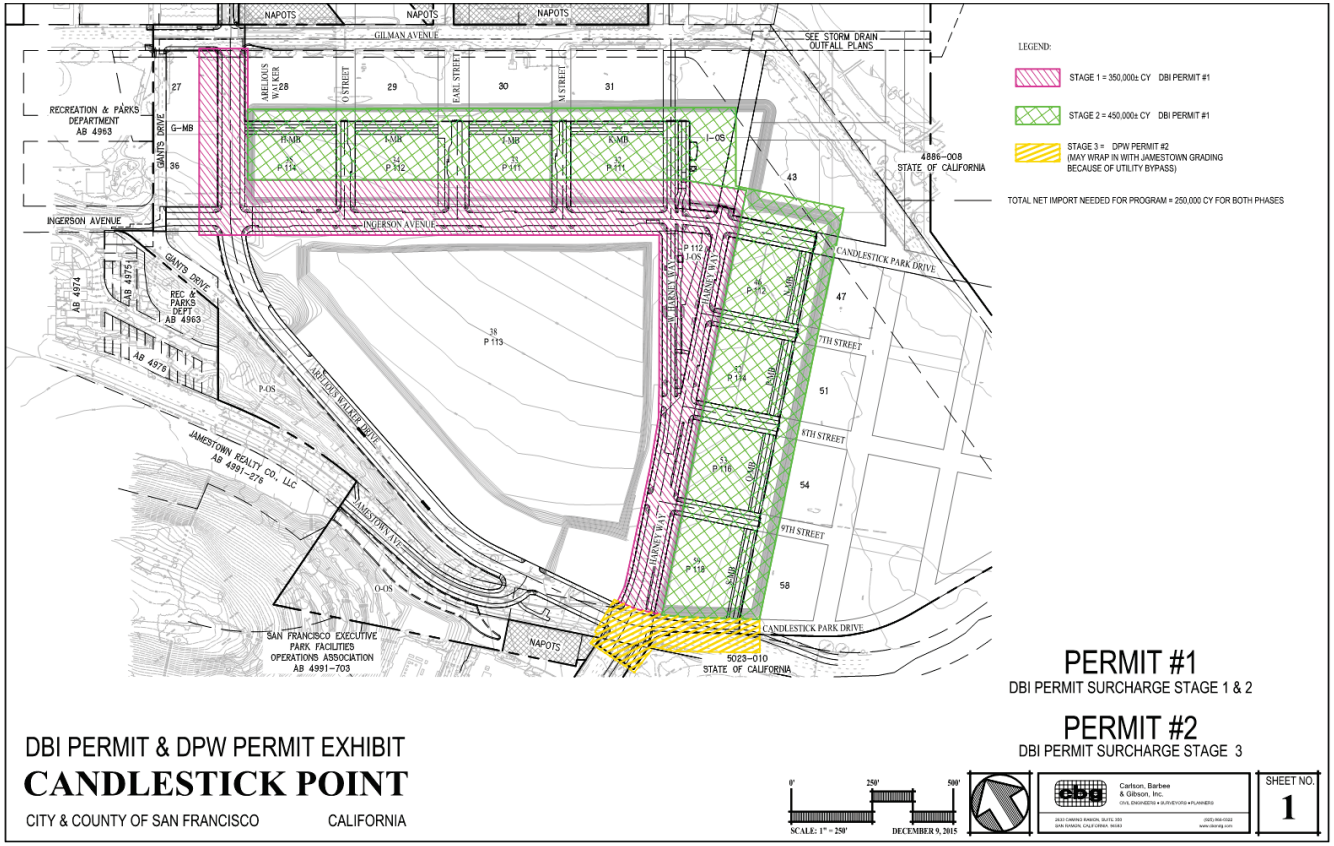


APPENDIX F – PRELIMINARY CONSTRUCTION PHASING

LENNAR URBAN//
CP CENTER CONSTRUCTION PHASING



Grading and Surcharge



Permit 1 -
DBI Grading Permit# 201411252500

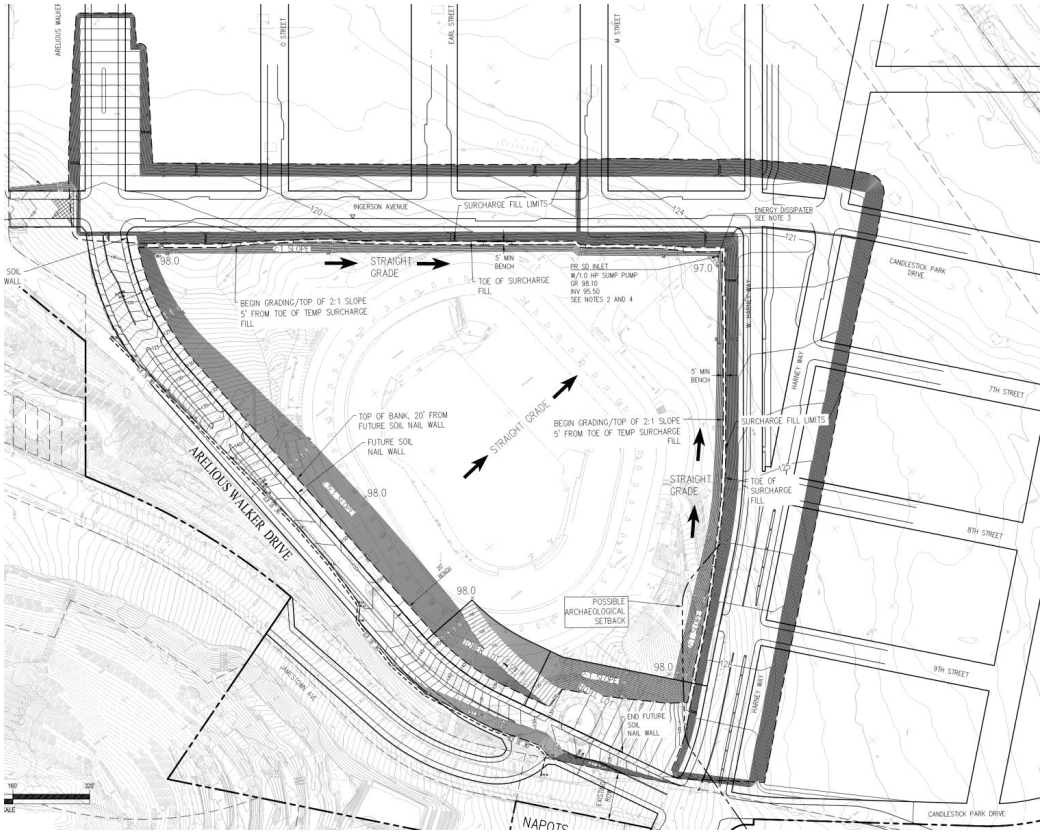
Stage 1
- Start: July 2015
- Placement Complete: Nov 2015
- Surcharge Complete: Mar 2016

Stage 2 (Block by Block Sequence)
- Start: Dec 2015
- Placement Complete: 2016
- Surcharge Complete: 2016-2017

Permit 2 -
DPW Excavation Permit# TBD

- Permit Received: Mar 2016
- Start: Mar 2016
- Complete: Nov 2016

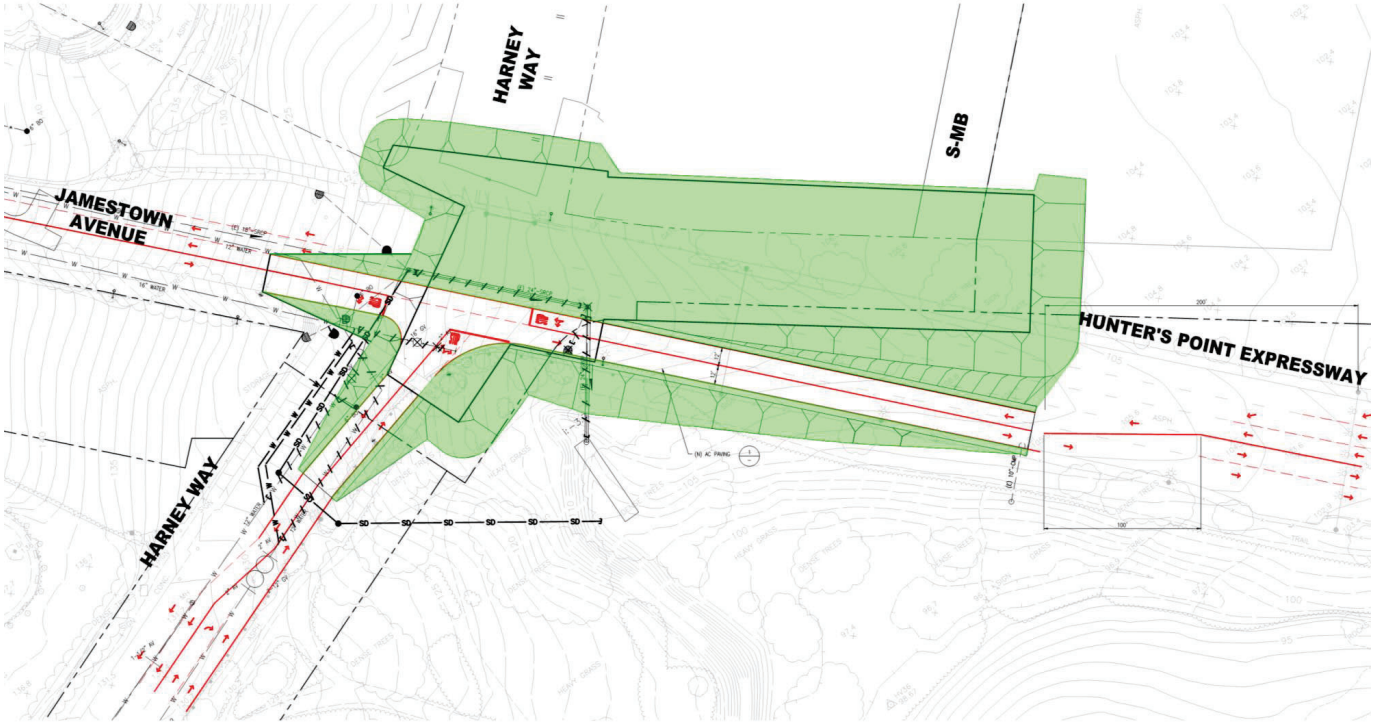
Onsite Borrow Plan



Phasing Details

- Contractor to use subgrade excavation material for podium structure for Stage 2 surcharge.
- Infrastructure contractor to turn over site to vertical contractor with subgrade rough grading completed

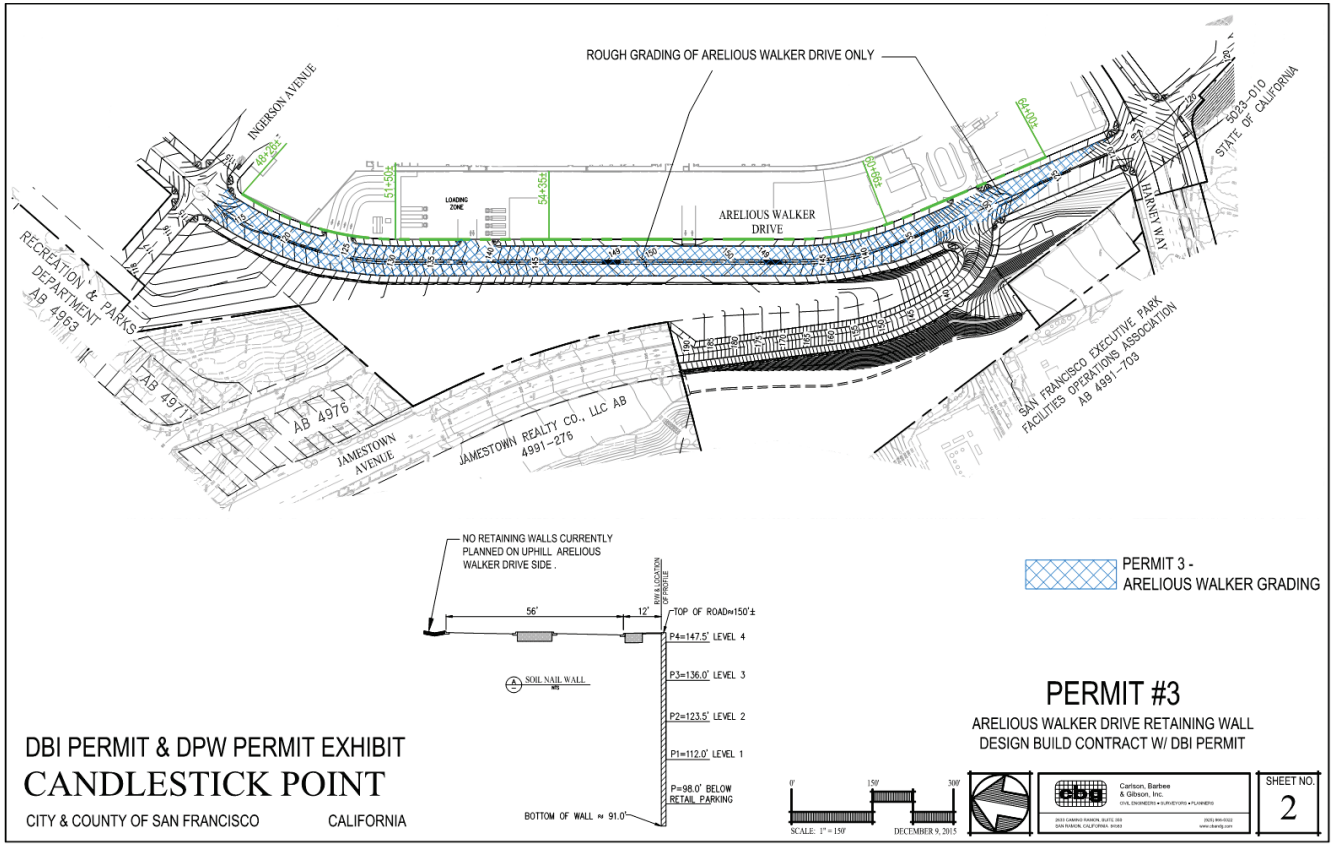
DPW Surcharge



Phasing Details

- Plans to be submitted by Fehr & Peers to address interim crosswalk and maintenance of traffic over surcharge
- Installation of wicks and surcharge in existing roadway will require a 1 week shut down of the intersection
- Utility relocation work required to remove existing lines from under surcharge

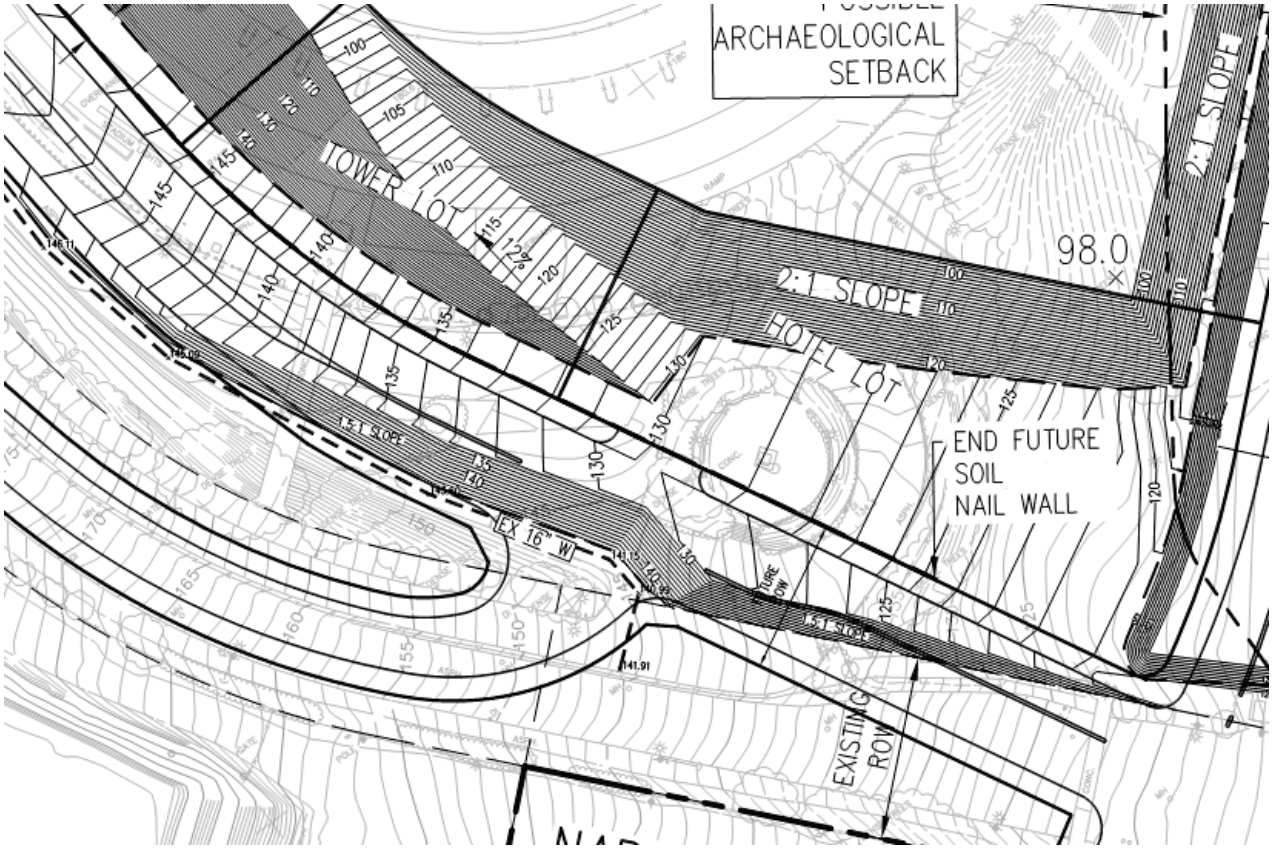
Arelious Walker Soil Nail Wall



Permit 3 -
DBI Shoring & Excavation Permit# 201511172873

- Filed: Nov 17, 2015
- Permit Expected: Feb 2016
- Construction Start: Mar 2016
- Construction Complete: Dec 2016

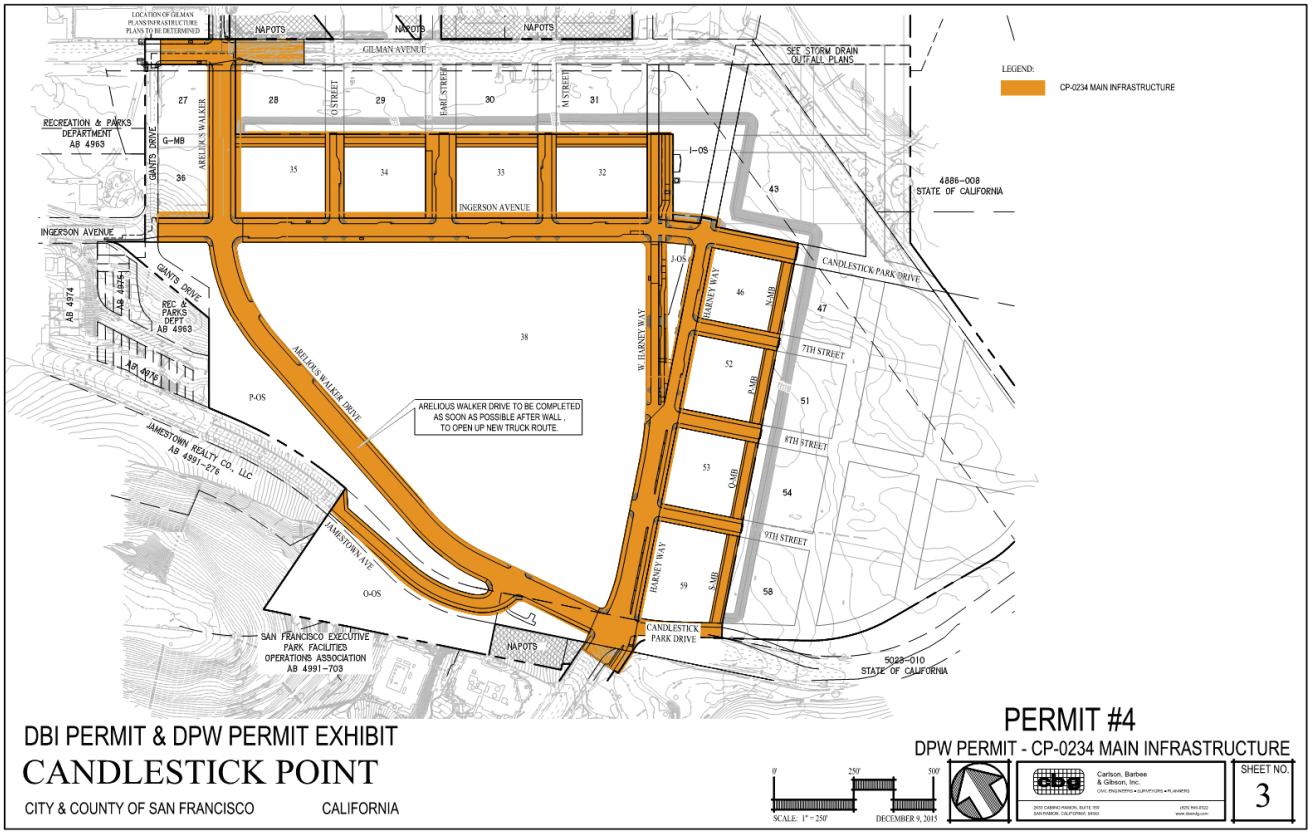
Arelious Walker Grading & Utility Relocate



Phasing Details

- Existing water line to be removed after grading and new line is installed
- Interim excavation of new AW alignment not to enter existing ROW
- Removal of St. Francis required

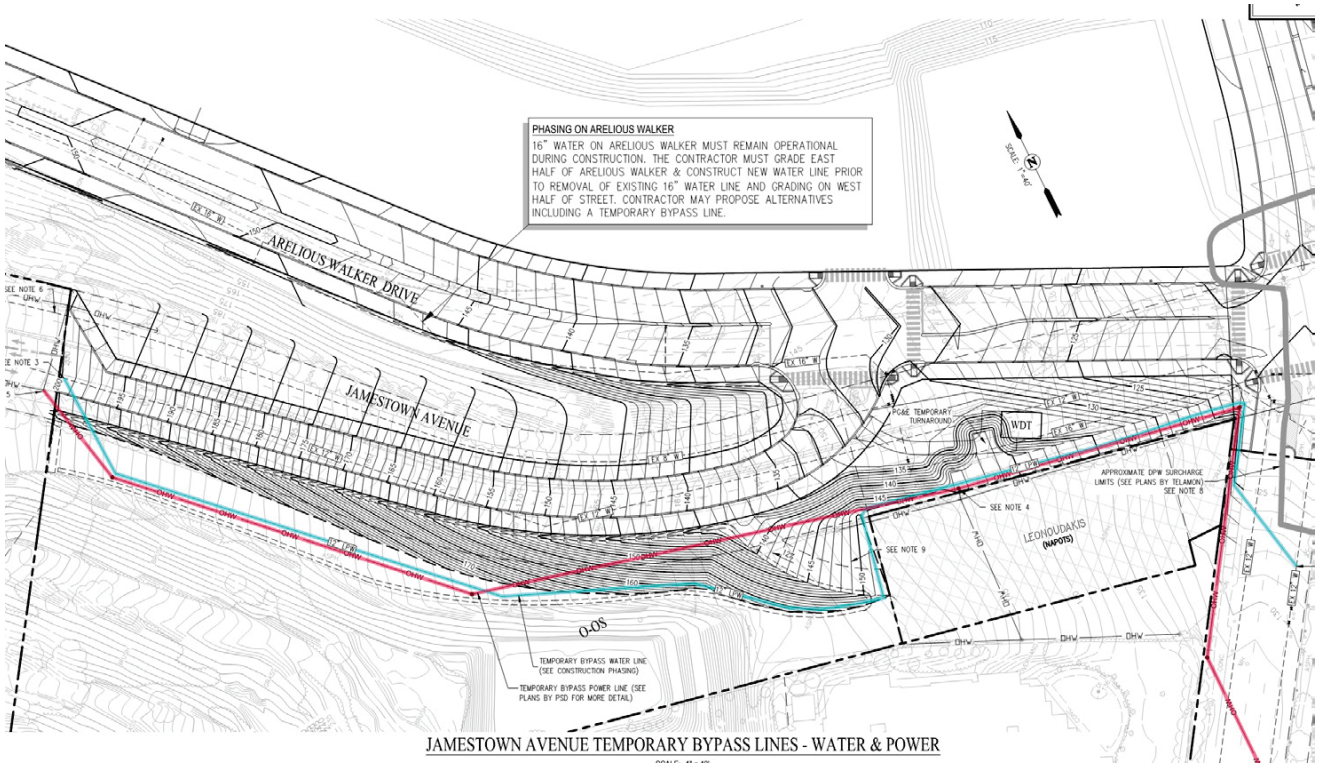
Main Infrastructure Permit



Permit 4 -
DPW Street Improvement Permit# TBD

- Permit Anticipated: March 2016
- Construction Start: March 2016
- Backbone Streets Complete: Dec 2017
- Side Streets Complete: Phased with vertical development in respective block

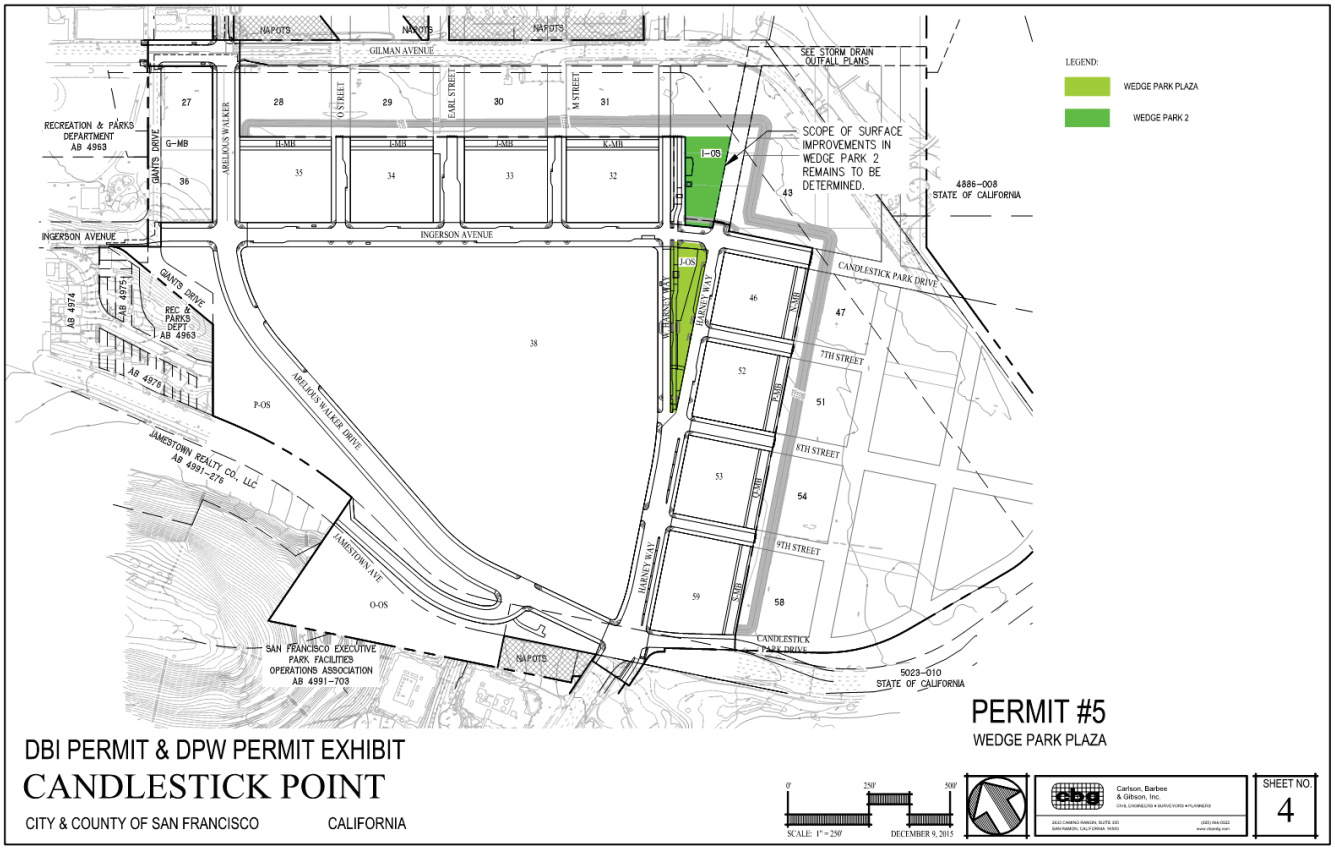
Jamestown Grading Sequence



Phasing Details

- Shut down of Jamestown Ave will be required to perform grading.
- Utility Reroute around cut area will be required
- To be completed after opening of retail center
- Interim connection between exiting Jamestown alignment and new AW will be required

Wedge Park Plaza

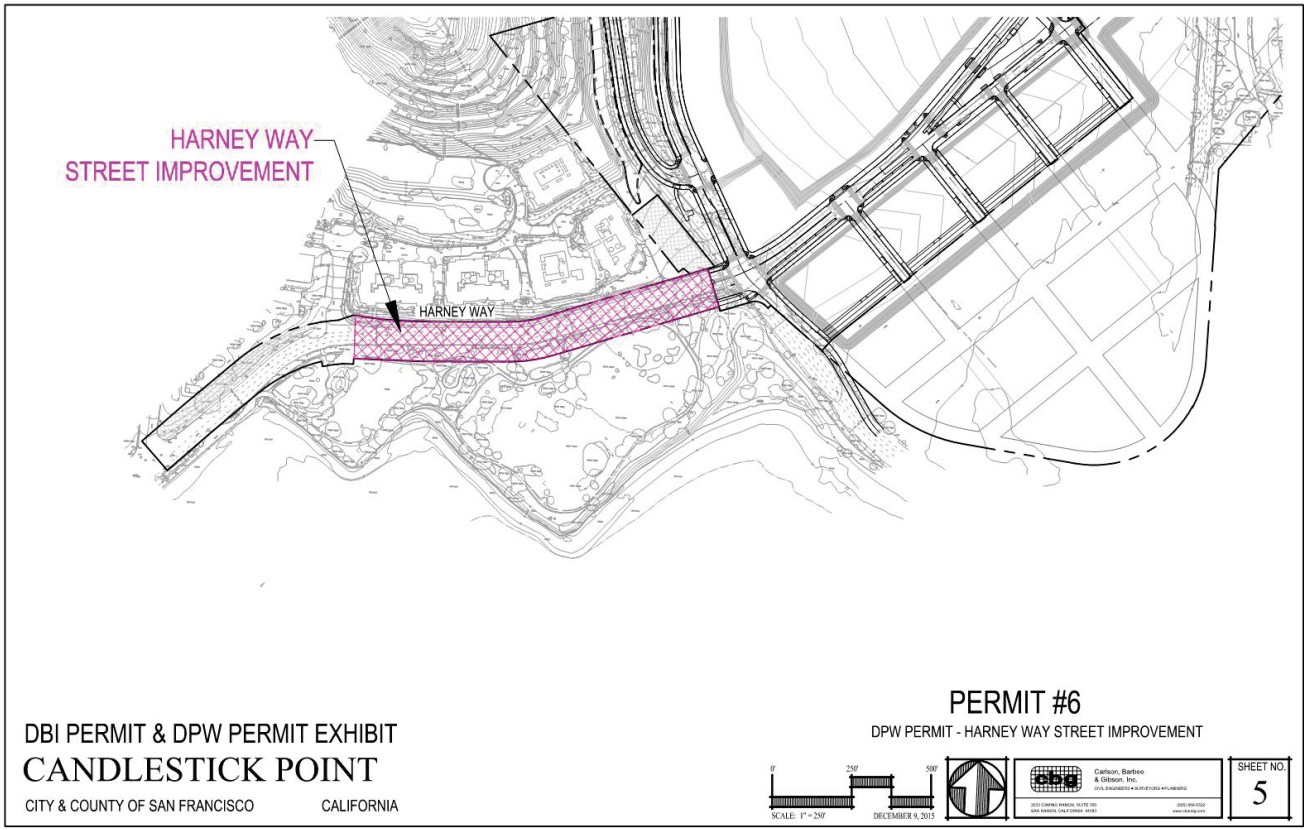


Permit 5 -
Open Space Permit# TBD

- Permit Anticipated: Spring 2017
- Construction Start: June 2017
- Completed: Nov 2017

- Scope of improvements in Wedge Park 2 area to be determined

Harney Way Offsites

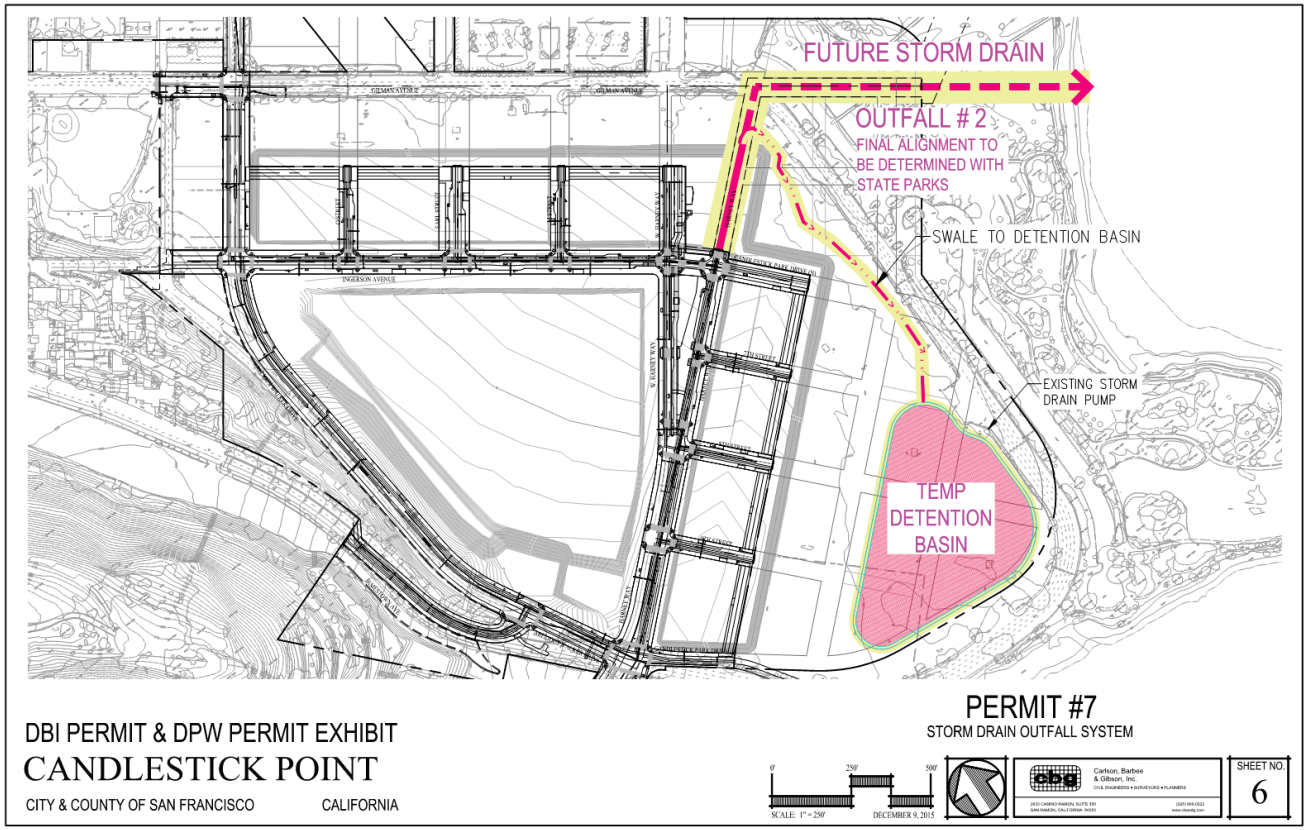


Permit 6 -
DPW Street Improvement Permit# TBD

- Permit Anticipated: Sep 2016
- Construction Start: Sep 2016
- Construction Complete: Dec 2017

- State Parks ROE needed to begin geotechnical investigations to determine surcharging requirements

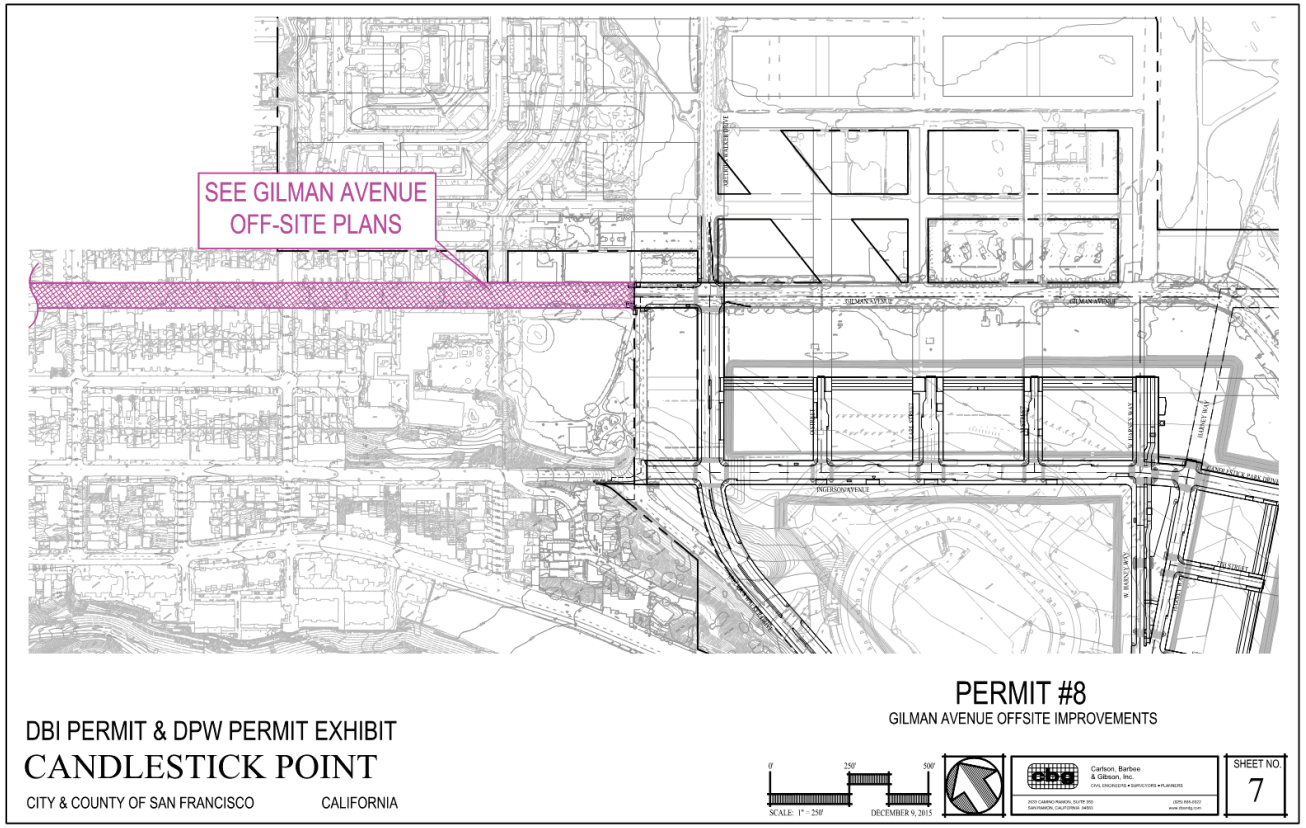
Storm Drain Outfall# 2



Permit 7 -
DPW Street Improvement Permit# TBD
SFPUC Outfall Permit# TBD
RWQCB Permit #TBD

- Detention Basin designed to accommodate SD flows until SD line can be accepted

Gilman Ave Offsite

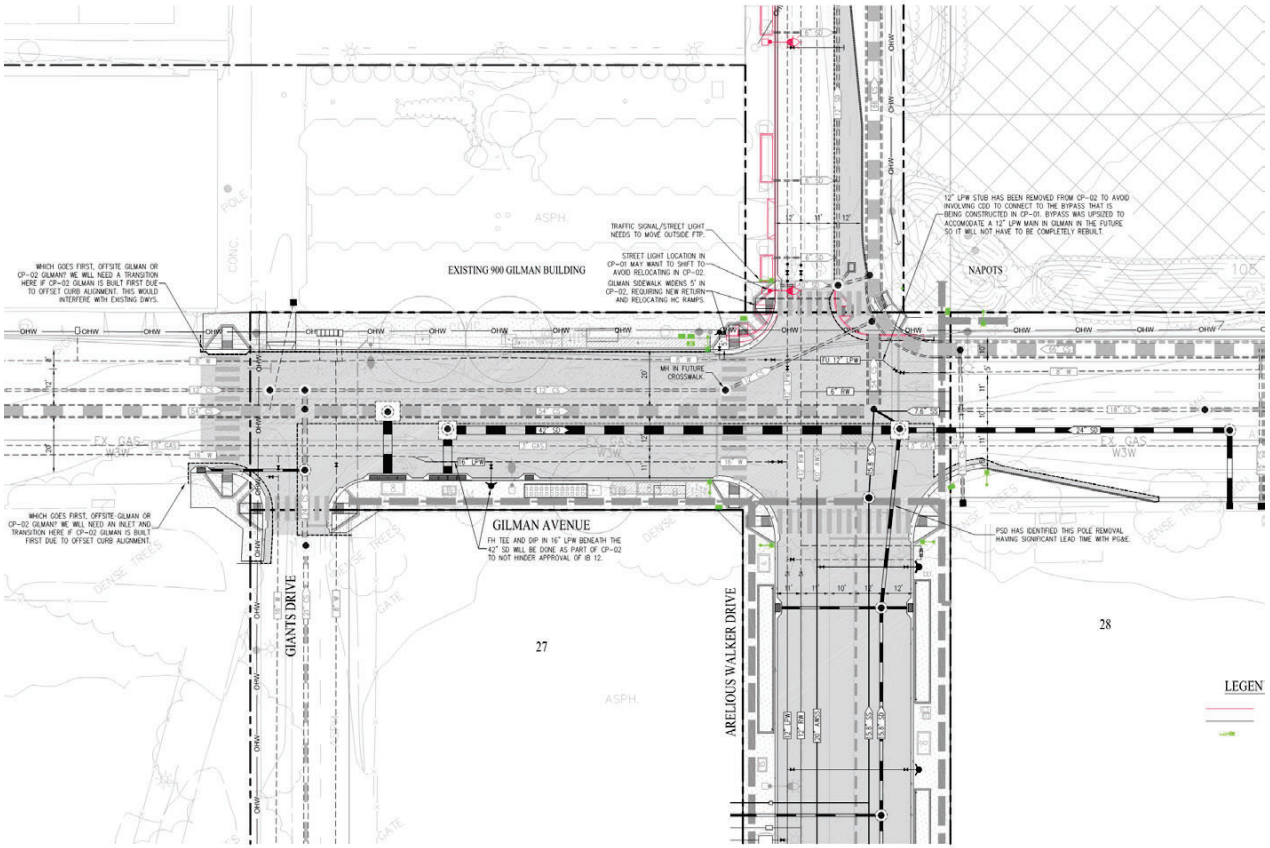


Permit 8 -
DPW Street Improvement Permit# TBD

- Permit Anticipated: June 2016
- Construction Start: June 2016
- Construction Complete: Oct 2017

- Traffic phasing to be contractor submittal based on final improvement plans

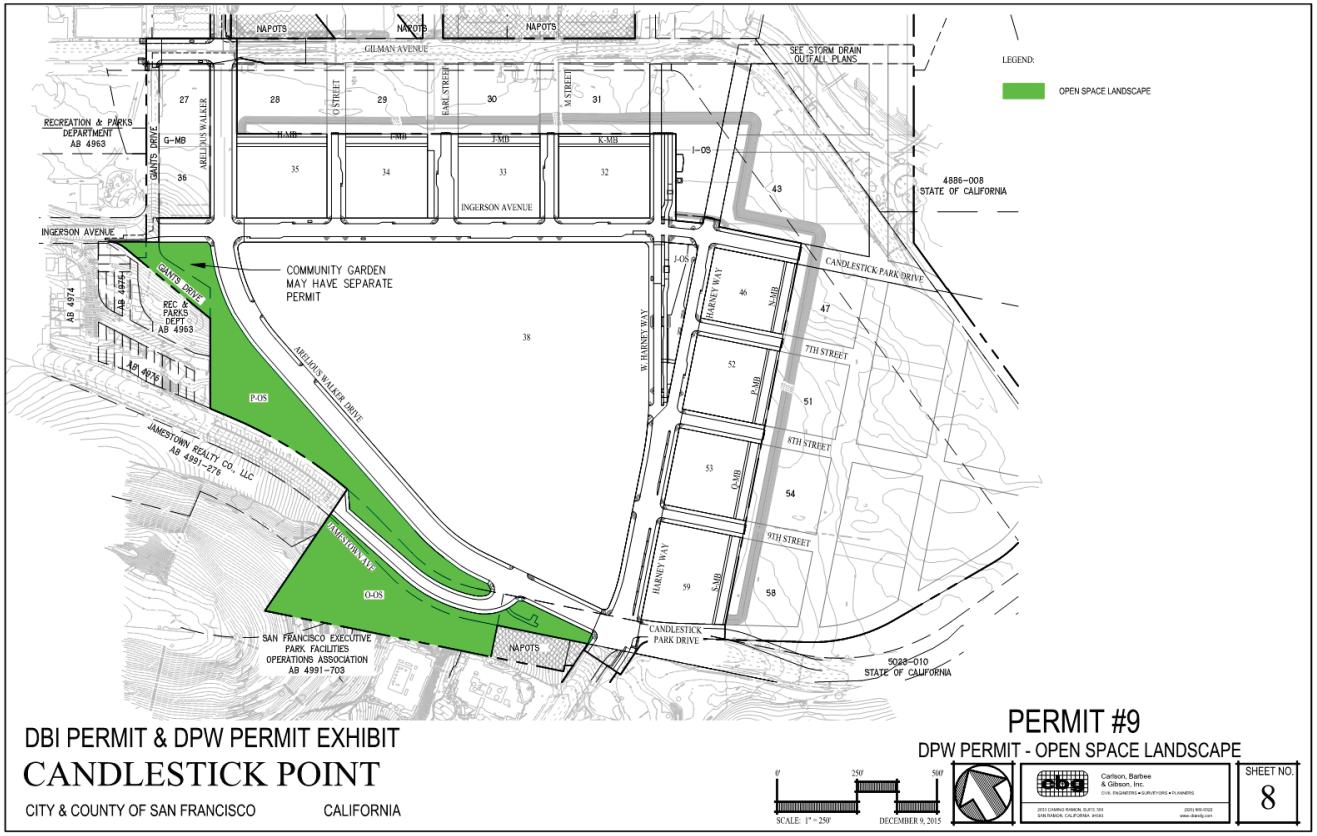
Gilman / CP-01 / CP-03 Intersection Coordination



Phasing Details

- Phasing of improvements shown in 3 different plan sets to be coordinated
- Curb Ramps installed in CP-01 to be removed and replaced
- Match line of CP-03 and Gilman offsite to be designed for connection

Hillside Open Space



Permit 9 -
Open Space Permit# TBD

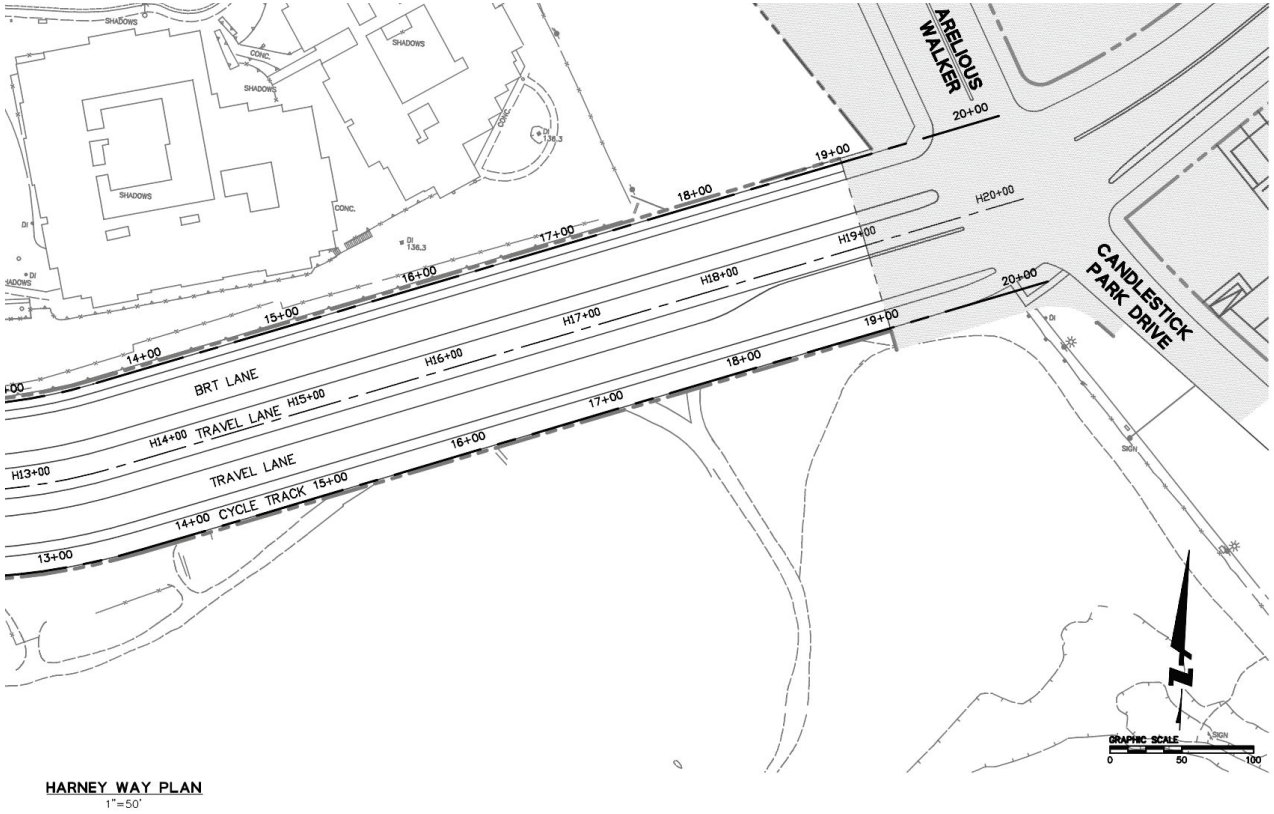
- Permit plan submittal TBD
- Open space improvements to have separate permit
- Rough grading to be done under Infrastructure permit
- Community Garden may require separate permit

Harney/Jamestown Intersection



Overlay of proposed grading onto existing conditions.

Harney Way Widening



HARNEY WAY PLAN
1"=50'

New surface improvements at Harney Way

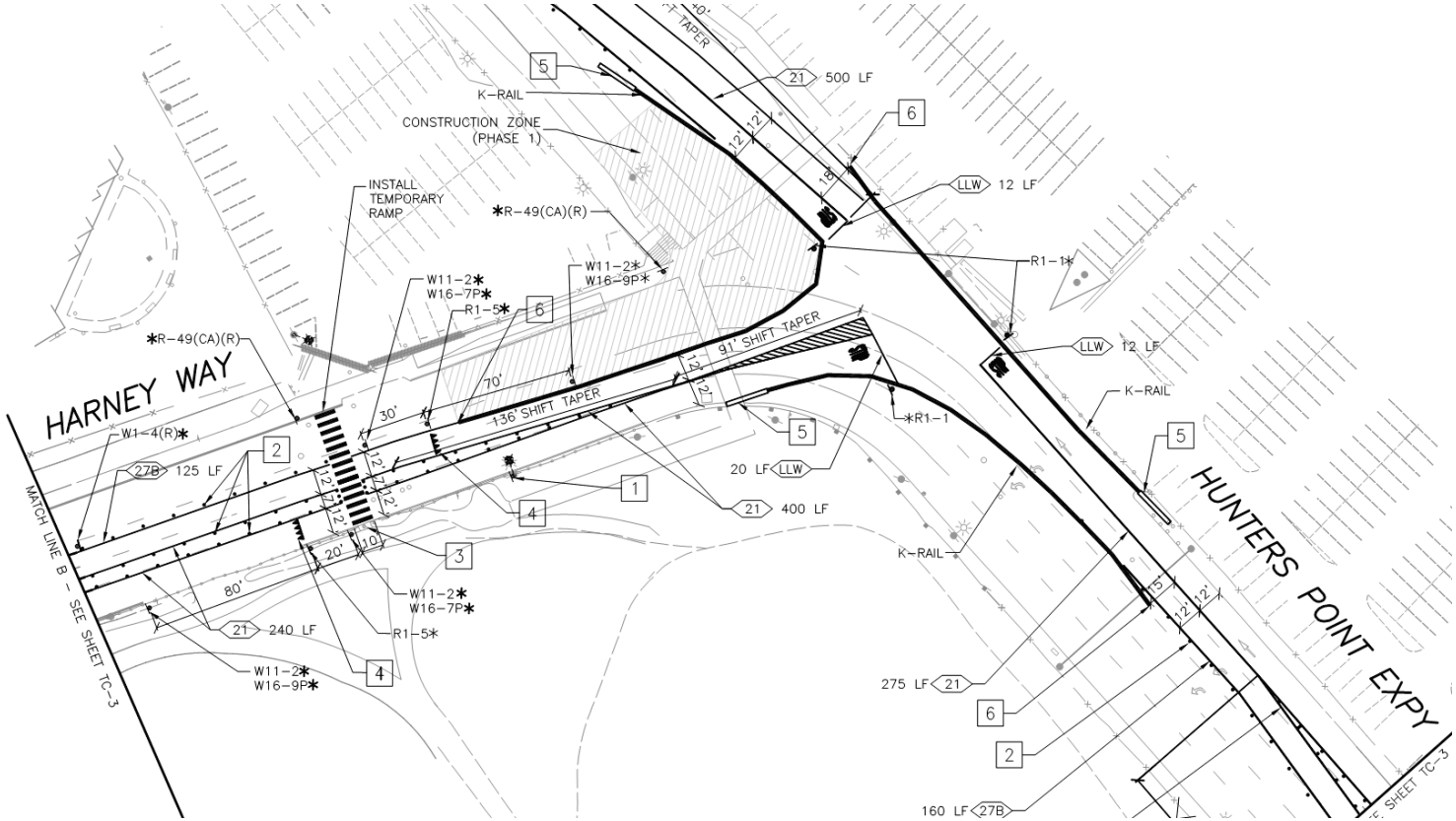
Existing Pedestrian Access



Proposed Pedestrian Access



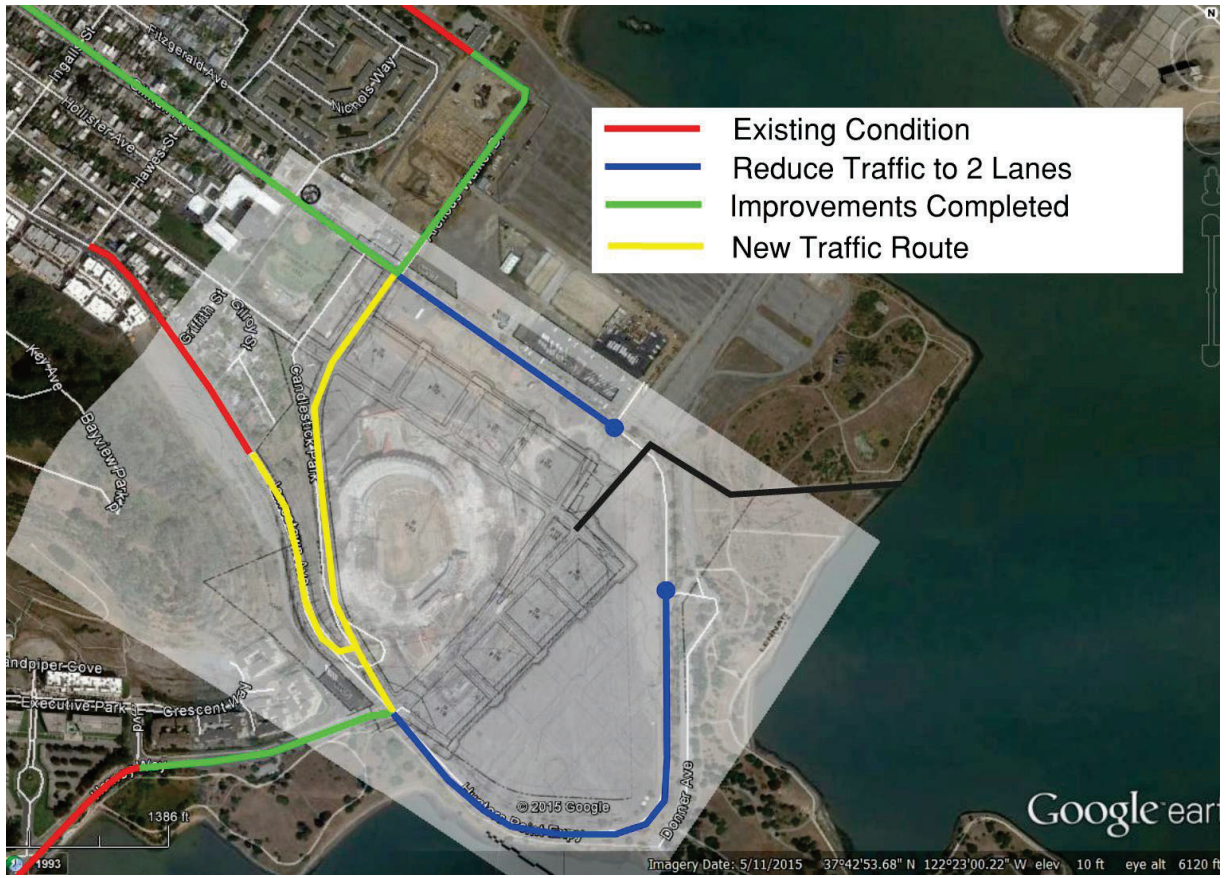
Proposed Interim Crosswalk



Traffic Plan During CP-0234 Construction



Proposed Traffic Plan at Completion of CP-0234



APPENDIX G – INSURANCE REQUIREMENTS

EXHIBIT F

DDA INSURANCE REQUIREMENTS

(CP/HPS2 - Horizontal)
Major Phase 1

A. Definitions:

1. "**Approval**" has the meaning set forth in the CP/HPS2 DDA.

2. "**City Parties**" means, collectively, the Office of Community Investment and Infrastructure (the "**Agency**"), the City and County of San Francisco, and their respective supervisors, commissioners, officers, agents and employees.

3. "**Commencing**" has the meaning set forth in the CP/HPS2 DDA.

4. "**Completed**" has the meaning set forth in the CP/HPS2 DDA.

5. "**Construction Contractor**" means any person, corporation, partnership, trust, company or any other entity that is acting as a general contractor in a direct or indirect contract with the Developer for Work for a Specific Project.

6. "**Construction Subcontractor**" means any person, corporation, partnership, trust, company, or any other entity that is in direct contract with a Construction Contractor for the performance of Work for a Specific Project.

7. "**Design Consultant**" means any person, corporation, partnership, trust, company or any other entity that has a direct contract with Developer for architectural services, engineering, landscape architectural services or any other professional design services for a Specific Project.

8. "**Design-Build Contractor**" means as any person, corporation, partnership, trust, company, or any other entity that has a contract to perform any design services and Work for a Specific Project.

9. "**Developer**" means CP Development Co., LP, a Delaware limited partnership or its Transferees under the CP/HPS2 DDA.

10. "**Infrastructure**" has the meaning set forth in the CP/HPS2 DDA.

11. "**Major Phase**" has the meaning set forth in the CP/HPS2 DDA.

12. "**Pollution Work**" means, collectively, any Work that involves disturbance of soil, groundwater, lead-based paint, asbestos containing materials or the removal, transportation and disposal of Hazardous Substances, as defined in the CP/HPS2 DDA.

13. "**Project**" has the meaning set forth in the CP/HPS2 DDA.

14. "**Specific Project**" means each portion of the Infrastructure in the Project that is under construction.

15. "**Sub-Phase**" has the meaning set forth in the CP/HPS2 DDA.

17. "**Substantial Completion**" has the meaning set forth in the CP/HPS2 DDA.

18. "**Work**" means the furnishing of any physical construction or labor for the Specific Project required for or in connection with the construction and completion of the Specific Project.

B. Insurance Requirements:

Developer shall procure and maintain, or cause to be procured and maintained, throughout the Major Phase, the insurance policies set forth herein. Developer is permitted to obtain or substitute any of the insurance required with project-specific insurance, including Owner Controlled Insurance Programs (OCIPs) and Contractor Controlled Insurance Programs (CCIPs), if such project-specific insurance meets each of the requirements set forth in the following sections.

1. Workers' Compensation and Employers' Liability Insurance:

Minimum Scope and Limits. Worker's Compensation Insurance with Employer's Liability insurance with limits of the following (or any higher limits as required by applicable law):

Coverage A. Statutory Benefits - State of Hire
Coverage B. Employers' Liability limits of:

Bodily Injury by accident	$1,000,000 each accident
Bodily Injury by disease	$1,000,000 policy limit
Bodily Injury by disease	$1,000,000 each employee

Policy Term. The policy shall be maintained for the duration of the Specific Project or such longer period as may be required by law.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties for losses arising from work performed by or on behalf of Developer. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Worker's Compensation Insurance or Employers' Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

1. Automobile Liability Insurance:

Minimum Scope. Insurance Services Office form number CA 00 01 covering Automobile Liability.

Minimum Limits. $1,000,000 combined single limit per accident for bodily injury and property damage.

Policy Term. The policy shall be maintained for the duration of the Specific Project.

Acceptability. Developer shall ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Additional Insureds. The City Parties are to be covered as additional insureds with respect to liability arising out of the automobiles owned, leased, hired or borrowed by Developer for the Specific Project, or that are otherwise used in connection with the Specific Project.

Primary Coverage. For claims arising out of work on the Specific Project, Developer's insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or self-insurance maintained by the City Parties shall be excess of Developer's insurance and shall not contribute to it or limit the amounts payable by Developer's insurer.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Automobile Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

2. Commercial General Liability Insurance:

Minimum Scope. Insurance Services Office ("**ISO**") Commercial General Liability coverage (occurrence form CG 0001 or its equivalent) combined single limit for bodily injury and property damage, including coverage for Contractual Liability, independent contractors, Explosion, Collapse, and Underground ("**XCU**"), Personal Injury, Broad-Form Property Damage to apply to products, and completed operations or its equivalent.

Minimum Limits. Developer shall maintain limits no less than: Each Occurrence: $5,000,000; General Aggregate: $5,000,000; Products/Completed Operations Aggregate: $5,000,000; and such amounts increased to $7,000,000 if claims investigation or legal defense costs are included in the maximum.

Policy Term. The insurance shall be maintained for the duration of the Specific Project and either for (i) ten (10) years from the date of Substantial Completion of the Specific Project or (ii) such insurance shall have Products and Completed Operations coverage for ten (10) years from the date of Substantial Completion of the Specific Project.

Form. Coverage must be on an "occurrence" form for the General Liability Insurance.

Additional Insureds. Additional Insured Endorsement(s) will be issued covering the City Parties.

Coverage. Premises and Operations coverage and liability to cover Developer's liability arising out of Work performed by Construction Contractors and Construction Subcontractors.

Deductibles and Self-Insured Retentions. Any deductibles or SIRs greater than $100,000 will be approved by the Agency Director and will be the responsibility of Developer and/or Construction Contractors or Construction Subcontractors to pay.

Primary Coverage. For claims arising out of or relating to work on the Specific Project, Developer's insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or self-insurance maintained by the City Parties shall be excess of Developer's insurance and shall not contribute to it or limit the amounts payable by Developer's insurer.

Waiver of Subrogation. Developer shall obtain an endorsement that requires the insurer to waive all rights of subrogation against the City Parties. Developer shall waive all rights against the City Parties for loss or damage to the extent covered by the Commercial General Liability Insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Application. Developer's insurance shall apply separately to each insured person or entity against whom a claim is made or suit is brought, except with respect to the aggregate limits of the insurer's liability, and rights or duties specifically assigned to the first or other named insureds.

Developer may structure the Commercial General Liability insurance program as an Owner (or Contractor) Controlled Insurance Program ("**OCIP**" or "**CCIP**") for all of the Specific Projects. Any OCIP or CCIP shall be Approved by the Agency Director.

3. Umbrella/Excess Liability Insurance:

Excess liability coverage on a follow-form basis, in excess to the Commercial General Liability coverage stated above, with limits for each occurrence and in the

aggregate to be determined by Developer with the Approval of the Agency Director as part of the applicable Sub-Phase Application. [**how much for first Subphases?**] The limits will be dependent on a variety of factors, including, among other things, the size and nature of the Specific Project, the amount and type of Infrastructure to be Completed (e.g., amount and type of transportation or park improvements), the risk involved and the then current insurance market.

(b) Developer may structure the Commercial General Liability insurance program as an Owner (or Contractor) Controlled Insurance Program ("**OCIP**" or "**CCIP**") for all of the Specific Projects.

4. Other Insurance Provisions for the Workers Compensation and Employers' Liability; Automobile Liability and Commercial General Liability Insurance Coverages:

Cancellation. The policies will have standard cancellation/non-renewal clauses, conforming to the California Insurance Code, and meeting the requirements set forth in Section 1(g) above.

Primary and Excess Coverage. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

Acceptability. Developer shall ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Developer must furnish the Agency with certificates of insurance evidencing coverage and satisfy the other requirements set forth in Section 13(d) below.

5. Professional Liability Insurance:

Professional Liability Insurance or Errors and Omissions Insurance will be required to be carried by Design Consultants and Design-Build Contractors or, in the alternative, any of their subcontractors or subconsultants.

Minimum Scope. Professional Liability or Errors and Omissions insurance shall include prior acts coverage, at least back to commencement of services for the Specific Project, to cover their specific services and contractual liability under the applicable contracts, to the extent such liability is insurable under Professional Liability or Errors and Omissions insurance.

Minimum Limits. The limits of any Professional Liability or Errors and Omissions shall not be less than $1,000,000 per claim/$2,000,000 aggregate, or the applicable Design Consultant's standard limit carried, whichever is higher, with a deductible or SIR amount not greater than $100,000.

Policy Term. The policy shall be maintained for the duration of the Design Consultant's and Design-Build Contractor's contracts and for a period of five (5) years after Substantial Completion of the applicable Design Consultant's or Design-Build Contractor's services.

Other Insurance Requirements.

Acceptability. Developer shall require its Design Consultants and Design-Build Contractors to ensure that the insurance is placed with a then current A.M. Best rating of not less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Developer shall require its Design Consultants and Design-Build Contractors to furnish Developer, and the Agency, with certificates of insurance evidencing coverage. All certificates and endorsements are to be received by Developer and the Agency before the Design Consultant begins services relating to Work for the Specific Project.

6. Construction Contractors', Design-Build Contractors' and Design Consultants' Insurance Coverages:

Developer will require Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants to procure and maintain the following insurance for work and services performed at the Project.

Workers' Compensation and Employers' Liability.

Minimum Scope and Limits. Workers' Compensation in statutory amounts with Employers' Liability insurance with limits of the following (or any higher limits as required by applicable law):

Coverage A. Statutory Benefits- State of Hire
Coverage B. Employers' Liability limits of:

Bodily Injury by accident	$1,000,000 each accident
Bodily Injury by disease	$1,000,000 policy limit
Bodily Injury by disease	$1,000,000 each employee

Policy Term. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for a Specific Project, or such longer period as required by applicable law.

Waiver of Subrogation. Developer shall require its Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design-Consultants to waive all rights of subrogation in favor of Developer, the City Parties and each other for loss or damage to the extent covered by Workers'

Compensation, Employers' Liability insurance, or any other employment-related insurance applicable to the Work, except such rights as they may have to the proceeds of such insurance. Each such party will waive all rights against each other, and against Developer and the City Parties, for loss or damage to the extent covered by the Workers' Compensation, Employers' Liability insurance, or other employment-related insurance applicable to the Work. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

Automobile Liability Insurance.

Minimum Scope. Insurance Services Office form number CA 00 01 covering Automobile Liability.

Minimum Limits. $1,000,000 combined single limit per accident for bodily injury and property damage.

Policy Term. The policy shall be maintained for duration of the contracts with Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for a Specific Project.

All Autos Covered. Developer and the City Parties are to be covered as insured with respect to liability arising out of the automobiles owned, leased, hired, or borrowed by Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants for the Specific Project or used to access the Specific Project.

Primary Coverage. For claims arising out of services relating to the Specific Project, Construction Contractors' (and their Construction Subcontractors') Design-Build Contractors' and Design Consultants' insurance coverage shall be primary insurance with respect to the City Parties. Any insurance or self-insurance maintained by the Agency or the City Parties shall be excess of Construction Contractors' (and their Construction Subcontractors') Design-Build Contractors' and Design Consultants' insurance and shall not contribute with it.

Commercial General Liability Insurance. The following Commercial General Liability insurance shall be required for (i) Construction Contractors (their Construction Subcontractors), Design-Build Contractors, and Design Consultants that are (i) not enrolled in an OCIP or CCIP for the Specific Project for their on-site or off-site Work, and (ii) for Construction Contractors (or their Construction Subcontractors) Design-Build Contractors and Design Consultants that are enrolled in an OCIP or CCIP for the Specific Project for their off-site Work:

Minimum Scope. Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).

Minimum Limits. Each Occurrence: $1,000,000; General Aggregate: $2,000,000; Products/Completed Operations Aggregate: $2,000,000; and Personal and Advertising Injury: $1,000,000.

Policy Term. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors for a Specific Project until either (i) five (5) years from the date of Substantial Completion of the Specific Project or (ii) such insurance shall have Products and Completed Operations coverage for five (5) years from the date of Substantial Completion of the Specific Project. The policy shall be maintained for the duration of the contracts with each Design Consultant until two (2) years from date of completion of its services on the Specific Project.

Coverage must be on an "occurrence" form.

(5) An Additional Insured Endorsement(s). Additional Insured Endorsement(s) shall be issued to cover the City Parties and Developer. The policy shall stipulate that the insurance afforded to the Additional Insureds (Developer and all the City Parties) shall apply as primary insurance and that any other insurance carried by Developer and the City Parties (and any other entity and individual required to be named as additional insured) will be excess only and will not contribute with this insurance. The policy shall contain substantially similar language to the following: "Such coverage as is afforded by this policy for the benefit of the additional insured(s) is primary for claims and or damages arising out of the project then under construction and any other coverage maintained by such additional insured(s) shall be non-contributing with the coverage provided under this policy."

(6) Premises and Operations coverage with no explosions, collapse, or underground damage exclusion.

(7) Independent Contractors' Liability to cover Contractor's liability arising out of work performed by its subcontractors.

(8) Broad-Form Property Damage.

(9) The policy may not be subject to a SIR that exceeds $25,000. Any and all SIRs must be susceptible of being satisfied under the policy through payments by the named insured or its agents, and any additional insureds or co-insures. If a SIR applies, the Allocated Loss Adjustment Expense (including defense costs) shall satisfy the SIR.

7. Other Insurance Provisions for all Commercial General Liability, Workers' Compensation and Automobile Liability Insurance Coverages for Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants:

Cancellation. The policies will all have standard reduction/cancellation/non-renewal clauses, conforming to the California Insurance Code.

Primary and Excess Coverage. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

Acceptability. Developer shall require its Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants to ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Construction Contractors (and their Construction Subcontractors), Design-Build Contractors and Design Consultants must furnish Developer and, upon request, the Agency, with certificates of insurance evidencing coverage and satisfy the other requirements set forth in Section 13(d) below. All certificates and endorsement are to be received by Developer before Work or services commence on the Specific Project.

(e) Construction Contractors' (and their Construction Subcontractors'), Design-Build Contractors' and Design Consultants' insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability, and rights or duties specifically assigned to the first or other named insured.

8. Property Insurance for Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors:

Minimum Scope and Limits. "Special Cause of Loss" property insurance (commonly referred to as "all risk" or "special perils" coverage) in an amount equal to the full replacement cost of Construction Contractor's (their Construction Subcontractor's and Design-Build Contractor's property for which it has title and/or risk of loss. All policy proceeds shall be used for the repair or replacement of the property damaged or destroyed.

Policy Term. The policy shall be maintained for the duration of the contracts with Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors for a Specific Project and continue until the property is delivered to Developer.

Waiver of Subrogation. Developer will require it's Construction Contractors (and their Construction Subcontractors) and Design-Build Contractors to include a waiver of rights of recovery clause in favor of Developer and the City Parties for losses arising from work or services performed for a Specific Project. Construction Contractor (and their Construction Subcontractors) and Design-Build Contractors will waive all rights against each other and against Developer, the City Parties and all other subcontractors for loss or damage to the extent covered by All-risk Property insurance or any other property or equipment insurance applicable to the work or services, except such rights as they may have to the proceeds of such insurance. If the policies of insurance referred to in this Section require an endorsement or consent of the insurance company to provide for continued coverage where there is a waiver of subrogation, the owners of such policies will cause them to be so endorsed or obtain such consent.

9. Contractors Pollution Insurance:

In connection with any Pollution Work, Developer will or shall require its Construction Contractors and Design-Build Contractors or in the alternative their subcontractors or subconsultants that will be performing the Pollution Work (collectively, "**Pollution Contractors**") to obtain the following insurance coverages:

Minimum Scope and Limits. Contractors Pollution Liability insurance applicable to Pollution Work with limits of not less than Two Million Dollars ($2,000,000) for each claim or occurrence and Two Million Dollars ($2,000,000) aggregate, per policy period of one year, or for the duration of the Pollution Work if longer than one year. If such activity involves or may involve lead-based paint or asbestos identification / remediation, such insurance shall not contain lead-based paint or asbestos exclusions.

Policy Term. The policy shall be maintained for the duration of the Pollution Contractors' contract and for a period of at least five (5) years after completion of the Pollution Work.

Self-Insured Retentions. Any Contractors Pollution Liability insurance policy containing a SIR greater than One Hundred Thousand Dollars ($100,000) shall be disclosed to Developer and the Agency and shall be subject to the Agency's Approval. If any policy is subject to a SIR, then such SIR shall contain or be endorsed to provide that the SIR may be satisfied by (i) the named insured, or (ii) Developer, or (iii) the City Parties and its successors and assigns. If a SIR applies the Allocated Loss Adjustment Expense (including defense costs), shall satisfy the SIR.

Claims Made Forms. The Contractors Pollution Liability coverages may be written on a claims made or occurrence form, but in either case shall meet the following requirements.

The retroactive date must be shown, and must be before the effective date of the contract or subcontract of the Pollution Contractor or the date such Pollution Work commences, whichever is later.

If coverage is reduced, canceled or non-renewed, and not replaced with another claims made or occurrence policy form with a retroactive date before the effective date of the contract or subcontract of the Pollution Contractor or the date such Pollution Work commences, whichever is later, the Pollution Contractor must purchase an extended period coverage for a minimum of five (5) years after completion of such Pollution Work.

Endorsements. All Contractors Pollution Liability insurance shall be endorsed to provide the following:

The City Parties are to be covered as additional insureds.

Such Contractors Pollution Liability policies are primary insurance to any other insurance available to the additional insureds, with respect to any claims arising out of the Specific Project and the Pollution Contractor's contract. Such policies shall also provide for severability of interests. For any claims that may arise from or in connection with the Specific Project, Pollution Contractor's insurance shall be primary insurance with respect to Developer and City Parties. Any insurance or self-insurance maintained by Developer or City Parties shall be excess of Pollution Contractor's insurance and shall not contribute with it.

Non-Owned Disposal Site coverage.

Cancellation. Thirty (30) days' advance written notice of reduction or cancellation in coverage or ten (10) days' advance written notice in case of non-payment.

Claims Requirements. A copy of the claims reporting requirements must be submitted to Developer before any Pollution Work commences.

Primary and Excess Coverage. All required limits of insurance may be purchased or placed through a combination of primary and excess insurance policies.

Acceptability. Developer shall require its Pollution Contractors to ensure that the insurance is placed with insurers with a then current A.M. Best's rating of no less than "A(-):VIII" or higher, licensed to do business in the State of California or, if not rated by A.M. Best, then a comparable rating from a nationally recognized rating agency approved by the Agency Director.

Verification of Coverage. Developer must furnish the Agency with certificates of insurance evidencing coverage and satisfy the other requirements set forth in Section 13(d) below. All certificates and endorsement are to be received by the Agency before the Pollution Work commences on the Specific Project.

10. Waiver and Adjustments to Insurance Requirements:

(a) Waiver of Developer's Insurance Requirements. Developer and the City Parties understand that the design and construction of the Project will span many years, will include multiple distinct sets of improvements built in different Major Phases and Sub-Phases, and will be developed by different developers utilizing numerous Construction Contractors, Design-Build Contractors and Design Consultants. Developer and the City Parties further understand that there are community benefits objectives for the Project, including but not limited to, the hiring of local Construction Subcontractors and Design Consultants. In addition, the availability of commercially reasonable insurance coverages is dependent upon the market at the time of the Specific Project. Based upon the foregoing, Developer may, from time to time, request a waiver from or amendment to the insurance that it or its Construction Contractors, Construction Subcontractors, Design-Build Contractors and/or Design Consultants are required to carry under these Insurance Requirements. The Agency shall use good faith efforts to respond to Developer's waiver or amendment request in an expeditious manner. The Agency Director may issue a waiver in any specific instance, or may in appropriate circumstances bring the matter to the [Commission/Board] for consideration.

11. Miscellaneous:

Minimum Limits. The insurance limits set forth in these Insurance Requirements are minimum limits, scopes and requirements of insurance only. Nothing herein should be construed to limit the actual limits, scopes, types or requirements of the insurance that Developer may acquire or that Developer will require of any of its Construction Contractors, Construction Subcontractors, Design-Build Contractors, Design Consultants, or any other person performing any services or Work or providing any materials or supplies for the Project, the Sub-Phase or any Specific Project. Developer, in its sole and absolute discretion, can require additional limits, scopes, types and requirements of insurance without notice to the Agency provided that the minimum requirements set forth herein are met, or a written waiver has been received. If additional limits and/or coverages are obtained, to the extent permitted, such insurance shall also be for the benefit of the Agency.

Increases. Not more often than every five (5) years and upon not less than sixty (60) days prior written notice, the Agency may require Developer to increase the insurance limits set forth above if the Agency finds in its reasonable judgment that it is the general commercial practice in San Francisco to carry insurance in amounts substantially greater than those amounts carried by Developer with respect to risks comparable to those associated with Developer's activities. Before requiring any increase in insurance, the Agency and Developer shall meet and confer in good faith to determine whether such increase is necessary. The cost of any increases to requirements will be reimbursed to Developer by the (Agency/Agency).

No Limitation on Other Coverage. Developer's compliance with the provisions of these Insurance Requirements shall in no way relieve or decrease Developer's other obligations under the CP/HPS2 DDA (including any indemnification obligation) or under any other agreement relating to the Project.

Verification of Coverage. Developer (and, upon request, each Construction Contractor, Construction Subcontractor, Design-Build Contractor and Design Consultant) must furnish the Agency with certificates of insurance and with endorsements evidencing coverage required by these Insurance Requirements. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All Developer's certificates and endorsements are to be received before the applicable Work or services commence (or before the applicable Work or service is performed by a Construction Contractor, Construction Subcontractor, Design-Build Contractor, or Design Consultant, when a copy of the certificate or endorsement is requested). The Agency reserves the right to require, and Developer (and each Construction Contractor,

Construction Subcontractor, Design-Build Contractor and Design Consultant) agrees to provide, complete, certified copies of all required insurance policies, including endorsements, demonstrating the coverage required by these specifications in connection with any loss, claim, lawsuit, or denial of coverage.

Developer's Requirements for Environmental Insurance. Developer's requirements for Environmental Insurance is addressed in Exhibit A, attached hereto.

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APPENDIX H – DDA Material Conditions

TEL > 415.995.1770 1 SANSOME ST., SUITE 3200
FAX > 415.995.1778 SAN FRANCISCO, CA 94104

Summary of Material Conditions of the DDA

The DRDAP requires a summary of material conditions that must be satisfied under the DDA during the course of the Major Phase. These conditions are summarized below and detailed in this Major Phase Application and the DDA.

DDA Requirement	Status	DDA Requirement	Status
DDA Section 17.2: Auction of Market Rate Lots. At least twenty five percent (25%) of the Residential Lots, excluding Agency Lots, Alice Griffith Lots and Community Builder Lots (each, an "**Auction Lot**"), in each Major Phase that contains Residential Projects shall be offered for sale by an auction or other competitive process Approved by Developer and the Agency as set forth in a Major Phase Approval or Sub-Phase Approval (the "**Auction Methodology**"). The proposed location of the Auction Lots shall be first identified in the Major Phase Application, but shall be subject to change in the Sub-Phase Applications as set forth in the DRDAP.	The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project–wide percentage of 25% at build-out. As approved in 2014, the Major Phase 1 CP Application did not identify Auction Lots.	Community Benefits Plan Section 1.1: Scholarship Program (i) Five Hundred Thousand Dollars ($500,000) on the date that is ninety (90) days after the first Major Phase Approval and (ii) Three Hundred Thousand Dollars ($300,000) on the date that is sixty (60) days after the date that Developer obtains each thousandth (e.g. the 1,000th, 2,000th, 3,000th, etc.) Unit Credit, as described in the Below-Market Housing Plan.	The Developer contributed $500,000 to the Lennar Bayview Scholarship Fund after the original Major Phase 1 CP Approval in January 2014. Per the Community Benefits Plan, Three Hundred Thousand Dollars ($300,000) will be contributed to the same fund on the date that is sixty (60) days after the date that Developer obtains each thousandth (e.g. the 1,000th and 2,000th for Major Phase 1 CP) Unit Credit, as described in the Below-Market Housing Plan.
DDA Section 19.8 Agency Annual Fee 19.8.1 Developer shall pay the Agency an "Agency Annual Fee" in the following amounts and within thirty (30) days of the following dates: (a) One Hundred Fifty Thousand Dollars ($150,000) on the date that is ninety (90) days following the date that Developer obtains Major Phase Approval for the Initial Major Phase; (b) One Hundred Fifty Thousand Dollars ($150,000) on the first (1st) and second (2nd) anniversaries of the date payment is date in clause (a) above; and (c) One Hundred Thousand Dollars ($100,000) on the third (3rd) and each successive anniversary of the date payment is due in clause (a) above...	The Developer has paid and will continue to pay the Agency Annual Fee.	Community Benefits Plan Section 1.2 Education Improvement Fund: (i) Five Hundred Thousand Dollars ($500,000) on the date that is ninety (90) days after the first Major Phase Approval and (ii) Nine Hundred Fifty Thousand Dollars ($950,000) upon the date that Developer obtains each thousandth (e.g. the 1,000th, 2,000th, 3,000th, etc.) Unit Credit.	The Developer contributed $500,000 to the Lennar Bayview Education Improvement Fund after the original Major Phase 1 CP Approval in January 2014. Per the Community Benefits Plan, Nine Hundred Fifty Thousand Dollars ($950,000 will be contributed to the same fund on the date that Developer obtains each thousandth (e.g. the 1,000th and 2,000th for Major Phase 1 CP) Unit Credit, as described in the Below-Market Housing Plan.
DDA Chapter 22.7 Insurance Requirements: As a part of each Major Phase Application, Developer shall propose the form, amount, type, terms and conditions of insurance coverages required of Developer in connection with such Major Phase, including those required under Section 11.3, and the final insurance requirements shall be included in each Major Phase Approval (the "Insurance Requirements").	The Insurance Requirements are included in this Major Phase Application as Appendix G.	Community Benefits Plan Section 2.1 Wellness Contribution: (i) One Hundred Thousand Dollars ($100,000) to the Agency on the date that is ninety (90) days after the first Major Phase Approval, to be used by the Agency for predevelopment expenses in connection with the proposed expansion of the Southeast Health Center.	The Developer contributed $100,000 to the Agency after the original Major Phase 1 CP Approval in January 2014 to be used by the Agency for predevelopment expenses in connection with the proposed expansion of the Southeast Health Center.
Exhibit E-A: Exhibit E-A Outlines the documents to be submitted for Major Phase Applications.	The list of documents outlined in Exhibit E-A has been reviewed and approved by OCII staff.	Community Benefits Plan Section 2.2 Southeast Health Center: Developer shall contribute (or cause the contribution of) Two Hundred and Fifty Thousand Dollars ($250,000) in all cash (the "Healthcare Predevelopment Contribution") to the Agency (or its designee) to be used for predevelopment expenses associated with the expansion of the Southeast Health Center, including an assessment of the programmatic needs of an expanded center in light of other health care services in the area. The obligation to contribute the Healthcare Predevelopment Contribution shall accrue and be made on the date that is ninety (90) days after the first Major Phase Approval.	The Developer contributed $250,000 to the Agency as the Healthcare Predevelopment Contribution after the original Major Phase 1 CP Approval in January 2014
Below Market Rate Housing Plan Section 2.1.a.2: Developer shall preliminarily identify the number of anticipated Below-Market Rate Units for each anticipated Residential Project in a Major Phase Application.	The Major Phase 1 CP Housing Data Table, Appendix C of the Major Phase Application, preliminarily identifies the number of anticipated Below-Market Rate Units for each anticipated Residential Project in the Major Phase Application.	Community Benefits Plan Section 3.1 General: Developer (or Vertical Developers, as applicable) shall (A) make available to the Agency seven and a half percent (7.5%) of the aggregate retail space in the Project (but not to exceed a maximum of 65,000 gross square feet) (the "Community Facilities Space"), as more particularly set forth in Section 3.2), (B) Complete the Infrastructure for the approximately four and eight tenths (4.8) acres of land identified on the Development Plan as "Community Facilities Lots" (the "Community Facilities Lots")	The Community Facilities Space and Community Facilities Lots will be provided per the DDA.
Below Market Rate Housing Plan Section 2.1.a.4: As set forth in the DDA, twenty-five percent (25%) of the Market Rate Lots and Stand-Alone Workforce Lots in each Major Phase shall be offered for sale to Vertical Developers by an auction or other process Approved by Developer and the Agency.	The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the Residential Lots contained within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these Residential Lots be excluded from the pool of Auction Lots for this Major Phase Application. This will require future phases to include a higher portion of Auction Lots to achieve the Project–wide percentage of 25% at build-out. As approved in 2014, the Major Phase 1 CP Application did not identify Auction Lots.	Community Benefits Plan Section 5.1 Community Builder Program: (a) Community Builder Program. During the build out of the Project, five hundred (500) Units (not including Agency Affordable Units) across a spectrum of affordability levels (the "Community Builder Units") will be made available for development by or with the assistance of Community Builders. The Community Builder Units will be distributed throughout the Project Site on Lots that are identified and Approved by the Agency in the Major Phase Approval for each Major Phase which contains Residential Projects (each such Lot, a "Community Builder Lot").	The following language was approved in January 2014 with the original approval of the Major Phase 1 CP Application: Given that the residential units proposed to be developed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith or are part of the mixed-use development of the Candlestick Point regional retail center, it is the Applicant's request that these residential units be excluded from the pool of Community Builder Units for this Major Phase Application. This will require future phases of the Project to include a higher portion of Community Builder Lots to achieve the Project–wide goal of 500 units.
Below Market Rate Housing Plan Section 2.3 Major Phase and Sub-Phase Housing Data Tables: In order to track Developer's compliance with this Below-Market Rate Housing Plan, Developer shall submit a Housing Data Table as part of each Major Phase Application.	The Major Phase 1 CP Housing Data Table is included as Appendix C of the Major Phase Application.	Community Benefits Plan Section 5.2: (b) Insurance and Credit Support. In addition to the contributions set forth in Section 5.2(a), Developer shall contribute (or cause the contribution of) One Million Dollars ($1,000,000) in all cash (the "Credit Support Contribution") to the Agency. The Agency shall use the Credit Support Contribution as part of a surety bond and credit support program solely in connection with the Project. Such program, which will augment the Agency's existing surety bond program, will provide security to assist contractors from BVHP in obtaining insurance and credit support that may be required in order to participate in the development of the Project. The obligation to contribute the Credit Support Contribution shall accrue and be made in installments of Two Hundred Fifty Thousand Dollars ($250,000) on the date that is sixty (60) days after each of the first four (4) Major Phase Approvals.	The Developer satisfied this obligation after the original approval of the Major Phase Application in January 2014.

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