

ATTACHMENT Q

Master Change Log: Candlestick Point Design for Development, Candlestick Point Streetscape Master Plan, Candlestick Point Major Phase 1 CP Application

Proposed Revision	Existing Provision	D4D Revision	Streetscape Master Plan Revision	Major Phase 1 CP Revision
1. <u>Additional Signage Provisions</u> : Provisions amended to provide a greater level of guidance for signage, specifically in relation to intent, variety, style, orientation, lighted signs, safety, new technology signs, temporary signage and prohibited signage. Specific standards for commercial and residential signage are removed.	D4D: Existing provisions in Section 4.3.2	D4D: Section 4.4, p. 138-139		
2. <u>Podium Heights</u> : Add provisions to the D4D to clarify massing and bulk controls for tower podiums and add maximum podium heights for each tower.	D4D: No existing provisions	D4D: - Table 4.3 (p. 84), - Section 4.3.2 (p. 87) - Table 4.5 (p. 87)		
3. <u>Ground Floor Retail Height In Mixed Use Residential District</u> : Add provisions to the D4D minimum floor-to-floor height of 15 feet for non-residential uses.	D4D: - Figure 4.6 – Minimum retail height of 12 feet for Mixed Use High Rise - Section 4.3.1 B – All retail spaces shall be a minimum of 12 feet height	D4D: - Figures 4.7 to 4.12 (p 97 to 102) - Section 4.3.1 (A) (p. 110) - Section 4.3.1 (B) (p. 116)		Major Phase 1 Application: - Section 1.1 (pp. 4-5) - Section 6.1 (p. 52)
4. <u>Parking Garage Entry and Curb Cuts Widths</u> : Revise D4D to allow a maximum of 27 foot width for garage entrance and curb cuts if needed to accommodate large service vehicles and emergency services.	D4D - Section 4.3.1 D (p. 128) – Maximum combined parking & loading entry width 24 ft - Section 4.4.3 (p. 152) – Maximum curb cut width 24 ft	D4D: - Section 4.3.1 D (p. 123) - Section 4.4.3 (p. 144)		<u>Major Phase 1 Application</u> : Section 1.1 (pp. 4-5) Section 8.7
5. <u>CP Center Internal Access</u> : Eliminate extension of Earl Street and 8 th Street into CP Center and eliminate Bill Walsh Street. Add four pedestrian only corridors. Allow service vehicles to use one pedestrian corridor.	D4D: Various figures, images and location plans show the extension of Earl Street and 8th Street into CP Center, with a new Bill Walsh Street.	D4D: - Figure 2.1 (p. 21) - Image: Density of residential and services is clustered around transit stops (p. 23) - Image: Parks and Open Space Illustrative Plan (p. 24) - Figure 2.2: Parks and Open Space Network (p. 25) - Figure 2.3 (p. 27) - Figure 2.4 (p. 29) - Figure 2.5 (p. 33) - Figure 2.6 (p. 37)	Streetscape Master Plan - Page 8 - Page 12 - Page 74	Major Phase 1 Application: - Section 1.1 (pp. 4-5) - Figure 2.1 - Figure 2.2 - Figure 2.3 - Figure 2.4 - Figure 2.5 - Figure 2.6 - Figure 2.7 - Figure 2.8 - Figure 2.9 - Figure 5.1

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		• Figure 2.7 (p. 39) • Figure 3.1 (p. 47) • Figure 3.2 (p. 49) • Figure 3.3: Public Streets Network (p. 57) • Figure 3.4: Parks and Open Space (p. 64) • Figure 3.10: Conceptual Plan – Candlestick Point State Recreation Area (p. 72) • Figure 4.1: Development Blocks (p. 77) • Figure 4.2: Land Use Districts (p. 79) • Figure 4.3: Building Heights (p. 85) • Figure 4.4: Street Wall Conditions (p. 94) • Figure 4.15: On-Street Parking Locations (p. 143) • Figure 5.1: Character Neighborhoods (p. 155) • Figure 5.6: Candlestick Center Illustrative Site Plan (p. 177) • Figure 5.7: Candlestick Center Urban Design (p. 183) • Figure 7.1: Block Plan (p. 201) • Figure 7.2: Building Heights (p. 205) • Figure 7.3: Street Wall Conditions (p. 207) • Figure 7.4: Jamestown Urban Design (p. 209) • Figure 8.1: Building Heights – Shipyard South R&D Option (p. 214) • Figure 9.3: Candlestick Center Block Plan (p. 228) • Location Plan (p. 35) • Location Plan (p. 50) • Location Plan (p. 51) • Image: Location of Retail Streets (p. 59) • Image: Location of Boulevard Streets (p. 60) • Image: Location of Local Streets (p. 61)		• Figure 5.2 • Figure 6.1 • Figure 6.2 • Figure 6.3 • Figure 6.4 • Figure 6.5 • Figure 6.6 • Figure 6.7 • Figure 6.8 • Figure 7.1 • Figure 8.1 • Figure 8.2 • Location Plan • Location Plan • Location Plan • Location Plan • Figure 8.3 • Figure 8.4 • Figure 8.5 • Figure 8.6 • Figure 9.1 • Figure 9.2 • Figure 9.3 • Figure 9.4 • Figure 9.5 • Figure 9.6 • Figure 9.7 • Figure 9.8 • Figure 10.1 • Figure 10.5 (

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		- Image: Location of Mid-block Breaks (p. 62) - Image: Location of Alice Griffith Community Park (p. 65) - Image: Location of Candlestick Community Park – Final location to be determined in the future (p. 66) - Image: Location of Bayview Gardens / Wedge Destination Park (p. 67) - Image: Location of Mini-wedge Community Park (p. 68) - Image: Location of Jamestown Hillside Community Park (p. 69) - Image: Location of State Recreation Area and Bay Trail (p. 70) - Location Plan (p. 95) - Location Plan (p. 96) - Location Plan (p. 97) - Location Plan (p. 98) - Location Plan (p. 99) - Location Plan (p. 100) - Location Plan (p. 101) - Location Plan (p. 102) - Location Plan (p. 103) - Location Plan (p. 104) - Image: Street block orientated at 45° to prevailing winds (p. 106) - Location Plan (p. 150) - Location Plan (p. 151) - Location Plan (p. 156) - Location Plan (p. 164) - Location Plan (p. 174) - Location Plan (p. 184) - Section 5.3.3: Candlestick Center – Urban Design (pp. 194-195)		
6. <u>Arelious Walker Entry Plaza</u> : Add D4D provisions encouraging a vehicle/pedestrian entry plaza.	D4D: No existing provisions	D4D - Section 5.3.2 S8 and G5 (p. 182) - Figure 5.7: Candlestick Center Urban Design (p. 183)		
7. <u>CP Center Parking Garage Entry and Curb Cuts Widths</u> : Add D4D provisions to allow garage entry and curb cuts widths up to 50 feet. All one parking garage entry and associated curb cut larger than 27 feet on Ingerson. Provide for a	D4D: Section 4.3.1 D, p. 128 – Maximum combined parking & loading entry	D4D: Section 4.3.1 D: Parking Structure (p. 123)		

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safe and comfortable pedestrian and bicyclist crossing.	width 24 ft Section 4.4.3, p. 152 – Maximum curb cut width 24 ft	- Section 4.4.3: Loading, Mechanical Equipment and Meters (p. 144) - Section 5.3.2 S7: Parking Structure		
8. <u>Grocery Store Garage Door and Curb Cut Widths</u> : Add D4D provisions allowing a garage door and curb cut width greater than 27 feet for the grocery store to accommodate a loading dock. Incorporates requirements for screening and design features to ensure a safe and comfortable pedestrian and bicyclist crossing.	D4D: - Section 4.3.1 D (p. 128) – Maximum combined parking & loading entry width 24 ft - Section 4.4.3 (p. 152) – Maximum curb cut width 24 ft	D4D: Section 5.2.2 G3: Grocery Store (p. 171)		
9. <u>Blank Building Facades</u> : Revise D4D provisions to allow blank facades where floor area is below grade or for essential building service area and to avoid blank facades along paseos.	D4D: Blank facades prohibited.	D4D: - Section 4.3.1: Retail and Mixed Use (p. 116)		Major Phase 1 Application: Section 6.6
10. <u>Remove Parking Space Dimensions</u> : Remove D4D minimum parking space dimension requirements.	D4D: Parallel parking spaces shall be a minimum of 7 ft by 22 ft; angled parking spaces shall be a minimum of 9 ft by 18 ft.	D4D: Section 4.5.2: On-street Parking		
11. <u>Cinema and Grocery Store Parking Ratio</u> : Update D4D to include off-street car parking ratios for Cinema and Grocery Store.	D4D: No existing provisions	D4D: Table 4.7 (p. 140)		Major Phase 1 Application: Table 8.3
12. <u>Hotel Location</u> : Update D4D to reflect new hotel location at the corner of Harney Way and Arelious Walker.	D4D: - Hotel in location in middle of CP Center, but indicates the location may move. - Maximum of two curb-cuts allowed on Earl Street or 8th Street for the provision of passage drop off and loading.	D4D: - Section 4.3.1 B: Commercial – Hotel (p. 119) - Figure 5.6: Candlestick Center Illustrative Site Plan (p. 177) - Section 5.3.3 G3: Candlestick Center Urban Design (p. 195) - Figure 5.10: Candlestick Center Urban Design (p. 197)		Major Phase 1 Application: - Section 1.1 (pp. 4-5) - Figure 2.2 - Figure 6.1 - Table 6.1 - Figure 6.6 - Figure 6.7 - Figure 6.8
13. <u>Width of Pedestrian Path to Water Mews in Mid-Block Breaks</u> : D4D provision added to require a minimum 10 foot width for pedestrian path to water mews.	D4D: No existing provisions	D4D: Section 4.6.2: Mid-block Breaks (p. 147)		
14. <u>Alice Griffith Outdoor Seating</u> : Add D4D provision to encourage outdoor seating in large sidewalk areas at the northern and southern ends of Egbert Avenue.	D4D: No existing provisions	D4D: Section 5.1.1: Alice Griffith General Description (p. 158)		
15. <u>Alice Griffith Setbacks</u> : 9 foot setback to apply at Alice Griffith to properties fronting Donner Avenue, Fitzgerald Avenue and G Street	D4D: 10 foot setback	D4D: Section 5.1.2 S4: Setbacks to		

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		Donner Avenue, Fitzgerald Avenue & G Street		
16. <u>Wedge Park Phasing</u> : Accelerate development of Wedge Park 2a to Major Phase 1. Wedge Park 2b would remain in Major Phase 2.	Major Phase Application:			Major Phase 1 Application: - Section 2.5 - Figure 2.9
17. <u>Timing and Grading for Jamestown Avenue Improvements</u> : Reconstruction of Jamestown Avenue will end approximately 500 feet sooner than originally contemplated in order to avoid significant grade differences between the road and adjoining properties. Resurfacing of this section of roadway will be occur in Major Phase 2 along with the resurfacing of Jamestown to Third Street originally planned for Major Phase 2.				Major Phase 1 Application: - Section 2.5 - Figure 2.9
18. <u>Bulb-outs</u> : Several bulb-outs along Ingerson and Harney have been removed to accommodate SFFD and SFPUC concerns.			Streetscape Master Plan Fig 4.2	Major Phase 1 Application: Section 1.1
19. <u>Adjustment to CP-04 Boundary</u> : The block depth in CP-04 would be increased to accommodate townhomes and this would adjust the boundary of CP-04 approximately ___ feet southeast.				Major Phase 1 Application: - Section 1.1 - Figure 2.1 - Figure 2.2 - Figure 2.3 - Figure 2.4 - Figure 2.5 - Figure 2.6 - Figure 2.7 - Figure 2.8 - Figure 2.9 - Figure 5.1 - Figure 5.2 - Figure 6.1 - Figure 6.2 - Figure 6.3 - Figure 6.4 - Figure 6.5 - Figure 7.1 - Figure 8.1 - Figure 8.2 - Location Plan - Location Plan - Location Plan - Location Plan - Figure 8.3 - Figure 8.4 - Figure 8.5

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				• Figure 8.6 • Figure 9.1 • Figure 9.2 • Figure 9.3 • Figure 9.4 • Figure 9.5 • Figure 9.6 • Figure 9.7 • Figure 9.8 • Figure 10.1 • Figure 10.5
20. <u>Performance Venue Modification</u> : The CP Center performance venue square footage would be divided between two locations. Approximately 42,000 square feet would be located at Harney Way and Ingerson for a 1,200 seat Film Arts Center and approximately 33,000 square feet would be located on the lot with the hotel at the corner of Arelious Walker and Harney Way.				Major Phase Application: • Figure 2.2 • Figure 6.1 • Table 6.1 • Figure 6.6 • Figure 6.7 • Figure 6.8
21. <u>Street Width Changes</u> : The width of right-of-ways at Candlestick Point were widened to ensure a 26 foot unobstructed access for SF Fire Department vehicles.	Transportation Plan (July 2014): Arelious Walker Drive between Ingerson Avenue and Gilman Avenue – 113 foot right-of-way Arelious Walker Drive between Ingerson Avenue and Harney Way – 109 foot right-of-way B Street – 51 foot right-of-way Gilman Avenue, east of Harney Way – 51 foot right-of-way Harney Way between Egbert Avenue and Donner Avenue – 58 foot right-of-way Ingerson Avenue between Harney Way and West Harney Way – 51 foot right-of-way		Streetscape Master Plan • Section 6.8 • Section 6.10 • Section 6.11	Major Phase 1 Application: • Section 1.1 (pp. 4-5) • Section 8.2
22. <u>Spine</u> : Spine trees were changes from evergreens to ginkgos for aesthetic purposes, Spine furnishings were refined, minor refinements to streets that receive Spine treatments,			Streetscape Master Plan • Page 12 • Page 14 • Page 15 • Page 26 • Page 29 • Page 30 • Page 31 • Page 44 • Page 70	

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23. <u>Stormwater Treatment</u> : Location of stormwater treatment refined per design process and input from the city, soil cell pilot program added to the Plan			Streetscape Master Plan • Page 32 • Page 33 • Page 35 • Page 52 • Page 65 • Page 68	
24. <u>Paving and Striping</u> : Paving and striping materials refined per City input and design process			Streetscape Master Plan • Page 12 • Page 20 • Page 22 • Page 25 • Page 26 • Page 27 • Page 28	
25. <u>Maintenance</u> : Maintenance responsibilities matrix refined per City comments			Streetscape Master Plan • Page 81	
26. <u>Furnishing and Lighting</u> : Design process for CP-01 revealed some issues with lighting/furnishing sections (i.e. benches were too long etc) Furnishing and lighting selections refined to provide options that addressed these issues			Streetscape Master Plan • Page 38 • Page 39 • Page 42 • Page 43 • Page 44 • Page 46 • Page 47	
27. <u>Housing Counts</u> : Housing counts increased to 2,214 units to reflect market conditions.				Major Phase Application • References updated in text throughout • Tables 6.1 and 6.2 updated • Appendix C Housing Data Table Updated
28. <u>Tower Relocation</u> : The sub-phase application proposes relocating Towers G, J and K. Tower G would be relocated within CP-02, but outside the approved tower zone. Tower J and K would be moved approximately 100 feet southeast. Tower K would remain in an approved tower zone and Tower K would be in a new fixed location.	D4D located Tower G in the approved tower location in the center of CP-02. D4D located Towers J and K in CP-South, approximately 100 feet north of the proposed location.	D4D: • Table 4.3 • Figure 4.3 • Figure 8.1		Major Phase 1 Application • Section 1.1 • Figure 6.1 • Figure 6.5 • Figure 6.6 • Figure 6.7 • Figure 6.8

29. <u>Height Increase – CP Center at corner of Harney Way and Ingerson Avenue:</u> The sub-phase application proposes to increase the height of the building at CP Center on the corner of Harney Way and Ingerson Avenue from 85 feet to 120 feet. The Film Arts Center will be developed at this location.	D4D limits height at this location to 85 feet.	D4D: - Figure 4.3 - Figure 8.1		Major Phase 1 Application - Section 1.1 - Figure 6.1 - Figure 6.3 - Figure 6.4 - Figure 6.5 - Figure 6.6 - Figure 6.7 - Figure 6.8
30. <u>Height Increase – CP Center at corner of Arelious Walker Drive and Harney Way:</u> The sub-phase application proposes to increase the height of the CP center at the corner of Arelious Walker Drive and Harney Way from 65 feet to 80 feet. A building containing a hotel, office and performance venue floor space will be developed at this location.	D4D limits height at this location to 65 feet.	D4D: - Figure 4.3 - Figure 8.1		Major Phase 1 Application Section 1.1
31. <u>Height Increase – CP Center on both Sides of Harney Way & Ingerson Avenue at CP Center:</u> The sub-phase application proposes to increase the height of buildings along Harney Way and Ingerson Avenue from 65 feet to 80 feet. These buildings will be developed with retail land uses at ground floor, with a maximum of five stories of residential or commercial uses above. The D4D defines a maximum percentage of the block’s developable area that can be built within the 80 ft height zone, and includes additional guidelines encouraging buildings to be designed with varied height to add architectural interest to the streetscape.	D4D limits height at this location to 65 feet.	D4D: - Section 4.2.2 - Figure 4.3 - Section 5.2.2 - Figure 5.5 - Section 5.3.2 - Figure 5.7 - Section 5.4.2 - Figure 5.9 - Figure 8.1		Major Phase 1 Application - Section 1.1 - Figure 6.1 - Figure 6.3 - Figure 6.4 - Figure 6.5 - Figure 6.6 - Figure 6.7 - Figure 6.8
32. <u>Conversion of Office Space to Neighborhood Retail Space:</u> The sub-phase application proposes to convert 15,500 square feet of entitled office space in Candlestick Point to 6,000 square feet of neighborhood retail space. This will result in the neighborhood retail floor space increasing from 125,000 square feet to 131,000 square feet, and the office floor space decreasing from 150,000 square feet to 134,500 square feet.	Project approvals provide for 150,000 square feet of office and 125,000 Square feet of neighborhood retail use at Candlestick Point	Transportation Plan: - Table 4 - Table 14		Major Phase 1 Application - Section 1.1 - Figure 6.1 - Table 6.1
33. <u>Relocation of On-Street Parking:</u> The sub-phase application proposes to relocate 269 on-street spaces of the planned 430 on-street spaces to the CP Center garage.	430 on-street spaces			Major Phase 1 Application - Section 1.1 - Section 8.6 - Figure 8.7
34. <u>Harney Way Revised Off-Site Phasing:</u> The sub-phase application proposes to divide construction of the off-site Harney Way roadway improvements into two phases: 1) from Arelious Walker Drive to Executive Park Boulevard East, and 2) from Executive Park Boulevard East to Thomas Mellon Drive. The sidewalk and cycle track along Harney Way would be completed as originally the planned from Arelious Walker Drive to Thomas Mellon Drive.	First phase of Harney Way improvements extended to Thomas Mellon Drive.			Major Phase 1 Application - Section 1.1 - Section 2.5 - Section 8.1
35. <u>Gilman Avenue Revised Cross Section:</u> The sub-phase application proposes to revise the cross section configuration to retain 15-foot sidewalks and on-street parking on both sides of street. Only one travel lane in each direction and a center turn lane would be provided.. The intersections between Third Street and Arelious Walker would be signal	Two lanes of travel in each direction; on- street parking on both sides of street; 12-foot sidewalks. All-way stop sign at the intersections between Third Street and Arelious Walker.			Major Phase 1 Application - Section 1.1 - Section 8.1

controlled.				
36. <u>CP-02 Timing</u> : 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.				Major Phase 1 Application • Page 23-24 • Page 118
37: <u>Gilman Off-Site Phasing</u> : Project phasing changes analyzed in the first addendum to the EIR accelerated the Gilman off-site from CP-03 to CP-02.				Major Phase 1 Application • Page 23-24 • Page 118

Notes:

1. The Transportation Plan and Infrastructure Plan were updated in July 2014 to reflect modifications to street cross sections and these modifications were approved by the San Francisco Municipal Transportation Agency (8/3/14 letter from Edward Reiskin, Director of Transportation)., San Francisco Public Utilities Commission (11/ 7/ 2014 letter from Michael Carlin, Deputy General Manager), and the San Francisco Fire Department (7/31/2014 letter from Joanne Hayes-White) in accordance with the approval process in the Interagency Cooperation Agreement.
2. As part of approval, obtain authority to update as necessary the FEIR tables and figures for the non-stadium variant 2a.