

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 27-2019

ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING A MAJOR PHASE AMENDMENT FOR CANDLESTICK POINT MAJOR PHASE ONE, INCLUDING ASSOCIATED REVISIONS TO THE CANDLESTICK POINT INFRASTRUCTURE PLAN AND CANDLESTICK POINT/HUNTERS POINT SHIPYARD PHASE 2 TRANSPORTATION PLAN, CONVERSION OF NON-RESIDENTIAL USES WITHIN THE BAYVIEW HUNTERS POINT REDEVELOPMENT PLAN AREA AND TRANSFER OF RESEARCH AND DEVELOPMENT/OFFICE USE FROM THE HUNTERS POINT SHIPYARD REDEVELOPMENT PLAN AREA TO THE BAYVIEW HUNTERS POINT REDEVELOPMENT PLAN AREA; AND APPROVING A MODIFICATION TO THE PHASING PLAN AND SCHEDULE OF PERFORMANCE FOR CANDLESTICK POINT; HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA AND BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT AREA

- WHEREAS, In furtherance of the objectives of the California Community Redevelopment Law (Health and Safety Code, section 33000 et seq. the “CRL”), the Redevelopment Agency of the City and County of San Francisco (the “**Former Agency**”) undertook programs for the reconstruction and construction of blighted areas in the City and County of San Francisco (“**City**”), including the Bayview Hunters Point Redevelopment Project Area (“**BVHP Project Area**”) and the Hunters Point Shipyard Redevelopment Project Area (“**HPS Project Area**”); and,
- WHEREAS, The Board of Supervisors of the City and County of San Francisco (“**Board of Supervisors**”) adopted the Hunters Point Shipyard Redevelopment Plan (“**HPS Plan**”) on July 14, 1997 by Ordinance No. 285-97 and amended the HPS Plan on August 3, 2010 by Ordinance No. 211-10, on June 22, 2017 by Ordinance No. 122-17 and on July 16, 2018 by Ordinance No. 166-18; and,
- WHEREAS, On May 23, 2006, the Board of Supervisors amended the Bayview Hunters Point Redevelopment Plan (“**BVHP Plan**”) by Ordinance No. 113-06, on August 3, 2010 by Ordinance No. 210-10, on June 22, 2017 by Ordinance No. 123-17 and on July 16, 2018 by Ordinance No. 167-18; and,
- WHEREAS, On June 3, 2010, the Former Agency Commission took several actions approving (or recommending for approval of) a unified development program for approximately 702 acres of land composed of Zone 1 of Project Area B of the BVHP Project Area (“**Candlestick Point**”) and Phase 2 of the HPS Project Area (“**HPS Phase 2**”, and collectively the “**CP/HPS2 Project**”), including a Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard (the “**DDA**”) by and between the Former Agency and CP Development Co., LP (now CP Development Co., LLC, or “**Developer**”) (as currently amended and including all related binding plans and agreements attached to or referenced in the text thereof, the “**DDA**”); and,

- WHEREAS, Pursuant to California Health and Safety Code §§ 34170 et seq. (the “**Dissolution Law**”), the Former Agency was dissolved as of February 1, 2012; and,
- WHEREAS, The Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly known as the Office of Community Investment and Infrastructure, or “**OCII**”) is completing the enforceable obligations of the Former Agency with regard to the HPS and BVHP Project Areas, including implementation of the CP/HPS2 Project, under the authority of the CRL as amended by the Dissolution Law, and under San Francisco Ordinance No. 215- 12 (Oct. 4, 2012) (establishing the Successor Agency Commission (“**Commission**”) and delegating to it state authority under the Dissolution Law); and,
- WHEREAS, On December 14, 2012, the California Department of Finance determined “finally and conclusively” that the DDA and tax allocation pledge agreements, including the affordable housing programs, are enforceable obligations under the Dissolution Law; and,
- WHEREAS, Under the DDA, the CP/HPS2 Project is divided into “Major Phases” and, within each Major Phase, several “Sub-Phases,” each of which is shown in a Phasing Plan (Exhibit C to the DDA); and,
- WHEREAS, In accordance with the Design Review and Document Approval Procedure (Exhibit E to the DDA), the Commission approved a Major Phase Application for the first Major Phase within Candlestick Point (“**Major Phase 1 CP**”) on January 7, 2014 by Resolution No. 01-2014, approved an Amendment to the Major Phase Application on March 15, 2016 by Resolution No. 13-2016, and approved minor revisions to the amount of office and neighborhood retail uses in accordance with the Third Amendment to the DDA on April 17, 2018 by Resolution No. 16-2018 (“**Major Phase 1 CP Application**”); and,
- WHEREAS, Within Major Phase 1 CP, Developer previously proposed and the Commission and OCII Executive Director previously approved development in five sub-phases (referred to as Sub-Phases CP-01 through CP-05): Sub-Phase CP-01 includes 337 residential units primarily composed of Alice Griffith Replacement Units; Sub-Phase CP-02 (also known as “**Candlestick Center**”) includes a 635,000 square-foot Regional Retail use, 570 residential units, 150,000 square feet of Office use, 150,000 square feet (220 rooms) of Hotel use, 75,000 square feet of Entertainment use (performance venue), 1,000 square feet of Neighborhood Retail use and 1,000 square feet of community use; Sub-Phases CP-03, 04 and 05 collectively include 1,319 residential units, 46,000 square feet of community use and 124,000 square feet of Neighborhood Retail use; and,
- WHEREAS, In response to deteriorating economic conditions for large-scale retail uses both in the San Francisco Bay Area and nationally, Developer has submitted an Amendment to the approved Major Phase 1 CP Application dated October 7, 2019 (“**MP 1 CP Amendment**”), which proposes a new mixed-use office, retail, hotel and residential development program at Candlestick Center. The MP 1 CP Amendment proposes to use the land-use transfer and land-use conversion

provisions of the BVHP and HPS Plans to provide additional Office use at Candlestick Center. Specifically, the BVHP Plan provides that with Commission approval, the Developer may convert among the approved square footage of non-residential land uses within Candlestick Point, so long as cumulative non-residential land use square footage remains within the overall limit of 1,185,000 square feet. In addition, the HPS Plan and BVHP Plan provide that with Commission approval, the Developer may transfer up to 118,500 square feet of R&D/office use from HPS Phase 2 to Candlestick Center (which would be added to the overall 1,185,000 square-foot non-residential limit in the BVHP Plan); and,

WHEREAS, Accordingly, the Developer proposes to convert 455,500 square feet of Regional Retail use, 20,000 square feet of Hotel use and 6,000 square feet of Entertainment (Performance Arts) use into Office use, and convert 9,500 square feet of Regional Retail use to Neighborhood Retail use. The Developer also proposes to transfer the full allocation of 118,500 square feet of R&D/office from HPS Phase 2 to Candlestick Center; and,

WHEREAS, With the foregoing conversions and transfer of land uses, the MP 1 CP Amendment proposes the following at Candlestick Center: 750,000 square feet of Office use, 170,000 square feet of Regional Retail use, 130,000 square feet of Hotel and related uses (220 rooms), 69,000 square feet of Entertainment use (comprised of a 64,000 square-foot (1,200 seat) film arts center and a 5,000 square foot (4,400 seat) reserve entitlement for a performance venue use), 1,000 square feet of community use and 5,793 square feet of Neighborhood Retail use. In addition, the number of residential units within Candlestick Center would be increased by 428 units for a total of 998 units, which remain subject to the affordability requirements of the DDA; and,

WHEREAS, Within the remainder of the Major Phase 1 CP (i.e., outside of Candlestick Center), the MP 1 CP Amendment proposes 126,307 square feet of Neighborhood Retail uses, 46,000 square feet of community uses, and retains 1,951 residential units. Lastly, 2,400 square feet of Neighborhood Retail use and 3,000 square feet of community use, as well as up to 4,269 residential units, remain to be distributed in later Major Phases within Candlestick Point; and,

WHEREAS, Collectively, these changes result in 1,303,500 square feet of non-residential uses within Candlestick Point. The total number of residential units (up to 7,218 units) would not change. Each are consistent with the limitations established in the BVHP Plan; and,

WHEREAS, The DDA contemplates that, due to the size and complexity of the CP/HPS2 Project and the long duration of the development program, changes to the CP/HPS2 Project would likely occur and the DDA, together with the CP/HPS2 Interagency Cooperation Agreement between OCII and the City (“ICA”), provide significant flexibility, with opportunity to request changes to the development program subject to OCII and affected City departmental approvals; and,

- WHEREAS, Consistent with the conversion of Candlestick Center from a regional retail center to mixed-use commercial, residential and retail center, and together with the submittal of the MP 1 CP Amendment, Developer proposes refinements to certain Exhibits to the DDA, including the Candlestick Point Infrastructure Plan (“Infrastructure Plan”) and the Candlestick Point/Hunters Point Phase 2 Transportation Plan (collectively, the “**Project Refinements**”). The Project Refinements are further described in Attachments A through I to the OCII staff memorandum prepared in connection with this Resolution, which is incorporated herein by this reference; and,
- WHEREAS, The Project Refinements are not material changes to, and reflect the overall development program for, Candlestick Point as previously established under the BVHP Plan and DDA. The Project Refinements are consistent with City department requests, and as discussed in the OCII staff memorandum, the Project Refinements are consistent with the BVHP Plan, the HPS Plan and consistent with the type of changes contemplated under the provisions of the DDA; and,
- WHEREAS, One proposed refinement to the Infrastructure Plan allows Developer to propose an alternate Auxiliary Water Supply System (AWSS) to provide service to Candlestick Point that is similar to or an improvement on the AWSS currently proposed in the Infrastructure Plan; and,
- WHEREAS, OCII staff have completed consultation with the affected City departments concerning the Project Refinements, and have or will shortly obtain all necessary City approvals for the Project Refinements consistent with the ICA; and,
- WHEREAS, OCII staff seeks Commission approval of the Project Refinements, and upon adoption of this Resolution, OCII staff and Developer will make the conforming changes to the applicable documents; and,
- WHEREAS, The applicable City agencies have provided written consent to the Project Refinements and the Project Refinements and revisions to the applicable documents will be deemed finally approved by the Commission without further action from the Commission; and,
- WHEREAS, The Developer and OCII have carefully structured the Major Phases and Sub-Phases so that the amount and timing of public and community benefits coincides with the amount and timing of the development of market-rate residential and commercial opportunities within each Major Phase. To ensure the fulfillment of this contemplated structure and timing, the DDA includes a Schedule of Performance (Exhibit D to the DDA) that generally establishes commencement and completion dates for infrastructure and other obligations within each Major Phase and Sub-Phase; and,
- WHEREAS, Although the CP/HPS2 Project is a unified development program covering Candlestick Point and HPS Phase 2, the Excusable Delay provisions of the DDA are currently applicable to all dates in the Schedule of Performance for HPS Phase 2 because of “existing environmental conditions affecting the HPS Phase 2 that are not the responsibility of Developer under a Remediation Agreement ... [and]

including any delay caused or resulting from the investigation or remediation of such conditions.” (DDA Section 24.1.1, Force Majeure). The period of such Excusable Delay commenced as of May 14, 2018 and all dates in the Schedule of Performance for HPS Phase 2 are extended pursuant to Section 24.2 of the DDA. Thereafter, Developer and OCII will reasonably cooperate to Approve appropriate revisions to the Schedule of Performance for HPS Phase 2; and,

WHEREAS, In response to the delay at HPS Phase 2 and delay caused by shifting the Candlestick Center development program from regional retail to mixed-use commercial, Developer has proposed to extend all outside dates for Candlestick Point in the Schedule of Performance to allow Developer additional time to construct market rate residential and commercial development and provide community benefits consistent with the expectations of the DDA (said revisions being described in detail in the OCII staff memorandum (incorporated herein by this reference). Developer also proposes modifications to the Phasing Plan for Candlestick Point to conform to changes previously approved by the Commission in 2018. Both modifications are included as a Project Refinement, as that term is defined above); and,

WHEREAS, The Hunters Point Shipyard Citizens Advisory Committee considered and recommended approval of the 2019 Actions (as defined below) at its meeting on October 7, 2019; and,

WHEREAS, On October 15, 2019, the Commission adopted Resolution No. 25-2019, by which the Commission determined that the FEIR (therein defined), together with further analysis provided in Addendum No. 1, Addendum No. 4, Addendum No. 5 and Addendum No. 6 remains adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("**CEQA**") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.); and,

WHEREAS, The environmental effects of the MP 1 CP Amendment, revised development program square footages for Candlestick Point and the Project Refinements (collectively, "**2019 Actions**") have been analyzed in the environmental documents as described in Commission Resolution No. 25-2019. Copies of the environmental documents are on file with the Commission Secretary; now therefore be it

RESOLVED, That the Commission hereby finds that for purposes of compliance with CEQA, the 2019 Actions are included in the actions identified in Resolution 25-2019 adopted by the Commission concurrently with this Resolution; and be it further

RESOLVED, That in Resolution No. 25-2019, the Commission adopted findings that the 2019 Actions were in compliance with CEQA. Said findings, which are on file with the Commission Secretary, are in furtherance of the actions contemplated in this Resolution and are made part of this Resolution by reference herein; and be it further

RESOLVED, That the Commission finds, for reasons stated in the OCII staff memorandum incorporated herein by this reference, the Project Refinements are consistent with the BVHP Plan and HPS Plan and the DDA; and be it further

RESOLVED, That the Commission approves the Project Refinements substantially in the form lodged with the Commission Secretary; and be it further

RESOLVED, That the Commission finds, for reasons stated in the OCII staff memorandum, the MP 1 CP Amendment is consistent with the BVHP Plan, the Candlestick Point Design for Development and the DDA (including the Project Refinements); and be it further

RESOLVED, That the Commission approves the MP 1 CP Amendment, substantially in the form attached hereto as Exhibit A, including the transfer of 118,500 square feet of R&D/office uses from HPS2 to Candlestick Center and the internal conversion of 465,500 square feet of Regional Retail use, 20,000 square feet of Hotel use, and 6,000 square feet of Entertainment use into 481,500 square feet of office use (for a total of 750,000 square feet of Office use) and 9,500 square feet of Neighborhood Retail use (for a total of 132,100 square feet of Neighborhood Retail use within Major Phase 1 CP and 2,400 square feet elsewhere in Candlestick Point). The MP 1 CP Amendment supersedes and replaces the previously approved Major Phase 1 CP Application in its entirety; and be it further

RESOLVED, That pursuant to its terms, in particular Section 1.25(a), the development program established in Section 1.2.2 of the DDA is automatically adjusted to reflect the revisions approved by this Resolution and as set forth in Exhibit B; and be it further

RESOLVED, That if an alternate AWSS is agreed to by the Developer and the San Francisco Fire Department and San Francisco Public Utilities Commission as set forth under the Infrastructure Plan, the Commission authorizes the OCII Executive Director to incorporate such alternate AWSS into the Candlestick Point Infrastructure Plan upon a finding that such AWSS is consistent with Resolution __-2019 and provides substantially similar or improved water service to Candlestick Point; and be it further,

RESOLVED, That the Commission authorizes the OCII Executive Director to make changes and take any and all steps, including but not limited to the attachment of exhibits and the making of corrections, as necessary or appropriate to consummate the 2019 Actions, provided, however, that such changes and steps do not materially increase the burdens and responsibilities of OCII or materially decrease the benefits to OCII from the 2019 Actions; and be it further

RESOLVED, That the Commission authorizes the OCII Executive Director to take all actions as may be necessary or appropriate, to the extent permitted under applicable law and under the 2019 Actions, to effectuate OCII's performance thereunder.

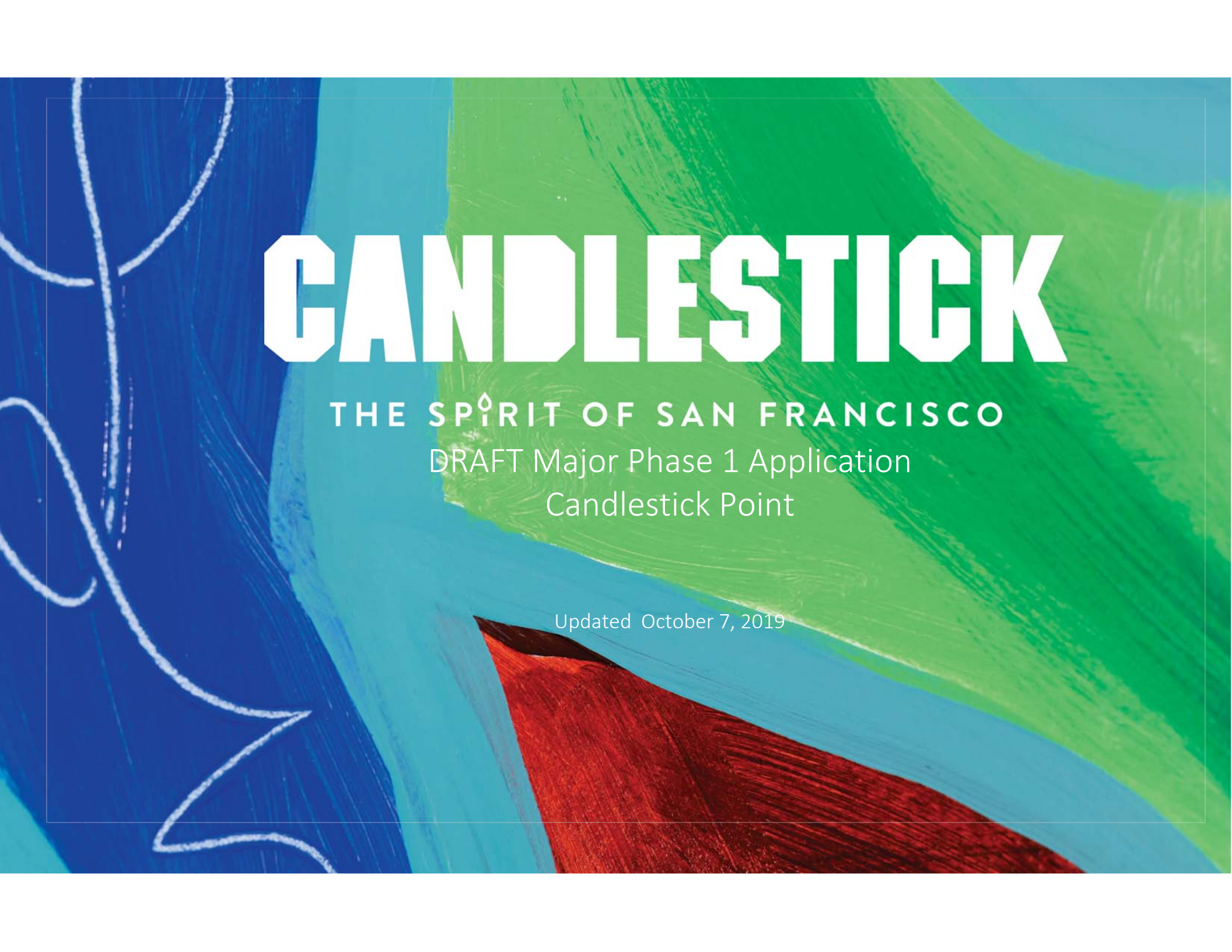
I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of October 15, 2019.

Commission Secretary

EXHIBIT A: Amendment to the Candlestick Point Major Phase 1 Application

EXHIBIT B: CP/HPS2 Development Program Square Footages

EXHIBIT A
Amendment to the Candlestick Point Major Phase 1 Application



CANDLESTICK

THE SPIRIT OF SAN FRANCISCO

DRAFT Major Phase 1 Application
Candlestick Point

Updated October 7, 2019

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ABBREVIATIONS

BVHP	BAYVIEW HUNTERS POINT
CP	CANDLESTICK POINT
CP-01	CANDLESTICK POINT SUB-PHASE 1
CP-02	CANDLESTICK POINT SUB-PHASE 2
CP-03	CANDLESTICK POINT SUB-PHASE 3
CP-04	CANDLESTICK POINT SUB-PHASE 4
CP-05	CANDLESTICK POINT SUB-PHASE 5
CP/HPS2	CANDLESTICK POINT/HUNTERS POINT SHIPYARD PHASE 2
CPN	CANDLESTICK POINT NORTH
CPS	CANDESESTICK POINT SOUTH
MP	MAJOR PHASE
SF or SQ.FT.	- SQUARE FEET
GSF	- GROSS SQUARE FEET

1. INTRODUCTION

1.1 PURPOSE OF THIS APPLICATION

This Major Phase Application Amendment is 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 Amendment 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 at Candlestick Point.

This submission constitutes Amendment #2 to the Major Phase 1 CP Application, originally approved on January 07, 2014. Amendment #1 was approved March 15, 2016 by OCII Commission (and is subsequently referred to in this document as the "Approved Application").

This Amendment #2 supersedes all corresponding information in the Approved Application. Capitalized terms not defined in this Amendment #2 should be interpreted as they are defined in the Candlestick Point-Hunters Point Shipyard Phase 2 Disposition and Development Agreement. Although this Major Phase 1 CP Application supersedes the previous Application in its entirety, specific changes from the prior Application are briefly summarized below.

Major Phase 1 CP Application Amendments include:

- Land use changes at Candlestick Center in response to changing retail markets. These changes reduce regional retail from 635,000 SF to 170,000 SF, increase office use from the original Major Phase approval of 150,000 SF¹ to 750,000 SF and an increase in residential units from 570 to 998 units.
- Removal of a Tower site on CP-02.
- Heights and massing modifications for CP-02 consistent with the proposed development.
- Expansion of the MP 1 CP boundary, to add five blocks to Sub-Phase CP-05. This change ensures delivery of all Alice Griffith (AG) replacement units and the Community Facilities Lot within Major Phase 1.
- Retention of the FranDeJa Playground on AG Block 8, and the redistribution of homes programmed for this site to other Alice Griffith blocks.
- Relocation of the 1-acre Communities Facilities Lot from CPN 1A to AG 16, to provide a site suitable for a community use plus a portion of CPN 1A reserved as a potential fire station location.

The proposed amendments were analyzed under the California Environmental Quality Act (CEQA) and a Sixth Addendum to the Project Environmental Impact Report (FEIR) was prepared. The CEQA analysis determined that the conclusions reached in the FEIR, 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.

Footnote:
1 Office use in Amendment #1 was approved for 134,500 square feet.

Image below: View looking north of Candlestick Point



The DRDAP requires a summary of material conditions that must be satisfied in the DDA during the course of the Major Phase, summarized below:

DDA Topic	Status	Page
Auction of Market Rate Lots Community Builder Lots	Major Phase 1 CP Application does not include Auction Lots and Community Builder Lots.	page 84
Insurance Requirements	Included in this Major Phase Application as Appendix D.	page 117
Below-Market Rate Housing Plan	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.	page 115
Community Benefits Plan	Developer contributions	page 14

1. INTRODUCTION

1.2 COMMUNITY OUTREACH

Since 2017, there has been considerable community engagement around multiple pieces of the CP Project. These meetings have been largely part of the existing Mayors' Hunters Point Shipyard Citizens Advisory Committee format, both the appropriate subcommittees, and the full committee meetings. However, there have also been community workshops and meetings with individual stakeholder groups near proximity to the project. The goals of the meetings are to inform the public about the project, including relevant modifications, but also to seek approval at the CAC level in order to prepare the project for OCII Commission review. To that end, we have received constructive feedback, resulting in some project improvements which are reflected herein. Below is a summary list of the meetings:

2017

OCII Commission

- Tuesday, December 5, 2017 Presentation on CPN Block 10A

Full Citizens Advisory Committee:

- Monday, February 13, 2017 (Action Item) Presentation on the schematic design CPS Block 9A
- Monday, March 13, 2017 (Action Item) Presentation on design for CPS Block 6A
- Monday, June 12, 2017 (Action Item) Approval of Schematic Designs for Willie Mays Plaza Café
- Monday, August 14, 2017 (Action Item) Approval of Alice Griffith Neighborhood Land Use Plan Updates.
- Monday, November 13, 2017 Presentation on CPN Block 10A

Planning Development & Finance Sub-Committee:

- Thursday, January 12, 2017 CPS Block 6A
- Thursday, January 12, 2017 CPS Block 8A
- Thursday, June 8, 2017 (Action Item) Approval of Schematic Designs for Willie Mays Plaza Café
- Thursday, July 13, 2017 (Action Item) Alice Griffith Neighborhood Land Use Plan Updates
- Housing Sub-Committee:
- Thursday, January 19, 2017 Presentation on design for CPS Block 6A
- Thursday, January 19, 2017 Presentation on design for CPS Block 8A
- Thursday, July 20, 2017 (Action Item) Schematic Design presentation for CPN Block 2A
- Thursday, September 21, 2017 CPN Block 10A

2018

OCII Commission

- Tuesday March 20, 2018 CPS Block 11A

Full Citizens Advisory Committee:

- Monday, February 12, 2018 (Action Item) Schematic Design presentation for CPN Block 2A
- Monday, April 2, 2018 Presentation on the proposed update to the Hunters Point Shipyard ("HPS") Phase 2 and Candlestick Point Project Land Use Program, including amendments to the HPS and Bayview Hunters Point Redevelopment Plans; Candlestick Point HPS2 Disposition and Development Agreement ("DDA"), and other project documents
- Monday, April 9, 2018 (Action Item) Presentation on the proposed update to the Hunters Point Shipyard ("HPS") Phase 2 and Candlestick Point Project Land Use Program, including amendments to the HPS and Bayview Hunters Point Redevelopment Plans; Candlestick Point HPS2 Disposition and Development Agreement ("DDA"), and other project
- Monday, February 12, 2018 Presentation on CPS Block 11A

Housing Sub-Committee:

- Thursday, January 18, 2018 CPS Block 11A
- Thursday, March 15, 2018 Presentation on the proposed updates to the Shipyard master plan, proposed amendments to the BMR Housing Plan to include the provision of inclusionary senior housing at Candlestick
- Thursday, April 19, 2018 Action Item–Presentation on CPN Block 11A

2019

Full Citizens Advisory Committee:

- Monday, March 11, 2019 Updates to Candlestick Development including changes to the retail program, and updates to the Alice Griffith project
- Monday, April 8, 2019 Action Item Schematic Design Approvals for CPN Block 11A

Bayview Hill Neighborhood Association:

- Monday, March 4, 2019, Municipal Transportation Agency (MTA) presentation on access to CP Center and the location of parking garages.

Community Workshop:

- Saturday, March 2, 2019 Community Workshop, Bret Harte Elementary School, Updates to Candlestick Point development plans including changes to the retail program, and updates to the Alice Griffith project
- Tuesday, July 23, 2019 Bayview Opera House, Updates to Candlestick Point development plans including changes to the retail program, and updates to the Alice Griffith project.

Alice Griffith Tenants Association:

- Monday, March 4, 2019 Updates to Candlestick Point development plans including changes to the retail program, and updates to the Alice Griffith project
- Joint Housing & Planning Development & Finance Sub-Committee:
- Thursday, February 14, 2019 Updates to Candlestick Point development plans including changes to the retail program, and updates to the Alice Griffith project.
- Thursday, February 14, 2019 Schematic Design Approvals for CPN Block 11A

2. PROJECT OVERVIEW

- 2.1 SURROUNDING LAND USES
- 2.2 PROJECT LAND USE
- 2.3 PARKS & OPEN SPACE
- 2.4 SIGHTLINES AND VIEW CORRIDORS
- 2.5 TRANSPORTATION

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.

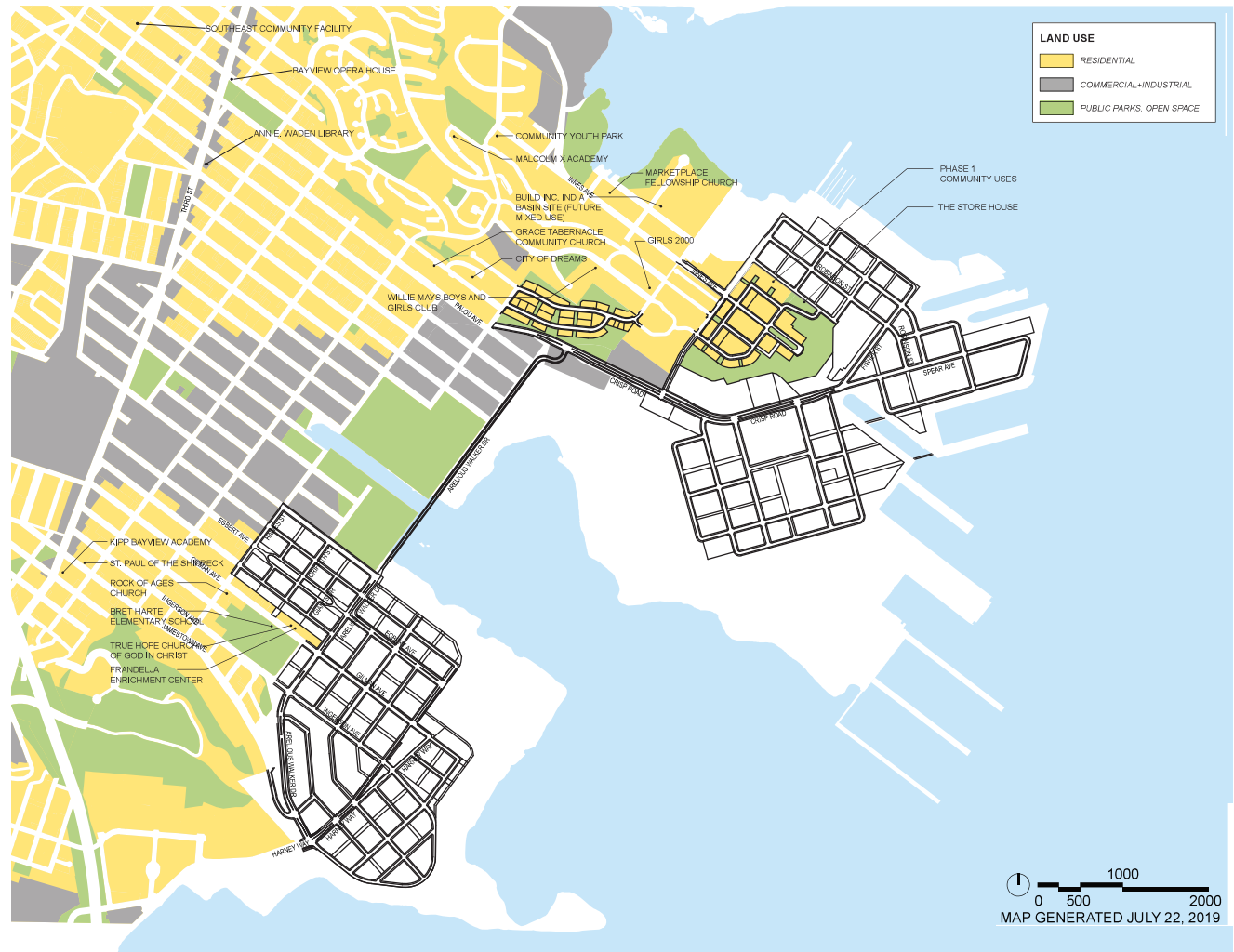
Third Street, which includes neighborhood-serving retail shops and other commercial businesses, is the central north/south corridor through the community. This corridor includes a variety of shops, eating establishments, cleaners, beauty supply stores, and hardware stores.

Civic, institutional, and social service uses include Bret Harte Elementary School on Gilman Avenue, the Bayview Opera House and Plaza at Third Street and Oakdale Avenue, 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.

A majority of the existing residential uses are single-family homes. 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.

Light industrial and production distribution and repair (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.

FIGURE 2.1: VICINITY MAP WITH SURROUNDING LAND USES



2. PROJECT OVERVIEW

2.2 PROJECT LAND USE

The Candlestick Point – Hunters Point Shipyard Project is comprised of 692.6 acres along the southeastern waterfront of the City and County of San Francisco. Candlestick Point, site of the former 49ers football stadium and the Candlestick Point State Recreation Area, is approximately 271.6 acres. The 2010 FEIR reflected 281 acres for CP; however, the 9.4-acre Jamestown parcel was removed from CP as part of the adoption of the BVHP Redevelopment Plan amendments in 2018 and as described and evaluated by Addendum 5, which reduced the size of CP to 271.6 acres. Hunters Point Shipyard is a 421-acre former WWII Navy Shipyard.

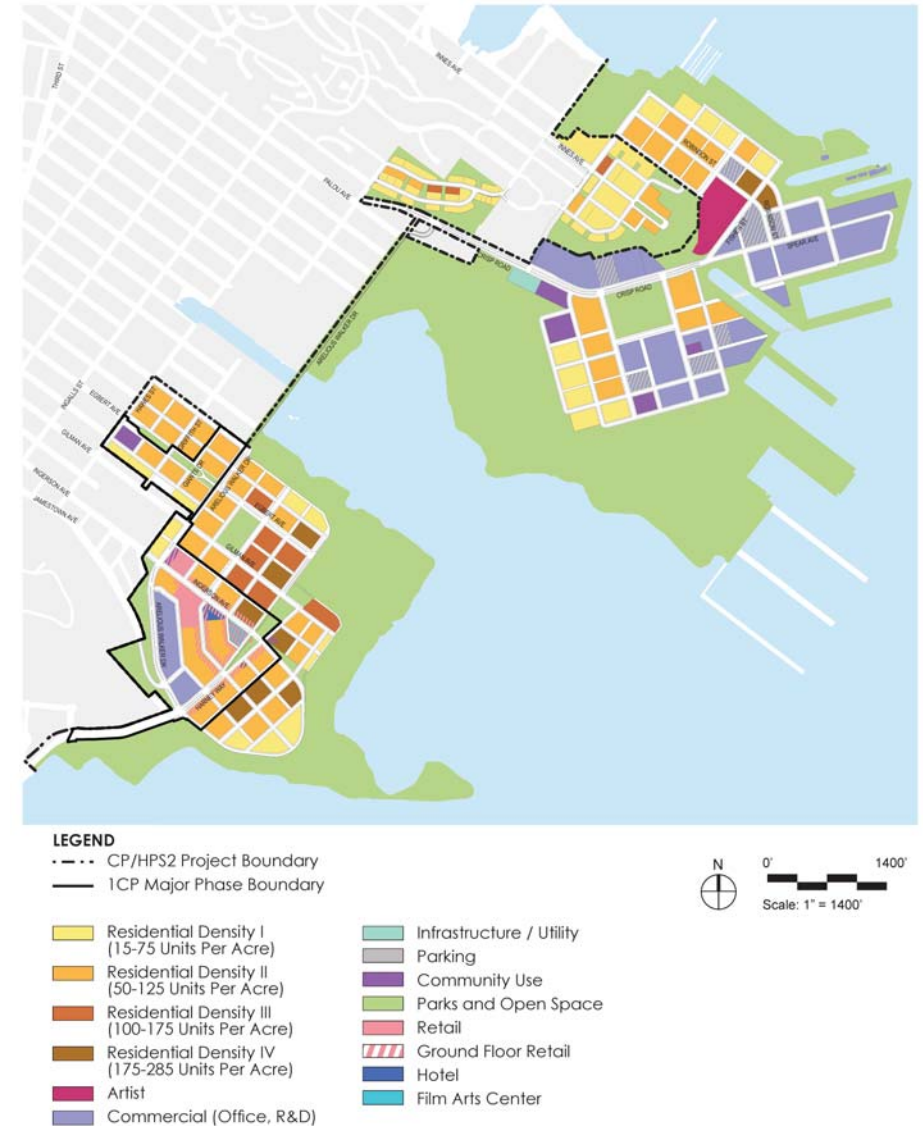
The Project is a mixed-use community with a wide range of residential, retail, entertainment, office, research and development, civic and community uses, and parks and open space. Approval of this Major Phase Application yields the land use summarized in Table 2.2, which includes the conversion of a portion of regional retail for office use and the transfer of 118,500 SF of office from Hunters Point Shipyard to Candlestick Point.

Table 2.2 - 2019 CP/HPS2 Development Program

	CANDLESTICK	SHIPYARD PHASE 2	2019 TOTAL
CP/HPS2 Housing Units	7,218	3,454	10,672 Units
	7,218 UNITS	3,454 UNITS	10,672 UNITS
Artist Studio	0	255,000	255,000 SF
Community Use	50,000	50,000	100,000 SF
FAC	64,000 (1,200 Seats)	0	64,000 SF
Performance Venue	5,000 (4,400 Seats)	0	5,000 SF
Hotel	130,000	120,000	250,000 SF
Institution	0	410,000	410,000 SF
R&D/Office	750,000	4,146,500	4,896,500 SF
Regional Retail	170,000	100,000	270,000 SF
Neighborhood Retail	134,500	226,000	360,500 SF
Maker space	0	75,000	75,000 SF
Total SF	1,303,500 SF	5,382,500 SF	6,686,000 SF

*R&D/Office shown at CP and HPS2 results from transfer of 118.5K sf from HPS2 to CP

FIGURE 2.2: PROJECT LAND USES



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2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

The Project will create a continuous network of interconnected parks, sports fields, and native habitat restored to support the biodiversity and ecology of the San Francisco Bay shoreline. A network of pedestrian and bike pathways will connect adjacent neighborhoods and ensure unrestricted public access to the parks and open space on the Project site and the San Francisco Bay shoreline.

Images below: The local community and regional visitors will have access to both neighborhood parks and Candlestick Point State Recreation Area.



2. PROJECT OVERVIEW

2.3 PARKS & OPEN SPACE

Table 2.3 Parks & Open Space Areas

Proposed Parks and Open Space	
	Acres
HUNTERS POINT SHIPYARD PHASE II	
New Parks	
1 Northside Park	12.8
2 Waterfront Promenade North	13.3
3 Cultural Heritage Park	15.5
4 Waterfront Promenade South North Pier	10.5
5 Water Room Plaza / Dry Dock 4	7.3
6 Waterfront Promenade South South Pier	5.3
7 Grasslands Ecology Park	106.8
8 Shipyard Hillside Open Space	2.4
Subtotal	173.9
New Sports Fields and Active Urban Recreation	
9 Community Sports Fields Complex	28.7
10 Waterfront Recreation & Education Park	3.4
11 Multi use Open Space	20.5
12 Maintenance Yard	5.5
Subtotal	58.1
Total HP5 Phase II	232.0
CANDLESTICK POINT	
New Parks	
13 Alice Griffith Neighborhood Park	1.4
14 Candlestick Point North Neighborhood Park	3.1
15 Willie Mays Park	3.7
16 Mini-Wedge Park	0.8
Subtotal	9.0
New and Improved State Parkland (CP5RA)	
17 Last Port (includes 0.4 acres of new State Parkland)	14.6
18 The Neck (includes 3.8 acres of new State Parkland)	4.9
19 The Heart of the Park (includes 1.5 acres of new State Parkland)	15.4
20 The Point	6.1
21 Wind Meadow	11.4
22 The Last Rubble	24.5
23 Bayview Gardens	9.5
24 Grasslands South	10.3
Subtotal	96.7
Total CP	105.7
Other Parks & Open Space (*excluded from Total Acreage)	
25 Regunning Crane Pier Habitats	9.2
26 Green Room (Privately own, publicly accessible)	8.1

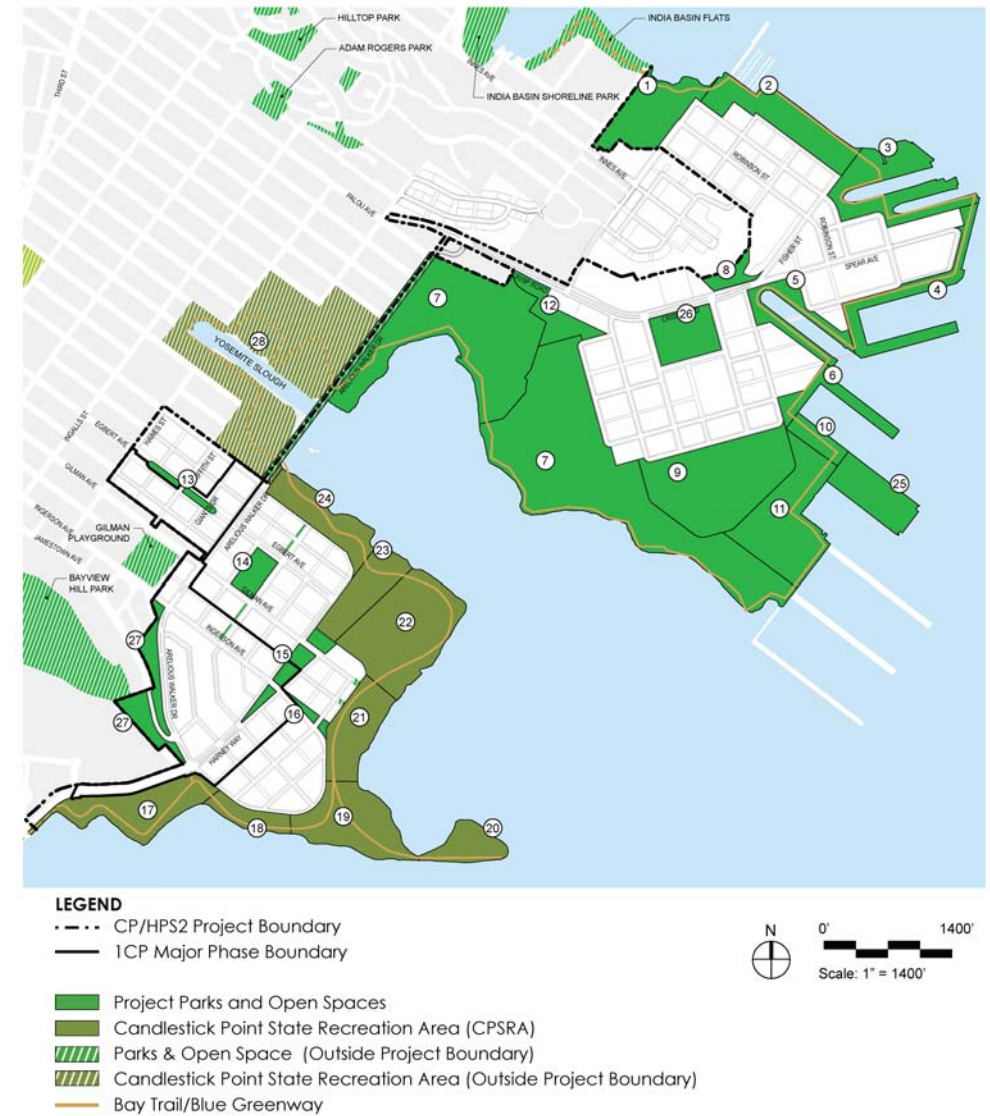
27 Bayview Hillside Open Space/Jamestown Walker Slope and AG Community Garden	6.7
28 Yosemite Slough Wetland Restoration	34.0
Subtotal	58.0
TOTAL PARKS AND OPEN SPACE	
New Parks	182.9
New Sports Fields and Active Urban Recreation	58.1
New and Improved State Parkland	96.7
Total	337.7

a. The 120.2-acre State Parkland within the CP/HPS Project Area would be reduced by 29.2 acres, and increased by 5.7 acres for a new reduction of 23.5 acres. The neck, The Heart of the Park, and The Last Port are the three locations where new State Parkland would be added.

b. Total Park and open space acreage include the acreage associated with centralized stormwater treatment facilities and associated infrastructure.

See Section 7, Open Space.

FIGURE 2.3: PARKS & OPEN SPACE NETWORK



2.4 SIGHTLINES AND VIEW CORRIDORS

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.

The map displays the project area with a grid of streets. The CP/HPS2 Project Boundary is indicated by a dashed line, and the 1CP Major Phase Boundary is shown as a solid line. View corridors are represented by green dashed arrows pointing from various locations within the project area towards the water. The map includes a legend, a north arrow, and a scale bar (1" = 1400').

LEGEND

- - - CP/HPS2 Project Boundary
- 1CP Major Phase Boundary
- View Corridors

Scale: 1" = 1400'

2. PROJECT OVERVIEW

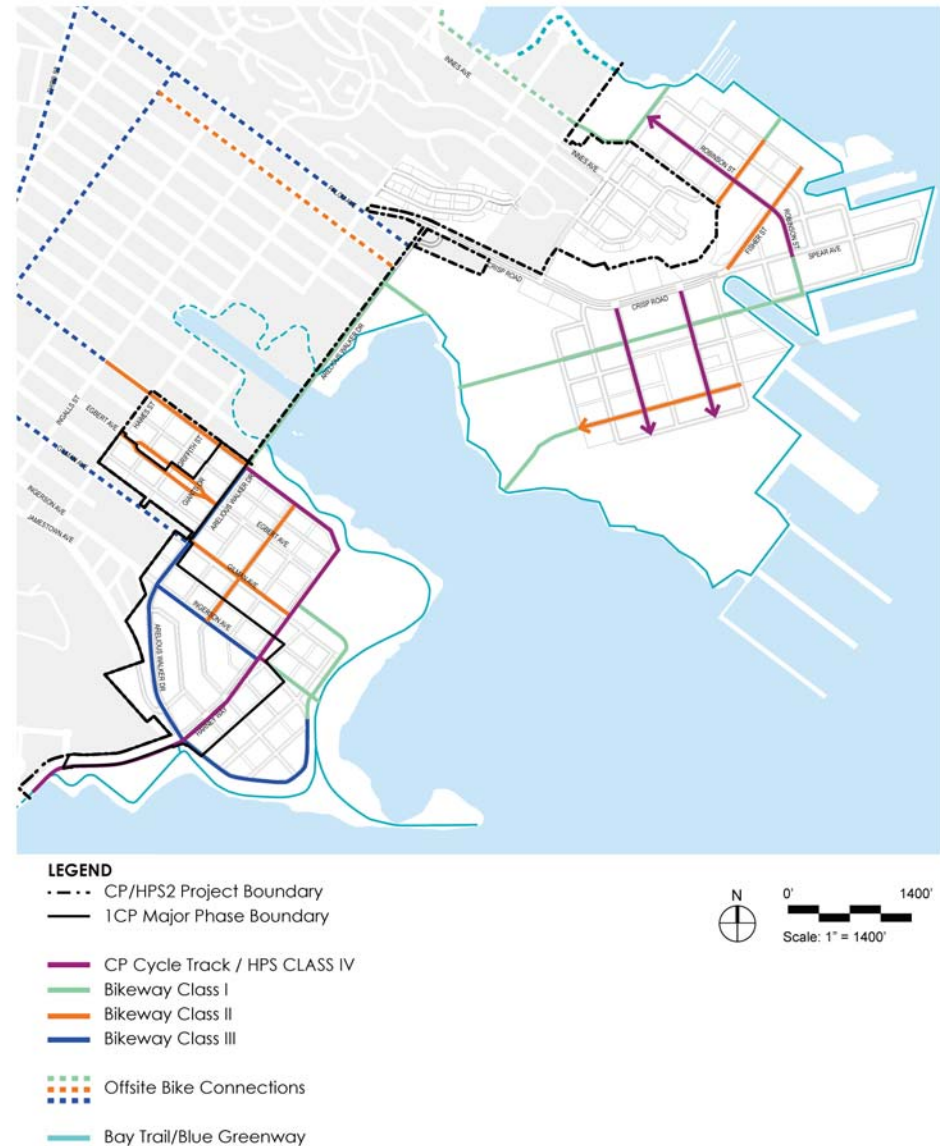
2.5 TRANSPORTATION

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 Candlestick Point, to the shoreline's open space and views. The street and block pattern extend the existing Bayview grid. 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. Similarly, in Candlestick Center (Sub-Phase CP-02) private streets and paseos will establish a robust pedestrian network.

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. 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 Bay Trail / Blue Greenway provides a continuous off-street recreational trail along the shoreline. The bicycle network within the Project includes Class I, Class II, Class III, and Class IV facilities. Class I bikeways are off-road 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 dedicated for bicycles, while Class III bikeways are bike routes that allow bicycles to share travel lanes with vehicles. Class IV bikeways, also known as a cycle track, are on-street facilities with a vertical element such as concrete curbs, a parking lane, or bollards, separating the travel lane from the bicycle facility.

FIGURE 2.5: BICYCLE NETWORKS



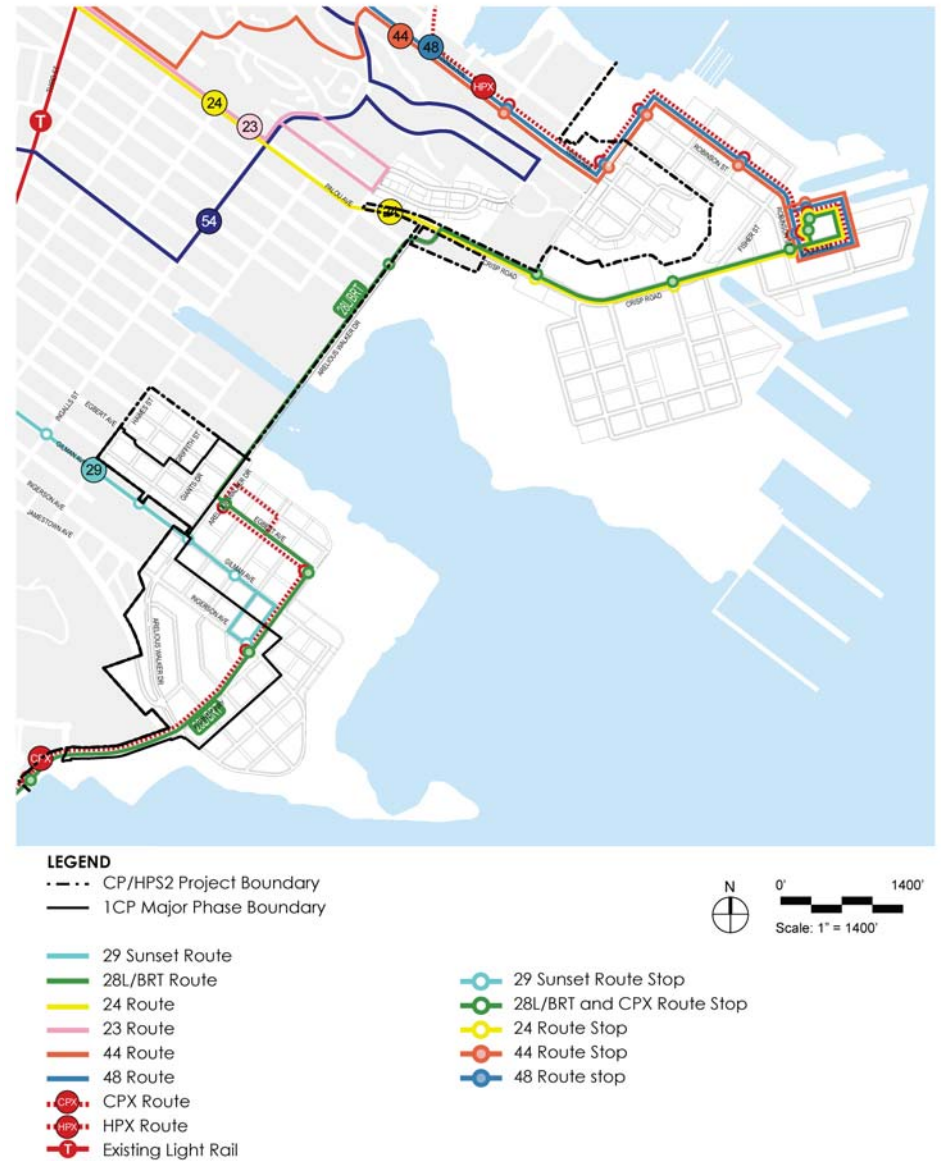
2. PROJECT OVERVIEW

2.5 TRANSPORTATION

At full buildout the Project will include substantial improvements to the transit network, including route extensions and new service lines, as well as increased frequency of service. In addition, a new pedestrian/bicycle and transit bridge across 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.

More information regarding the transportation network can be found in the Transportation Plan.

FIGURE 2.6: TRANSIT NETWORKS AND VEHICULAR CIRCULATION



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 below tracks the Developer's compliance with the Community Benefits Plan.

Table 3.1 Major Phase 1 CP Community Benefits Compliance

CP/HPS2 Community Benefits Plan Element & Summary of Requirement	Status/Notes
Scholarship Fund Section 1.1. Developer shall contribute (or cause the contribution of) Three Million Five Hundred Thousand Dollars (\$3,500,000) in all cash (the "Scholarship Fund Contribution") to the "Lennar Bayview Scholarship Fund" Developer shall contribute to the Scholarship Fund Contribution as follows: (i) \$500,000 on the date that is 90 days after first Major Phase Approval, and (ii) \$300,000 on date that is 60 days after the date that Developer obtains each thousandth Unit Credit.	Compliant. Developer has made first \$500,000 payment in accordance with the Phase 2 DDA. The funds are being held in the Community Benefits Fund. The next Major Phase 1 payments for the Scholarship Fund will be installments of \$300K, to be paid when developer is credited with 1,000 units (approximately Sub-Phase CP-02), and the next 1,000 units, (approximately Sub-Phase CP-04).
Education Improvement Fund Section 1.2. 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. Developer shall contribute to the fund as follows: \$500,000 on the date that is 90 days after the first Major Phase Approval, and (ii) \$950,000 on the date that Developer obtains each thousandth Unit Credit.	Compliant. Developer has made first \$500,000 payment in accordance with the Phase 2 DDA. The funds are being held by OCIL. The next Major Phase 1 payments for the Education Improvement Fund will be installments of \$950K, to be paid when developer is credited with 1,000 units (approximately Sub-Phase CP-02), and the next 1,000 units, (approximately Sub-Phase CP-04).
Community Health and Wellness Contributions Section 2. 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.	Compliant. 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. The next payment, of up to \$200K, will be made 30 days after Agency provides notice that a financial plan has been developed and approved by the Agency and DPH Directors.
Community Facilities Space Section 3.1. 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.	Compliant. Community Facilities Space strategy created pursuant to community benefits plan identified in more detail in Sub-Phases -03 and -04 which allocates 7.5% of the aggregate retail space within Major Phase 1 CP. 8,000 square feet in CP-03 and 12,000 square feet in CP-04.
Interim African Marketplace Section 3.2. Developer will make space available for International African Marketplace.	Compliant. Space of 5,000 square feet will be made available within Sub-Phase CP-04.
Community Facilities Lots Section 3.3. Developer must set aside an "Additional One Acre Lot" on Candlestick Site for a fire station, police station or school. If land is not required for public facilities, Developer shall be entitled to acquire and dispose of such land. Developer shall also complete the infrastructure for approximately 4.8 acres of HP land for Community Facilities Lots.	Compliant. Community Facilities Lots strategy created in collaboration with OCIL, dedicates Block AG 16 as a potential location for a community use and sets aside a portion of CPN 1a as a secondary potential community use. This is above the requirements of the DDA. The additional one-acre lot is provided in addition to the 4.8 Acres of community facility lots that are planned on HP.

CP/HPS2 Community Benefits Plan Element & Summary of Requirement	Status/Notes
Community Builder Program Section 5.1. Developer will make available 500 units across a spectrum of affordability levels for development by Community Builders.	Compliant. Not applicable to Major Phase 1. Given that the residential units proposed within Major Phase 1 CP are all associated with either the early phases of development at Alice Griffith and the mixed-use development of the Candlestick Point 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.
Construction Assistance Program (CAP) Section 5.2 (a). Developer will provide \$250,000 per year during the development of the Project to an aggregate maximum amount of not more than \$2,500,000	Compliant. Contractor Assistance expenditures were \$1,667,345 from inception of project through Q2 2018 (\$1,550,409 since 2014 which, for operational purposes, is the beginning of Phase 2 activities).
Credit Support Contribution Section 5.2 (b). Developer shall contribute (or cause the contribution of) \$1 million in all cash to the Agency. The agency shall use the funds as part of a surety bond and credit support program solely to 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.	Compliant. Developer shall contribute to the Credit Support Contribution in installments of \$250,000 on the date that is 60 days after each of the Major Phase Approvals. The first payment of \$250,000 has been made.
Community Real Estate Broker Program Section 5.3. 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.	Compliant. No units are available to date for this program.
Community Benefits Fund Section 6.1. OCIL shall establish and maintain a 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 OCIL, in consultation with the Legacy Foundation, in the Project Site and Bayview Hunters Point. Each Vertical Developer shall pay or cause payment to the Fund upon close of escrow of the initial sale of each Market Rate Unit in an amount equal to .5% of the Unit sale price	Compliant. The initial home closings for Candlestick Major Phase 1 and associated payments to the Community Benefits Fund are currently anticipated in 2023.

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).

3. COMMUNITY BENEFITS

3.1 COMMUNITY BENEFITS PLAN

Table 3.2 - Community Facilities ¹

Sub-Phase	Block	Community Facilities
		approximate gross square footage
CP-03	CPN 1a	0
	CPN 2a	4,000
	CPN 10a	0
	CPN 11a	4,000
	CP-03 Total	8,000
CP-04	CPS 6a	3,000
	CPS 8a	5,000
		International African Marketplace
	CPS 9a	4,000
	CPS 11a	0
	CP-04 Total	12,000
Major Phase 1 Total		20,000
CP-10	CPS 4a	3,000
		Candlestick Point State Recreational Area Welcome Center
Candlestick Point Total		23,000

¹ While Community Facilities square footage will meet the requirements of the Disposition and Development Agreement, final location and square footage of community facilities are conceptual, flexible and subject to change through the applicable approval process.

Community Facilities Space

The Disposition and Development Agreement Community Benefits Plan defines Community Facilities Space to be provided by the developer in the amount of 7.5% of the Project aggregate retail space (up to a maximum of 65,000 gsf). The Community Facilities Space is to be used to enhance the overall quality of life of residents in the project site and in the Bayview Hunters Point (BVHP) and support the creation of a vibrant new neighborhood in the Project site. (Community Benefits Plan, Table 3.1). The space is to be provided by the Developer in warm shell condition.

One of the community facilities is the International African Marketplace (IAM), to be located on Harney Way across from Willie Mays Plaza. The Candlestick Point State Recreation Area Welcome Center (CPSRA) is not a part of the first major phase but will be included in a later phase. The process to locate the other community facilities throughout Candlestick was based on the following strategy:

- Distribute the community facilities spaces throughout the dense retail areas in Candlestick;
- Design a range of small and large community facilities spaces; this approach supports flexibility for different kinds of community facilities tenants in the future.

Spaces are shown per block in Figure 3.2 below, rather than a specified tenant space, because future tenants have not been identified at this planning stage. Final locations will be identified in context of complementary land uses during the design development process, allowing uses to be optimal in serving the right customers, whether those from the neighborhood, region or visitors.

Figure 3.2 - Community Facilities locations by block



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 a wide range of incomes, and many employment opportunities will be provided at CP Center: office, retail, hotel and entertainment.

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 enough 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 5.5 feet above the Base Flood Elevation (BFE), (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 with frequency of service doubled from every 10 minutes to every 5 minutes during peak periods. Additionally, service on the CPX will begin providing an express service between CP Center and Downtown San Francisco. Frequency of service will start with 10 minutes and double to every 5 minutes with the opening of CP Center.

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, 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%. Geothermal systems are being explored to utilize the ground temperature to heat and cool buildings and reuse heat without combustion to meet indoor air quality standards.

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 stormwater 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 (FEIR) 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 an EIR is to identify potential environmental impacts of a project, and if possible, mitigations of the project's impacts to bring them to a level that is less than significant. In the case where an impact is significant and unavoidable, the City must make a Finding that there are overriding social and economic considerations to support the projects approval.

The EIR evaluated the Project's construction and operation, as well as the cumulative direct – and indirect – impacts that might result. It is anticipated that each discretionary approval related to the implementation of the Project will rely on this FEIR and subsequent Addenda.

Mitigation Monitoring and Reporting Program

The 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. The Developer is responsible for implementation and reporting of mitigation measures and OCII and/or City staff will be responsible for monitoring the mitigation measures applicable to the project. The status of all applicable mitigation measures is included in Appendix A.



5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE 1 CP OVERVIEW

5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE 1 CP OVERVIEW

The first Major Phase at Candlestick Point is comprised of twenty-one blocks of new development. Block dimensions are shown in Figure 5.1 Development Block Dimensions and total developable area (exclusive of streets, mid-block breaks, and parks and open spaces) is reported in Table 5.1 Development Block Areas.

More than 2,900 homes, 1.2 million square feet of mixed commercial uses, and up to 50,000 square feet of community uses are planned. The development is dominated by two significant projects: the redevelopment of the Alice Griffith public housing site and the construction of CP Center.

The Alice Griffith neighborhood will include replacement of the existing 256 public housing units currently on the site, and the addition of 308 Agency Affordable Units, and 197 Market Rate Units in the first Major Phase. CP Center will include office, retail, entertainment, and residential land uses on the site where Candlestick Park Stadium once stood. Across the street from CP Center, a mix of local serving retail, with housing above is proposed along Ingerson Avenue and Harney Way.

The Willie Mays Plaza, Willie Mays Park 2a, and Alice Griffith Neighborhood Park 1 will be newly constructed, and Bayview Hillside Open Space and Jamestown Walker Slope will be improved. Streetscape improvements are proposed along Gilman Avenue and Harney Way. Half of the Alice Griffith neighborhood park is included in the first Major Phase and the second half of Alice Griffith Neighborhood Park will be constructed in Major Phase 2, Sub-Phase CP-07. Earl Street Boulevard Park is included in Major Phase 1 up to Edward J. DeBartolo Jr. Way.

Image to the right: Conceptual streetscape for illustrative purposes only. Subject to change.



5. MAJOR PHASE 1 CP OVERVIEW

5.1 MAJOR PHASE 1 CP OVERVIEW

Table 5.1 - Development Block Areas^{1, 2}

Neighborhood	Block Number	Sub-Phase	Area (sq feet)
Alice Griffith	1	CP-01	62,957
	2	CP-01	53,675
	4	CP-01	53,404
	5	CP-01	35,455
		Subtotal	205,491
	6	CP-05	34,662
	7	CP-05	35,457
	8	CP-05	31,897
	9	CP-05	44,499
	13	CP-05	49,404
	14	CP-05	34,835
	15	CP-05	32,482
	16	CP-05	48,509
		Subtotal	311,746
Candlestick Point North	1a	CP-03	63,019
	2a	CP-03	59,008
	10a	CP-03	57,190
	11a	CP-03	65,733
		Subtotal	244,950
Candlestick Point Center	1	CP-02	971,450
		Subtotal	971,450
Candlestick Point South	6a	CP-04	51,747
	8a	CP-04	54,398
	9a	CP-04	55,983
	11a	CP-04	66,542
		Subtotal	228,670
TOTAL			1,962,307

Footnotes: 1 These block dimensions represent developable area, excluding non-developable private property such as mid-block breaks with the exception of CP-02, where they indicate total area inclusive of non-developable private property.
2 For blocks CPN 1a, 2a, 11a and CPS 6a, 8a and 9a, the block area square footages in this table are approximate and the block dimensions may vary from those approved for the Final Map.

FIGURE 5.1: DEVELOPMENT BLOCK DIMENSIONS



6. MAJOR PHASE 1 CP LAND USE

- 6.1 LAND USE SUMMARY
- 6.2 HOUSING
- 6.3 BUILDING HEIGHTS, BULK & MASSING

6. LAND USE & MASSING

6.1 LAND USE SUMMARY

Candlestick Center

When approved in 2010, Candlestick Center was imagined to be a predominantly regional retail destination. To be responsive to changing market demands, office space is proposed to anchor the site. Regional retail remains on-site; however, the amount has been reduced by two-thirds. Plans for a Film Arts Center and Hotel remain integral to the project.

Parking at Candlestick Center has changed in response to the community. Rather than 1 large parking structure, 4 smaller garages are planned to provide access to parking that is dispersed throughout the site rather than concentrated at Arellious Walker Drive and Carmen Policy Avenue.

In order to accommodate the new office program, heights have been proposed to increase from 65' to 85' within the interior of Candlestick Center framed by Ingerson Avenue and Harney Way, and up to 120' along Arellious Walker Drive. All other heights within Major Phase 1 CP remain the same. See Figure 6.3 Building Heights.

A previously approved residential tower site at the corner of Harney Way and Arellious Walker Drive has been removed. A stand-alone, below-market rate residential project for seniors is proposed. The Alice Griffith Community Garden will ultimately be located at the corner Arellious Walker Drive and Ingerson Avenue.

A map depicting Major Phase 1 CP is shown in Figure 6.1. Table 6.1 provides details of the land use program within each Sub-Phase, including community uses.

Alice Griffith

Modifications to locations of housing within the Alice Griffith neighborhood have been made in order to accomplish other project goals while at the same time preserving the same type and the same number of housing units originally proposed within this neighborhood:

- To enable FranDeLJA Daycare to retain the use of the existing playground on Block AG 8, the San Francisco Housing Authority (SFHA) units originally proposed on this site have been relocated to AG 15 and the market rate units previously assigned to AG 15 have been redistributed to other market rate lots within the Alice Griffith neighborhood.
- In order to allow for a potential community use, the Community Facilities Lot was relocated from CPN 1a to AG 16. Previously AG 16 was a Stand-Alone Workforce Lot; to accommodate the addition of the Community Facilities Lot, Workforce units were relocated to AG 12 and the market rate units previously on AG 12 were redistributed to other market rate lots within the Alice Griffith neighborhood. If it is determined that the land identified is not required for a community use, Developer shall be entitled to acquire and dispose of such land as described per the DDA.

Other Community Uses

A dedicated area for a Community Facilities Lot on CPN 1a has been retained for potential use by the San Francisco Fire Department. Neighborhood retail will occupy the remainder of the block.

See Figure 6.2. for updated housing locations.

Child Care - There is a Citywide Child Care requirement for office/hotel development projects, which allows payment of an in-lieu fee or on-site or off-site daycare. To serve those who live and/or work at Candlestick, on-site child care will be prioritized.

FIGURE 6.1: MAJOR PHASE 1 CP LAND USE



6. MAJOR PHASE 1 CP LAND USE

6.1 LAND USE SUMMARY

Table 6.1 - Land Use by Sub-Phase	Construction Complete	Future Construction						
LAND USE	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	SUB-PHASE CP-10	CANDLESTICK ENTITLEMENT
Residential								
Residential Density I (units) (15-75 Units Per Acre)	31	-	-	-	129	160	-	-
Residential Density II (units) (50-125 Units Per Acre)	306	998	286	555	222	2,367	-	-
Residential Density III (units) (100-175 Units Per Acre)	-	-	-	-	-	0	-	-
Residential Density IV (units) (175-285 Units Per Acre)	-	-	422	-	-	422	-	-
Total Residential Units	337	998	708	555	351	2,949	0	7,218
Commercial								
Neighborhood Retail (GSF)	-	5,793	71,975	54,332	-	132,100	-	134,500 ¹
Regional Retail (GSF)	-	170,000	-	-	-	170,000	-	170,000
Office/ R&D (GSF)	-	750,000	-	-	-	750,000	-	750,000
Film Arts Center	-	64,000 (1200 Seats)	-	-	-	64,000 (1200 Seats)	-	69,000 ²
Hotel (GSF)	-	130,000 (220 Rooms)	-	-	-	130,000 (220 Rooms)	-	130,000
Total Commercial (GSF)	-	1,115,000	71,975	54,332	-	1,246,100	-	1,253,500
Community Facilities								
Retail/non-profit			8,000	7,000				
International African Marketplace (IAM) ³				5,000				
CPSRA Welcome Center ³							3,000	
Total Community Facilities (GSF)		0	8,000	12,000		20,000	3,000	23,000
Community Use	-							
Safety Hub		1,000						
Fire Station			8,000					
Elementary School				-	33,000			
IAM/CPSRA ³				5,000			3,000	
Total Community Use (GSF)		1,000	8,000	5,000	33,000	47,000	3,000	50,000
Total Parks & Open Space (Acres)	0.0	7.5	1.1	0.0	0.7	9.3		105.7

Footnotes

¹ In CP-02, 1,000 sq.ft. for neighborhood retail is reserved for Willie Mays Plaza Café. An additional 2,400 sq.ft. of neighborhood retail will be distributed in later phases of the project.

² An additional 5,000 sq ft. and 4,400 entitlement is reserved for a future performance venue.

³ IAM and CPSRA are both community facilities and community use, and are not included in commercial retail entitlement square feet.

6.2 HOUSING

- The below-market rate units included in the Project are comprised of several housing types, which will serve a broad range of incomes:

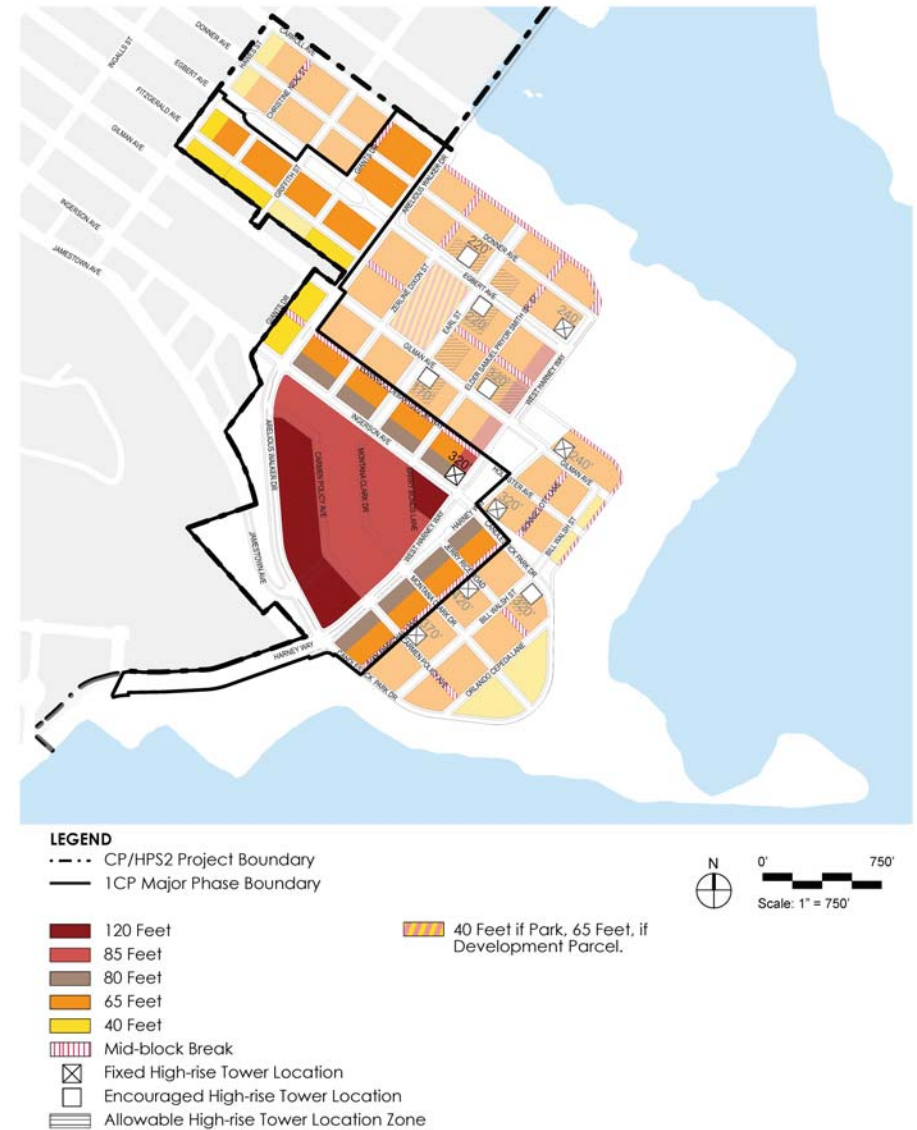
6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Building heights, massing, and other project Vertical Design specifications are controlled by the Candlestick Point Design for Development (CP D4D). The maximum allowable building heights are shown in Figure 6.3. Building Massing and Site Sections are depicted in Figures 6.4A-E and 6.5. As noted earlier, the construction of CP-01 is complete. Except for Block CPN 1a, Schematic Designs for have been approved for each of the blocks that comprise CP-03 and CP-04. CP Center massing, and sections are illustrative and to be refined later at the Vertical Building Schematic Design Phase.

Amendments to the Design for Development (D4D) CP Center Chapter 5.3 to include the changes described were approved in Fall 2019. With this approval, the plan and the D4D are in conformance with one another.

FIGURE 6.3: BUILDING HEIGHTS



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.4A Candlestick Context 3D: South



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.4B: Candlestick Context 3D: East



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.4C: Candlestick Context 3D: North



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

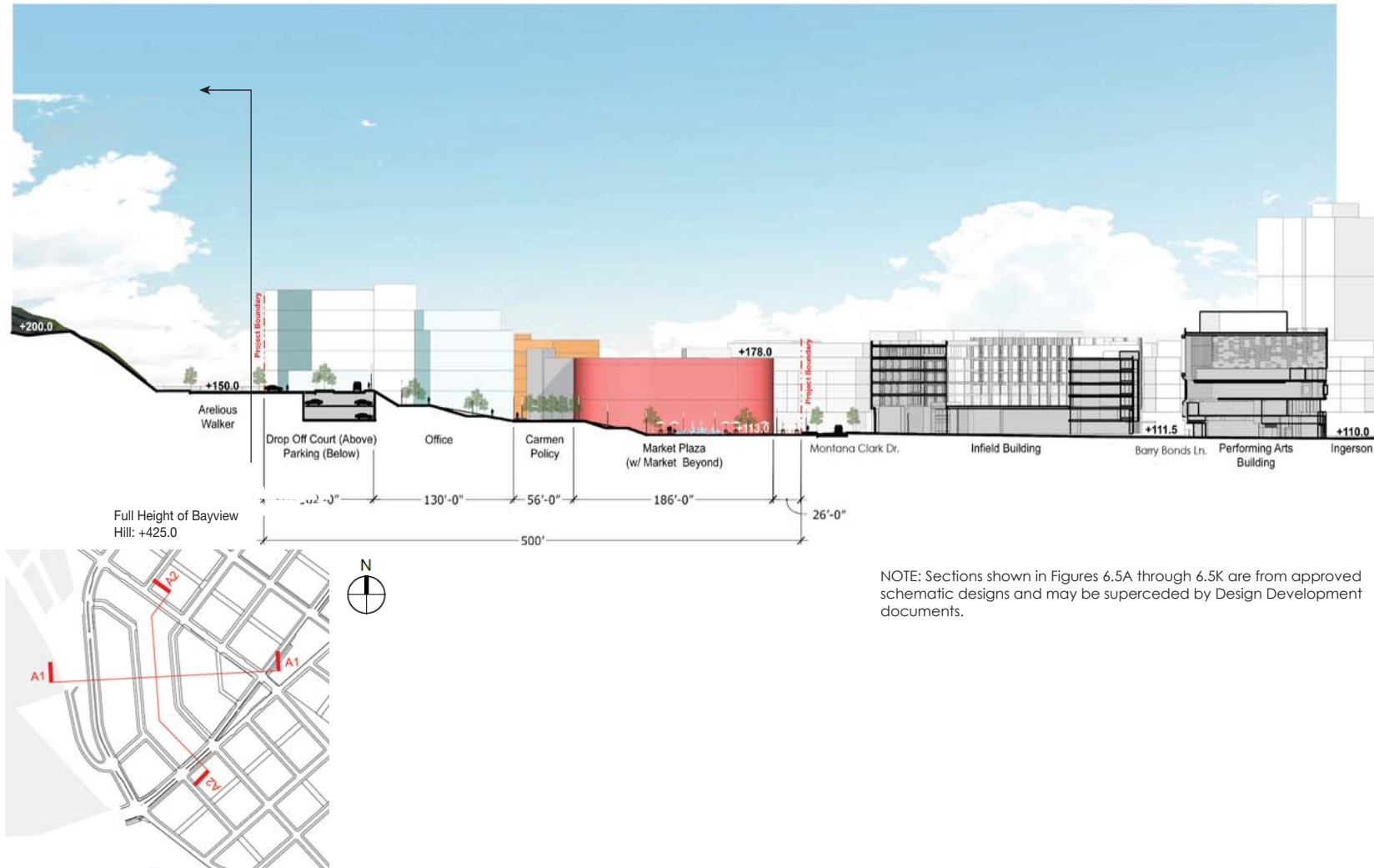
Figure 6.4D: Candlestick Context 3D: West



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5A - Building Sections Candlestick Center A1-A1



6. MAJOR PHASE 1 CP LAND USE

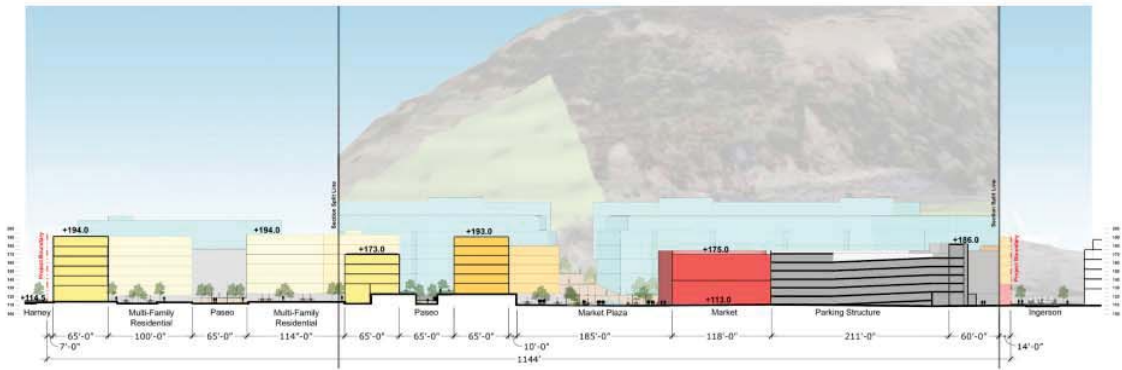
6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5B - Building Sections Candlestick Center A2-A2

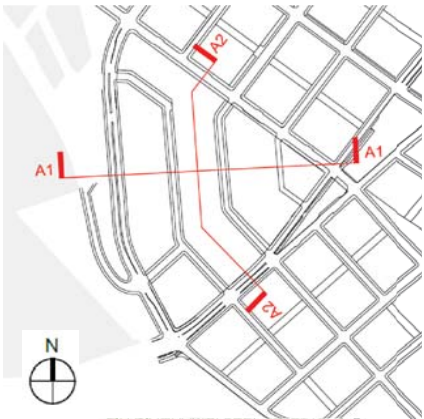


NOTE: These sections are provided for general illustrative purposes only. Final designs will be governed by the Candlestick Point Design for Development document and subject to Commission approval.

Previous Site Section:



CP-02 OUTFIELD



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5C- Building Sections Alice Griffith (CP-01) Section B-B



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5.D - Building Sections CPN11A

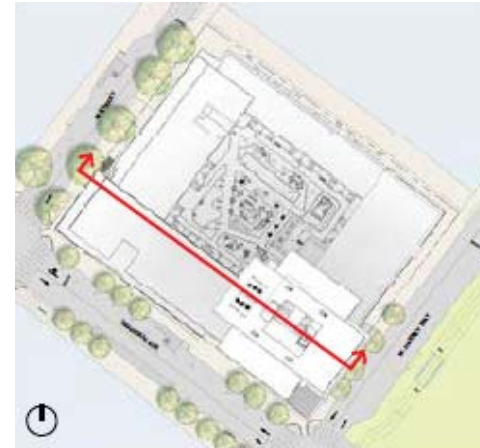
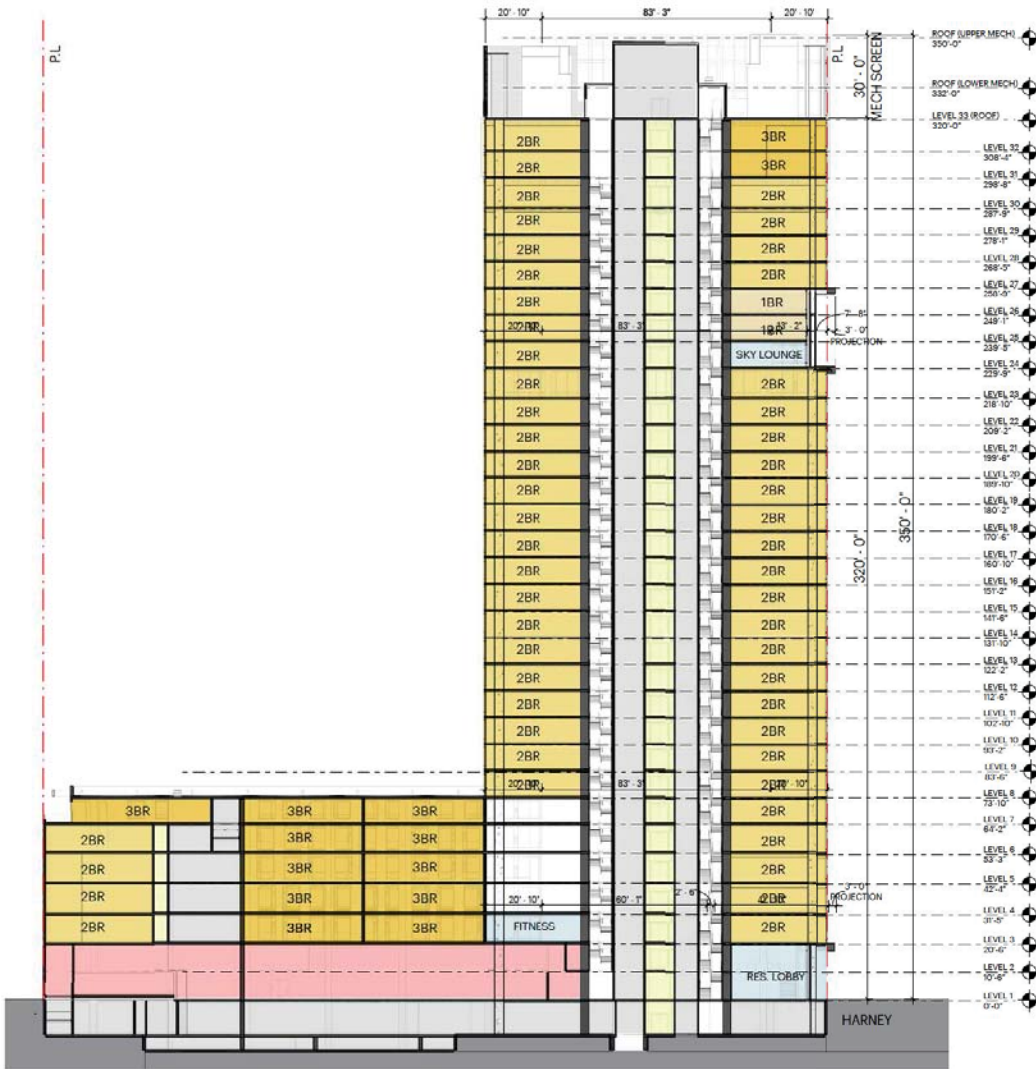


Figure 6.5E - Building Sections CPN 10A

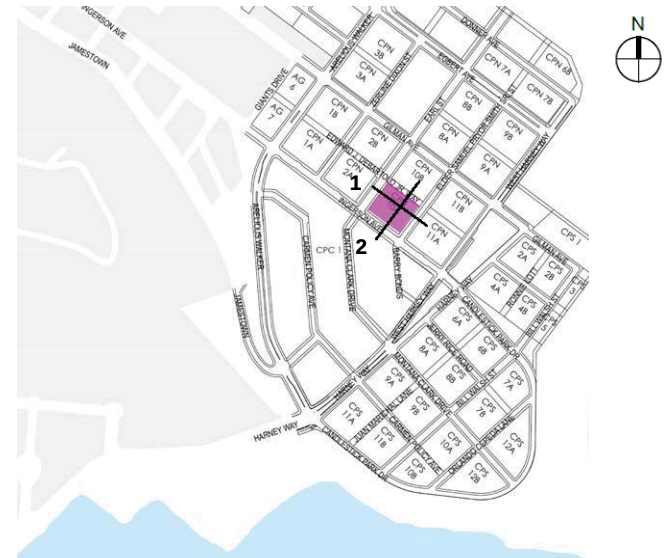
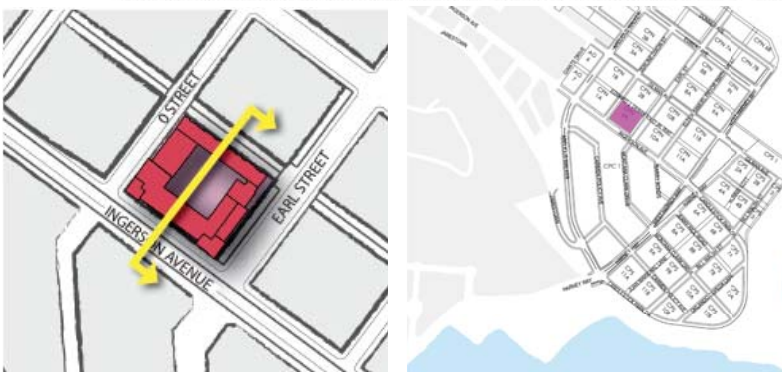


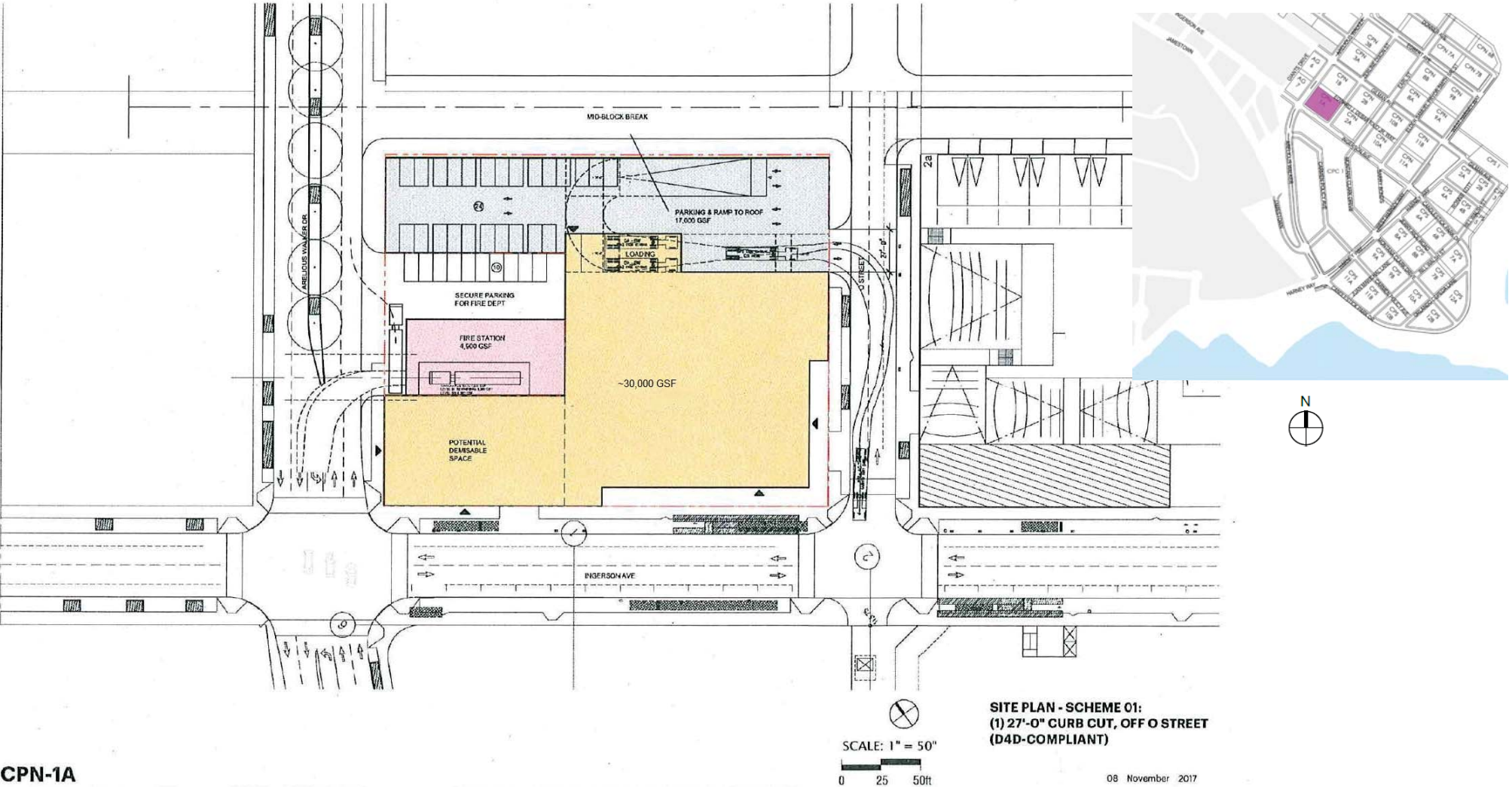
Figure 6.5F - Building Sections CPN 2A



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5G - Building Sections CPN 1A

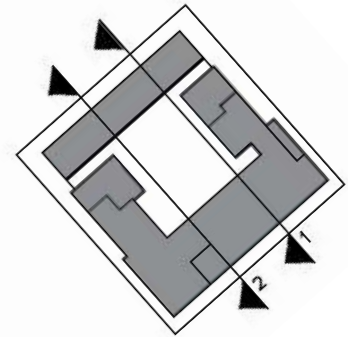
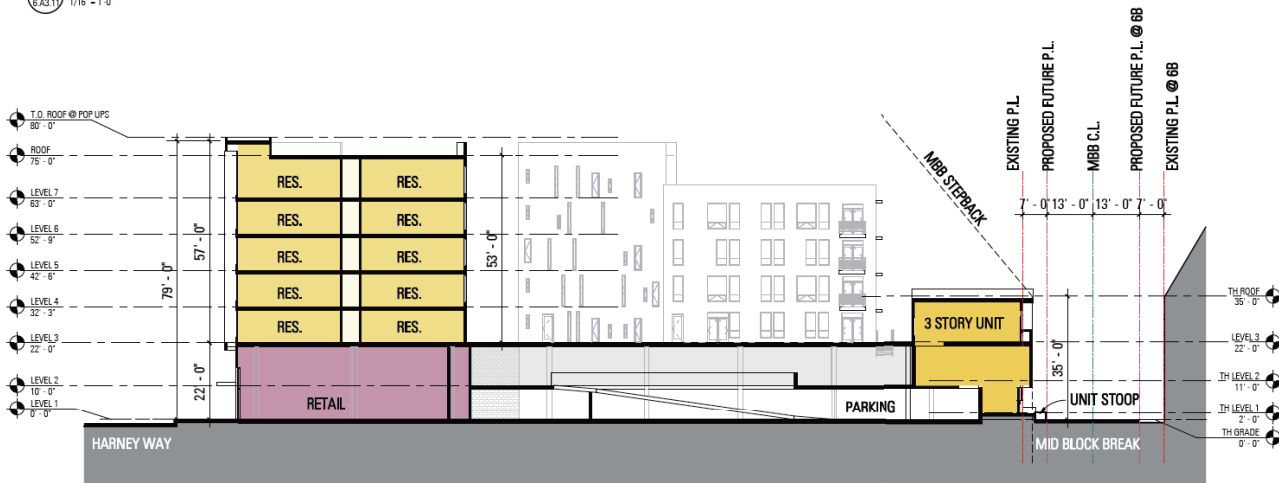
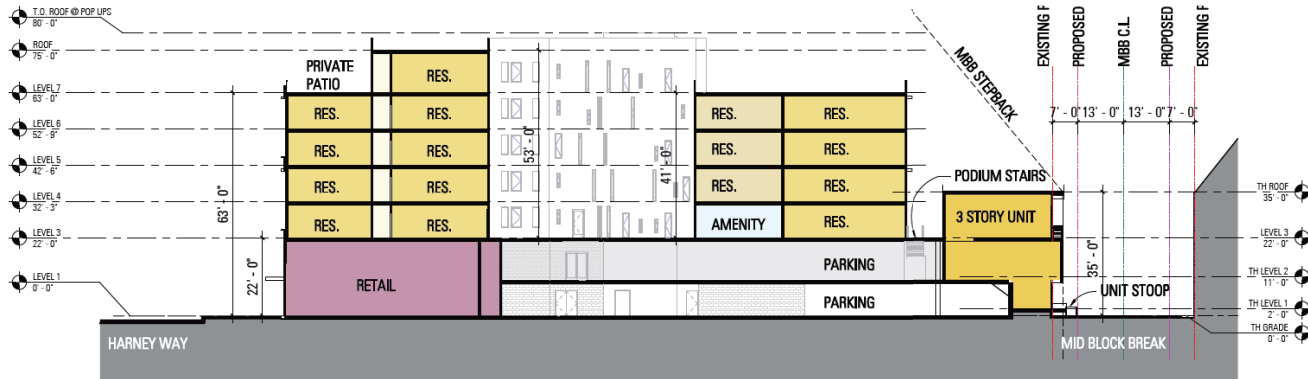


CPN-1A

6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

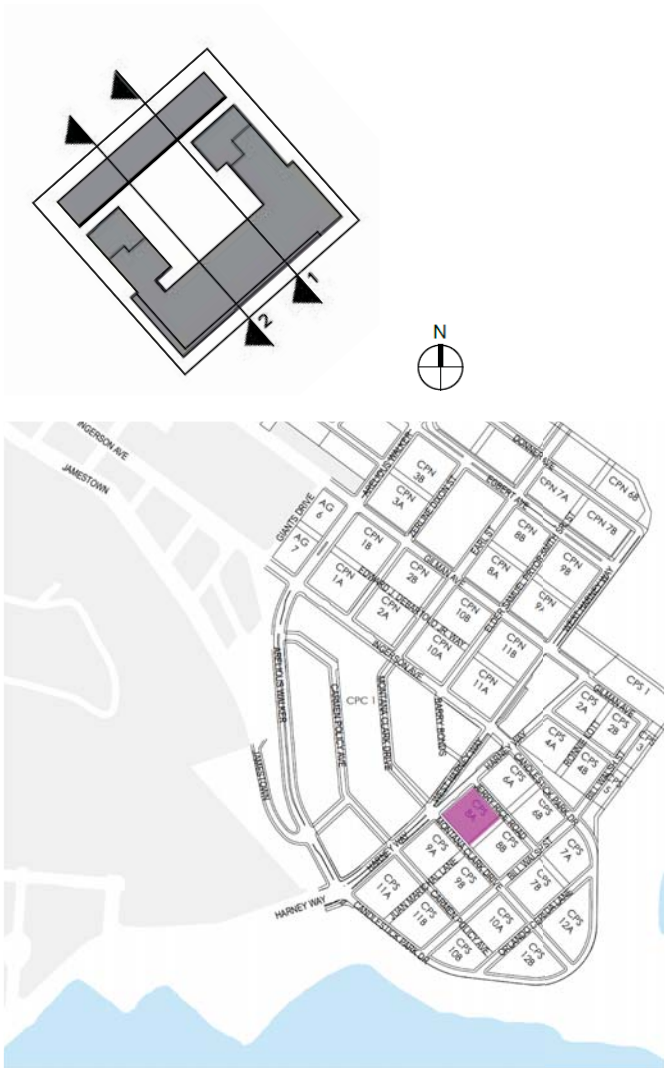
Figure 6.5H - Building Sections CPS 6A



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

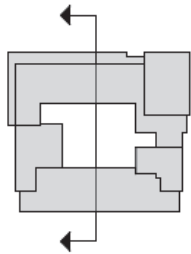
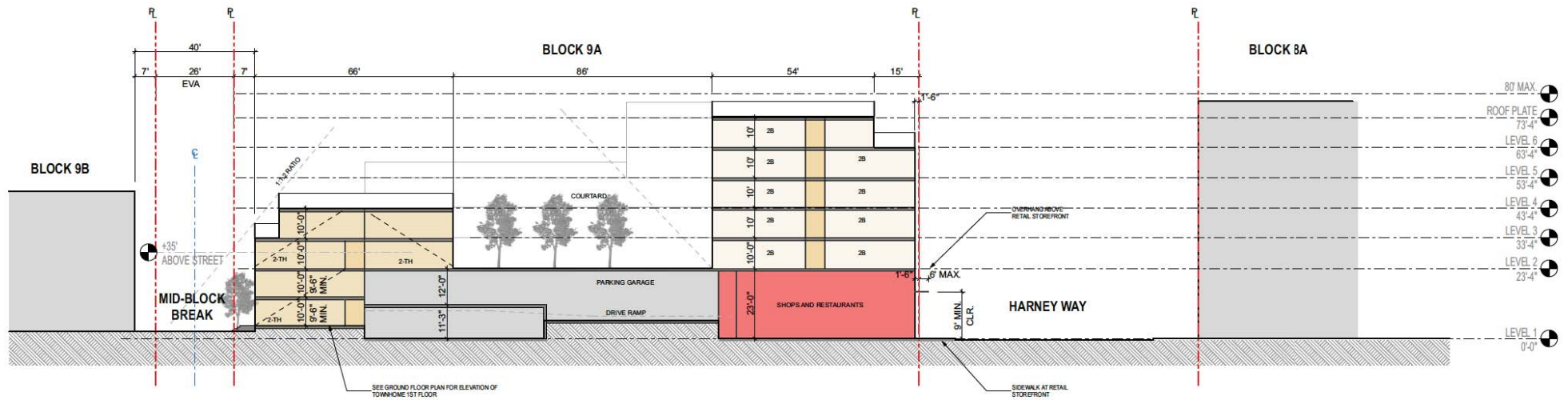
Figure 6.5I- Building Sections CPS 8A



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

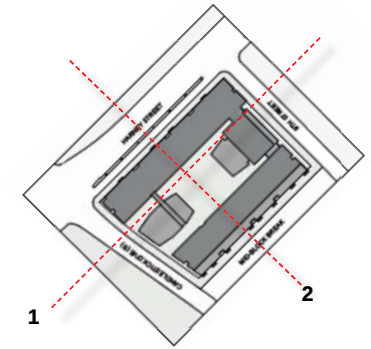
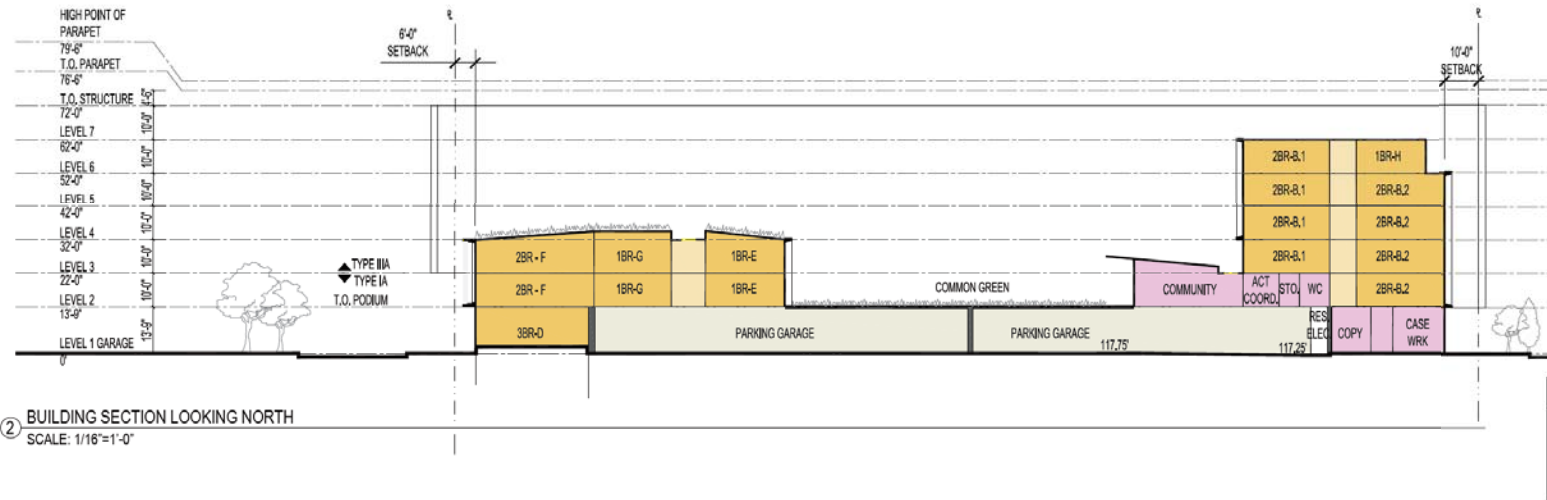
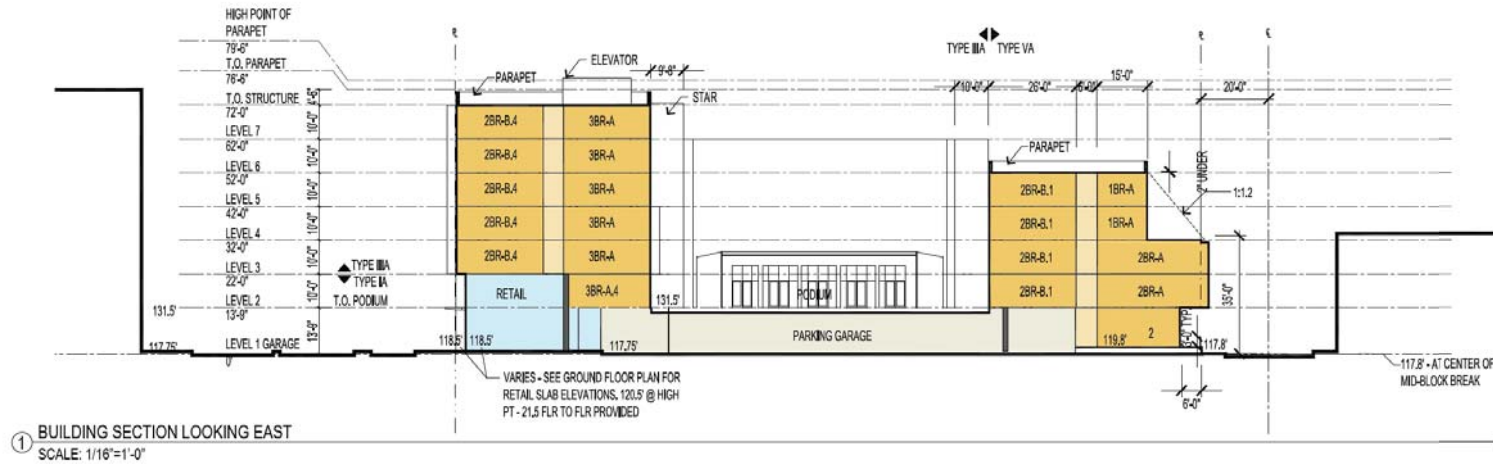
Figure 6.5J - Building Sections CPS 9A



6. MAJOR PHASE 1 CP LAND USE

6.3 BUILDING HEIGHTS, BULK & MASSING

Figure 6.5K - Building Sections CPS 11A



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 ALICE GRIFFITH COMMUNITY GARDEN
- 7.5 WILLIE MAYS PLAZA AND WILLIE MAYS PARK 2A
- 7.6 EARL STREET BOULEVARD PARK

7. OPEN SPACE

7.1 MAJOR PHASE 1 CP PARKS & OPEN SPACE

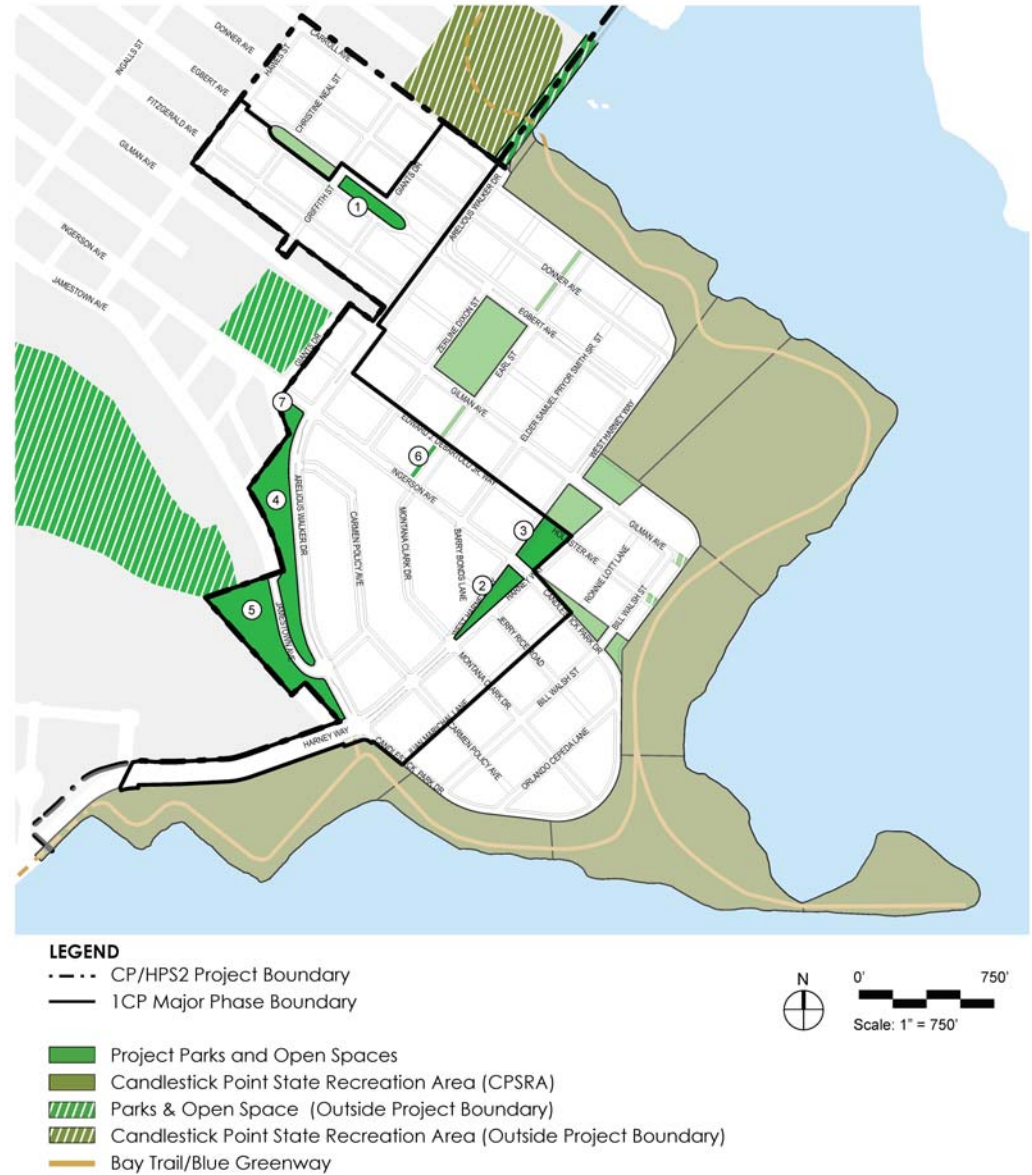
The first major phase of development at Candlestick Point includes the development of 9.32 acres of parks and open space. This includes:

1. **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.
2. **Willie Mays Plaza** (0.77 acres) – This Plaza is the southwest extension of the larger Willie Mays Park connecting the urban core with the Candlestick Point State Recreation Area (CPSRA) and adjacent Willie Mays Park. Surrounded by mixed-use buildings, this space provides both respite and amenities in the urban heart of Candlestick with features described in greater detail in Section 7.5.
3. **Willie Mays Park 2a** (1 acre) – Willie Mays 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 Willie Mays Park (1.97 acres) will be completed in the second and third Major Phases. Willie Mays Park (previously known as Wedge Park) is Candlestick Point’s “Central Park,” spanning three blocks and changing in character from the adjacent urban plaza, a formal urban park space, and a simpler urban green that connects with the CPSRA and views of Hunters Point and the Bay. Specific emphasis here is placed on signature forms and landscape expressions. Within these forms are ecological gardens, children’s playgrounds, and passive lawn areas.
4. **Jamestown Walker Slope** (3.44 acres) – Planting enhancements on the slope will focus on native species and habitat.
5. **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.
6. **Earl Street Boulevard Park** (0.10 acres) – Earl Street will have a special quality with a 33 feet wide pedestrian promenade as its western sidewalk between Ingerson and Gilman Avenue, and between Egbert Avenue and the CPSRA. This promenade will link CP 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 Sub- Phases CP-11 and CP-12.
7. **Alice Griffith Community Garden** (0.44 acres) – 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, there will be two gardens, one indicated on the Figure 7.1 at the corner Arelious Walker Drive and Ingerson Avenue and one in Alice Griffith Neighborhood Park (See Section 7.2).

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 Willie Mays Plaza	0.77
③ Willie Mays Park 2a	1.00
Other Parks & Open Space	
④ Jamestown Walker Slope	3.44
⑤ Bayview Hillside Open Space	2.85
⑥ Earl Street Boulevard Park	0.10
⑦ Alice Griffith Community Garden	0.44
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

FIGURE 7.1B: PUBLIC & PRIVATE OPEN SPACES



Images below are conceptual and subject to change.



7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

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 and Sub-Phase-07. 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 neighborhood commons—a place for neighbors to get to know each other, socialize and celebrate their commonalities and differences. Extending in length northwest-southeast, 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:

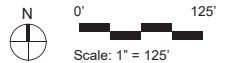
- ① **Specimen Tree Plaza**— The east entry plaza provides a tree-shaded meeting and sitting area adjacent to the community Gardens and Open Lawn. This plaza is flexible with the ability to install temporary stage or screen for occasional organized events and gatherings at the Open Lawn.
- ② **Flowering Tree Grove with Seating**. 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.
- ③ **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.
- ④ **Pathway**

FIGURE 7.2: ALICE GRIFFITH NEIGHBORHOOD PARK - ILLUSTRATIVE PLAN



LEGEND

- ① Specimen Tree Plaza
- ② Flowering Tree Grove with Seating
- ③ Lawn
- ④ Pathway
- ⑤ Community Gardens
- ⑥ Tool Shed
- ⑦ Picnic Pavilion
- ⑧ Children's Play Area
- ⑨ Basketball Court
- ⑩ Dog Run



7. OPEN SPACE

7.2 ALICE GRIFFITH NEIGHBORHOOD PARK

- ⑤ **Community Garden & Flower Garden** - A community garden will be located on the southeast side of Alice Griffith Neighborhood Park.
- ⑥ **Tool Shed** - Adjacent to the Community Garden will be a tool shed for use by gardeners.
- ⑦ **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.
- ⑧ **Children's 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.
- ⑨ **Basketball Court** - A basketball court, with perimeter fencing and seating areas from which to watch the gameplay.
- ⑩ **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, 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.



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 Drive.

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 contain 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 many 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 City's 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.

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.

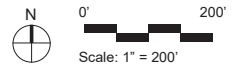
Additional information about utilities such as a Wholesale Distribution Access Tariff (WDAT) facility in the Bayview Hillside Open Space is in Appendix F, Jamestown Grading Sequence exhibit.

FIGURE 7.4: BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE



LEGEND

- ① Existing Vegetated Hillslopes
- ② Coast Live Oak Woodland
- ③ Native Grassland
- ④ Coast Live Oak Street Edge

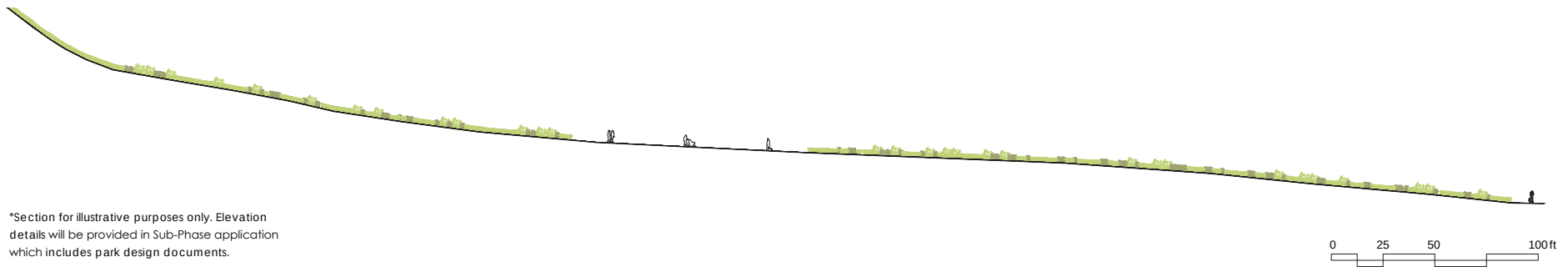


7. OPEN SPACE

7.3 BAYVIEW HILLSIDE OPEN SPACE / JAMESTOWN WALKER SLOPE



Figure 7.5 - Bayview Hillside Open Space - Section 1



*Section for illustrative purposes only. Elevation details will be provided in Sub-Phase application which includes park design documents.

7. OPEN SPACE

7.4 ALICE GRIFFITH COMMUNITY GARDEN

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 Arelious Walker Drive and Ingerson Avenue. The Alice Griffith Neighborhood Park also has a community garden shown in Section 7.2.

Engagement

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

- Alice Griffith Tenants Association
- Bret Harte Elementary School, administration and students
- Hunters Point Family
- MBS and Urban Strategies
- OCII
- Community Advisory Committee

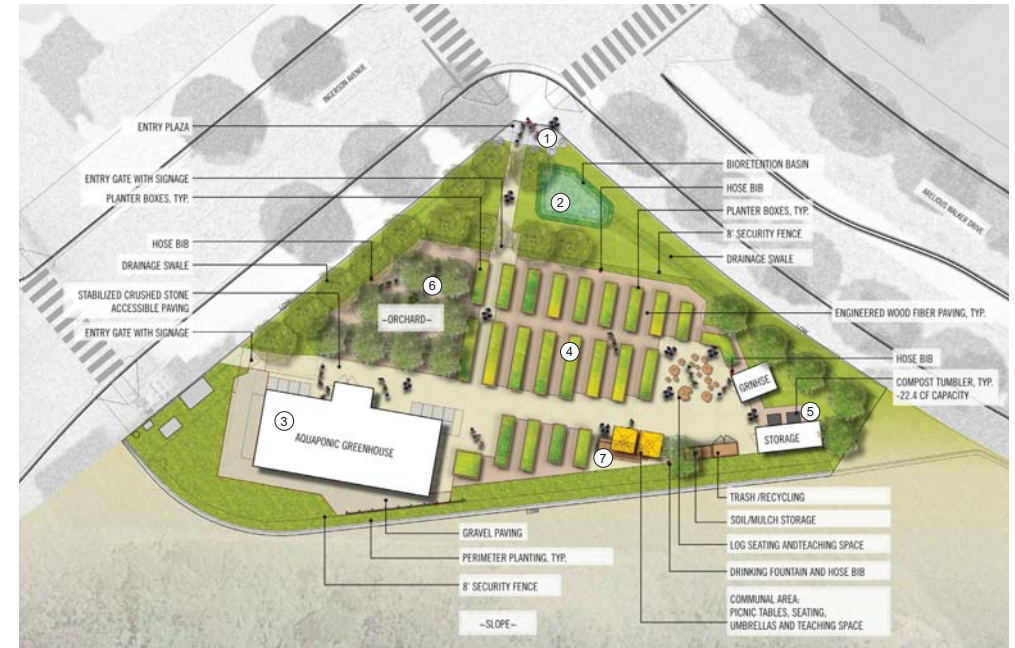
Design Elements

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
- Area for the garden's storage container
- Gathering space
- Security fencing
- Space to re-plant the garden's existing fruit trees

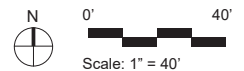
Figure 7.6 represents the current concept plan for the garden. This concept will be refined as the design process progresses.

FIGURE 7.6: ALICE GRIFFITH COMMUNITY GARDEN - ILLUSTRATIVE PLAN



LEGEND

- ① Entry Plaza Bioretention
- ② Basin Aquaponic
- ③ Greenhouse Planter
- ④ Boxes
- ⑤ Storage Shed
- ⑥ Orchard
- ⑦ Picnic Area



7. OPEN SPACE

7.5 WILLIE MAYS PLAZA AND WILLIE MAYS PARK 2A

The Willie Mays Plaza and Willie Mays Park 2A Candlestick's urban retail core with the Candlestick Point State Recreation Area and views across the South Basin to Hunters Point. The Park's character changes along its length, from the more urban character of a paved plaza, to the greener, formal gardens and open spaces at its middle, to the more open areas where it connects with the natural zones of the Candlestick Point State Recreation Area. The Park will contain elements that create a sense of continuity between these areas.

Willie Mays Plaza

Spanning two blocks southwest of Ingerson Ave., 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 Willie Mays Plaza links adjacent office, entertainment, retail and civic destinations. 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, including events held by the International African Marketplace.

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.

7. OPEN SPACE

7.5 WILLIE MAYS PLAZA AND WILLIE MAYS PARK 2A

Willie Mays Plaza Components:

- ① **Plaza** – Located southwest of Ingerson Ave. and spanning two blocks, 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. Trees and recessed lighting enhance the intimate character of the space.
- ② **Bus/BRT Shelter**– The 10 feet 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.
- ③ **Cafe** – 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.
- ④ **Lawn** – Broad swaths of open lawn for play and events.
- ⑤ **Ornamental Gardens** – Arbor structures and tall, lush and open canopy of zelkova, birch, and ginkgo.
- ⑥ **Interactive Sculptural Children's Play Area** – Engages children to create their own play.
- ⑦ **Drop Off / Pick Up Zone** – A loading zone located along the east edge of the plaza can accommodate simultaneous loading/unloading of cabs, valet parking for the Film Arts Center, and general pick up/drop off. Clear paths of travel extend from the drop off/pick up zone to CP Center, while the café and adjacent seating provide a comfortable place for gathering.
- ⑧ **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.

Willie Mays Park 2A

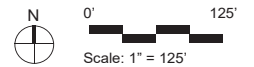
Located northeast of Ingerson Ave., the Park begins to take on the character of a neighborhood park. Elements incorporated into the Park include a bike share facility, pump station, and a Muni bus drivers' restroom. Additionally, the Park will include space for an overlook terrace, open lawn, and ornamental gardens.

FIGURE 7.7: WILLIE MAYS PLAZA AND PARK ILLUSTRATIVE PLAN



LEGEND

- ① Plaza
- ② Bus / BRT Shelter
- ③ Cafe / Information Kiosk
- ④ Lawn
- ⑤ Ornamental Gardens
- ⑥ Interactive / Sculptural Children's Play Area
- ⑦ Pick-up and Drop-off
- ⑧ Cycle-track



7. OPEN SPACE

7.5 WILLIE MAYS PLAZA AND WILLIE MAYS PARK 2A

Figure 7.8 - Willie Mays Plaza - Section 1

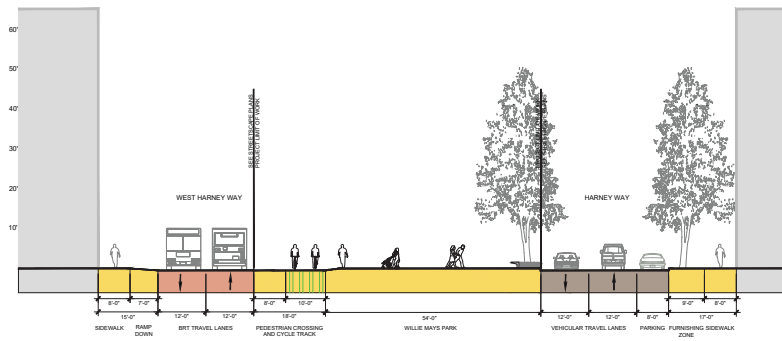


Figure 7.9 - Willie Mays Plaza - Section 2

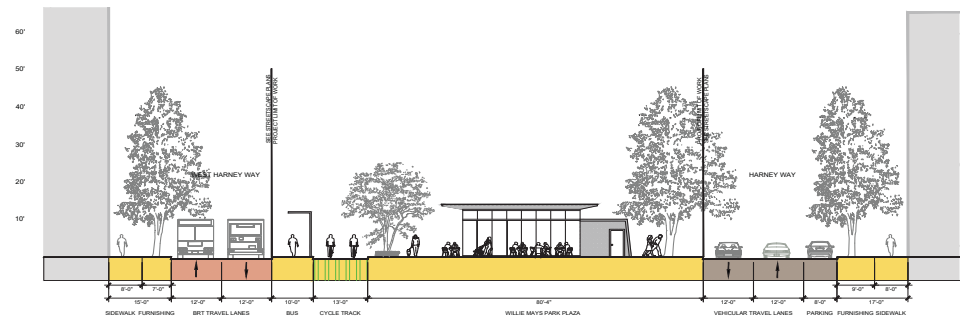


Figure 7.10 - ADA compliant paving pattern, custom design benches, European pocket plaza



ZELKOVA



BIRCH



MAIDENHAIR TREE



7. OPEN SPACE

7.6 EARL STREET BOULEVARD PARK

Earl Street will have a special quality with a 33 feet wide pedestrian promenade along its western edge. This promenade links the CP 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-11 and CP-12. 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 6-foot-wide pedestrian way and 15 feet-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. To avoid future stormwater conflicts and proposed utilities beneath the eastern sidewalk, Earl Street will be graded toward the bio-filtration zone in the western 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.

The Earl Street Boulevard Park will also include a site for 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 CPSRA.

8. TRANSPORTATION

- 8.1 SITE ACCESS AND PROJECT STREETS
- 8.2 STREET CROSS SECTIONS
- 8.3 PEDESTRIAN NETWORK
- 8.4 BICYCLE NETWORK
- 8.5 TRANSIT
- 8.6 ON-STREET PARKING
- 8.7 TRANSPORTATION DEMAND MANAGEMENT

8. TRANSPORTATION

8.1 SITE ACCESS AND PROJECT STREETS

Major Phase 1 CP will include improvements to two of the primary access points into Candlestick Point: Gilman Avenue and Harney Way. Arelious Walker Drive and Ingerson Avenue, which serve as primary roads within the site, will also be constructed.

Gilman Avenue

Improvements will occur on Gilman Avenue between Arelious Walker Drive and Third Street. Developer will reconstruct the structural roadway section and add bulb-outs to improve pedestrian safety. Additional improvements include upgrade of select streetlights, new fiber optic cable, extension of drainage pipe and new catch basins, and relocation of fire hydrants. Work also includes streetscape improvements such as new street trees with decomposed granite, street benches, bicycle racks, and trash receptacles as well as relocation of existing street signs.

Harney Way

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 to include dedicated Bus Rapid Transit ("BRT") lanes in addition to four auto lanes. Additionally, the rebuilt roadway will include landscaped medians that will transition into turn lanes at intersections and continuation of the Class IV cycle track on the south side of the road.

Harney Way will continue through along the southern border of CP Center and will split into Harney Way and West Harney at Willie Mays Plaza, 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.

Arelious Walker Drive

A new four-lane roadway will be constructed following the current path of Candlestick Park Stadium Road and Arelious Walker Drive. This roadway will provide access to parking for CP Center and a connection between the Alice Griffith neighborhood and US 101. Arelious Walker Drive includes 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 Arelious Walker Drive median was constructed in Sub-Phase CP-01. The interim condition, which provides one travel lane in each direction along Arelious Walker Drive, should be adequate through the construction of CP-06. The remaining street section will be constructed prior to the implementation of BRT in CP.

Ingerson Avenue

Ingerson Avenue will be extended from its current terminus to provide the northern frontage of CP Center planned and will provide one travel lane in each direction along with on- street parallel parking.

Neighborhood Streets

Neighborhood streets radiating from Harney Way, Arelious Walker Drive and Ingerson Avenue will be constructed adjacent to each of the development blocks.

Design Principles

The following design principles for street facilities has been developed:

Travel Lanes - Streets

- 10 feet Standard
- 11 feet Adjacent to raised curb, except in exclusively residential areas where 10 feet may be proposed adjacent to a curb
- 12 feet Bus lanes reduced to 11 feet if adjacent to a bike lane or an 8-foot parking lane with travel moving in the same direction

On-street Parking

- 8 feet Standard
- 9 feet When adjacent to a Class II bike facility

Bike Lanes

- 6 feet Standard When adjacent to curb
- 5 feet When adjacent to (9 feet) on-street parking
- 13 feet Two-way cycle track (6.5 feet in each direction)

Street Cross Sections

Street names selected by the community and those selected by the developer are reflected in figures and text throughout the document. Street Cross Sections are shown in Figures 8.2 A-G. These cross-sections include changes requested by MTA to accommodate a minor modification to the 29 Sunset transit route, (Elder Pryor Samuel Smith Senior Street has been modified to accommodate a shared auto/bus lane in the southbound direction), and minor revisions to roadway cross-sections to off-site portions of Harney Way. The Harney Way modifications provide driveway access to the State Park from Harney Way, and allow for an interim BRT route via Executive Park Boulevard.

Sidewalks

All sidewalks will be either 12 feet, 13 feet or 15 feet, with a few exceptions such as where additional width is required to accommodate bioretention facilities. The sidewalk throughway zone shall be a minimum of 6 feet.

Other Exceptions

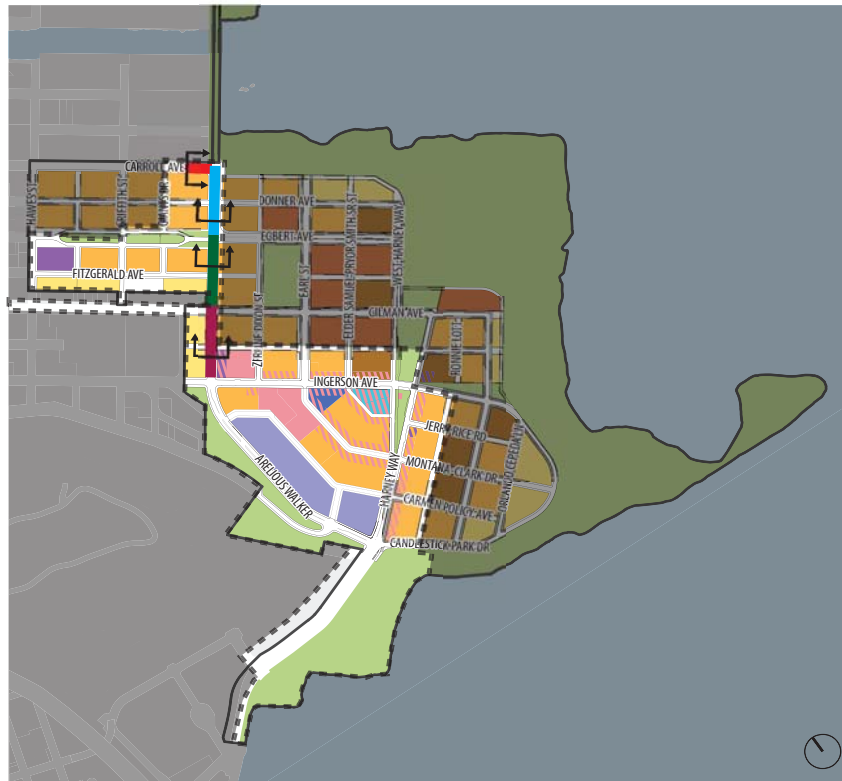
These standards may result in some streets having different dimensions on different segments (e.g., streets with transit on one or two blocks may require 12 feet lanes on those blocks, but 10 feet lanes on the rest of the street). Further, in some locations, lane widths have been adjusted through a collaborative process between the Developer, OCII, SFMTA, SFDPW, the Planning Department, and the SFFD to ensure adequate clearance is provided for emergency vehicle access. In these cases, some dimensions may be increased from the minimums described above.

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.

8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Figure 8.2.A - Street Cross Section A

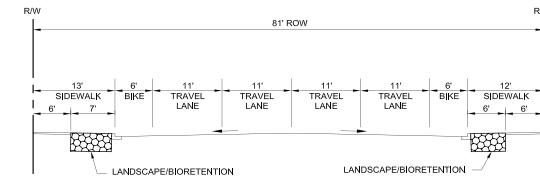


LAND USE

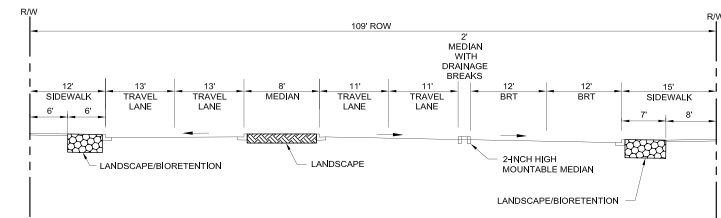
 RESIDENTIAL DENSITY I (15-75 UNITS PER ACRE)	 INFRASTRUCTURE / UTILITY (I / U)
 RESIDENTIAL DENSITY II (50-125 UNITS PER ACRE)	 PARKING (SP)
 RESIDENTIAL DENSITY III (100-175 UNITS PER ACRE)	 COMMUNITY USE (CU)
 RESIDENTIAL DENSITY IV (175-285 UNITS PER ACRE)	 PARKS AND OPEN SPACE
 ARTIST (ART)	 RETAIL* (RT)
 COMMERCIAL (CM) (OFFICE, R&D)	 HOTEL (HT)
	 PERFORMANCE VENUE (PV)

NOTE:
1. GROUND FLOOR RETAIL /
MAKER PDR SPACE IS ALLOWED PER
REDEVELOPMENT PLAN.
2. TO THE EXTENT PERMITTED BY THE
HUNTERS POINT SHIPYARD REDEVELOPMENT
PLAN AND UNDERLYING SITE CONDITIONS,
INSTITUTIONAL USES MAY BE DEVELOPED ON
ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.
3. HATCHING INDICATES MULTIPLE LAND USES
PERMITTED.
4. BLOCK 368 IS A PLACEHOLDER FOR THE FIRE
STATION LOT. SUBJECT TO CHANGE AFTER
CONSULTATION WITH SFD.
* GREATER DETAIL FOR SPECIFIC LAND
USES IS SHOWN IN APPROVED
SUB-PHASES (CP-01 THROUGH CP-04)

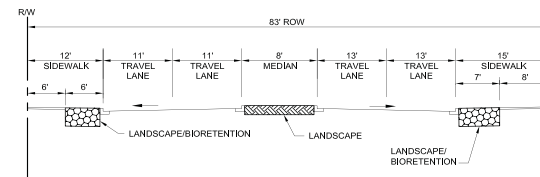
Carroll at Hawes ("Industrial Mixed Use Street")



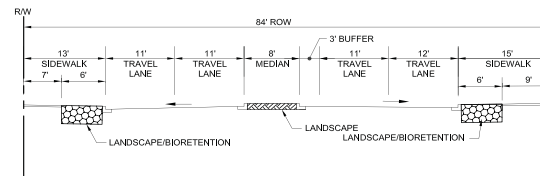
Arelious Walker at Egbert ("Commercial Throughway")^①



Arelious Walker at Gilman ("Commercial Throughway")^②



Arelious Walker at Ingerson ("Commercial Throughway")



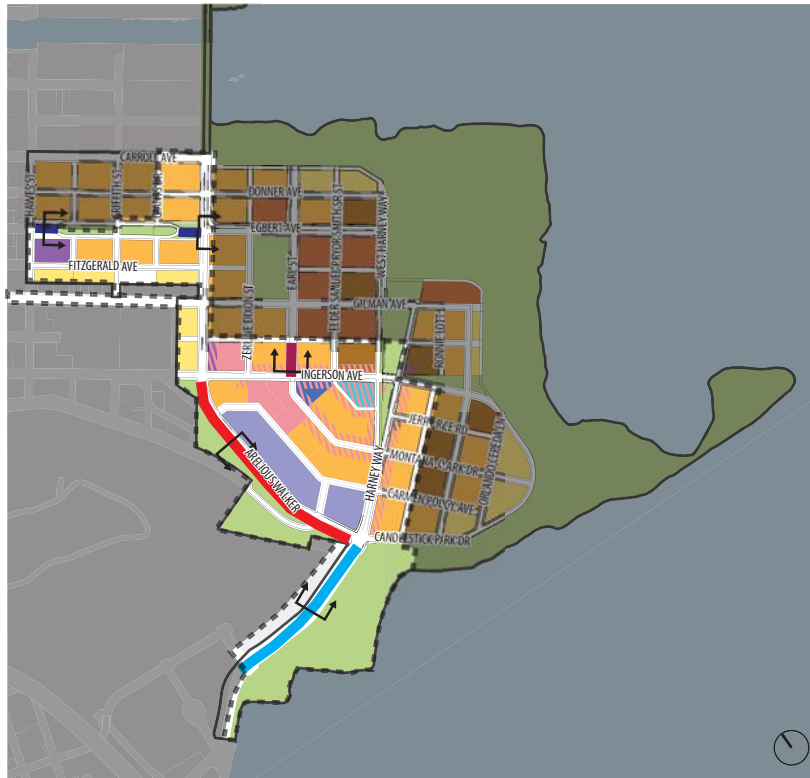
Note:

- ① Under Major Phase 1 and as an interim condition, the west side of the cross-section, which includes a 12' sidewalk and two 13' travel lanes (one lane in each direction) will be constructed. The remaining cross-section will be constructed in later phases.
- ② Under Major Phase 1 and as an interim condition, the west side of the cross-section, which includes a 12' sidewalk and two 11' travel lanes (one lane in each direction) will be constructed. The remaining cross-section will be constructed in later phases.

8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

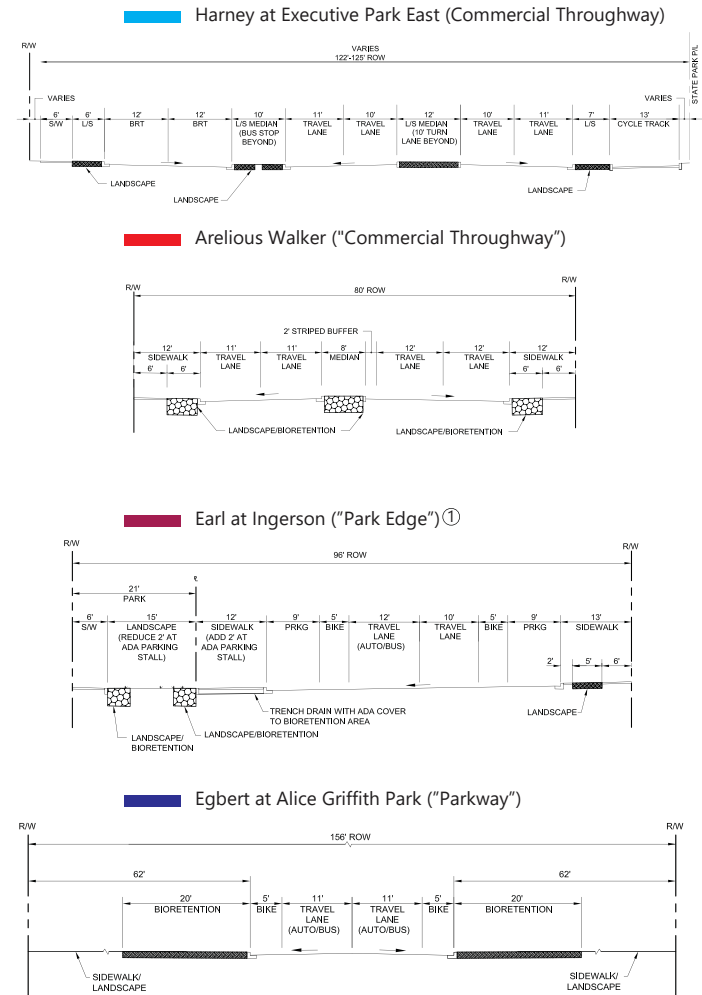
Figure 8.2.B - Street Cross Sections B



LAND USE

 RESIDENTIAL DENSITY I (15-75 UNITS PER ACRE)	 INFRASTRUCTURE / UTILITY (I / U)
 RESIDENTIAL DENSITY II (50-125 UNITS PER ACRE)	 PARKING (SP)
 RESIDENTIAL DENSITY III (100-175 UNITS PER ACRE)	 COMMUNITY USE (CU)
 RESIDENTIAL DENSITY IV (175-285 UNITS PER ACRE)	 PARKS AND OPEN SPACE
 ARTIST (ART)	 RETAIL* (RT)
 COMMERCIAL (CM) (OFFICE, R&D)	 HOTEL (HT)
	 PERFORMANCE VENUE (PV)

NOTE:
1. GROUND FLOOR RETAIL /
MAKER PDR SPACE IS ALLOWED PER
REDEVELOPMENT PLAN.
2. TO THE EXTENT PERMITTED BY THE
HUNTERS POINT SHIPYARD REDEVELOPMENT
PLAN AND UNDERLYING SITE CONDITIONS,
INSTITUTIONAL USES MAY BE DEVELOPED ON
ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.
3. HATCHING INDICATES MULTIPLE LAND USES
PERMITTED.
4. BLOCK 388 IS A PLACEHOLDER FOR THE FIRE
STATION LOT. SUBJECT TO CHANGE AFTER
CONSULTATION WITH SFPD.
* GREATER DETAIL FOR SPECIFIC LAND
USES IS SHOWN IN APPROVED
SUB-PHASES (CP-01 THROUGH CP-04)



Note:
① The Earl Street east side parking lane is removed as the roadway approaches Ingerson Avenue to accommodate a southbound left turn lane.

8.2 STREET CROSS SECTIONS

The map displays the proposed Everett Transit Center location, highlighted in yellow and orange. The center is situated near the intersection of Ingerson Ave and Zeebe Pkwy St. Surrounding streets include Carroll Ave, Donner Ave, Egbert Ave, Earle St, Gilman Ave, Ingerson Ave, Zeebe Pkwy St, and Harry Way. Other streets shown are Montana Clark Dr, Carlin Pkwy, Cand West Pkwy, and Lot 100 Leelanau. The map also shows the location of the Everett Transit Center relative to the city's waterfront and surrounding areas. A north arrow is located in the bottom right corner.

 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)

 ARTIST (ART)

 COMMERCIAL (CM)
(OFFICE, R&D)

- INFRASTRUCTURE / UTILITY (I / U)
- PARKING (SP)
- COMMUNITY USE (CU)
- PARKS AND OPEN SPACE
- RETAIL* (RT)
- HOTEL (HT)
- PERFORMANCE VENUE (PV)

NOTE:

- 1. GROUND FLOOR RETAIL / MAKER PDR SPACE IS ALLOWED PER REDEVELOPMENT PLAN.**
- 2. TO THE EXTENT PERMITTED BY THE HUNTERS POINT SHIPYARD REDEVELOPMENT PLAN AND UNDERLYING SITE CONDITIONS, INSTITUTIONAL USES MAY BE DEVELOPED ON ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.**
- 3. HATCHING INDICATES MULTIPLE LAND USES PERMITTED.**
- 4. 969 IS A PLACEHOLDER FOR THE FIRE STATION LOT, SUBJECT TO CHANGE AFTER CONSULTATION WITH SFFD.**
- * GREATER DETAIL FOR SPECIFIC LAND USES IS SHOWN IN APPROVED SUB-PHASES (CP-01 THROUGH CP-04)**

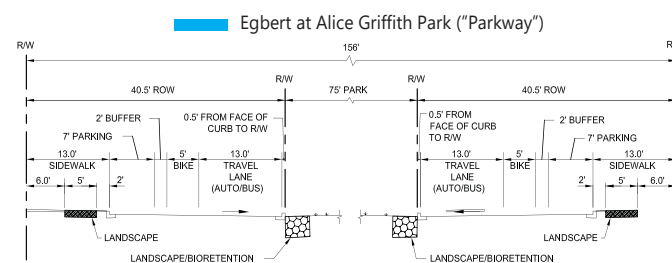


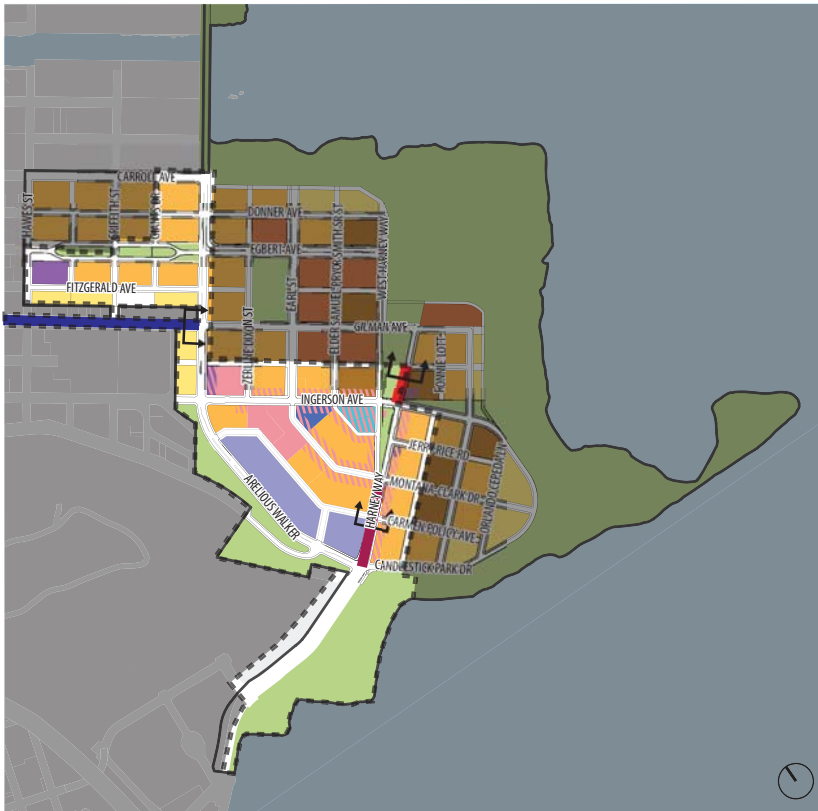
Figure 1 is a cross-sectional diagram of a 64-foot right-of-way (ROW). The diagram shows the following components and their widths from left to right: a 6-foot sidewalk, a 7-foot travel lane, a 10-foot travel lane, an 8-foot parking area, and a 13-foot sidewalk. The total width is 64 feet. Below the travel lanes and parking area, there is a cross-hatched area labeled 'LANDSCAPE/BIORETENTION'. Arrows indicate traffic flow in both directions within the travel lanes.

Figure 10: Typical Section of a 10' Wide Street with a 10' Wide Median. The diagram shows a cross-section of a street with a 10-foot wide median. The total width is 100 feet. The components from left to right are: 15' sidewalk, 12' bike lane, 12' bike lane, 4.5' bike lane, 4.5' bike lane, 19' travel lane, 12' travel lane, 5' parking, and 17' sidewalk. The diagram also shows the relationship to the adjacent West Harney Way (39.5' ROW) and Harney Way (50.5' ROW). The median is 10 feet wide, with 0.5 feet from the face of the curb to the ROW on both sides. The diagram is labeled 'LANDSCAPE/BIORETENTION' and 'LANDSCAPE'.

8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Figure 8.2.D: Street Cross Sections D

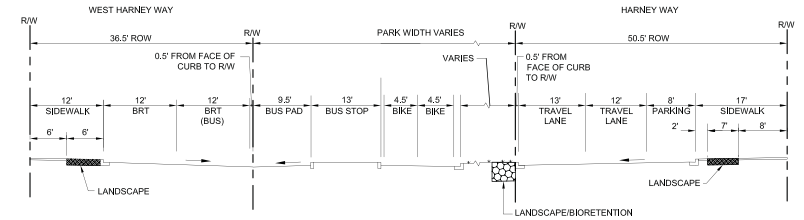


LAND USE

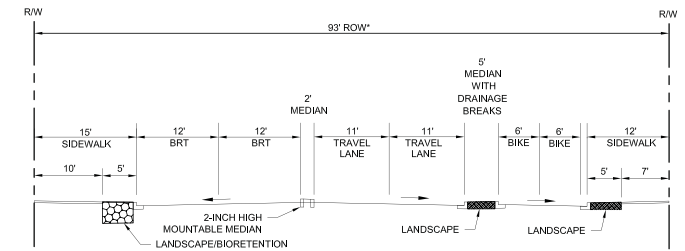
 RESIDENTIAL DENSITY I (15-75 UNITS PER ACRE)	 INFRASTRUCTURE / UTILITY (I / U)
 RESIDENTIAL DENSITY II (90-125 UNITS PER ACRE)	 PARKING (SP)
 RESIDENTIAL DENSITY III (100-175 UNITS PER ACRE)	 COMMUNITY USE (CU)
 RESIDENTIAL DENSITY IV (175-285 UNITS PER ACRE)	 PARKS AND OPEN SPACE
 ARTIST (ART)	 RETAIL* (RT)
 COMMERCIAL (CM) (OFFICE, R&D)	 HOTEL (HT)
	 PERFORMANCE VENUE (PV)

NOTE:
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PLAN AND UNDERLYING SITE CONDITIONS,
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ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.
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PERMITTED.
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STATION LOT, SUBJECT TO CHANGE AFTER
CONSULTATION WITH SFDP.
* GREATER DETAIL FOR SPECIFIC LAND
USES IS SHOWN IN APPROVED
SUB-PHASES (CP-01 THROUGH CP-04)

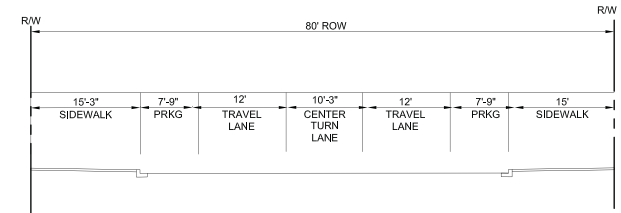
Harney at Ingerson ("Park Edge Street")^①



Harney at Arelous Walker



Gilman Avenue

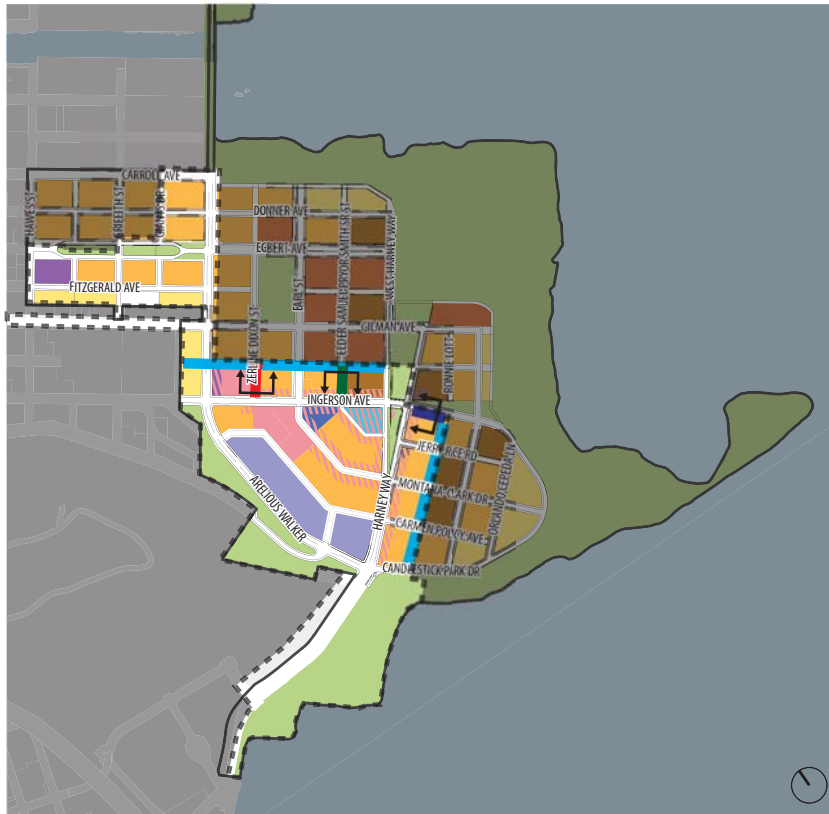


Note:
① Under Major Phase 1 and as an interim condition, the west side of the cross-section, which includes a 12' sidewalk, two 12' BRT lanes (one lane in each direction), two cycle track lanes (one in each direction) and a portion of the park, will be constructed. The remaining cross-section will be constructed in later phases.

8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Figure 8.2.E - Street Cross Sections E

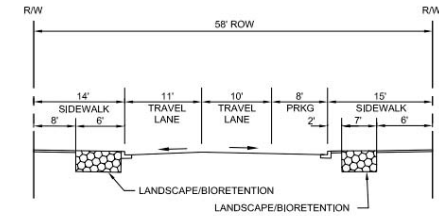


LAND USE

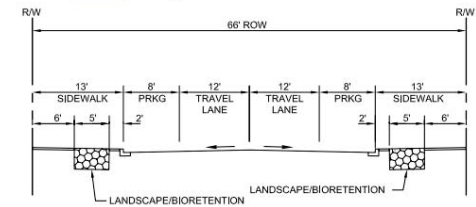
 RESIDENTIAL DENSITY I (15-75 UNITS PER ACRE)	 INFRASTRUCTURE / UTILITY (I / U)
 RESIDENTIAL DENSITY II (50-125 UNITS PER ACRE)	 PARKING (SP)
 RESIDENTIAL DENSITY III (100-175 UNITS PER ACRE)	 COMMUNITY USE (CU)
 RESIDENTIAL DENSITY IV (175-285 UNITS PER ACRE)	 PARKS AND OPEN SPACE
 ARTIST (ART)	 RETAIL* (RT)
 COMMERCIAL (CM) (OFFICE, R&D)	 HOTEL (HT)
	 PERFORMANCE VENUE (PV)

NOTE:
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PLAN AND UNDERLYING SITE CONDITIONS,
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ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.
3. HATCHING INDICATES MULTIPLE LAND USES
PERMITTED.
4. BLOCK 308 IS A PLACEHOLDER FOR THE FIRE
STATION LOT, SUBJECT TO CHANGE AFTER
CONSULTATION WITH SFDP.
* GREATER DETAIL FOR SPECIFIC LAND
USES IS SHOWN IN APPROVED
SUB-PHASES (CP-01 THROUGH CP-04)

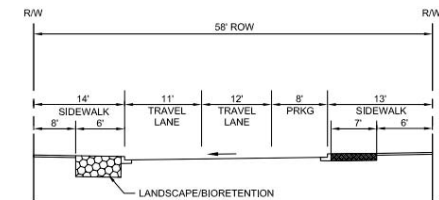
Neighborhood Residential Street



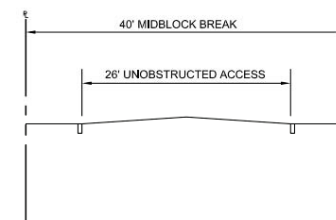
Neighborhood Residential Street



Neighborhood Residential Street



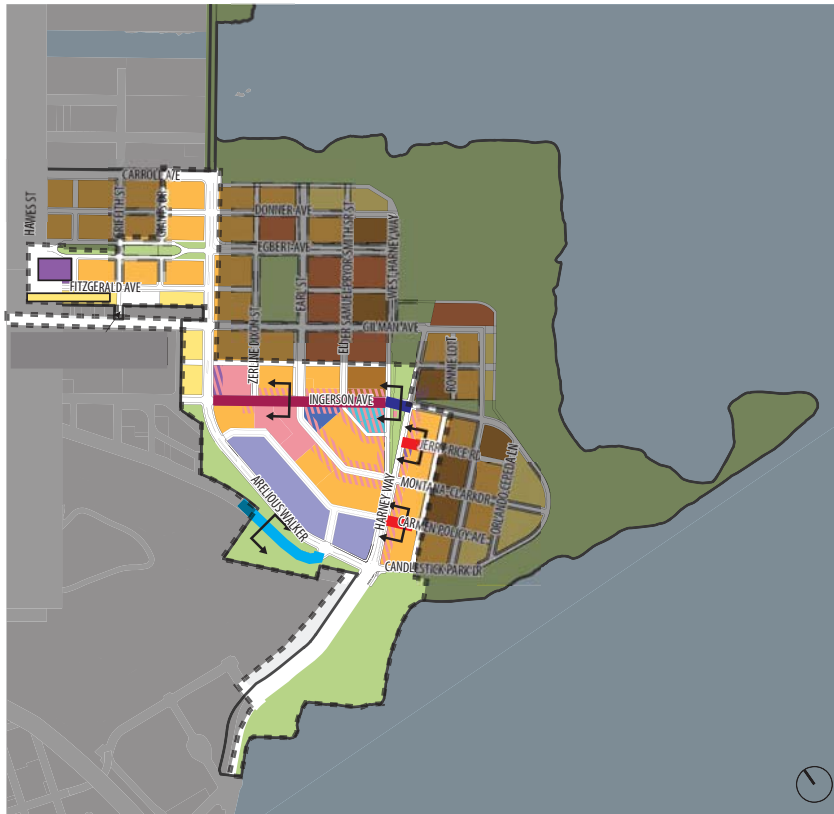
Mid-Block Break - 26' Min ROW



8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Figure 8.2.F - Street Cross Sections F

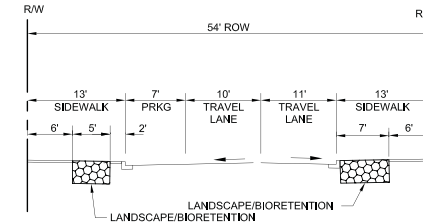


LAND USE

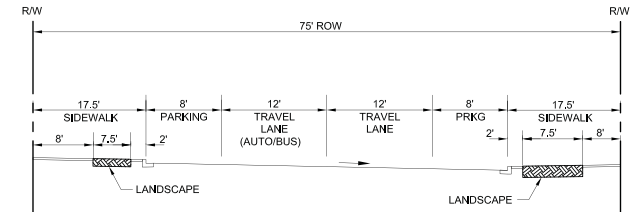
 RESIDENTIAL DENSITY I (15-75 UNITS PER ACRE)	 INFRASTRUCTURE / UTILITY (I/U)
 RESIDENTIAL DENSITY II (50-125 UNITS PER ACRE)	 PARKING (SP)
 RESIDENTIAL DENSITY III (100-175 UNITS PER ACRE)	 COMMUNITY USE (CU)
 RESIDENTIAL DENSITY IV (175-285 UNITS PER ACRE)	 PARKS AND OPEN SPACE
 ARTIST (ART)	 RETAIL* (RT)
 COMMERCIAL (CM) (OFFICE, R&D)	 HOTEL (HT)
	 PERFORMANCE VENUE (PV)

NOTE:
1. GROUND FLOOR RETAIL /
MAKER PDR SPACE IS ALLOWED PER
REDEVELOPMENT PLAN.
2. TO THE EXTENT PERMITTED BY THE
HUNTERS POINT SHIPYARD REDEVELOPMENT
PLAN AND UNDERLYING SITE CONDITIONS,
INSTITUTIONAL USES MAY BE DEVELOPED ON
ANY BLOCK WITHIN HUNTERS POINT SHIPYARD.
3. HATCHING INDICATES MULTIPLE LAND USES
PERMITTED.
4. BLOCK 38B IS A PLACEHOLDER FOR THE FIRE
STATION LOT, SUBJECT TO CHANGE AFTER
CONSULTATION WITH SFPD.
* GREATER DETAIL FOR SPECIFIC LAND
USES IS SHOWN IN APPROVED
SUB-PHASES (CP-01 THROUGH CP-04)

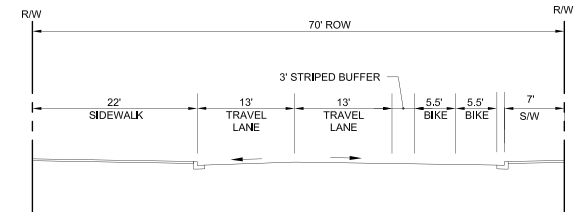
Neighborhood Residential Street



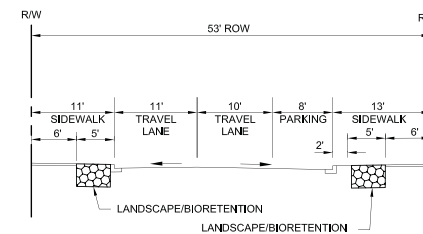
Ingerson Avenue at Arelious Walker



Ingerson Avenue at Harney Way



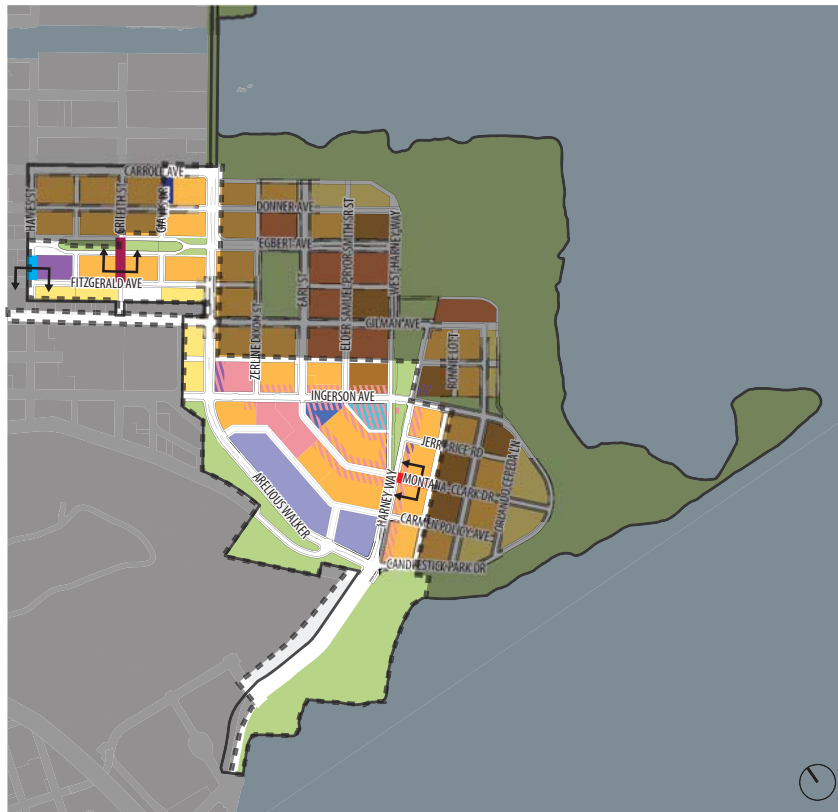
Jamestown Avenue



8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

Figure 8.2.G - Street Cross Sections G

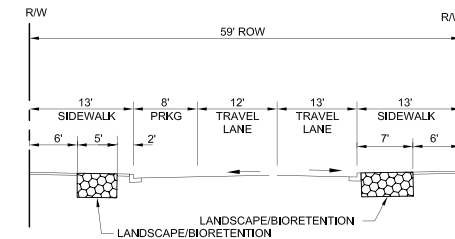


LAND USE

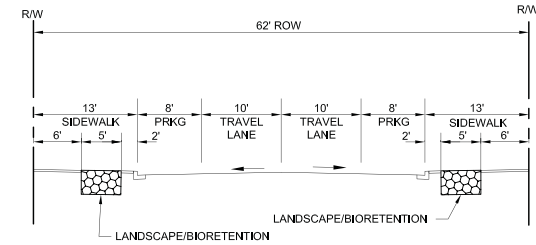
- | | |
|---|---|
| RESIDENTIAL DENSITY I
(15-75 UNITS PER ACRE) | INFRASTRUCTURE /
UTILITY (I / U) |
| RESIDENTIAL DENSITY II
(90-125 UNITS PER ACRE) | PARKING (SP) |
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(100-175 UNITS PER ACRE) | COMMUNITY USE (CU) |
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(175-285 UNITS PER ACRE) | PARKS AND OPEN SPACE |
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(OFFICE, R&D) | HOTEL (HT) |
| | PERFORMANCE VENUE (PV) |

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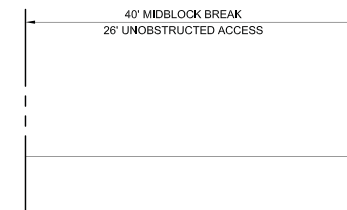
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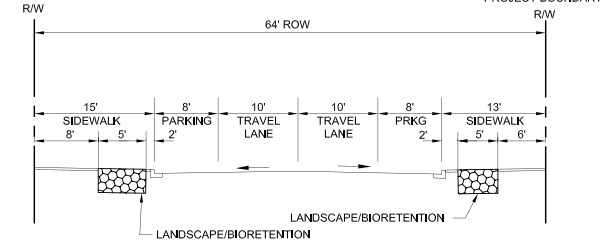
Neighborhood Residential Street



Mid-Block Break - 40' Min ROW



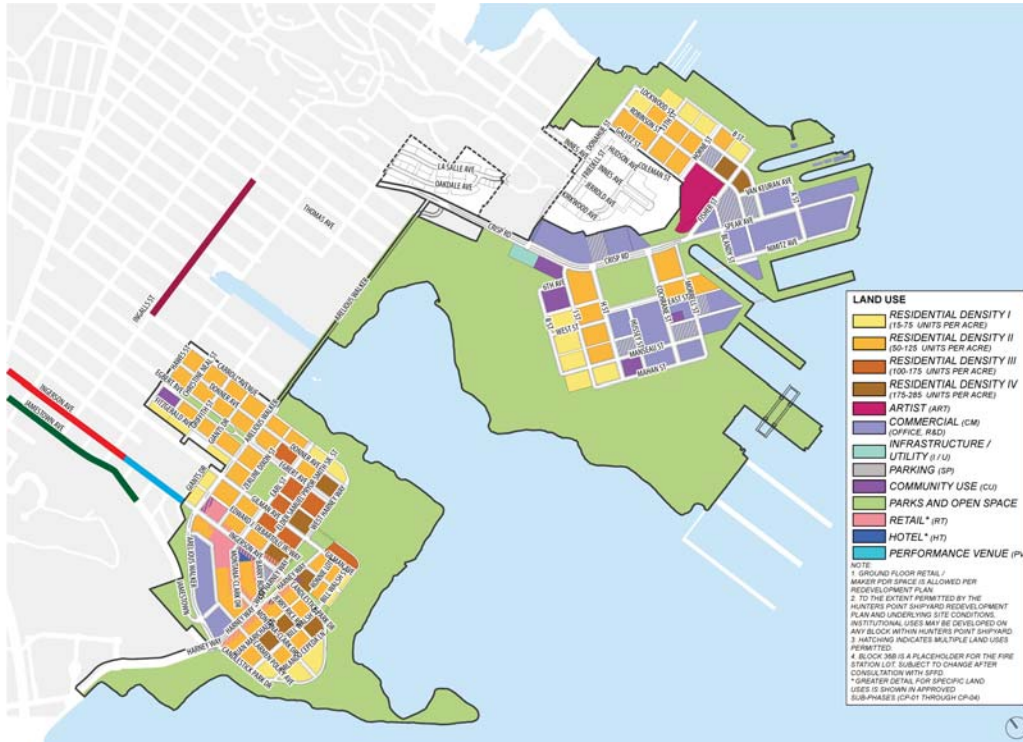
Neighborhood Residential Street



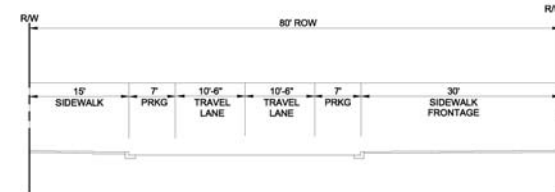
8. TRANSPORTATION

8.2 STREET CROSS SECTIONS

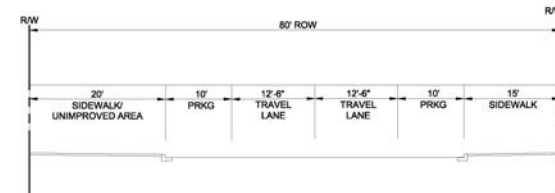
Figure 8.2.H - Off-site Street Cross Sections H



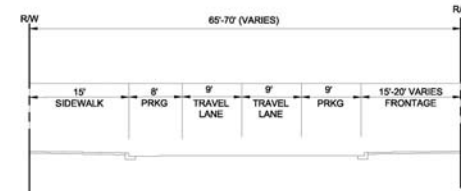
Ingerson Avenue, West of Hawes Street



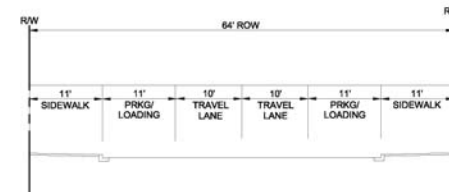
Ingerson Avenue, East of Hawes Street



Jamestown Avenue



Ingalls Street at Carroll Avenue



8. TRANSPORTATION

8.3 PEDESTRIAN NETWORK

All streets within Major Phase 1 CP will provide sidewalks between 12 feet and 17.5 feet 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 cycle track along Harney Way through Willie Mays Plaza and Park, where cyclists can connect to the new CP Center offices. The cycle track 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. A two-way, dedicated cycle track (Class IV) will be provided through the project, connecting the Candlestick Point and Hunters Point Shipyard sites.

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 Drive 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; Developer will work with California State Parks to determine final configurations that occur on state or state park land, which are currently conceptual only.

Yosemite Slough Bridge

A bridge is proposed across Yosemite Slough to connect Candlestick Point and Hunters Point Shipyard. The bridge follows the Arelious Walker Drive alignment over the Slough, connecting to Crisp Road on Hunters Point Shipyard. The bridge is dedicated to transit (two dedicated BRT lanes), pedestrian and bicycle use. No automobiles are allowed. Per the Schedule of Performance, the commencement outside date for the Yosemite Slough Bridge construction shall be the later of (1) the commencement outside date for CP-05 infrastructure and (2) the commencement outside date for HP-04 infrastructure; and the completion outside date for the Yosemite Slough Bridge shall be the later of (1) the completion outside date for CP-05 infrastructure and (2) the completion outside date for HP-04 infrastructure.

FIGURE 8.4: BICYCLE NETWORK



8. TRANSPORTATION

8.6 PARKING

The parking program is designed to reduce the usage of private automobiles through pricing, supply, new technologies, and effective monitoring programs. Commercial on- and off-street parking will be paid parking. Most residential parking will be in structures embedded within the buildings. Parking for the CP Center and neighborhood retail will be in 4 garage structures at CP Center.

TABLE 8.9 - Loading Spaces

Sub-Phase	Approximate Number of Loading Spaces
CP-02	11
CP-03	6
CP-04	4
Total	21

FIGURE 8.7 - ON-STREET PARKING

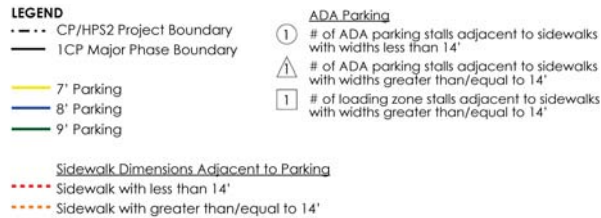


FIGURE 8.8 - CANDLESTICK CENTER PARKING STRUCTURES AND ACCESS

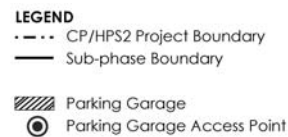
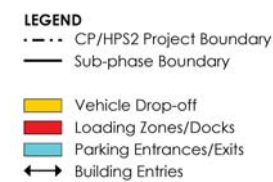


FIGURE 8.9 - ANTICIPATED BUILDING, PARKING, & LOADING ENTRANCES



8. TRANSPORTATION

8.5 TRANSIT

FIGURE 8.5: FINAL TRANSIT ROUTES



The 29 Sunset, which currently terminates near Gilman and Arellio Walker, will serve Candlestick Point via Gilman Avenue, Elder Samuel Pryor Smith Sr. 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 CP Center with an interim route along Ingerson Avenue temporarily using a one-block portion of the mid-block break to turn around. In addition, the new CPX bus route would be initiated under Major Phase 1, connecting Candlestick Point to BART and Downtown San Francisco. Figure 8.6 below shows the interim routes for Muni Route 29 and CPX.

FIGURE 8.6: MUNI ROUTE 29 AND CPX INTERIM ROUTES



8. TRANSPORTATION

8.7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs are implemented to reduce dependence on private automobiles. 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. In the first category are those components 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 the Project is well-served by transit from the outset. This includes extension of the 29 Sunset to the CP 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 CPX would be provided to serve CP Center and augment the 29 Sunset service, by providing a direct connection to the T Third, BART, and Downtown San Francisco.

- **Employee TDM Programs** – All employers, including the CP 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
- Bicycle parking, showers and lockers
- Guaranteed ride home program
- Carpool/vanpool matching services and preferential parking
- An on-site Transportation Coordinator administering the programs 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 Project.

More details on the Transportation Demand Management Program can be found in the Candlestick Point – Hunters Point Shipyard Phase 2 Transportation Plan.

Bicycle parking will meet the requirements of the Candlestick Point/Hunters Point Shipyard Phase II Transportation Plan.

TABLE 14 - CP-02-03-04 Parking Summary

TABLE 14 - CP02-03-04 PARKING SUMMARY				
CENTER STRUCTURED PARKING				
Land Use	SF / Units / Rooms / Seats	Max Parking Rate	Max Parking Spaces	Proposed Car Share
Office (GSF)	750,000	1/1,000	750	
Film Arts Center (1,200 seats)	1,200	1/8/10 seats	145	
Regional Retail (GSF)	170,000	2.7/1,000	459	
Wedge Café/ Harney/Ingerson Local Serving Retail (GSF)	104,500	1/1,000	105	
Hotel (rooms)	220	.25/room	55	
Displaced on-street parking relocated to CP Center Garage			269	
Retail/Office/Entertainment			1,783	36
CP-02 Apartments	998	1/unit	998	
Subtotal Residential Parking Spaces			998	6
SFPD (GSF)	1,000	1/2,000	1	
International African Market Place	5,000	1/2,000	3	
Subtotal Other Parking Spaces			3.5	0
Total CP Center Structured Parking¹			2,784	42
¹ Approximately 2300 Parking Spaces can be accommodated in the 4 CP Center Garages. The balance of allowable parking will be parked off-site on Blocks CPS 9b and CPN 10b				2,826

Additional Structured Parking To Be Provided By Vertical Developer(s)				
CPSRA Welcome Center at Block CPS4a	3,000	1/2,000	1.5	0
Ingerson/Harney Residential (units)	1,263	1/unit	1,263	7
Performance Venue (4,400 seats) ²	4,400		147	3
Block CPN 1A Retail (GSF)	30,000	2.7/1,000	81	1
Total Additional Structured Parking			1,493	11
				1,504

² The Performance Venue is allowed 293 parking spaces; however, the Performance Venue will share parking with other uses, and so the proposed number of parking spaces has been in half. Thus, 147 spaces are proposed.

9. UTILITIES

- 9.1 STORMWATER 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 GEOTHERMAL HEATING AND COOLING

Note: The figures shown herein are schematic in nature and shall not supersede the Infrastructure Plan, Master Utility Plans, or Construction Plans.

9. UTILITIES

9.1 STORMWATER TREATMENT

Stormwater treatment systems are intended to limit disruption and pollution of natural water flows by managing stormwater runoff. Best Management Practices (BMPs) are techniques for more sustainably treating stormwater from roofs and hardscaped areas. BMPs include employing bioretention and biofiltration techniques to cleanse stormwater 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 and in parks and open space.

Private Development Parcels

Stormwater runoff from development parcels shall be treated before draining to the stormwater 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 stormwater management requirements. Treatment options may include vegetated roofs, cisterns to harvest rainwater for reuse, bioretention, constructed wetlands, and detention ponds.



Infiltrated boardwalk



Water conveyance



Roadside BMP



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. 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 like 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 enough distance from the roadway and building foundations. BMPs within the parks will be maintained through a Community Finance District (CFD).

Public Streets

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

Flow-Through Planters

The majority of the stormwater 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, stormwater 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.

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

Centralized Treatment for Commercial Streets

Extensive BMPs 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 treatment facility. A centralized treatment facility will be constructed in Mini-Wedge Park. This facility will treat runoff from Ingerson Avenue and portions of Harney Way, West Harney Way and Candlestick Point Drive. This facility will include a stormwater treatment pump station, sediment forebay, distribution channel and bioretention cells.

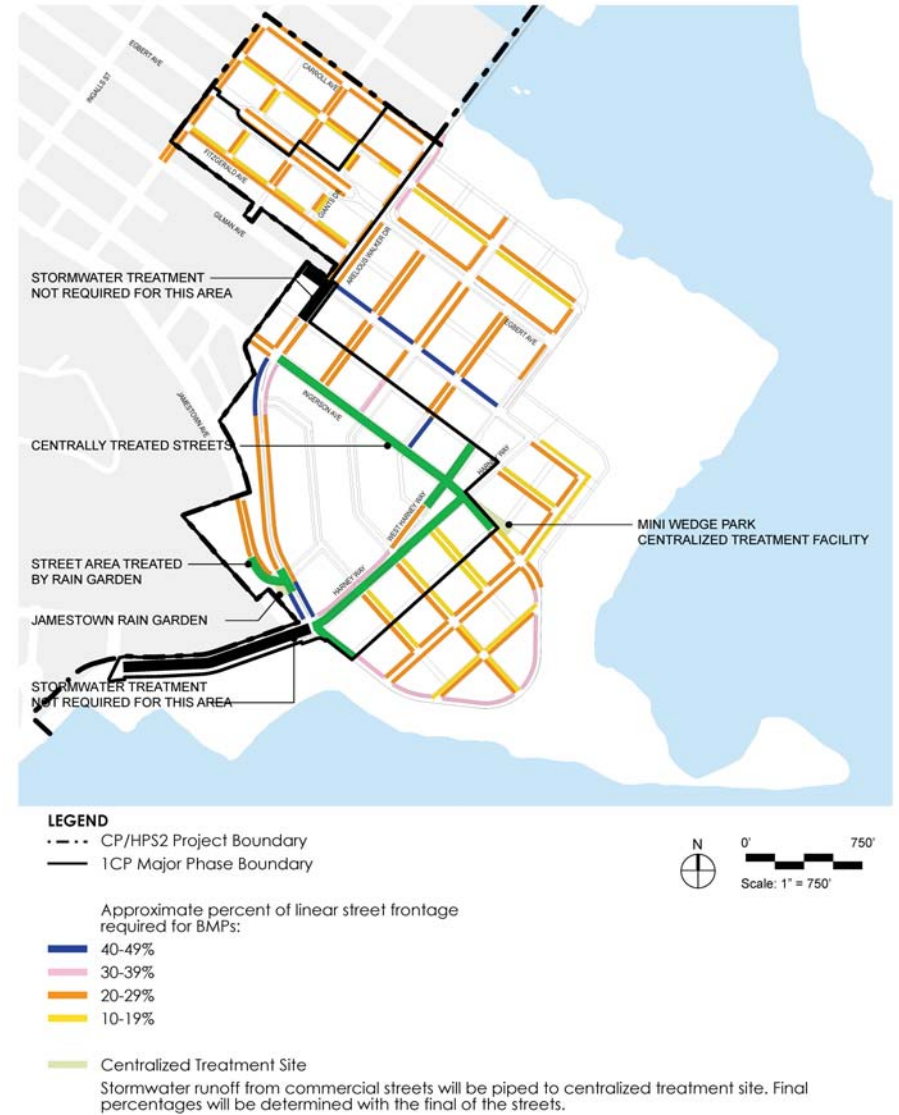
Understanding the terms for stormwater treatment

Various terms are used throughout this section in reference to stormwater; "centralized treatment site," "centralized treatment facility," and "BMP" (best management practices). Each term is precise in its use. For example, a centralized treatment site refers to a particular area of a larger site which handles run-off from impervious surfaces in the larger development. A centralized treatment facility is the generic name for different types of structures or pieces of equipment provided for the particular purpose of reducing pollutant run-off to the San Francisco Bay or other waterways. A BMP is one of many types of treatment control in the form of a flow-through planter or rain garden which filters out pollutants from run-off by slowing down the water through an engineered soil profile. For more information, see San Francisco County's stormwater handbook at www.sfwater.org.

9. UTILITIES

9.1 STORMWATER TREATMENT

FIGURE 9.1: APPROXIMATE PERCENT OF LINEAR STREET FRONTAGE REQUIRED FOR BMPs



9. UTILITIES

9.2 STORM DRAIN

The sea level rise (SLR) design criteria for Candlestick Point has been updated per the 2018 Addendum #5 to the CPHPS2 Final Environmental Impact Report. Grading and storm drain (overland flow) criteria have been updated, and minimum finished floor elevations have been increased from 101.7 to 103.7.

The proposed storm drain mains will be in the street right-of-way. The majority of stormwater 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 stormwater from new development will be discharged to the existing combined sewer. The separated storm drain system will convey stormwater runoff to outfalls that discharge to San Francisco Bay. The proposed outfalls will be constructed in Major Phases 1 CP, 2 CP, and 3 CP.

In the interim, stormwater from new development will be directed to the existing combined sewer that handles sewer and stormwater 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 stormwater flowing to the existing combined sewer. This will be accomplished by redirecting some stormwater 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 stormwater detention facilities.

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

The Sub-Phase CP-01 storm drain system temporarily connects directly to the existing combined sewer in Arellious Walker Drive.

Storm drain systems for Sub-Phases CP-02, CP-03, and CP-04 will drain to a new permanent storm drain outfall that discharges to San Francisco Bay.

The Sub-Phase CP-05 storm drain system will connect to the Sub-Phase CP-01 storm. The current CP-01 temporary connections to the existing Arellious Walker Drive combined sewer will be reevaluated. These temporary connections may be adjusted to offset potential peak flow increases.

The CP-05 storm drain system may also require temporary connection to the existing Fitzgerald Avenue combined sewer located near the intersection of Fitzgerald Avenue and Hawes Street. Any CP-05 flows discharged into an existing combined sewer will be attenuated to match existing peak flows.

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.

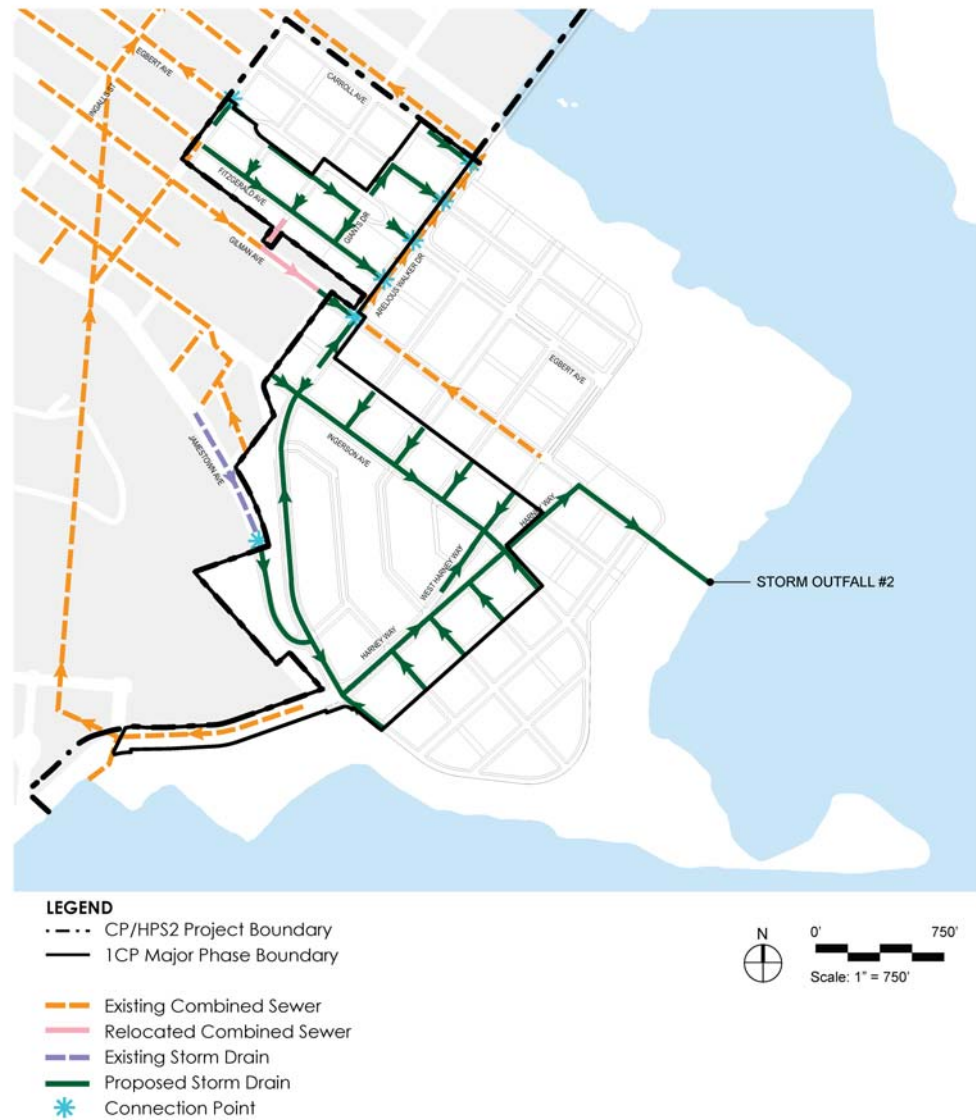
Permanent stormwater treatment BMPs will be installed in each Sub-Phase. Stormwater treatment requirements will be met in each Sub-Phase, including during the temporary storm connection to the existing combined sewer.

Off-sites Harney Way and Gilman Avenue will continue draining into the existing combined sewers that currently serve both roads.

9. UTILITIES

9.2 STORM DRAIN

FIGURE 9.2: STORM DRAIN



9. UTILITIES

9.3 SANITARY SEWER

Sanitary sewer mains will be in the street right-of-way and/or public utility easement(s) as applicable.

Sanitary sewer mains in Sub-Phase CP-01 connect directly to the existing combined sewer main on Arelious Walker Drive between Gilman Avenue and Carroll Avenue.

Sanitary sewer mains in Sub-Phase CP-02-03-04 will flow to a new permanent sewer pump station in Willie Mays Park. The sewer pump station will pump sewage via a force main to a new gravity sewer main on Arelious Walker Drive. The Arelious Walker Drive sanitary sewer main will discharge into the existing combined sewer main on Arelious Walker Drive.

Sanitary sewer mains in Sub-Phase CP-05 will flow to a new lift station at the intersection of Giants Drive and Fitzgerald Avenue. The lift station will pump sewage flow into the CP-01 sewer main on Fitzgerald Avenue. The CP-05 sewer main may also require temporary connections to the existing combined sewer located near the intersection of Fitzgerald Avenue and Hawes Street.

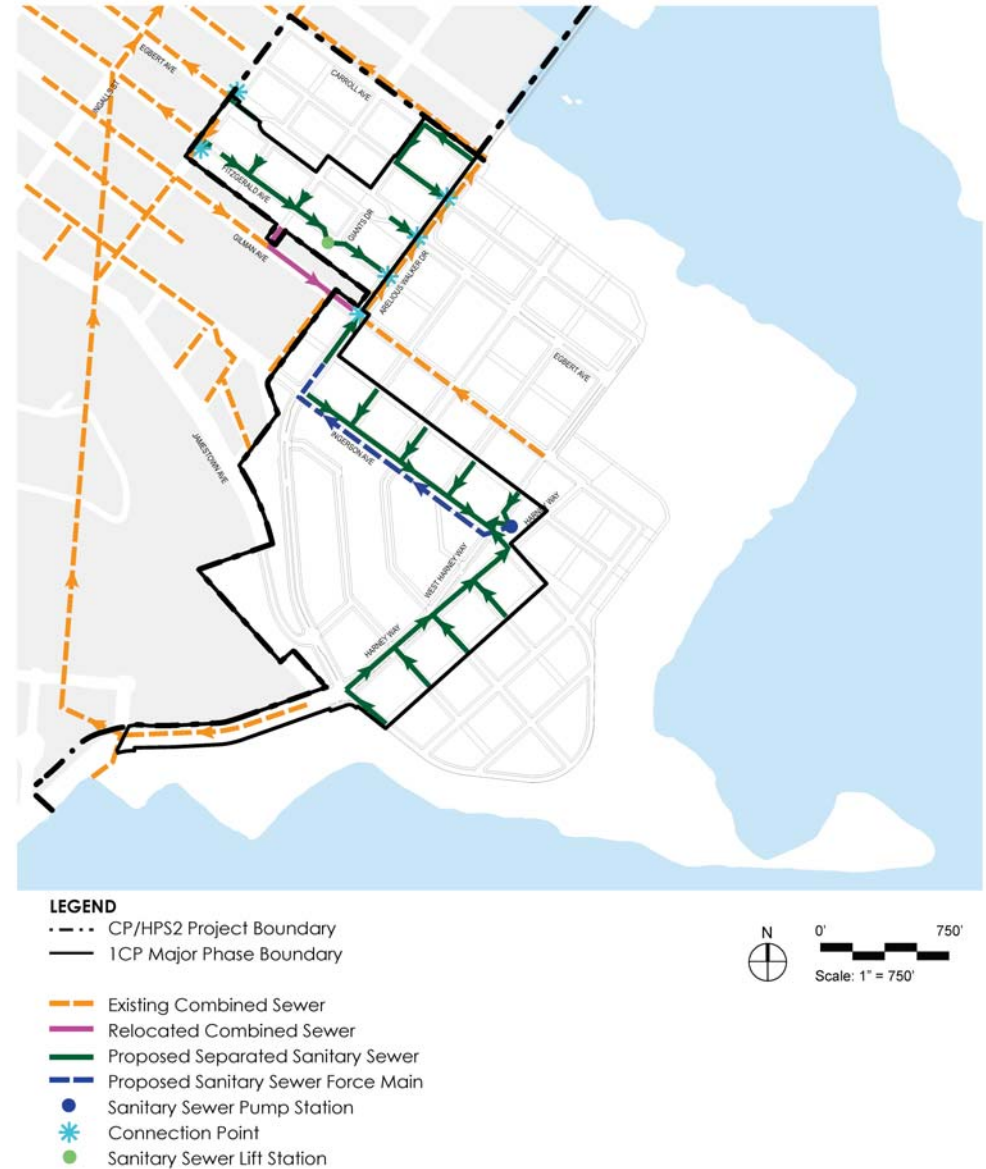
Sanitary sewer mains are not planned in Arelious Walker Drive between Ingerson Avenue and Jamestown Avenue because sanitary sewer flows generated by the CP Center development are expected to be served primarily by sanitary sewer mains in Ingerson Avenue and Harney Way/West Harney Way.

The existing combined sewer in Griffith Street and Fitzgerald Avenue east of Griffith Street was relocated to Gilman Avenue, between Griffith Street and Arelious Walker Drive. The relocated combined sewer is a 54-inch diameter pipe to provide the same storage volume as the existing combined sewer. At the intersection of Giants Drive and Gilman Avenue, an existing 24-inch combined sewer in Giants Drive was realigned to connect to the relocated combined sewer in Gilman Avenue.

An additional sanitary sewer lift station has been added near the intersection of Edward J DeBartolo Way and Ronnie Lott mid-block break, (outside of Major Phase 1) and the location of sanitary sewer pump station near the intersection of Orlando Cepeda Lane and Montana-Clark Drive (outside the boundary of Major Phase 1), was modified as a result of coordinated grading plans with CPSRA to reduce elevations differences at the Project/CPSRA boundary.

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

FIGURE 9.3: SANITARY SEWER



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 in the street rights-of-way and/or public utility easement(s) as applicable.

New water mains along Gilman Avenue, Carroll Avenue, Arelious Walker Drive, 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. Figure 9.4 shows connections within Major Phase 1 CP.

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 Griffith Street and Gilman Avenue.
- Connect to the existing 16-inch and 8-inch mains near the intersection of Gilman Avenue and Arelious Walker Drive.
- Connect to the existing 8-inch main in Carroll Avenue 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 Giants Drive.
- Connect to the existing water main in Fitzgerald Avenue at the intersection of Fitzgerald Avenue and Hawes Street.
- Connect to the existing water main in Egbert Avenue at the intersection of Egbert Avenue and Hawes Street.
- Connect to the existing 6-inch main in Gilman Avenue at the intersection of Gilman Avenue and Hawes Street.
- Updated low pressure water, recycled water, and dry utility figures to include a public utility easement and utility routing through CP Center along Carmen Policy Avenue.

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.

The AWSS figure has been updated to reflect planned AWSS layout, coordinated between the SFPUC and the Developer in December 2015.

For Major Phase 1 CP, AWSS lines will be constructed in Carroll Avenue, Arelious Walker Drive, off-site on Gilman Avenue, Ingerson Avenue, Harney Way, and West Harney Way in conformance with the current Candlestick Point Infrastructure Plan.

Figure 9.5 shows the proposed AWSS within Major Phase 1 CP with nearest system hydrants indicated. Details of off-site AWSS (outside of Major Phase 1 CP) are located in the Candlestick Point Infrastructure Plan.

Outside of Major Phase 1 CP boundary, connection points are located at Ingalls and Gilman Avenue and Hawes and Carroll Avenue.

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, toilet flushing and other non-potable indoor and outdoor uses.

RCW mains will be in the street rights-of-way and/or public utility easement(s) as applicable.

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 it can be fed with recycled water from a future Hunters Point Shipyard recycled water plant. A double check detector assembly will be installed at each cross-connection to prevent backflow from the RCW to the LPW.

A recycled water treatment facility was approved at Hunter Point Shipyard in 2018. If this facility is constructed, it will supply recycled water to the Candlestick Point recycled water system via a distribution main constructed along the future Yosemite Slough Bridge. Figures and text have been updated accordingly.

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

- Temporarily connect to the proposed 16-inch main in Arelious Walker Drive, 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 Drive intersection.
- Temporarily connect to the existing 6-inch main in Gilman Avenue near the intersection of Hawes Street and Gilman Avenue.

FIGURE 9.6: RECYCLED WATER



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 streetlights.

Figure 9.7 illustrates the general location of proposed joint trench facilities, 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.

Most of the 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.

Existing overhead lines on Harney Way between Executive Park Boulevard and Aurelius Walker Drive will be relocated as shown 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 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.

See Appendix F for update on completed work.

FIGURE 9.7: JOINT TRENCH



9. UTILITIES

9.8 GEOTHERMAL HEATING & COOLING

As an alternative to traditional heating and cooling systems, the Developer is studying the potential to use geothermal heating and cooling. Geothermal heating and cooling systems, also known as geo-exchange systems, utilize the natural temperature differential between the earth and outside air to provide heating and cooling at high efficiencies. Water (or a similar non-reactive fluid) is circulated through HDPE pipes placed in the earth to transfer heat. During heating mode, water emerges from the earth warmer than it enters and provides a source of thermal energy to high efficiency heat pumps. During cooling mode, water emerges from the earth cooler than it enters to dissipate heat efficiently, allowing the same heat pumps to provide cooling. These systems typically operate at efficiencies between two and five times greater than conventional systems, thus reducing the overall energy needs to provide space conditioning. This allows for the reduction or elimination of natural gas for heating and a significant reduction in electricity use for cooling. Furthermore, because most mechanical cooling systems utilize evaporative cooling towers, geo-exchange systems, which do not require cooling towers, significantly reduce water consumption when compared to conventional systems.

Potential Geothermal System at Candlestick

A geothermal heating and cooling system includes five integrated components: (1) closed-loop vertical bore geothermal heat exchange systems; (2) water-to-water heat exchangers and pump systems located within Central Energy Plants (CEPs); (3) closed-loop piping systems for distributing hot and chilled water from the centralized plants to and from commercial buildings within the project area; (4) a closed-loop piping system for distributing ambient loop water to residential buildings; and (5) heat exchangers and air handling systems within buildings in the project area for the heating and cooling of those buildings.

Central Energy Plants

The CEPs would house the essential plant and operational system infrastructure, including the geothermal source water pumps, distribution pumps, chillers, and heat exchangers associated with the geothermal HVAC system, and lithium ion batteries associated with the electricity storage system (described below). Up to three CEPs would be provided. Each CEP would be approximately 6,000 sf in area (typically 75 feet by 75 feet) with a floor-to-floor height between 18 feet and 25 feet. The CEPs are expected to be integrated with other buildings, such as in the ground floor of parking structures. All components would be entirely within the building footprint and screened to avoid being visible from the public realm. The plant would not contain any combustion or chemicals, and would have acoustic treatment applied to ensure noise does not exceed 40 decibels (dBA) at adjacent, nearby noise-sensitive outdoor use areas, following a detailed noise assessment to be completed upon final design.

Geothermal Boreholes

The CP geothermal system may require 2,800 to 8,350 geothermal boreholes to meet heating and cooling demands. Pumps would be located at the CEP, and boreholes would be in clusters throughout CP where they could be installed without conflicting with other uses of the site. Boreholes are anticipated to extend as deep as 600 feet and would typically be 4 to 6 inches in diameter and spaced at least 15 to 20 feet apart. The conveyance piping that extends from the bores typically are buried a minimum of 3 feet deep and could be buried deeper to avoid conflicts with foundations, utility lines, and other shallow subsurface features if necessary. The geothermal boreholes would be in areas where environmental restrictions are minimal and where interference with other subsurface infrastructure are limited. Specifically, clusters of boreholes would be located below parks and open space areas, parking structures, and buildings with ground floor or basement level parking. The borehole cluster locations would avoid areas that have administrative and/or sub-surface restrictions.

The only mechanical equipment required for the heat exchange system would be the pumps used to induce flow through the closed loop of numerous interconnected vertical bores. Once installed, there would be no access or maintenance that would be required for the piping system; therefore, it could be located beneath buildings and structures without causing any impact. The fluid inside the pipes would meet required specifications and would be tested on an annual basis to verify the fluid continues to meet the design specifications.

Boreholes are designed to last 50-100 years. The HDPE used in the piping does not break down and the bores themselves are designed similarly to structural foundation elements that don't require maintenance. The systems are designed with some excess capacity in them so that if a borehole does fail, it can be shut down without significantly affecting the overall system efficiency and functionality.

9. UTILITIES

9.8 GEOTHERMAL HEATING & COOLING

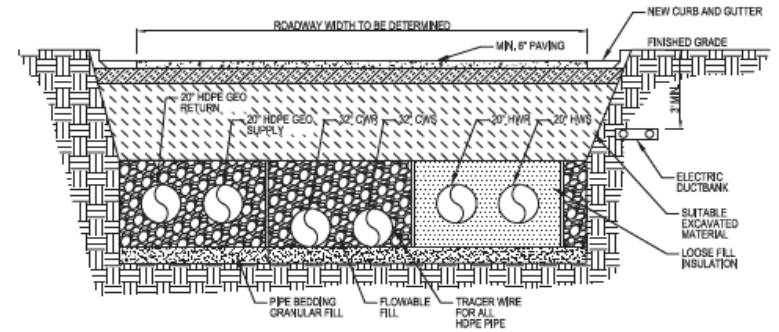
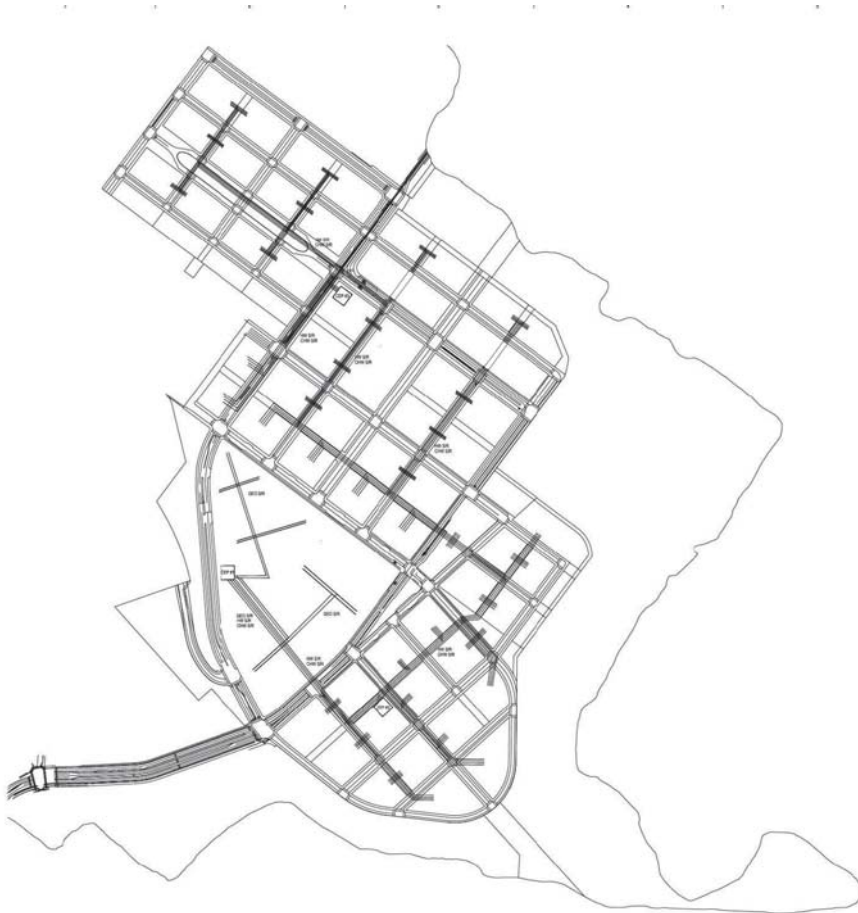
FIGURE 9.9: POTENTIAL BOREHOLE LOCATIONS



9. UTILITIES

9.8 GEOTHERMAL HEATING & COOLING

Figure 9.8 – Potential Geothermal Pipe Distribution



1 6-PIPE TRENCH DETAIL
NTS

10. PROPERTY OWNERSHIP & CONVEYANCE

- 10.1 EXISTING OWNERSHIP
- 10.2 SUBDIVISION MAPPING PROCESS

10. PROPERTY OWNERSHIP & CONVEYANCE

10.1 EXISTING OWNERSHIP

City Land

Major Phase 1 CP is comprised primarily of land currently owned by OCII, the San Francisco Housing Authority (SFHA) 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. Most of the old Stadium site is owned by the Developer. See Figure 10.4 – Stadium Site Transfer Map. 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 San Francisco Housing Authority and certain street and future park areas owned by OCII. See Figure 10.8 – Sub-Phase CP-01 Final Map.

Alice Griffith Acquisition and Reconveyance

Subsequent to the execution of the Candlestick Point - Hunters Point Shipyard Phase 2 DDA in 2015, CP Development Co., LLC (CP Dev Co) entered into a Master Development Agreement (MDA) for the Alice Griffith Replacement Units, which consists of the construction of 256 units to replace all of the existing Alice Griffith housing units plus 248 new affordable housing units for a total of 504 housing units. The other parties to the MDA are the Office of Community Investment and Infrastructure (OCII), the San Francisco Housing Authority (SFHA), and Double Rock Ventures, LLC. Double Rock Ventures, LLC is an affiliate of McCormack Baron Salazar (MBS), the affordable housing developer responsible for vertical construction of the AG Replacement projects.

Under the DDA and MDA, CP Dev Co as Master Developer, is obligated to abate and demolish the vacant buildings that exist on the undeveloped portion of Alice Griffith property (Sub-Phases CP-05 and CP-07). To facilitate abatement and demolition, the undeveloped property was conveyed to CP Dev Co. in May 2019. After demolition is complete, Sub-Phase approvals received, and infrastructure necessary to support the balance of development is constructed, CP Dev Co will reconvey certain property back to the City (Streets to DPW, Alice Griffith Neighborhood Park to OCII, and Blocks 9.14 and 15 to the SFHA).

State Land

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.

FIGURE 10.1: EXISTING OWNERSHIP



10. PROPERTY OWNERSHIP & CONVEYANCE

10.1 EXISTING OWNERSHIP

CPSRA 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 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 CP/HPS2 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/HPS2 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.

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.

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. The City intends to acquire the land in order to realize planned roadway improvements along Harney Way. Two privately owned parcels, located immediately west of the intersection of Harney Way and Arelious Walker Drive, will not be acquired by the City or the Developer.

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 CP 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.

10. PROPERTY OWNERSHIP & CONVEYANCE

10.1 EXISTING OWNERSHIP

FIGURE 10.2: PUBLIC TRUST LANDS



10. PROPERTY OWNERSHIP & CONVEYANCE

10.2 SUBDIVISION MAPPING PROCESS

Project Background

On June 30, 2014, the Director of the Department of Public Works approved two maps relevant to CP Major Phase 1, the Candlestick Point Tentative Transfer Map (Map No. 7879) (CP TTM) and the Candlestick Point Vesting Tentative Subdivision Map (Map No. 7878) (CP VTSM). Each of these maps includes the lands within the Candlestick Point portion of the Project.

The purpose of the CP TTM is to allow for the processing of multiple phased Final Transfer Maps that would be transferred by OCII to Developer following Sub-Phase Approvals. The CP Tentative Transfer Map (Figure 10.3) shows the layout of large parcels to be conveyed from OCII to the Developer pursuant to the DDA.

The lands within CP-02-03-04 have already been transferred to Developer pursuant to the early transfer process set forth in the Second Amendment to the DDA. An initial Final Transfer Map was approved and recorded on December 5, 2014 to facilitate the transfer of the Stadium Site from OCII to Developer (Figure 10.4). Since that date, two additional Final Transfer maps have been recorded. One for Sub-Phases CP-03 and CP-04 (Figure 10.5) and another for Sub-Phase CP-02 (Figure 10.6).

Explanation of Vesting Tentative Subdivision Map

The purpose of a Vesting Tentative Subdivision Map (VTSM) is to obtain greater certainty concerning regulations that will apply to a project. A VTSM is authorized under the California Subdivision Map Act ("Map Act") (see Cal. Govt. Code 66498.1 – 66498.9) and the San Francisco Subdivision Code. A VTSM establishes vested rights to proceed with a project in substantial

compliance with the regulations in effect at the time the VTSM application is determined to be complete by the local agency. The parcels created by this VTSM are anticipated to be further divided with additional subdivision maps in order to create a pattern of development that is consistent with this Application and with the Redevelopment Plan as amended from time to time.

In addition to tentative maps and final maps, other kinds of maps may be used in future subdivisions. Types of maps include Transfer Maps, Final Transfer Maps, Parcel Maps, Condominium Maps, and Vertical Subdivision Maps.

10.2 SUBDIVISION MAPPING PROCESS

GENERAL NOTES:

- OWNER: SEE EXISTING PARCEL SUMMARY (SHEET 2)
- SUBDIVIDER: C.P. DEVELOPMENT CO., L.P.
1 CANDLESTICK STREET
SAN FRANCISCO, CA 94111
- CIVIL ENGINEER: CAROLAN BARRETT & ASSOCIATES, INC.
2555 CALIFORNIA AVENUE, SUITE 200
SAN FRANCISCO, CA 94115
(415) 774-1111
STEVE LUCHTER, P.E. #1437
- GEOTECHNICAL ENGINEER: ENGEL
222 PINE STREET, SUITE 300
SAN FRANCISCO, CA 94104
(415) 398-1400
JAY FRYER
- ASSESSORS' PARCEL NO.: SEE EXISTING LAND USE TABLE (SHEET 2)
- SITE ADDRESS: CANDLESTICK POINT
- SITE AREA: 156,814 SQUARE FEET
- IMPROVEMENTS: NO IMPROVEMENTS ARE TO BE MADE ASSOCIATED WITH THIS MAP. IMPROVEMENTS WILL BE DEFINED IN THE CANDLESTICK POINT SETTING TENTATIVE SUBDIVISION MAP AND CORRESPONDING SUBSEQUENT DOCUMENTS REFERRED TO HEREIN. NO DEVELOPMENT RIGHTS ARE GRANTED BY OTHER TENTATIVE MAPS OR ANY SUBSEQUENT FINAL TRANSFER MAPS, NO FINAL TRANSFER MAPS WILL BE RECORDED UNTIL THEY ARE WITHIN AN APPROVED PHASE AND AN APPROVED INFRASTRUCTURE PLAN AND ARE DEEMED BY DPM TO BE CONSISTENT WITH SUCH APPROVALS.
- PROPOSED LAND USE: SEE PROPOSED DEVELOPMENT BLOCKS TABLE (SHEET 2)
- ZONING CONFORMANCE: DEVELOPMENT OF THIS PROPERTY SHALL BE IN CONFORMANCE WITH THE BAYVIEW HARBOR POINT ZONING ORDINANCE, 1.00 PROJECT AREA, AND THE CANDLESTICK POINT SHAPED ZONING FOR DEVELOPMENT OF PLANNING CODE 8.24.01.01 (S.D. 24.01).
- BENCHMARK: CITY OF SAN FRANCISCO BENCHMARK - SURVEY MONUMENT IN WALK AT SOUTHWEST CORNER OF JENNINGS STREET AND FITZGERALD AVENUE (ELEVATION 161.1) (CITY OF SAN FRANCISCO DATA + VIDEO TAPES)
- REFERENCE DOCUMENTS: RECORDS OF SURVEY T780, T781, T782 AND SETTING TENTATIVE SUBDIVISION MAP NO. 7878
- IMPROVEMENTS: ALL IMPROVEMENTS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN AND BIDDING.
- PHASED FINAL MAPS: THE SUBDIVIDER HEREBY NOTICES THE CITY AND COUNTY OF SAN FRANCISCO THAT IT INTENDS TO FILE MULTIPLE PHASED FINAL TRANSFER MAPS BASED ON THIS TENTATIVE TRANSFER MAP PURSUANT TO GOVERNMENT CODE SECTION 66601.
- TREES: ALL TREES WITHIN THE PROJECT BOUNDARY WILL BE REMOVED.
- UTILITIES: EXISTING UTILITIES OWNERS INCLUDE:
SPRINK - WATER, RECYCLED WATER, AMS
PG&E - GAS
SPRINK AND/OR PG&E - ELECTRIC
A&T - PHONE
CONCRETE - CABLE
TRANSDUCER - AMS
- TOPO: THE ACTUAL TOPOGRAPHY IS BASED ON PHOTOGRAPHY BY RADARMAP AERIAL SURVEYS, INC. DATED APRIL 5, 2013 AND WAS PREPARED USING SURVEY CONTROL PROVIDED BY CAROLAN BARRETT AND ASSOCIATES.
- BLOCK MERGER: THE COUNTY ASSESSOR BLOCKS 4886-008 AND 5023-010 ARE MEMBERS OF THE SAME PREVIOUS BLOCK IN THESE AREAS. THESE BLOCKS REFLECT OWNERSHIP BY THE STATE OF CALIFORNIA.
- CHAMBERS: CHAMBERS AT BLOCK CORNERS MAY BE REQUIRED FOR ADA PURPOSES.

COVER SHEET
TENTATIVE TRANSFER MAP NO. 7879
(FOR PURPOSES OF FINANCING AND/OR CONVEYANCE ONLY)
CANDLESTICK POINT
 CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

DATE: JUNE 19, 2014

SCALE: 1" = 200'

DATE: JUNE 19, 2014

STEVEN LUCHTER, PE

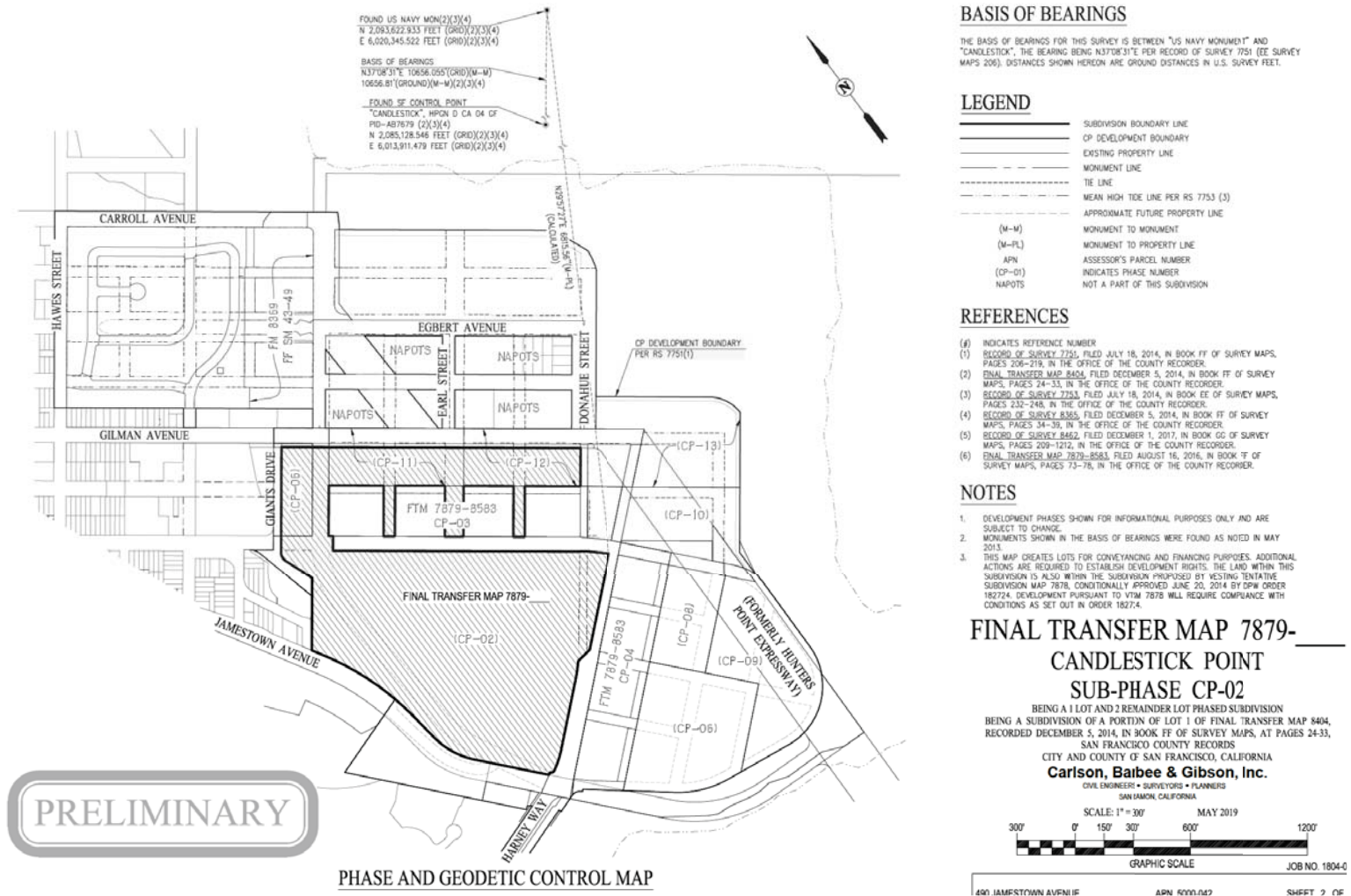
6/19/14

DATE

10. PROPERTY OWNERSHIP & CONVEYANCE

10.2 SUBDIVISION MAPPING PROCESS

Figure 10.6 – CP-02 Final Transfer Map



10. PROPERTY OWNERSHIP & CONVEYANCE

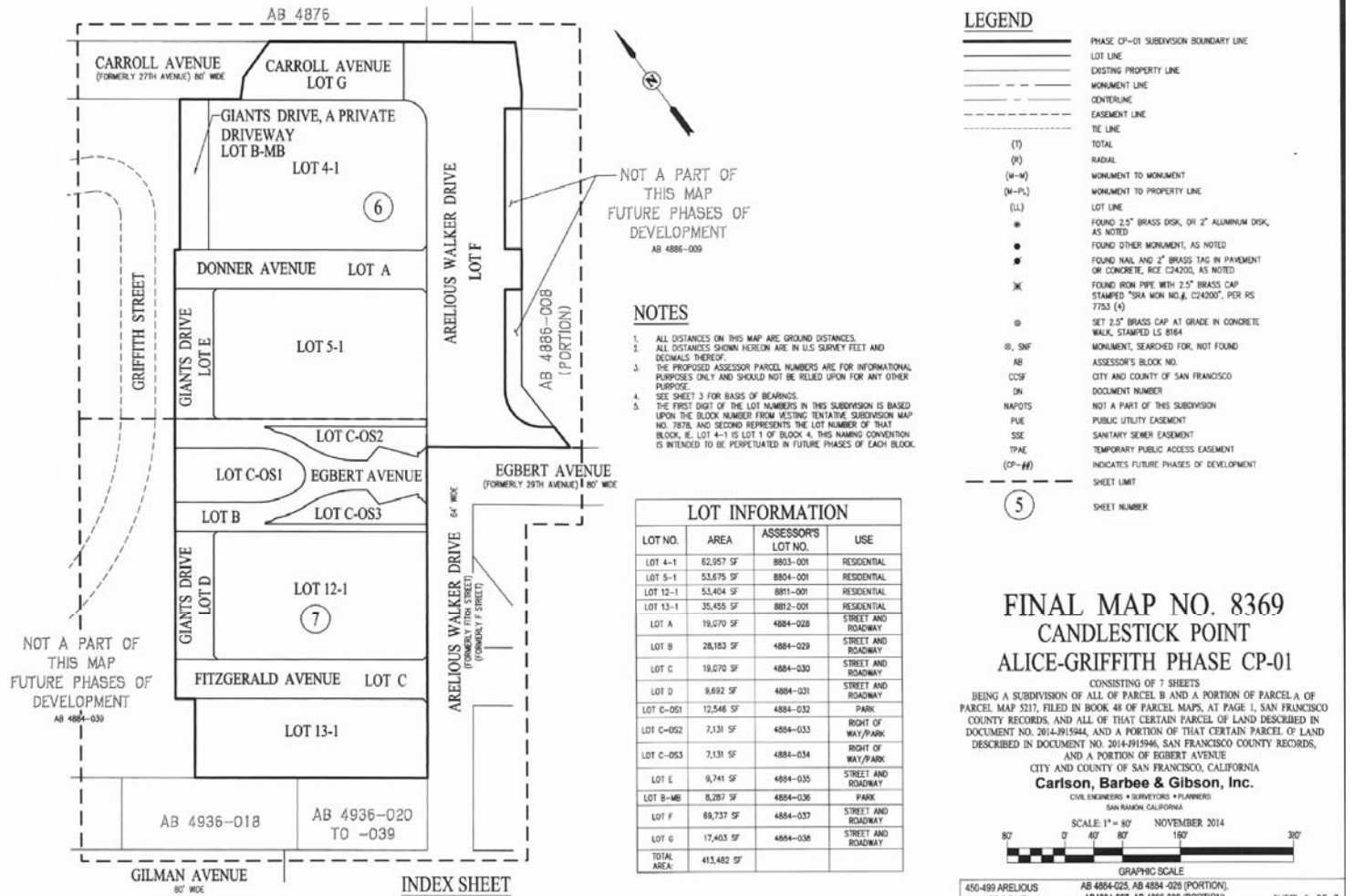
10.2 SUBDIVISION MAPPING PROCESS

Phased Final Subdivision Maps, 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.

As required by the conditions of approval on the CP VTSM, Developer will enter into a Public Improvement Agreement for the public improvements associated with the area for which a phased Final Subdivision Map is proposed. Developer will also provide security in accordance with the Subdivision Map Act and the Candlestick Point-Hunters Point Shipyard Subdivision Code to guarantee the completion of the public improvements identified in a PIA.

The CP-01 Final Subdivision Map recorded December 2014, legally established the first 4 development parcels within Alice Griffith (Figure 10.8). Sub-Phase CP-01, (Blocks 1, 2, 4, and 5). vertical construction

Figure 10.8 – Sub-Phase CP-01 Final Map



APPENDIX A – MAJOR PHASE 1 CP MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Abbreviations

ATCM	Airborne Toxics Control Measure	SFMTA	San Francisco Municipal Transportation Agency
AWSS	Auxiliary Water Supply System	SFPUC	San Francisco Public Utilities Commission
BAAQMD	Bay Area Air Quality Management District	SFRWQCB	San Francisco Bay Regional Water Quality Control Board
BFE	Base Flood Elevation	SMP	Site Mitigation Plan
BMP	Best Management Practices	SWPPP	Stormwater Pollution Prevention Plan
CARB	California Air Resources Board	TDM	Travel Demand Management
CD	Construction Documents	TMP	Transportation Management Plan
CDFW	California Department of Fish and Wildlife	TWL	Total Water Level
CEG	Certified Engineering Geologist	US EPA	United States Environmental Protection Agency
DBI	Department of Building Inspection	VDECS	Verified Diesel Emission Control Strategy
DD	Design Development		
DDC	Deep Dynamic Compaction		
DPH	Department of Public Health		
DPW	Department of Public Works		
EIN	Equipment Identification Numbers		
ERO	Environmental Review Officer		
GE	Geotechnical Engineer		
LED	Light Emitting Diode		
MLD	Most Likely Descendant		
MTA	Municipal Transportation Agency		
NOA	Naturally Occurring Asbestos		
OClI	Office of Community Investment and Infrastructure		
OSHA	Occupational Safety and Health Administration		
PRMMP	Paleontological Resources Monitoring and Mitigation Program		
SCP	Stormwater Control Plan		
SDMP	Stormwater Drainage Master Plan		
SFBC	San Francisco Building Code		
SFCTA	San Francisco County Transportation Authority		

EIR / EIS Document	Mitigation Measure ID #	Action #	Mitigation Measure	EIR Mitigation Timing	Major Phase 1 CP Implementation Status September 24, 2019
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	Tier 4 Construction Emissions Control Compliance Project Equipment List provided by Contractor De-Silva Gates and their subcontractors as applicable for demolition and mass grading activities on site. Off-road equipment is equipped with Tier 4 engines. Tier 4 Compliance for 2015, 2016, 2017 and the first two quarters of 2018 has been completed throughout the reporting period. Suspension of grading permit work was initiated in April 2018 due to land use changes proposed for Candlestick Center. Additional reports will be resume upon commencement of construction activities.
		2	Contractor submits quarterly report and compliance of activity through 4th year of construction, and annually thereafter, until deemed complete to Agency.	During Construction	Reports will be submitted as part of pending demolition work, estimated start Fall 2019.
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 matter control (or equivalent) throughout Alice Griffith Parcels (CP-01 through CP-05)	Prior to Construction	Contractor conducted periodic inspections on construction equipment for Tier 4 status and returned non-compliant equipment to supplier. BAAQMD have verified equipment identification numbers (EINs) on-site.
		2	Contractor submits quarterly report and compliance of activity through duration, until deemed complete to Agency.	During Construction	Reports will be submitted as part of pending demolition work, estimated start Fall 2019.
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	Suspension of grading permit work was initiated in April 2018 due to land use changes proposed for CP Center. Additional reports will be submitted when work resumes. An updated staging, access and parking plan is included in Appendix F. Contractors have set up wheel wash stations in all potential track out areas. Contractors have implemented street sweeping during construction.
		2	Screen staging site, clean vehicles before leaving site, sweep daily throughout construction.	During Construction	Suspension of grading permit work was initiated in April 2018 due to land use changes proposed for CP Center. Reporting will resume upon commencement of construction activities. .
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	
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 Construction	Parking and Security lighting detail to be submitted by Vertical Developer(s) for each vertical development.
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 Construction	Landscape illumination and signage lighting detail to be submitted to OCII by the Horizontal or Vertical Developer(s) for design review and to DBI/DPW for plan check and horizontal building permit.

CP-HPS II	MM AE 07a.3	Lighting Plan			
		1	Prepare Lighting Plan to include beam spreads, photometric calculations, locations and types of fixtures meeting minimum illumination requirements, exterior colors, foundation details.	Prior to Sub-Phase Approval/Construction	Schematic Designs were submitted and approved by OCII for Block CPN 2A (1/26/2018), CPN 10A (11/11/2017), CPN 11A (4/5/2019), CPS 62 & 8A (4/24/2017), CPS 9A (4/7/2017). Lighting plans submitted with 65% submittal of CP-02-03-04 infrastructure on 3/24/15; revised or supplemental lighting plan will be submitted by project applicant with applicable permit application to provide calculations.
		2	Submit Lighting Plan to Agency prior to issuance of schematic design documents for open space	Prior to issuance of 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 and nonreflective glass.	Prior to Construction	Building design to be submitted to OCII by Vertical Developer(s) 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	A qualified biologist, City-approved biologist, (HT Harvey), conducted bird surveys on-site. No nesting birds or nests have been found in construction area per pre-construction survey conducted on 4/28/2014 and 2/5/2015 with additional survey completed for CP-02 on 6/7/2018. No nests have been found.
		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	
		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	
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	H.T. Harvey & Associates is a City-approved, qualified biologist; they surveyed grounds on 4/28/2014 and 2/5/2015 and found no suitable burrowing owl habitat. Focused preconstruction survey not required. On 6/7/2018, additional survey was conducted for nesting birds, including burrowing owls. No nests and no burrows, nor any evidence of burrowing owl presence, were detected.
		2	If unoccupied burrows found during non-breeding season (September 1 through January 31), collapse burrows	Prior to Construction	
		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	
		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	

		5	Contractor to submit quarterly report of compliance for each situation's requirements until deemed complete by OCII	Quarterly Reporting	
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	A Tree Survey submitted with Major Phase Application 1CP was updated in 2015 for submission with the Sub- Phase -02,-03,-04 Application. The survey identifies all trees to be removed, except those needed for Harney widening which will be or surveyed prior to construction. Trees meeting size specification of significant trees of Public Works Code Article 16 were preserved to the maximum extent feasible, and any such trees removed were replaced at a 1:1 ratio. A Tree Removal Permit Application was approved by DPW for the removal of trees in the immediate vicinity of the stadium demolition and for trees removed in the vicinity of Jamestown Ave. Applications will be submitted for all other remaining trees on-site that are proposed for removal. Permits granted by DPW are included in Appendix A.
		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	A Streetscape Plan prepared in compliance with Article 16 and Planning Code Section 143 was approved along with Major Phase 1CP Application by the OCII Commission on January 7, 2014. The Streetscape Plan was updated to reflect new street geometries per the CP Vesting Tentative Subdivision Map approved by DPW in June 2014. The updated Streetscape Master Plan was approved March 15, 2016 by Commission on Community Investment and Infrastructure.
		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	City Urban Forester determined no tree protection plans were necessary.
		4	Contractor to prepare quarterly report of compliance	During Construction	Not applicable. Grading permit work was halted in the third quarter of calendar year 2018 due to land use changes proposed for CP Center. Additional documentation and quarterly reports will be submitted when work resumes.
CP-HPS II	MM BI 20a.1	Lighting Measures to Reduce Impacts to Birds			
		1	Consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify lighting-related measures to minimize the effects of the building's lighting on birds.	Vertical Approval	Vertical Developer to seek consultation during the preparation of Design Development, (DD), Applications.
		2	Submit report of lighting alternatives considered and adopted to Agency for approval prior to construction	Prior to Construction	
CP-HPS II	MM BI 20a.2	Building Design Measures to Minimize Bird Strikes			
		1	Consult with a qualified biologist experienced with bird strikes and building/lighting design issues (as approved by the City/Agency) to identify measures related to the external appearance of the building/structure to minimize the risk of bird strikes during design of any building within 300 feet of a potential "urban bird refuge" (an open space 2 acres and larger dominated by vegetation), or any structure containing free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet and larger in size.	Vertical Approval	Vertical Developer to seek consultation during DDs
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	Archaeological Testing Plans for Sub-Phases CP-01, CP-02, 03, 04, 05 and the Gilman Off-Site Roadway Improvement area were approved by the City Planning Department.
		2	Conduct Archaeological testing	Prior to Construction	Archaeological Testing for Sub-Phases CP-01-02- 03-04 took place in 2013, 2014, 2015 & 2016.
		3	Submit Archaeological testing report. If significant archaeological resource present, a) redesign project or b) undertake Archeological Data Recovery.	Prior to Construction	In April 2014, a Final Testing Report for CP-01 was issued, In November 2016, a final report presented the results and findings of prehistoric testing of the Gilman Avenue Offsite/Roadway Improvement Area. Archaeological Testing Report for CP-02,-03,-04 was submitted, additional coring undertaken at the direction Randall Dean and a Final Report issued in November 2016. Mass excavation and wicking work approved by Randall Dean via email on March 2, 2016 and February 25, 2016, respectively. All Reports are included in Appendix A USB Drive
		4	Develop Data Recovery Program in consultation with ERO prior to commencement of soils disturbing construction activity	Prior to Construction	NA to Date
		5	Execute appropriate Data Recovery Program activity during and subsequent to construction activity, as per Data Recovery Program	Prior to Construction/During Construction	NA to Date
		6	Upon completion of Data Recovery Program, prepare and submit Data Recovery Report to be to ERO for approval	Prior to Construction/During Construction	NA to Date
		7	Develop work program scope for Archaeological Monitoring Program in consultation with ERO	Prior to Construction	NA to Date
		8	Quarterly MMRP report to include reporting on any/all Archaeological Mitigation Measure tasks completed.	During Construction	Not yet applicable. Grading work suspended. 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	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.	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	ERO approval of Final Report
		12	Notify Coroner and Most Likely Descendant (MLD) upon discovery; and if applicable, <i>California State Native American Heritage Commission</i> . Make reasonable efforts to develop an agreement for treatment	During Construction	NA - To-Date - 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	Paleontological Resources Monitoring and Mitigation Program (PRMMP) for CP-02-03-04-05 was prepared in March 2015. Updated report 7/18/2016 included in Appendix A.
		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	If required, monitoring activity to occur during site excavation and construction per monitoring program.
GREENHOUSE GAS EMISSIONS					
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	Sub-Phase Approval	Candlestick Point Streetscape Plan (including street trees proposed for each neighborhood) approved March 15, 2016. An estimated 415 street trees will be planted along CP-02,-03,-04 blocks and associated off-site roadways including Gilman, and Harney. Design Development drawings for the Willie Mays Plaza, and the Bayview and Jamestown Open Spaces are included in CP-02,-03,-04 Sub-Phase Application.
CP-HPS II	MM GC 02	Greenhouse Gas Emissions Goals: Comply with the 2016 Standards for Title 24 Part 6 energy efficiency standards for homes and businesses			
		1	Design buildings to demonstrate compliance with mitigation design standards	Vertical Approval	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	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	Sub-Phase Approval	Candlestick Point Streetscape Plan 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	Dewatering is currently not planned in areas in the vicinity of existing structures within CP-02,-03,-04 -05. 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, including ground stabilization methods and/or any identified required corrective measures to be implemented as necessary. Contractors have obtained appropriate dewatering permits as required by contract work. Contractors monitor ground settlement during construction.
		2	Monitor to detect ground settlement during construction activities	During Construction	
		3	Implement DBI approved dewatering and/or ground stabilization methods, including any identified required corrective measures	During Construction	
CP-HPS II	MM GE 03	Mitigation to Minimize Rock Fragmentation Impacts During Construction			
		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	Rock fragmentation is currently not planned in areas in the vicinity of existing structures within CP-02,-03,- 04 -05. 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 (1) prevent unacceptable vibration and/or settlement or lateral movement of structures at adjacent or nearby properties would be implemented, (2) implement monitoring to detect ground settlement, and (3) implement DBI-approved excavation plan and corrective measures.
		2	Monitor to detect ground settlement	During Construction	

		3	Implement DBI approved excavation plan and corrective measures.	During Construction	
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	A design-level geotechnical report for CP Center, which covers the CP-02,-03,-04 area, was prepared by a licensed GE and transmitted for City review with the approved 2017 CP-02,-03,-04 Sub-Phase Application. A separate geotechnical report for CP-05 will be prepared and submitted with the Sub-Phase Application. Geotechnical reports will be prepared for each vertical development and submitted as part of the DBI permit application 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.
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	All Mitigations required for implementation by the Vertical Developer, in this case, McCormick Baron, are assumed by the Vertical Developer.
		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	
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	The current submittal is for infrastructure only and not structures. The future vertical development will require project-specific geotechnical reports that will address this. Suspension of grading permit work was initiated in April 2018 due to land use changes proposed for CP Center. Updated geotechnical reports will be provided to reflect revised CP Center.
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 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	Prior to Construction	A design-level geotechnical report for CP Center, which covers the CP-02,-03,-04 area, was prepared by a licensed GE and transmitted for City review with the approved 2017 CP-02,-03,-04 Sub-Phase Application. A separate geotechnical report for CP-05 will be prepared and submitted with the Sub-Phase Application. Geotechnical reports will be prepared for each vertical development and submitted as part of the DBI permit application 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.
CP-HPS II	MM GE 10a	Site-Specific Geotechnical Investigation with Expansive 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	Design-level geotechnical reports, which comprise CP-02,-03,-04 area, was prepared by a licensed GE and transmitted for City review with the approved 2017 CP-02,-03,-04 Sub-Phase Application. A separate geotechnical report for CP-05 will be prepared and submitted with the Sub-Phase Application. The geotechnical reports for CP Center and the development blocks along Ingerson Avenue and Harney Way 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	A design-level geotechnical report for CP Center, which covers the CP-02,-03,-04 area, was prepared by a licensed GE and transmitted for City review with the approved 2017 CP-02,-03,-04 Sub-Phase Application. The report covers corrosion considerations of infrastructure design. The future, project- specific reports for vertical development should also address corrosion following the completion of building pad grading to address how soil corrosion could impact vertical development design.
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	A Site-Specific SWPPP was prepared for combined sewer discharges at CP-02-03-04 and was submitted to SFPUC on Nov 1, 2014. Approved February 18, 2015.
		2	Conduct site inspections and BMP maintenance throughout construction period Before and after a storm event, and once each 24-hour period during extended storms	During Construction	Site inspection and BMP maintenance will be performed in compliance with Site-Specific SWPPP for CP-02-03-04 and SFPUC requirements, i.e., before and during each significant rain event for duration of construction.

		3	Quarterly MMRP reports to SFPUC to include reporting on compliance with this measure, until completion of construction.	During Construction	Quarterly reporting submitted to SFPUC.
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	A site-specific SWPPP has been prepared for separated stormwater discharges at CP-02-03-04. The site-specific SWPPP was approved February 18, 2015. WDID number 238C372571 was obtained on April 3, 2015. A Site-Specific SWPPP will be prepared for Sub-Phase CP-05.
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Construction monitoring and reporting will be performed in compliance with the site-specific SWPPP and WDID requirements for CP-02-03-04, e.g., before, during and after each significant rain event for duration of construction.
		3	Quarterly MMRP reports to SFRWQCB and OCII to include reporting on compliance with this measure, until completion of construction.	During Construction	Quarterly monitoring reports were submitted to SFRWQCB and OCII in compliance with these MMRPs and the Site-Specific SWPPP requirements, e.g., quarterly monitoring reports. Grading permit work was halted in the third quarter of calendar year 2018 due to land use changes proposed for CP Center. Updated reports will be provided when work resumes.
		4	Annual post construction period reporting to SFRWQCB and OCII to include reporting on compliance with this measure.	Post Operation/Occupancy Ongoing Monitoring	Annual and Post-Construction monitoring reports will be submitted to SFRWQCB and OCII in compliance with these MMRPs and the site-specific SWPPP requirements. The most recent annual report for period of 7/01/2017 to 6/30/2018 was submitted to Water Board and certified on 7/25/2018.
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	Dewatering is currently not planned in areas in the vicinity of existing structures within CP-02-03-04. A Site-Specific SWPPP has been prepared for combined sewer discharges at CP-02-03-04 and was submitted to SFPUC on Nov 1, 2014. Approved February 18, 2015.
		2	Conduct construction monitoring and reporting ongoing throughout construction period	During Construction	Construction monitoring and reporting will be conducted 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	Quarterly MMRP reports will be provided to SFRWQCB and OCII during groundwater until completion of construction. Grading work was suspended in 2018. Additional reports will be provided with applicable work.
		4	Conduct post construction BMPs monitoring and maintenance in accordance with SWPPP	Post Operation/Occupancy Ongoing Monitoring	Post construction BMPs monitoring and maintenance will be in accordance with the SWPPP.
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.	Sub-Phase Approval	Candlestick Point Grading and Stormwater Drainage Master Plan (SDMP) approved by DPW and PUC April 2014. Preliminary SCP for CP-02,-03,-04 included in Appendix L of the Sub-Phase Application 2019.
CP-HPS II	MM HY 06a.2	Recycled Water Irrigation Requirements			
		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	An irrigation recycled water line will be constructed and ready for use when the PUC provides a recycled water source or the recycled water plant at Hunters Point Shipyard (under consideration by the Developer) is constructed. 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	An irrigation recycled water line will be constructed and ready for use when the PUC provides a recycled water source or the recycled water plant at Hunters Point Shipyard (under consideration by the Developer) is constructed. 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 Finish Floor Elevations to be 5.5 above the Base Flood elevation	Sub-Phase Approval	Approved grading plans updated in 2017 and reviewed by DPW/PUC are in conformance with the mitigation requirement. Any further updates will similarly comply.
CP-HPS II	MM HY 12a.2	Finished Grade Elevations Above Base Flood Elevation			
		1	Design Shoreline and public access improvements to allow for future sea level rise above the Base Flood Elevation (BFE) that includes wave run-up (often called Total Water Level [TWL]) along the shoreline. In addition, adequate horizontal setback shall be provided to allow future increases in sea level rise	Vertical Approval	Shoreline improvements at Candlestick Point are to be constructed by State Parks.
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 (SMP) prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point of the high tide line.	Prior to Construction	A Site Use History and Site Investigation (SI) Work Plan for Article 22A compliance was approved by San Francisco Department of Public Health (SFPDH) for CP-02-03-04 December 4, 2014. Site Investigation field work has been completed and the Site Investigation Report submitted to SFPDH March 2015 and approved November 2015. The SMP includes the following components: Health and Safety Plan (HASP), Dust Control Plan (complete and approved by SFPDH on 1/13/15), Soil Import Plan, and Unexpected Conditions Response Plan.
		2	Implement Plan during excavation, containment, or treatment of hazardous materials throughout construction activity	During Construction	A SMP will be implemented during excavation, containment, or treatment of hazardous materials throughout the construction activity in Sub-Phases CP-02, -03, -04.
		3	Conduct monitoring and follow-up testing	During Construction	Monitoring and follow-up testing will be conducted as required under the jurisdiction of SFPDH in Sub-Phases CP-02, -03, -04.
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	An Unknown Contaminant Contingency Plan was prepared and submitted to SFPDH prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance in Sub-Phases CP-02, -03, -04 - SFPDH Site Mitigation Enforcement Division (SMED) Case No. 1170 approved June 16, 2015. An Unknown Contaminant Contingency Plan will be implemented throughout the construction activity in Major Phase Sub-Phases CP-02, -03, -04.
		2	Implement Plan throughout construction activity	During Construction	
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 SFPDH approval	Prior to Construction	An electronic health and safety plan (E-HASP) has been submitted to SFPDH and approved in the SMED through Environment Health Branch Site Assessment Mitigation (EHB SAM) 1170, approved on June 16, 2015
		2	Implement Plan which shall include personnel protective equipment and emergency response procedures throughout construction activity	During Construction	A E-HASP is implemented throughout construction in Sub-Phases CP 02, -03, -04.
CP-HPS II	MM HZ 05a	Foundation Support Piles Installation Plan			
		1	Prepare and submit plan for DPH/DBI's approval prior to obtaining a permit from the City that authorizes installation of deep foundation piles	Prior to Construction	A Foundation Support Piles Installation Plan will be prepared as appropriate prior to obtaining a permit from the City in Sub-Phases CP-02,-03,-04.

CP-HPS II AG	MM HZ 15 3.3b	Asbestos Dust Mitigation Plans and Dust Control Plans			
		1	Prior to any grading or construction, the project sponsor shall collect soil samples and analyze the potential for naturally occurring asbestos (NOA) to occur in the soil at the Project Site	Prior to Construction	Due to the potential presence NOA, an Asbestos Dust Mitigation Plan for the project was submitted to BAAQMD prior to earth-moving activities. BAAQMD approved the ADMP on 4/15/2014 and subsequent applications on 5/20/2015, 7/7/2015 and 8/13/2015.
		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	An ADMP has been prepared for Sub-Phases CP-02-03-04 and was submitted to BAAQMD in early 2015 prior to earth-moving activities. A dust control plan (DCP) was approved by SFDPH for Sub-Phases CP-02-03-04 on January 13, 2015.
		3	Implement plan and conduct air monitoring as required throughout construction activity	During Construction	Both the ADMP and DCP will continue to be implemented during earth disturbing activity in Sub-Phases CP-02-03-04 until completion. Vertical buildings will assume responsibility for dust mitigation within building blocks. However, Master Developer will continue to provide required perimeter air monitoring.
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	Sponsor provided DBI information in Stadium Demolition Permit and application approved on January 13, 2015 and SMP. Likelihood of Lead-based paint in soil was determined negligible in Final SMP, approved June 2015.
		2	Contractor will follow any regulations under Ch 34 of the building code that apply to working with lead-based paints	During Construction	Contractor followed applicable regulations during stadium demolition and subsurface activities.
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	Developer Project Manual Bid Specifications organize and format proposal documents and general conditions as "Contract Specification Section 01515" which specify "Construction Facilities & Temporary Controls." Per these specifications, noise mitigations will be incorporated into contract and construction documents prior to submittal of 100% CDs in Sub-Phases CP-02,-03,-04, -05.
		2	Designate a Noise Coordinator prior to issuance of construction site permit	Prior to Construction	A Noise Coordinator will be designated prior to issuance of construction site permit in Sub-Phases CP-02,-03,-04,-05.
		3	Implement mitigation measures to reduce noise levels during construction	During Construction	Mitigation measures will be implemented to reduce noise levels during construction in Sub-Phases CP-02,-03,-04, -05.
		4	Submit quarterly report to OCII	During Construction	Quarterly noise mitigation reports will be submitted to OCII during construction in Sub-Phases CP-02,-03,-04,-05.
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	Vertical Developer will comply if pile driving is undertaken.
		2	Resident Notification 48 hours prior to pile driving	During Construction	Noticing to occur if pile driving is undertaken.
		3	Submit quarterly report to OCII	During Construction	Reporting to occur if pile driving is undertaken.
CP-HPS II	MM NO 02a	Pre-construction Assessment to Minimize Pile Driving and Deep Dynamic Compaction Impacts			
		1	Conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving and deep dynamic compaction (DDC) impacts prior to receiving a building permit.	Prior to Construction	A geotechnical preconstruction assessment will be performed prior to issuance of construction site permit by Vertical Developer prior to building permit issuance.

		2	Conduct monitoring to detect ground settlement or lateral movement to be submitted to DBI	During Construction	Monitoring to occur if pile driving or DDC is undertaken.
		3	Submit quarterly report to OCII	During Construction	Reporting to occur if pile driving or DDC is undertaken.
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	Security fencing, screening, security lighting was installed during demolition of the stadium, and site preparation will be undertaken in advance of construction of individual buildings in Major Phase 1.
		2	During non-construction hours, the site must be secured and locked, and ample security lighting be provided	During Construction	The site will be secured and locked with ample security lighting be provided during non-construction hours in Major Phase 1.
		3	Contractor to submit quarterly report of compliance activity until deemed complete by OCII	During Construction	The contractor discusses at weekly meeting with City and others.
CP-HPS II	MM RE 02	Phasing of parkland with respect to residential and/or employment-generating uses			
		1	Schedule Park(s) construction such that 5.5 acres parkland per 1000 residents/employee	Vertical Approval	Design Development drawings for Bayview Hillside Open Space, Jamestown Walker Slope, and the Willie Mays Plaza and (2a) were submitted with the CP-02,-03,-04 Sub-Phase Application in 2016 and no changes are anticipated under the current Major Phase Application. The Alice Griffith Neighborhood Park Schematic Designs for both phases of AG Park (1 & 2) were submitted and approved December 2013. The Willie Mays Plaza and Willie Mays Park 2a together with Alice Griffith Neighborhood Park 1 total 2.49 acres. In addition, over 120 acres of Candlestick Point State Recreation Area are available for use by residents. The total resident population associated with the 2,949 housing units to be constructed in Major Phase 1 is 6,871, 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 22.7 acres. The Project will provide 122.49 acres.
		2	Parks to be completed and operational within 12 months of certificate of occupancy	Occupancy	Design Development drawings for Bayview Hillside Open Space, Jamestown Walker Slope, and Willie Mays Plaza are submitted with the CP-02,-03,-04 Sub-Phase Application. 100% Improvement Plans for the plaza and open space will be completed per the Schedule of Performance.
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	Sub-Phase Approval	CP/HPS2 Construction Traffic Management Program approved by SFMTA August 4, 2014.
CP-HPS II	MM TR 02	TDM Plan			
		1	Implement Travel Demand Management Plan (TDM) Plan	Prior to Operations and/or Occupancy	The TDM Plan was submitted as part of DDA approval in 2010 and subsequently updated in 2018. TDM measures to be implemented include resident transit pass purchases, preferred parking for carpools and vanpools, bicycle facilities and other measures.
		2	Conduct annual TDM Plan Monitoring	Post Operation/Occupancy Ongoing Monitoring	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	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	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 Plan prior to issuance of the grading permit for Major Phase 1	Prior to Construction	There is currently some uncertainty regarding the timing of the Geneva Avenue extension 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 from operating in the early stages of development of the project. As a result, the San Francisco County Transportation Authority (SFCTA) is currently conducting a study to define an alternate interim BRT alignment that uses some combination of existing tunnels underneath US 101 at Blanked 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 construction of the initial configuration of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive. Harney Way will initially be reconstructed as far west as Executive Park Boulevard East to allow the SFCTA and SFMTA to identify a preferred alignment for the BRT through Executive Park and across US 101. Per Addendum 5, The portion between Arelious Walker Drive and Executive Park East (Phase 1 A) shall be widened to include a two-way cycle track and two-way BRT lanes, prior to issuance of an occupancy permit for Candlestick Sub phase CP 02. The remaining portion, between Thomas Mellon Drive and Executive Park East (Phase 1 B), shall be widened prior to implementation of the planned BRT route
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	The Fehr & Peers analysis and recommendations for transit were included in EIR Addendums 1, 4, 5, and 6 ; each signed by the ERO.
		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	The Fehr & Peers analysis and recommendations for transit were included in EIR Addendums 1, 4, 5, and 6 ; each signed by the ERO.
		3	As specified in Transit Operating Plan and Transportation Plan, SFMTA shall implement transit service	Prior to Operations and/or Occupancy	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 CP Center, along with doubling the frequency of service from every 10 minutes to 5-minute frequency during peak periods. The new CPX Bus Route would be initiated under Major Phase 1, connecting Candlestick Point to BART and downtown San Francisco
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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 implementation of mitigation), prepare traffic and transit feasibility	During Construction	Project applicant works with SFMTA and in coordination with SFDPW to define improvements.

			study to define improvements and schedule for their implementation		
		4	Fund or construct improvements based on the schedule/ thresholds set forth in the feasibility study.	Prior to Operations and/or Occupancy	Applicant to fund improvements per Methodology for Monitoring Memo SFMTA and 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			
		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 to purchase vehicles if required per feasibility analysis
CP-HPS II	MM TR 22.1	Maintain the proposed headways of the 23-Monterey, 24-Divisadero 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 implementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project applicant works with SFMTA and in coordination with 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	Applicant to fund improvements per Methodology for Monitoring Memo SFMTA and 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 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 implementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project applicant works with SFMTA and in coordination with 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
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 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 implementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project applicant works with SFMTA and in coordination with 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	Applicant to fund improvements per Methodology for Monitoring Memo SFMTA and 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 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 to purchase vehicles if required per monitoring
CP-HPS II	MM TR 26.1	Maintain the proposed headways of the T-Third			
		1	Develop monitoring program prior to issuance of Grading Permits for Phase 1	Sub-Phase Approval	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 implementation of mitigation), prepare traffic and transit feasibility study to define improvements and schedule for their implementation	During Construction	Project applicant works with SFMTA and in coordination with 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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
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 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		Harney Way will initially be reconstructed as far west as Executive Park Boulevard East to allow the SFCTA and SFMTA to identify a preferred alignment for the BRT through Executive Park and across US 101. Once that is determined, the section of Harney Way between Executive Park Boulevard East and Thomas Mellon Drive will be constructed in a fashion consistent with long- and near-term plans for the BRT alignment.
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	Methodology for Monitoring Memo submitted to SFMTA and OCII, March 28, 2013. Implementation awaits the establishment of baseline by SFMTA.
		2	Per monitoring program, SFMTA shall monitor transit operation conditions.	Prior to Construction	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 to purchase vehicles if required per monitoring
CP-HPS II	MM TR 51	Project Site Access and Traffic Impacts from Arena Uses			
		1	Arena Operator to prepare Transportation Management Plan (TMP) and submit for SFMTA approval prior to opening day of the Arena	Prior to Opening Day of Arena	The implementation timing of this mitigation measure has not been triggered.
UTILITIES					
CP-HPS II	MM UT 02	Auxiliary Water Supply System			
		1	Construct AWSS 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	AWSS System to be constructed per 1CP Major Phase Application
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	Sub-Phase Approval	Applicant and SFPUC staff have worked together on modeling potential impacts to combined sewer system during construction. A Final Report will be submitted to SFPUC along with 100% construction documents for mitigation of stormwater flows into the combined sewer during construction of Sub-Phases CP-02-03-04.
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	Construction Waste Diversion Plan to be submitted along with 100% construction drawings for each Sub-Phase in 1CP Major Phase: CP-02-03-04-05.
CP-HPS II	MM UT 07a	Site Waste Management Plan			
		1	Prepare and submit <u>Site Waste Management Plan</u> 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	Site Waste Management Plan to be submitted along with 100% construction drawings for each Sub-Phase in 1CP Major Phase: CP-02-03-04-05.
WIND					
CP-HPS II	MM W 01a	Building Design Wind Analysis			
		1	Conduct wind analysis as recommended by OCII, at schematic lot application/plan check of hi-rise structures above 100 feet.	Vertical Approval	Wind analysis was conducted by Vertical Developer for a 32-story tower planned for the corner of Ingerson and Harney.

		2	If necessary, change design to mitigate wind affects for DBI approval	Vertical Approval	Tower design mitigations to be implemented by the Vertical Developer for the 32-story planned at the corner of Ingerson and Harney. Mitigations required to be placed in Willie Mays Park are to be included in an amendment to the DD set as a condition of approval for the 2019 CP-02-03-04 Sub-Phase Application.
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END REPORT

APPENDIX B — SCHEDULE OF PERFORMANCE

Project Phasing

The Project is planned to be built in six Major Phases over a span of approximately twenty years. Each Major Phase is further divided into Sub-Phases. Three Major Phases and 17 Sub-Phases are planned at Candlestick Point. Three Major Phases and six Sub-Phases are planned at 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 as provided in the DDA. Multiple Sub-Phases may be included in one consolidated Application, per the DDA.

B.1 Updates to the Phasing Map

Major Phase 1 CP Boundary

This update to the Major Phase Application for Major Phase 1 CP includes the expansion of the boundary of that Major Phase to include 5 more development blocks in the Alice Griffith neighborhood. Specifically, the boundaries of Sub-Phase CP-05 have grown to also include blocks AG 6, AG 7, AG 13, AG 15, and AG 16 in addition to blocks AG 8, AG 9 and AG 14. The inclusion of these blocks into Major Phase 1 CP allows for all 256 Alice Griffith Replacement Units (AG Replacement Units) and the Community Facilities Lot to remain designated within the first Major Phase. With the consolidation of Sub-Phases within the Alice Griffith neighborhood, the number of Sub-Phases in Candlestick Point has been reduced from 18 to 17 Sub-Phases. The Major Phase Boundary expansion is immaterial as described by Section IV.5 of the Design Review and Document Approval Procedure (DRDAP) and benefits the delivery of Agency Lots and Alice Griffith Replacement Units. Refinements to the boundaries of Project Phasing Plan are shown in Appendix B Figure C-B Phasing Plan.

Community Facility Lot

The Community Facilities Lot location has been refined. CPN 1A (Sub-Phase CP-03) previously was identified as a Community Facilities Lot per the DDA for community uses. The one-acre Community Facilities Lot per Community Benefits Plan has been relocated from CPN 1A to AG 16, but a small portion of CPN 1A has been retained for potential use by SFFD. Per the DDA, if the site or sites are not required for a fire station, police station or school, as determined in the reasonable discretion of OCII in connection with the applicable Sub-Phase Approval, then following the completion of Infrastructure, Developer shall be entitled to acquire and dispose of such land (or that portion not retained by OCII for public facilities). The new Community Facilities Lot is depicted in Figure 6.1 Major Phase 1 CP Land Use.

The Schedule of Performance establishes dates for submittal of the Major Phase and Sub-Phase Applications, as well the Commencement and Completion of certain Infrastructure and Associated Public Benefits – both on-site parks and open space and off-site roadway improvements.

B.2 Updates to the Schedule of Performance

Updates to the Candlestick Schedule of Performance at Candlestick Point generally include extensions of the Outside Dates by one to three years and the re-ordering of Sub-Phase CP-05 to follow CP-06. The need for an extension is because of various requirements, including dissolution of relationship with retail partner, due diligence required for market studies, forecasts and financial underwriting, and entitlement application and regulatory processes. These changes are reflected in Appendix B Figure C-B Phasing Plan (exhibit to the DDA), and Appendix B Table D-B Schedule of Performance (exhibit to the DDA).

The Excusable Delay provisions of the DDA are currently applicable to all dates in the Schedule of Performance for the Shipyard Site because of “existing environmental conditions affecting the [Shipyard] Site that are not the responsibility of Developer under a Remediation Agreement ... [and] including any delay caused or resulting from the investigation or remediation of such conditions.” (DDA Section 24.1.1, Force Majeure). The period of such Excusable Delay commenced as of May 14, 2018 and all dates in the Schedule of Performance for the Shipyard Site shall be extended pursuant to Section 24.2 of the DDA. Thereafter, Developer and OCII will reasonably cooperate to Approve appropriate revisions to the Schedule of Performance for the Shipyard Site.

As described in Section 6, plans for the CP Center have been revamped to be responsive to current market conditions. Development of Sub-Phases CP-02-03-04 will now provide the critical Project anchor and enable Sub-Phase CP-06 (adjacent to Sub-Phase CP-04) to also proceed. Sub-Phase CP-05 will follow the development of Sub-Phase CP-06 one year later. FivePoint proposes to deliver the AG Community Garden simultaneous with the demolition of the CP-05 area where the temporary garden currently resides, such that there is no period-of-time when the residents do not have a garden; this has been addressed with a new footnote in the Schedule of Performance.

Appendix B Figure C-B Phasing Plan (exhibit to the DDA)

Appendix B Table D-B Schedule of Performance (exhibit to the DDA)

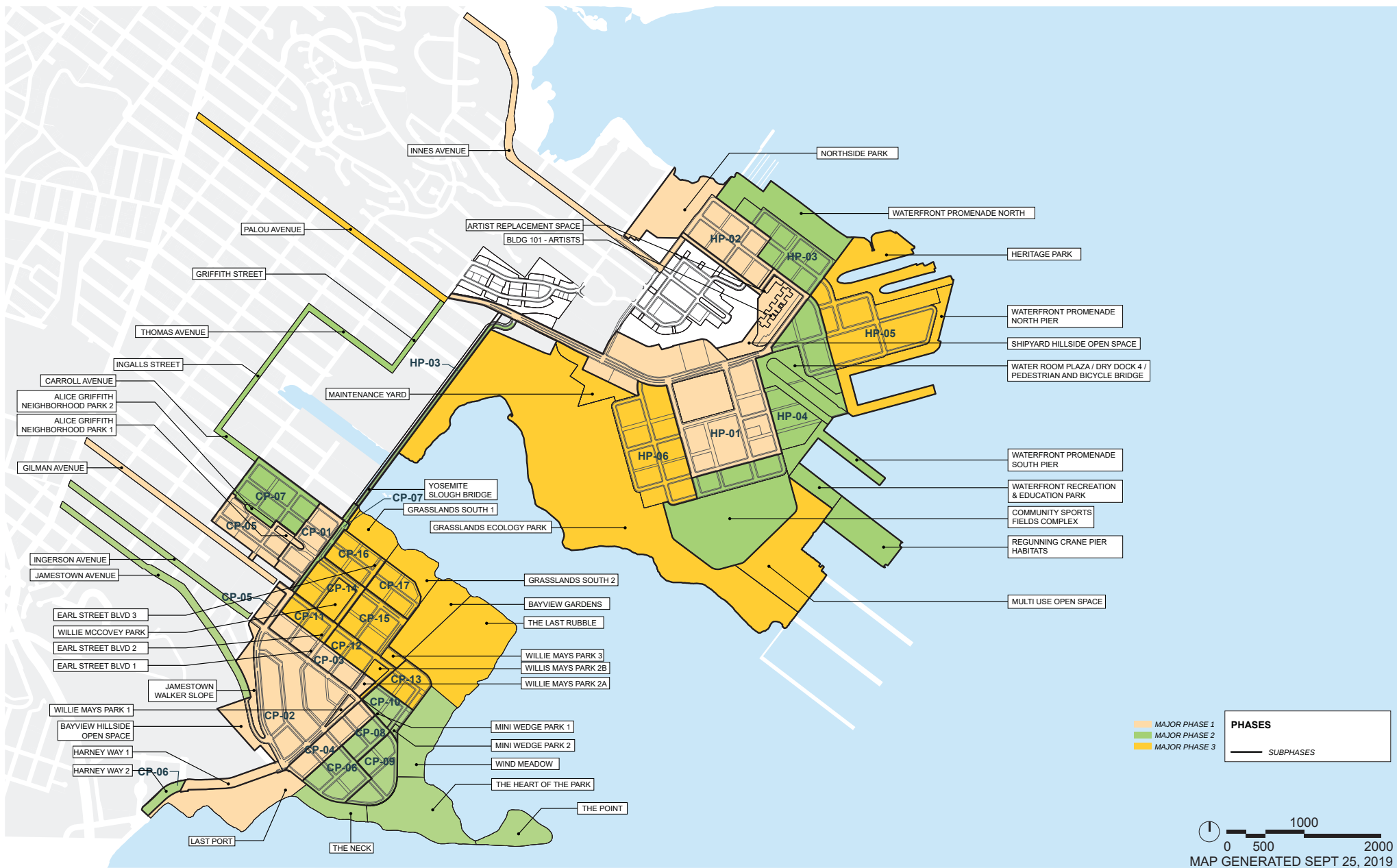
Footnotes

- (1) The area of the Project Site commonly referred to herein as Candlestick Point is referred to in the DDA as the “Candlestick Site”.
- (2) The area of the Project Site commonly referred to herein as Hunters Point Shipyard (and alternatives of same) is referred to in the DDA as the “Shipyard Site”.
- (3) References to OCII herein are to the Agency as defined in the DDA.

EXHIBIT D-B-A					
Schedule of Performance ³ (Non-Stadium Alternative); Candlestick Point ⁴					
Major Phase 1					
Sub-Phase	Associated Public Benefit	Major/Sub-Phase Application Outside Date	Infrastructure Commencement Outside Date	Infrastructure Completion Outside Date	Park Completion Outside Date
<u>Major Phase Application</u>		10/1/13			
CP-01					
<u>Sub-Phase Application</u>		10/1/13			
<u>On-Site Infrastructure</u>			10/1/15	9/30/17	
CP-02					
<u>Sub-Phase Application</u>		12/31/15			
<u>On-Site Infrastructure</u>			12/31/17	12/31/23	
<u>Other Public Benefits</u>					
	Gilman Ave		12/31/21	12/31/23	
	Harney Way 1		12/31/21	12/31/23	
<u>Parks</u>	Willie Mays Park 1				No later than 12 months after Temporary Certificate of Occupancy of the second residential building east of Montana Clark Drive within Sub-Phase CP-02.
	Bayview Hillside Open Space & Jamestown Walker Slope				No later than 12 months after Temporary Certificate of Occupancy of the second commercial building west of Montana Clark Drive within Sub-Phase CP-02.
CP-03					
<u>Sub-Phase Application</u>		12/31/15			
<u>On-Site Infrastructure</u>			12/31/21	12/31/23	
<u>Parks</u>	Earl Street Blvd 1				
	Willie Mays Park 2a				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-03.
CP-04					
<u>Sub-Phase Application</u>		12/31/15			
<u>On-Site Infrastructure</u>			12/31/21	12/31/23	
<u>Parks</u>	Last Port ¹				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-04.
CP-05					
<u>Sub-Phase Application</u>		6/30/22			
<u>On-Site Infrastructure</u>			6/30/23	12/31/25	
<u>Parks</u>	Alice Griffith Neighborhood Park 1				No later than 12 months after Temporary Certificate of Occupancy of the first residential block within Sub-Phase CP-05.

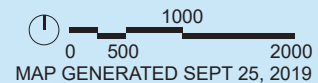
Major Phase 2					
Sub-Phase	Associated Public Benefit	Major/Sub-Phase Application Outside Date	Infrastructure Commencement Outside Date	Infrastructure Completion Outside Date	Park Completion Outside Date
<u>Major Phase Application</u>		12/31/20			
CP-06					
<u>Sub-Phase Application</u>		6/30/21			
<u>On-Site Infrastructure</u>			6/30/22	12/31/24	
<u>Parks</u>	The Neck ¹				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-06.
<u>Other Public Benefits</u>			6/30/23	6/30/25	
CP-07					
<u>Sub-Phase Application</u>		12/31/24			
<u>On-Site Infrastructure</u>			12/31/25	12/31/27	
<u>Other Public Benefits</u>					
	Ingerson Ave		12/31/27	12/31/29	
	Jamestown Ave		12/31/27	12/31/29	
	Carroll Ave ⁴		12/31/27	12/31/29	
	Harney Way 2		12/31/27	12/31/29	
<u>Parks</u>	Alice Griffith Neighborhood Park 2				No later than 12 months after Temporary Certificate of Occupancy of the first residential block within Sub-Phase CP-07.
CP-08					
<u>Sub-Phase Application</u>		12/31/22			
<u>On-Site Infrastructure</u>			12/31/23	12/31/25	
<u>Parks</u>	Mini-Wedge Park 1				No later than 12 months after Temporary Certificate of Occupancy of the first residential block within Sub-Phase CP-08.
CP-09					
<u>Sub-Phase Application</u>		12/31/23			
<u>On-Site Infrastructure</u>			12/31/24	12/31/26	
<u>Parks</u>					
	The Heart of the Park ¹				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-09.
	The Point ¹				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-09.
CP-10					
<u>Sub-Phase Application</u>		6/30/26			
<u>On-Site Infrastructure</u>			6/30/27	6/30/29	
<u>Parks</u>					
	Mini-Wedge Park 2				No later than 6 months after Temporary Certificate of Occupancy of the second residential blocks within Sub-Phase CP-10.
	Wind Meadow ¹				No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-10.

Major Phase 3					
Sub-Phase	Associated Public Benefit	Major/Sub-Phase Application Outside Date	Infrastructure Commencement Outside Date	Infrastructure Completion Outside Date	Park Completion Outside Date
Major Phase Application		12/31/25			
CP-11					
Sub-Phase Application On-site Infrastructure	Earl Street Blvd 2	12/31/25	12/31/26	12/31/28	
CP-12					
Sub-Phase Application On-site Infrastructure Parks	Willie Mays Park 2b	12/31/25	12/31/26	12/31/28	No later than 6 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-12.
CP-13					
Sub-Phase Application On-site Infrastructure Parks	The Last Rubble ¹	12/31/26	12/31/27	12/31/29	No later than 12 months after Temporary Certificate of Occupancy of the second residential within Sub-Phase CP-13.
CP-14					
Sub-Phase Application On-site Infrastructure Parks	CP Neighborhood Park	12/31/27	12/31/28	12/31/30	No later than 6 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-14.
CP-15					
Sub-Phase Application On-site Infrastructure Parks	Bayview Gardens ¹ Willie Mays Park 3	12/31/28			No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-15. No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-15.
CP-16					
Sub-Phase Application On-site Infrastructure Parks	Earl Street Blvd 3 Grasslands South ¹	12/31/29	12/31/30 12/31/29	12/31/32 12/31/31	No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-16.
CP-17					
Sub-Phase Application On-site Infrastructure Parks	Grasslands South 2 ¹	12/31/30	12/31/31	12/31/33	No later than 12 months after Temporary Certificate of Occupancy of the second residential block within Sub-Phase CP-17.
Footnotes 1 These Associated Public Benefits are part of Candlestick Point State Recreation Area (CPSRA) and are to be completed by CA State Parks. Developer obligation defined in State Parks Agreement. 2 The Alice Griffith Community Garden located within Jamestown Walker Slope shall be open to the public prior to removal of the existing interim garden at AG 8. 3 As of the date of Approval of this Schedule of Performance, it constitutes the sole Schedule of Performance for the Candlestick site under and as defined in the Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (as amended, the "DDA"). 4 The Excusable Delay provisions of the DDA are currently applicable to all dates in the Schedule of Performance for the Shipyard Site because of "existing environmental conditions affecting the [Shipyard] Site that are not the responsibility of Developer under a Remediation Agreement ... [and] including any delay caused or resulting from the investigation or remediation of such conditions." (DDA Section 24.1.1, Force Majeure). The period of such Excusable Delay commenced as of May 14, 2018 and all dates in the Schedule of Performance for the Shipyard Site shall be extended pursuant to Section 24.2 of the DDA. Thereafter, Developer and OCII will reasonably cooperate to Approve appropriate revisions to the Schedule of Performance for the Shipyard Site.					



PHASES

- MAJOR PHASE 1
- MAJOR PHASE 2
- MAJOR PHASE 3
- SUBPHASES



MAP GENERATED SEPT 25, 2019

APPENDIX C – MAJOR PHASE 1 CP HOUSING DATA TABLE

HOUSING DATA TABLE¹

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 Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
AG 1		2	65	1.45	84	II (50-125 units)	122	93	29	0	0	0	0	0	0	0	0	0	0
AG 2		1	65	1.23	76	II (50-125 units)	93	58	35	0	0	0	0	0	0	0	0	0	0
AG 4		1	65	1.23	74	II (50-125 units)	91	56	35	0	0	0	0	0	0	0	0	0	0
AG 5		2	40	0.81	38	I (15-75 units)	31	19	12	0	0	0	0	0	0	0	0	0	0
Sub-Phase Subtotal				4.72			337	226	111	0	0	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 Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPC 1,2,3		1	85/120	22.29	45	II (50-125 units/acre)	998	0	0	836	104	15	14	0	0	29	0	0	0
Sub-Phase Subtotal				22.29			998	0	0	836	104	15	14	0	0	29	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 Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPN 1a		2	65/80	1.45	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0
CPN 2a		1b	65/80	1.31	99	II (50-125 units/acre)	130	0	0	123	0	1	2	2	0	2	0	0	0
CPN 10a		3	65/80	1.31	119	II (50-125 units/acre)	156	0	156	0	0	0	0	0	0	0	0	0	0
CPN 11a		1a	65/80/85/320	1.46	289	IV (175-285 units/acre)	422	0	0	401	0	3	4	3	0	11	0	0	0
Sub-Phase Subtotal				5.53			708	0	156	524	0	4	6	5	0	13	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 Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
CPS 6a		1a	65/80	1.15	111	II (50-125 units/acre)	128	0	0	115	0	3	2	2	0	6	0	0	0
CPS 8a		1b	65/80	1.21	105	II (50-125 units/acre)	127	0	0	114	0	2	2	2	0	7	0	0	0
CPS 9a		2	65/80	1.25	100	II (50-125 units/acre)	124	0	0	111	0	2	2	2	0	7	0	0	0
CPS 11a		3	65/80	1.51	117	II (50-125 units/acre)	176	0	176	0	0	0	0	0	0	0	0	0	0
Sub-Phase Subtotal				5.11			555	0	176	340	0	7	6	6	0	20	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 Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
AG 6			40	0.80	28	I (15-75 units)	22	0	0	20	0	0	1	0	0	1	0	0	0
AG 7			40	0.82	73	II (50-125 units)	60	0	60	0	0	0	0	0	0	0	0	0	0
AG 8		1	40	0.72	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0
AG 9		1	65	1.02	118	II (50-125 units)	120	5	115	0	0	0	0	0	0	0	0	0	0
AG 13			65	1.13	90	II (50-125 units)	102	0	0	91	0	2	3	0	0	6	0	0	0
AG 14		1	40	0.79	30	I (15-75 units)	24	12	12	0	0	0	0	0	0	0	0	0	0
AG 15			40	0.75	31	I (15-75 units)	23	13	10	0	0	0	0	0	0	0	0	0	0
AG 16			40/65	1.11	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Phase Subtotal				7.14			351	30	197	111	0	2	4	0	0	7	0	0	0

PROJECT SUMMARY

	Total Unit Count	Number Alice Griffith Units	Number OCII Units	Number Mkt Rt Units	Number Senior BMR units @ 60% & below	Number InclUnits @80%	Number InclUnits @90%	Number InclUnits @100%	Number InclUnits 101-119%	Number InclUnits @120%	Number WkForce Units @140%	Number WkForce Units @150%	Number WkForce Units @160%
Sub Phase Totals	2949	256	640	1811	104	28	30	11	0	69	0	0	0
Sub Phase Percentages of Major Phase Total Units		8.7%	21.7%	61.4%	3.5%	0.9%	1.0%	0.4%	0.0%	2.3%	0.0%	0.0%	0.0%
Current Total Unit Credits	337	Current Stand Alone Workforce Credits										0	
Current Market Rate Credits	0	Status of Credited Stand Alone Workforce Units										0	
Current Below Market Rate Credits	337	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.

² For BMR Senior units, 104 are senior units and 1 additional unit is for property/on-site services manager

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 – INSURANCE REQUIREMENTS

Coverages contained herein are proposed for property under Developer ownership.
For property under OCII ownership, insurance requirements are those established by
the Interim Lease.

APPENDIX D

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., LLC, a Delaware limited liability company 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 CP/HPS2 DDA.

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

i. 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
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Bodily Injury by disease	\$1,000,000 policy limit
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Bodily Injury by disease	\$1,000,000 each employee
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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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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-insureds. If a SIR applies, the Allocated Loss Adjustment Expense (including defense costs) shall satisfy the SIR.

8. 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.

9. 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 its 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.

10. 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 (i) 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.

11. 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.

12. 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.

Exhibit A

Environmental Insurance Requirements

Developer, at Developer's sole cost, shall obtain appropriate Environmental Insurance (e.g., pollution legal liability or environmental site liability insurance) as specified below for any portion of the Project at the time ownership is transferred from the Navy to the Agency or, with respect to the Candlestick Site, at the time ownership is transferred to Developer.

(a) Minimum Scope. The Environmental Insurance policies shall provide coverage to property owned by the Agency or Developer for defense costs and losses associated with third party claims arising from pollution conditions, and for costs for cleanup required by a government agency of pollution conditions discovered during the policy period. The policy shall be endorsed to include Non-Owned Disposal Site coverage.

(b) Minimum Limits. Developer and the Agency will mutually Approve the appropriate policy limit for each Environmental Insurance policy in light of the size and environmental condition of the property to be insured, as well as the then current insurance market.

(c) Policy Term. The policies shall be maintained for ten (10) years from inception of each policy; provided if Developer has not Substantially Completed the Infrastructure within the portion of the property covered by the policy within nine (9) years and is not likely to Substantially Complete of the Infrastructure within the portion of the property covered by the policy in the remaining one (1) year, then Developer shall extend the policy or acquire a new policy to cover the period through Substantial Completion, as Approved by the Agency. Developer may add coverage to any existing Environmental Policy for the Project for any property transferred from the Navy to the Agency or, with respect to the Candlestick Site, at the time ownership is transferred to Developer.]

(d) Named and Additional Insured Coverage. For property the Agency owns, the Agency will be the First Named Insured and Developer will be an Additional Named Insured. For property Developer owns, Developer will be the First Named Insured and the Agency will be an Additional Named Insured. Any Environmental Insurance policy in which the Agency is the initial First Named Insured shall provide that Developer will assume the status of First Named Insured, and the Agency will become an Additional Named Insured, upon transfer of ownership of the property from the Agency to Developer.

(e) Claims Made Forms. Any lines of Environmental Insurance coverage shall be written on a claims made form.

(f) Additional Requirements.

(1) Acceptability. Developer shall ensure that the coverage 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.

(2) Verification of Coverage. Developer must furnish the Agency certificates of insurance evidencing coverage and satisfy the other requirements set forth in Section 13(d) of the Insurance Requirements. All certificates and endorsements are to be received by the Agency on or before transfer to the Agency, unless agreed upon by the Agency.

(3) Self-Insured Retentions. Any Environmental Insurance policy containing a SIR greater than Two Hundred Fifty Thousand Dollars (\$250,000) shall be disclosed to, and subject to the Approval of the Agency. If a SIR applies, the Allocated Loss Adjustment Expenses (including Defense Costs) shall satisfy the SIR.

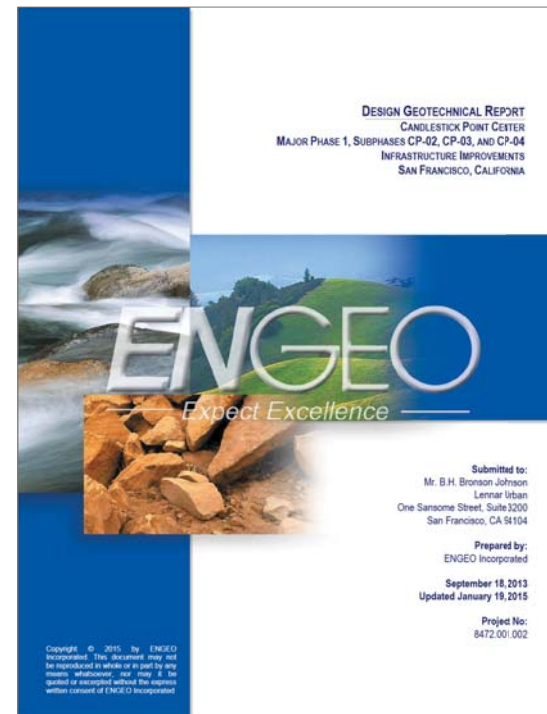
(4) [For the Shipyard Site] Pursuant to section 11.3 of the DDA, these Environmental Insurance Requirements would not apply to any portion of the Shipyard Site for which a Remediation Agreement is executed.

NOTE: Environmental Insurance not required for Alice Griffith and other land acquired directly and not through Agency.

APPENDIX E – MAJOR PHASE 1 CP GEOTECHNICAL REPORT

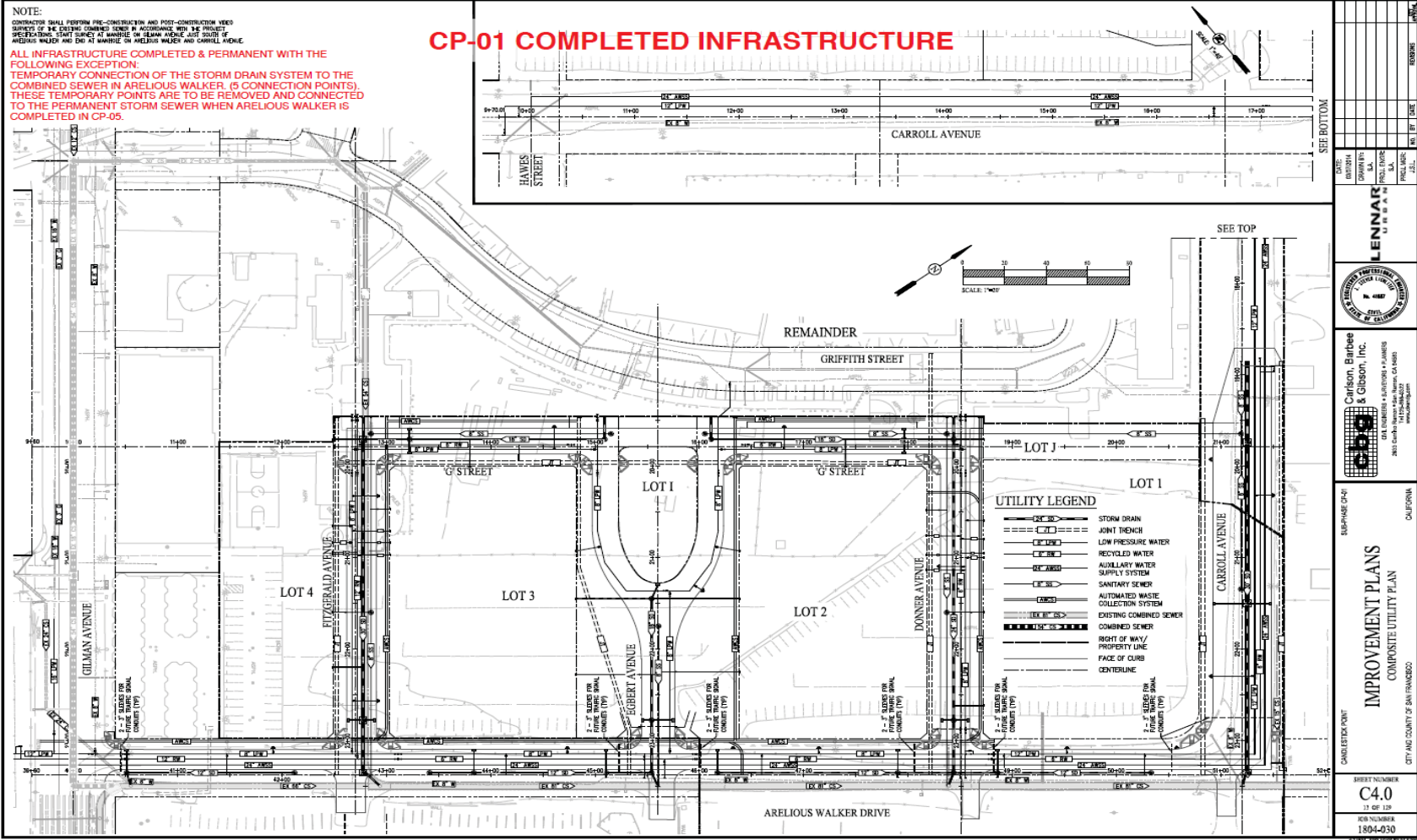
Comprehensive site-specific geotechnical investigation, covering geological conditions of Major Phase 1 CP in two separate reports - Alice Griffith (including Sub-Phases CP-01 and CP-05) and CP Center (including Sub-Phases CP-02, CP-03, and CP-04) prepared by ENGEO Incorporated.

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

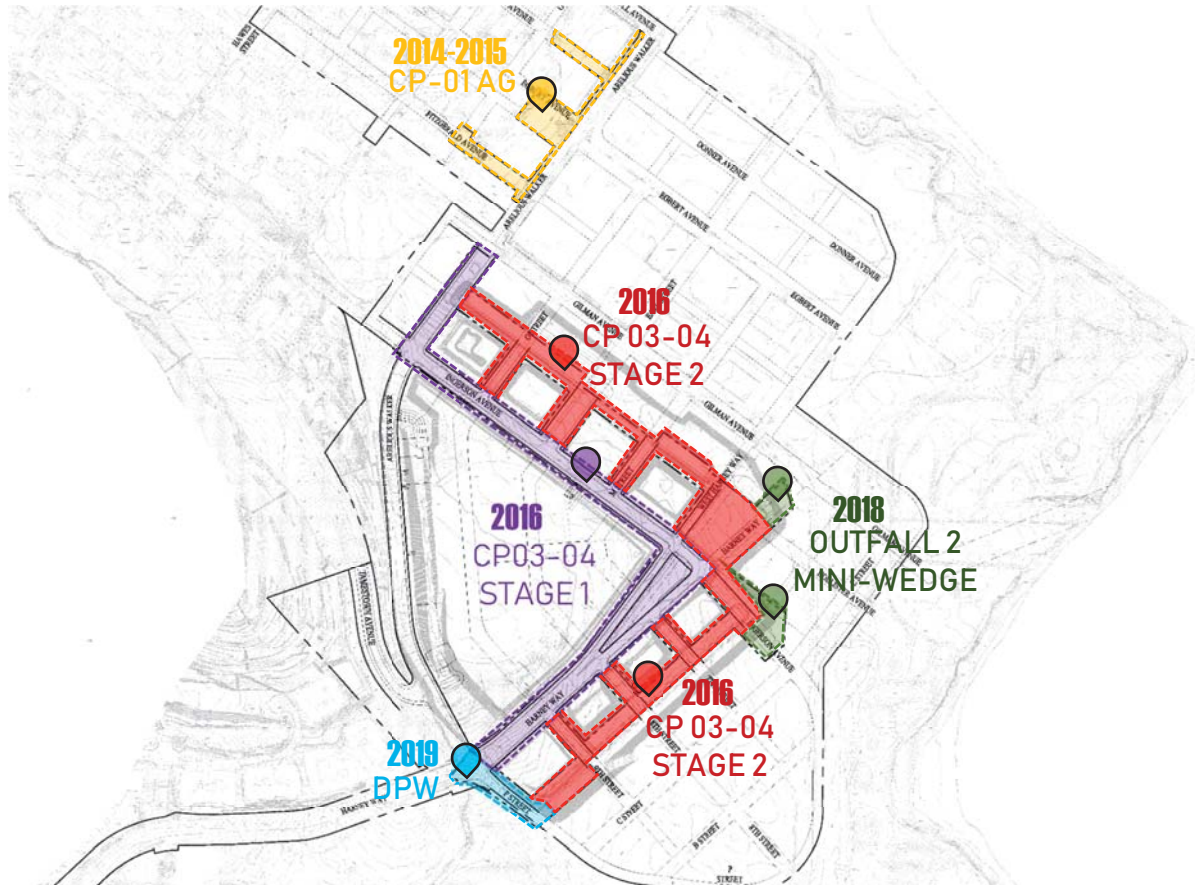


APPENDIX F – CONSTRUCTION PHASING

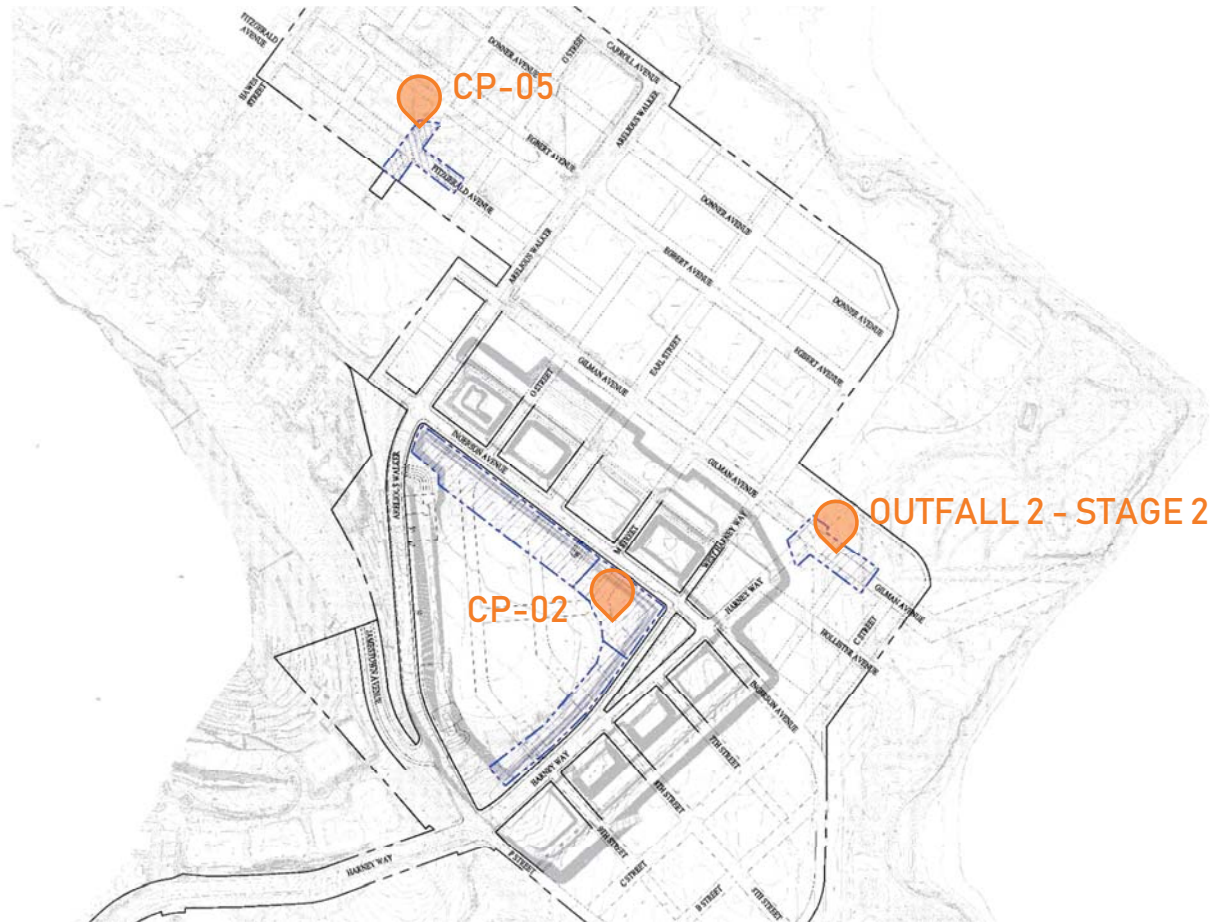
CP-01 Completed Infrastructure



CP Major Phase 1 Completed Surcharge



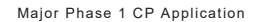
CP Major Phase 1 Future Surcharge



CP Major Phase 1 Future Finish Grades

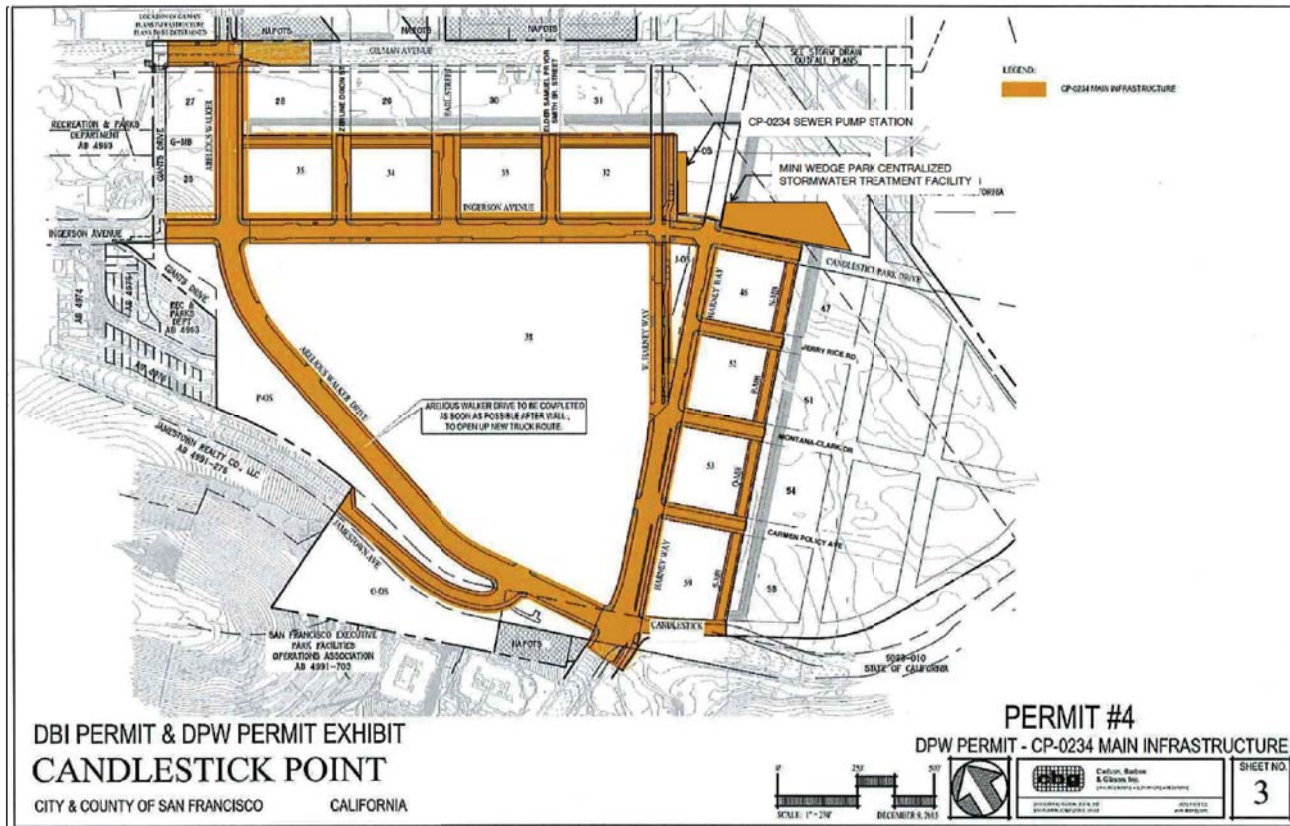


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NEW RETAINING WALL DESIGN NEEDED FOR AW. PERMIT
WILL EITHER BE REVISED OR NEW PERMIT ISSUED

Main Infrastructure Permit

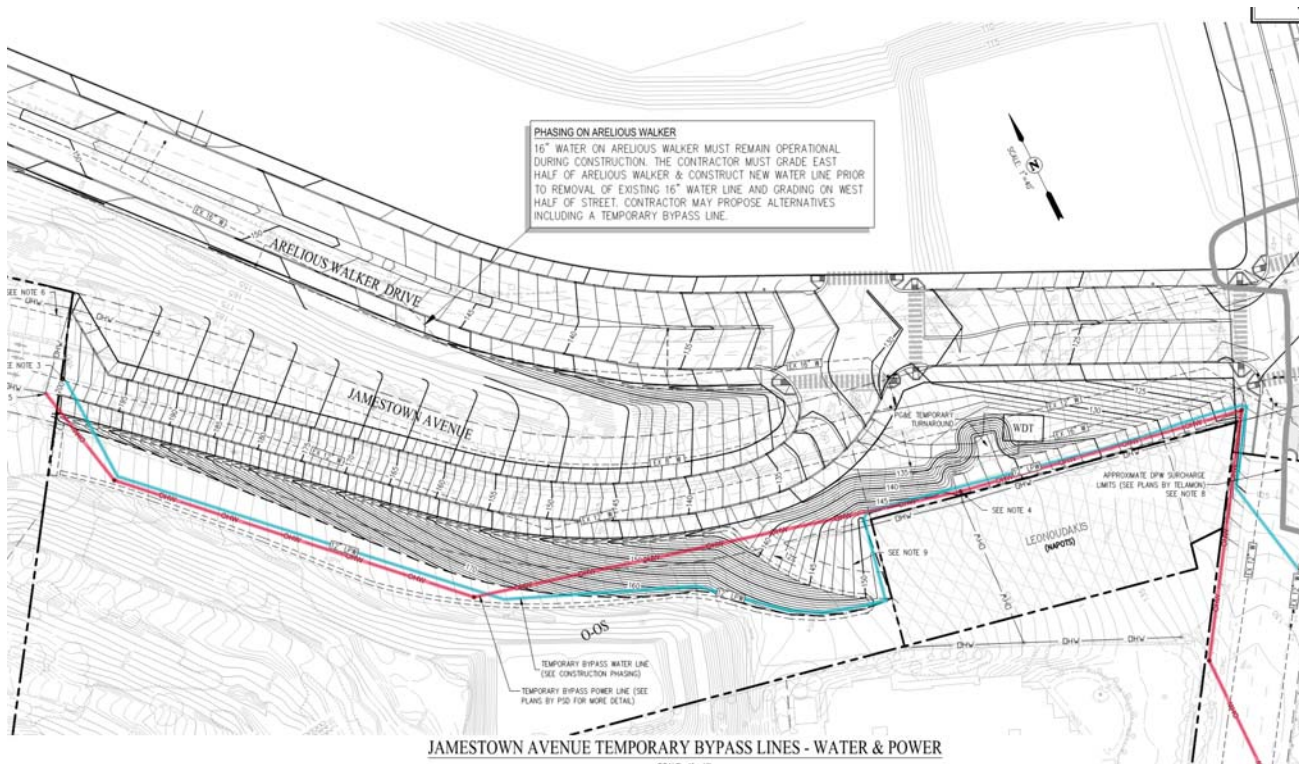


Permit 4

DPW Street Improvement Permit# TBD

- Permit Anticipated: June 2020
- Construction Start: August 2020
- Backbone Streets Complete: May 2022
- Side Streets Complete: Phased with vertical development in respective block

Jamestown Grading Sequence

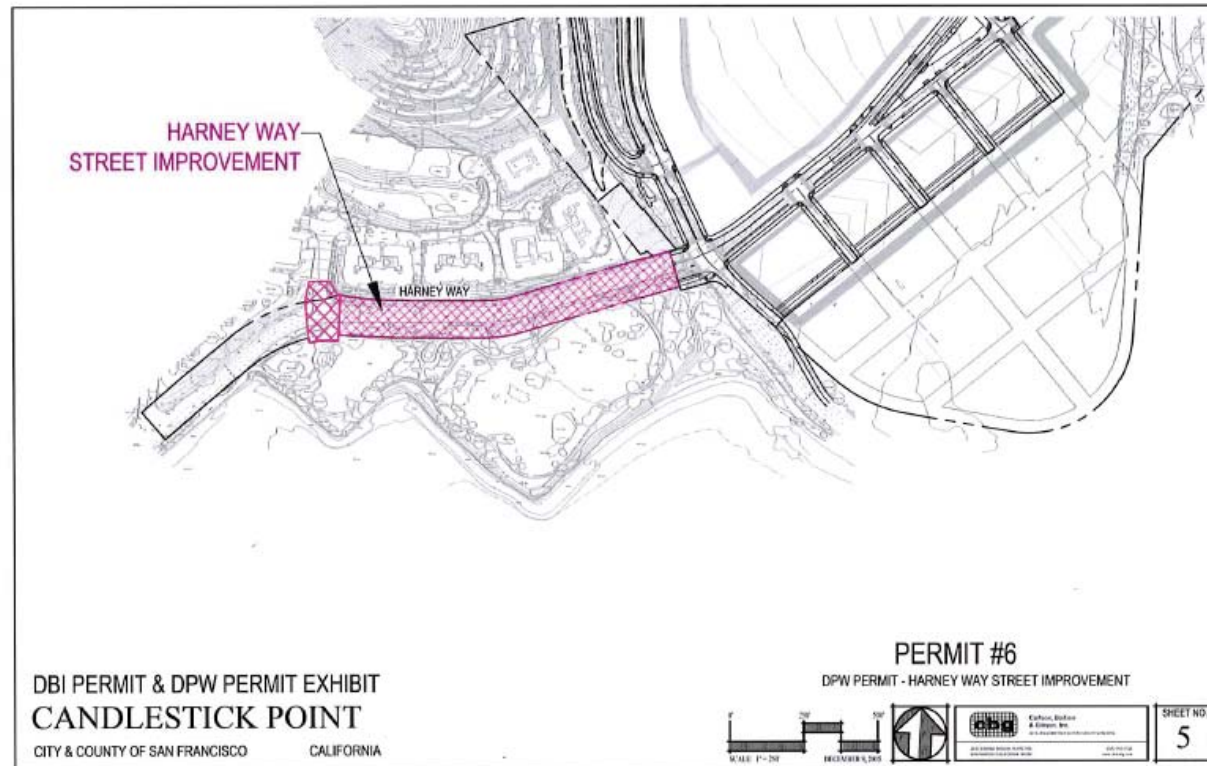


Phasing Details

Performed with permit #4

- Shut down Jamestown Ave will be required to perform grading.
- Utility Reroute around grading area will be required.

Harney Way Offsites



Permit 5-

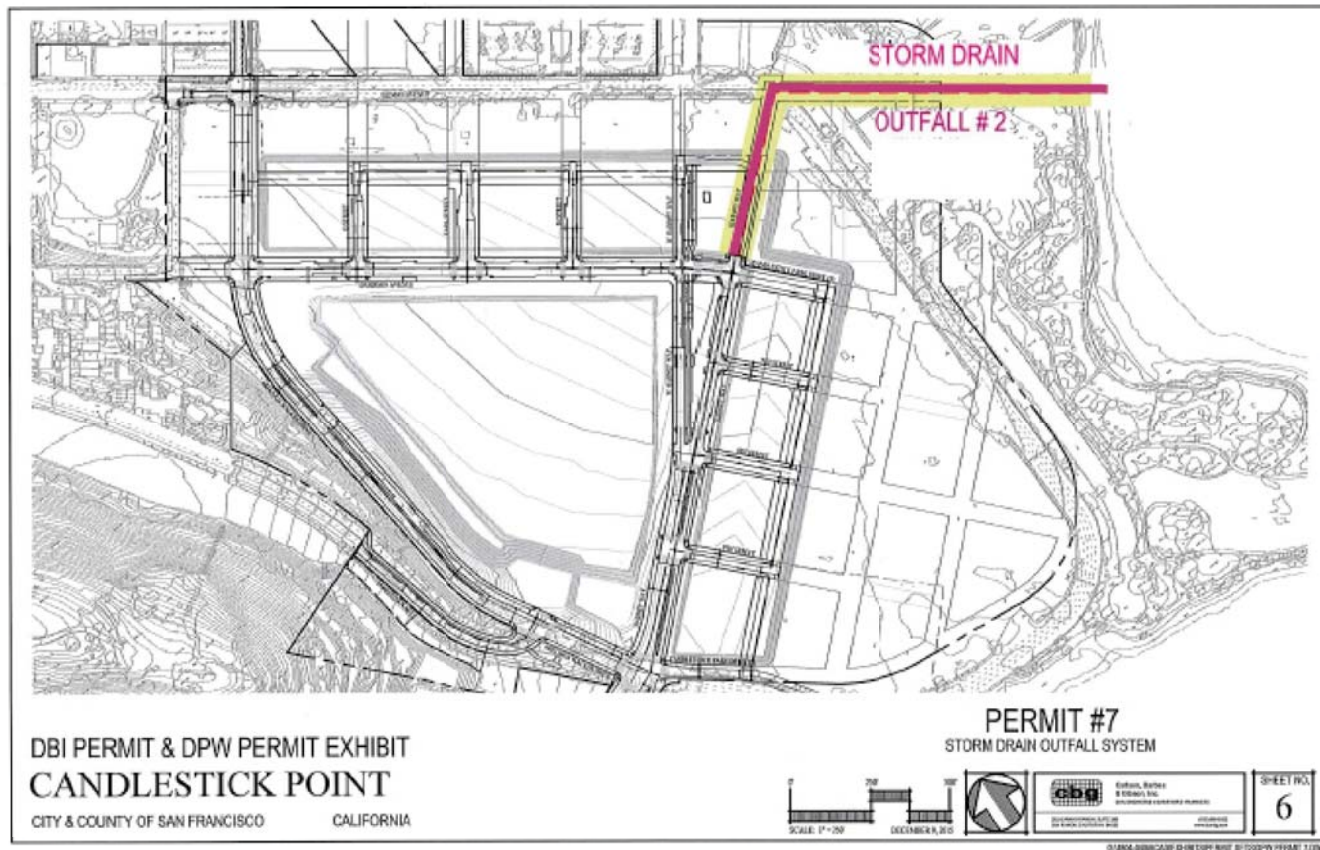
DPW Street Improvement
Permit # TBD

- Permit Anticipated Fall 2021
- Construction Start: Jan 2022
- Construction Complete: May 2023

Note:

STATE PARKS RIGHT OF ENTRY RECEIVED IN 2016

Storm Drain Outfall# 2



Permit 7 -

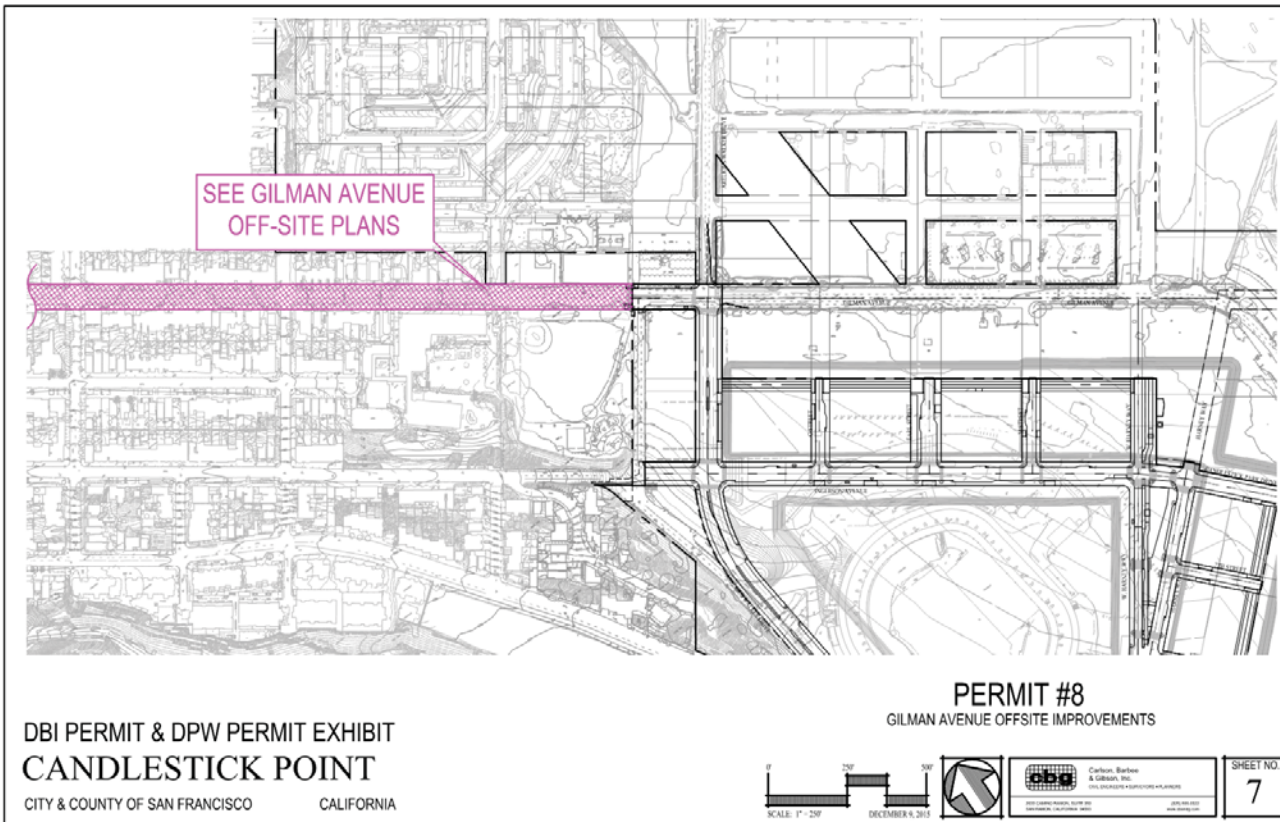
DPW Street Improvement Permit# TBD

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- Gilman Offsite

DPW Street Improvement
Permit # TBD

- Permit Anticipated: Fall 2021
- Construction Start: Jan 2022
- Construction Complete: May 2023

Permit 7- Gilman Offsite AWSS

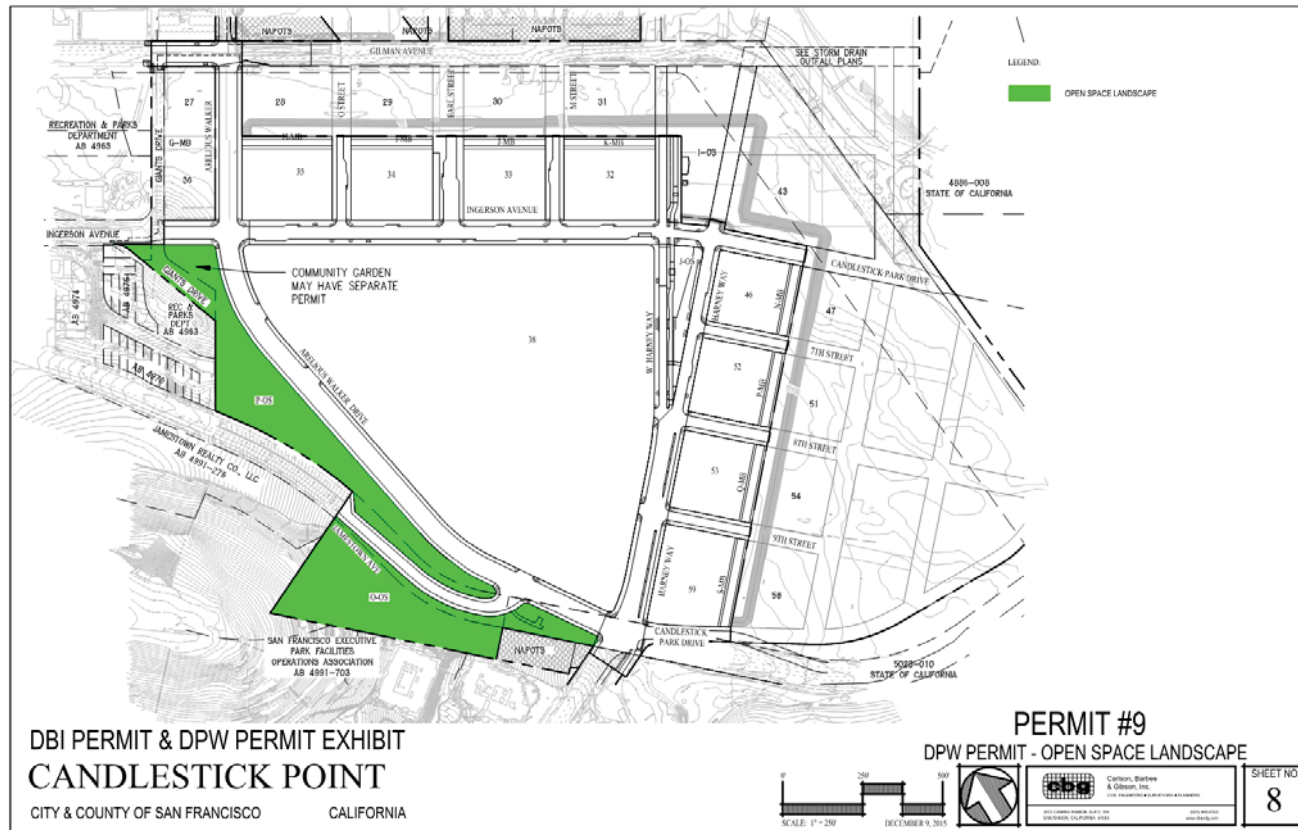
DPW Permit # TBD

- Permit Anticipated: Summer 2019
- Construction Start: Spring 2020
- Construction Complete: December 2020

Note:

STATE PARKS RIGHT OF ENTRY RECEIVED IN 2016

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

Construction Staging Area

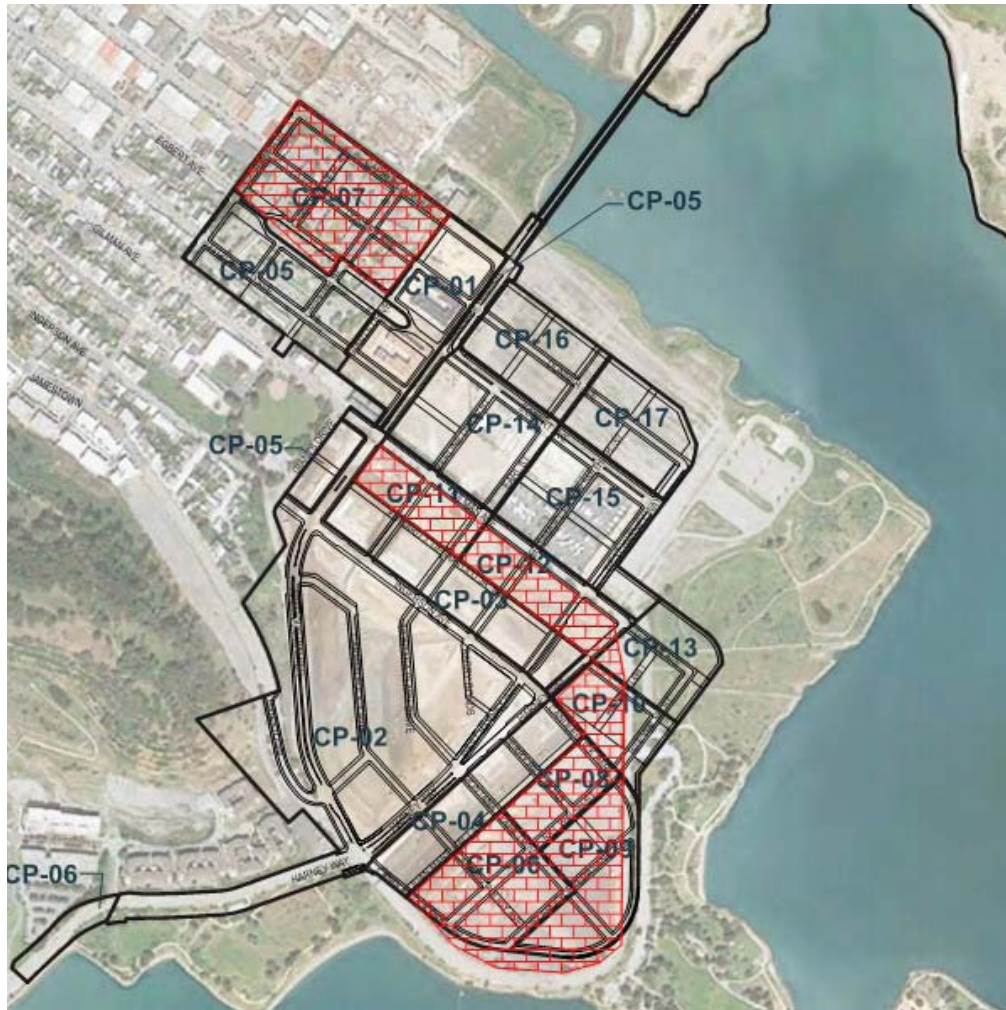


EXHIBIT B
CP/HPS2 Development Program

The updated CP/HPS2 Project development program listed in Section 1.2.2 of the DDA now consists of the following:

- (a) 337.7 of public park and open space improvements and 8.1 acres of privately owned, publicly accessible open spaces;
- (b) 10,672 new homes comprised of the 10,500 Units included in this DDA on the Effective Date and the 172 Additional Units. Of the 10,672 Units, (a) up to 3,454 Units will be located on the Shipyard Site and up to 7,218 Units will be located on the Candlestick Site, approximately thirty-one and eight-six hundredths percent (31.86%) of which Units shall be Below-Market Rate Units (including the Agency Affordable Units to be developed by the Agency on the Shipyard Site and the Candlestick Site), all as provided in the Below-Market Rate Housing Plan;
- (c) 170,000 gross square feet of regional retail on the Candlestick Site;
- (d) 134,500 gross square feet of neighborhood retail on the Candlestick Site;
- (e) Up to 401,000 gross square feet of retail on the Shipyard Site, which includes up to 226,000 gross square feet of neighborhood retail, 75,000 gross square feet of Maker Space (consistent with section 3.4(c) of the Community Benefits Plan) and up to 100,000 gross square feet of either regional or neighborhood retail;
- (f) 50,000 gross square feet of community use on the Shipyard Site;
- (g) 50,000 gross square feet of community use on the Candlestick Site;
- (h) 255,000 gross square feet of artist space on the Shipyard Site;
- (i) 4,146,500 gross square feet of research and development and office uses on the Shipyard Site;
- (j) 750,000 gross square feet of office uses on the Candlestick Site;
- (k) 120,000 gross square feet of hotel use on the Shipyard Site;
- (l) 130,000 gross square feet of hotel use on the Candlestick Site;
- (m) 410,000 gross square feet of institutional uses on the Shipyard Site;
- (n) A 300 slip marina and water taxi facilities on the Shipyard Site;
- (o) A 64,000 square foot film arts center with 1,200 seats and a 5,000 square feet performance venue with 4,400 seats on the Candlestick Site; and
- (p) Parking accessory to the foregoing.