

**OVERSIGHT BOARD TO THE SUCCESSOR AGENCY OF THE REDEVELOPMENT  
AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 03-2024**

*Adopted September 9, 2024*

**ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT; AUTHORIZING A FOURTH AMENDMENT TO THE DISPOSITION  
AND DEVELOPMENT AGREEMENT (CANDLESTICK POINT AND PHASE 2 OF  
THE HUNTERS POINT SHIPYARD) BETWEEN THE AGENCY AND CP  
DEVELOPMENT CO., LLC; 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. 0166-18; 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. 0166-18; and,

WHEREAS, In June 2008, San Francisco voters approved the Bayview Jobs, Parks, and Housing Initiative (“**Proposition G**”), which established goals, objectives, and policies to encourage the timely and coordinated redevelopment of the Candlestick Point portion of the BVHP Plan and Phase 2 of the HPS Plan area. Proposition G also authorized the transfer of City land at Candlestick Point for non-recreational uses subject to certain requirements including that Developer provide a binding obligation to create new public park or public open space, at least equal in size to the land being transferred; and,

WHEREAS, In furtherance of Proposition G, on June 3, 2010, the Former Agency Commission took several actions approving (or recommending approval of) a program of development for approximately 702 acres of land comprised of Zone 1 of Project Area B of the BVHP Project Area (the “**Candlestick Site**”) and Phase 2 of the HPS Project Area (the “**Shipyard Site**”, and collectively the “**CP/HPS2 Project**”), including a Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) by and between the Former Agency and CP Development Co., LLC (“**Developer**”) (including all related binding plans and agreements attached to or referenced in the text thereof, the “**DDA**”); and,

- WHEREAS, The DDA is a binding contractual agreement that provides for the transfer of land from the Former Agency to Developer, the rights and obligations of Developer and Successor Agency relating to the construction of specified improvements, and the financing mechanisms for completing the CP/HPS2 Project. The DDA establishes a comprehensive set of enforceable obligations that collectively govern the completion of the CP/HPS2 Project; 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, herein “**Successor Agency**” 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 Increment Allocation Pledge Agreement, including the affordable housing programs, are enforceable obligations under the Dissolution Law; and,
- WHEREAS, The DDA contemplates two development alternatives for the CP/HPS2 Project, primarily distinguished by the presence or absence of a football stadium within the Shipyard Site. The San Francisco 49ers (“49ers”) elected to construct a new football stadium outside of the CP/HPS2 Project and in 2014 terminated the 49ers Lease. Accordingly, the Successor Agency and Developer (the “Parties”) are proceeding with development of the Non-Stadium Alternative under the DDA; and,
- WHEREAS, Recognizing the complexity of the CP/HPS2 Project, the DDA provides OCII and Developer with a process to make changes to the phasing and other elements of the CP/HPS2 Project. In 2013, OCII and Developer agreed to revise the phasing as a result of a delay in the schedule of the transfer of U.S. Navy parcels to OCII at Hunters Point Shipyard and the decision of the 49ers to vacate Candlestick Park earlier than originally contemplated (approved by Oversight Board Resolution No. 16-2012, dated December 10, 2012). In 2014 OCII and Developer agreed to further revise the phasing of the CP/HPS2 Project to accommodate the early transfer of the former Candlestick Stadium site from OCII to Developer (approved by Oversight Board Resolution No. 08-2014 on September 22, 2014); and,
- WHEREAS, The DDA was amended by that certain First Amendment to Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard), dated as of December 20, 2012, (“**First Amendment**”), as further amended by that certain Second Amendment to Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard), dated as of December 1, 2014 (“**Second Amendment**”), and as further amended by that certain Third Amendment to Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard), dated as of August 10, 2018 (“**Third Amendment**”) (collectively, the “**DDA**”); and,

- WHEREAS, Transfer of the majority of the CP/HPS2 Project within the HPS Project Area (the “**Shipyard Site**”) has been delayed to allow the U.S. Navy to perform additional testing and remediation actions within the Shipyard Site; and,
- WHEREAS, Commencing in May 2018, the Excusable Delay provisions of the DDA became applicable to all dates in the Schedule of Performance for the Shipyard Site because of the ongoing Navy parcel transfer delays that were not in the control of the Developer. As a result, all dates in the Schedule of Performance for the Shipyard Site are no longer applicable given the severity of the ongoing delays; and,
- WHEREAS, On September 13, 2023, the Governor signed into law Senate Bill 143 (2023) (“**SB 143**”) which amended Health & Safety Code section 34177.7 to add subdivision (j) which states that “the limitations relating to time for establishing loans, advances, and indebtedness, the effectiveness of the redevelopment plans, the time to repay indebtedness, the time for applying tax increment, the number of tax dollars, or any other matters set forth in Section 33333.2 and Section 33492.13 shall not apply” to the Project. SB 143 provides that the applicable time limits for establishing loans, advances, and indebtedness, the effectiveness of the redevelopment plans, the time to repay indebtedness and receive property taxes will be established in the Project agreements. SB 143 further clarified that Redevelopment Dissolution Law does not “limit the receipt and use of property tax revenues generated from the HPS Redevelopment Plan project area or Zone 1 of the BVHP Redevelopment Plan project area” in connection with the Project; and,
- WHEREAS, The Parties now propose a fourth amendment to the DDA (“**Fourth Amendment**”) to amend the Non-Stadium Alternative development program for the CP/HPS2 Project (the “**Updated Program**”), which generally includes: (a) increase in research and development and office space at the Candlestick Site to 2,800,000 square feet; (b) decrease in research and development and office space at the Shipyard Site to 2,096,500 square feet; and (c) as described below, increases in the time limits for the redevelopment program, the incurrence of indebtedness, and the receipt of property tax revenue to repay the indebtedness. The Updated Program will facilitate the development of Candlestick Center as an “Innovation District” which is envisioned as a place that focuses on innovation, entrepreneurship, advancing employment generating uses, and flexible and harmonious integration of land uses, including with adjacent residential uses; and,
- WHEREAS, The Fourth Amendment does not change the number of residential units contemplated in the overall CP/HPS2 Project, which would continue to include up to 10,672 new homes. Of these 10,672 units, 3,454 units are allocated to the Shipyard Site and 7,218 units are allocated to the Candlestick Site. The Fourth Amendment also does not change the current requirement that approximately thirty-one and eight-six hundredths percent (31.86%) of the 10,500 units originally contemplated for the CP/HPS2 Project be affordable units and 18 of the additional 172 units relocated from HPS Phase 1 will be below-market rate units; and,
- WHEREAS, The Fourth Amendment maintains Developer’s right to develop the CP/HPS2 Project in Major Phases (as defined in the DDA), but the Fourth Amendment eliminates Sub-Phases and the Sub-Phase Application and Approval process which is duplicative with the Major Phase process. The elimination of Sub-Phase process will streamline the planning review process to help advance development of the Project. Major Phase Applications will continue to be submitted to the Hunters

Point Shipyard Citizens Advisory Committee (“CAC”) for review and consideration and will continue to be subject to approval by the Commission; and,

WHEREAS, The Fourth Amendment would also implement SB 143 by establishing new time limits related to the completion of the CP-HPS2 Project; and,

WHEREAS, In connection with the development of the Candlestick Site, the Fourth Amendment establishes the following time limits: (a) the time limit for establishing loans, advances, and indebtedness in connection with Zone 1 of Project Area B shall be 30 years from the 2024 Plan Amendment Date (defined in the BVHP Plan as the date on which the Board of Supervisors ordinance adopting the amendments to the BVHP Plan becomes effective); and (b) the time limit to repay indebtedness and receive property taxes for Zone 1 of Project Area B shall be 45 years from the 2024 Plan Amendment Date. Solely for the purpose of using property tax revenues generated from Zone 1 of the BVHP Project Area to fund Qualified Project Costs and other costs necessary to complete the enforceable obligations in the Shipyard Site, the time limits referenced in clauses (a) and (b) shall include an additional fifteen (15) years. The Navy has recently informed OCII that completion of remediation and conveyance of all portions of the Shipyard Site, excluding Parcel F, to Developer will occur between 2036-2038, including time needed for a Finding of Suitability for Transfer and associated conveyance documentation. Exhibit 1 is correspondence from the Navy attached relaying Navy schedule delays. This estimated delay (defined as the Anticipated Navy Delay in the Fourth Amendment) warrants an additional 15-year extension of the redevelopment timelines referenced in clauses (a) and (b) of this paragraph for purposes of funding, from Candlestick Site tax increment, redevelopment activities on the Shipyard Site and related tax increment financing; and,

WHEREAS, In connection with the development of the Shipyard Site, the Fourth Amendment establishes the following time limits: (a) the time limit for establishing loans, advances, and indebtedness shall be 30 years from the date of conveyance to the Developer all portions of the Shipyard Site required for the completion of development of the first Major Phase (as defined in the DDA) (defined as the “Initial HPS Transfer Date” in the DDA) plus an additional 15 years which represents the “Anticipated Navy Delay” as further described in the preceding paragraph, and (b) the time limit to repay indebtedness and receive property taxes for the Shipyard Site shall be 45 years from the Initial HPS Transfer Date plus an additional 15 years which represents the Anticipated Navy Delay; and,

WHEREAS, The Fourth Amendment would further clarify that Developer is required to provide Adequate Security only upon the transfer of real property from the Agency to Developer when Developer has not obtained an approved final subdivision map and has not provided improvement security to the City pursuant to the CP/HPS Subdivision Code; and,

WHEREAS, As part of the Fourth Amendment, the Parties to the DDA also propose conforming amendments to several of the plans included in the DDA as exhibits, including the Development Plan for the Non-Stadium Alternative, the Phasing Plan and Schedule of Performance, the Design Review and Document Approval Procedure (“DRDAP”), the Below-Market Rate Housing Plan, the Financing Plan, and the Transportation Plan (collectively, the “Amended Exhibits”); and,

WHEREAS, The Fourth Amendment revises the boundaries of the Major Phases for the Candlestick Site (but not the project area boundaries of the Candlestick Site), and increases the number of Major Phases at the Candlestick Site from three (3) Major Phases to seven (7) Major Phases. The Fourth Amendment maintains linkages between Developer’s build-out of Major Phases and Developer’s obligations to complete the parks, transportation and other infrastructure required for that build-out, and to deliver affordable housing parcels and other public benefits corresponding to that build-out. The updated Phasing Plan includes significant affordable housing as part of Major Phase 2, the next phase of development at Candlestick Point, which includes: AG 7, an Agency Lot that will provide approximately 60 Agency Affordable Units that were previously contemplated to be provided in a later phase; AG 6, which will provide approximately 57 market rate units plus three inclusionary units; Agency Lot 11a which will include 176 Agency Affordable Units; and Blocks 6a, 8a, and 9a which will include 340 market-rate units plus 39 inclusionary units. The updated Phasing Plan also contemplates advancing development of housing in future phases. Major Phase 4 will include portions of Alice Griffith that were part of former CP-05. The portion of former CP-05, which was intended to be developed after former CP-02-03-04, would include four residential lots. The proposed Major Phase 4 boundaries in the updated Phasing Plan, which is anticipated to follow Major Phases 2 and 3 (which includes former CP-02-03-04), will now include seven residential lots, four affordable lots and three market-rate lots with inclusionary housing; and,

WHEREAS, The Fourth Amendment would modify the Outside Dates for the Commencement and Completion of Infrastructure and Completion of Associated Public Benefits to address the updated development timeline and to align with the updated Phasing Plan; and,

WHEREAS, The Fourth Amendment would amend the Below-Market Rate Housing Plan (“**BMR Plan**”) included in the DDA to adjust the dates in the Cumulative Agency Subsidy schedule to reflect the delays facing the Project and the updated Schedule of Performance. As part of the advancement of development of more residential units in Major Phase 4 in connection with the portion of Alice Griffith that was part of former CP-05, the amendment to the BMR Plan would also adjust the timing for payment of the Agency Subsidy for the remaining thirty Alice Griffith Replacement Units and remaining associated Subsidized Agency Affordable Units and would amend the BMR Housing Map to convert AG 11 from a Stand-Alone Workforce Lot to a Market-Rate Lot and convert AG 17 from a Market-Rate Lot to a Stand-Alone Workforce Lot. The number of Workforce Units will remain the same; and,

WHEREAS, The Fourth Amendment would amend the Transportation Plan to modify the parking ratio for office and research and development uses at Candlestick Point to 2.0 spaces per 1,000 square feet for the first 1,700,000 square feet of office and research and development. Following the development of the first 1,700,000 square feet of office and research and development, the Developer will conduct a parking study to determine whether adjustments to the parking ratio are needed; and,

WHEREAS, Section 26.7 of the DDA (as amended by the Third Amendment) provides that if the Developer elects not to provide Adequate Security for the parks and open space identified in the Parks and Open Space Plan, Infrastructure Plan, Schedule of Performance, and Phasing Plan for the last Major Phase on the Candlestick Site and Shipyard Site (defined as “Final Public Improvements” in the DDA), then OCII may elect to sever any or all of such Final Public Improvements from the DDA and

shall design and construct the Final Public Improvements in the same manner and to the extent that Developer would have been obligated to construct such Final Public Improvements with the Agency retaining Candlestick Proceeds and/or Shipyard Proceeds available in the last major Phase for the sole purpose of completing the Final Public Improvements. The Fourth Amendment would delete Section 26.7 from the DDA, while leaving intact all of Developer’s obligations regarding park and open space development; and,

WHEREAS, The DDA, as amended, will benefit the taxing entities because it will increase the amount of revenues to the taxing entities by enhancing and promoting the development of the CP/HPS2 Project, facilitate the revitalization of the community and encourage further investment in the area, and generate employment opportunities throughout the CP/HPS2 Project area; and,

WHEREAS, The Fourth Amendment was presented to the Mayor’s Hunters Point Shipyard Citizens Advisory Committee Business & Employment, Housing and Planning subcommittee on May 16, 2024, and to its full Committee on June 17, 2024, and received its recommendation for approval; and,

WHEREAS, The Fourth Amendment was presented to the Commission at its regular meeting of September 3, 2024, and received approval (Resolution No. 27-2024); and,

WHEREAS, On September 3, 2024, the Commission adopted Resolution No. 22-2024, attached as Exhibit 2 to this Resolution, by which the Commission determined that analyses conducted and conclusions reached in the Final EIR (therein defined), together with further analysis provided in Addendum No. 1, Addendum No. 4, Addendum No. 5, Addendum No. 6, and Addendum No. 7 (which also recommends modifications to six adopted mitigation measures for reasons described in Addendum No. 7), remain valid and that the 2024 Actions, therein defined and including the Fourth Amendment, will not cause new significant impacts not identified in the Final EIR or substantially increase the severity of previously identified significant impacts, and no new mitigation measures will be necessary to reduce significant impacts, and therefore that no subsequent or supplemental environmental review is required beyond Addendum No. 7 to approve the 2024 Actions under 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 Oversight Board has reviewed and considered the information contained in the Final EIR and Addendum No. 1, Addendum No. 4, Addendum No. 5, Addendum No. 6, and Addendum No. 7; the statement of overriding considerations and mitigation monitoring and reporting program adopted by the Agency Commission in 2010; and Commission Resolution No. 22-2024. Copies of the environmental documents are available for review at <https://sfocii.org/projects/hunters-point-shipyard-candlestick-point-2/document-library> and are on file with the Secretary of the Oversight Board; and,

WHEREAS, Under Section 34181(e) of the Dissolution Law, the Oversight Board may approve amendments to the CP/HPS2 DDA if the Oversight Board finds that these amendments are in the best interests of the taxing entities; now, therefore, be it;

RESOLVED, That the Oversight Board hereby finds that the Fourth Amendment is included in the actions identified in Resolution No. 22-2024 for purposes of compliance with CEQA; and be it further

RESOLVED, That in Resolution No. 22-2024, adopted on September 3, 2024, the Commission adopted findings that various actions facilitating modification of the CP/HPS2 Project, including the Fourth Amendment, were in compliance with CEQA. Said findings are on file with the Board Secretary and are incorporated herein by reference. The Oversight Board has reviewed and considered said findings, agrees with them, and has determined that they are in furtherance of the actions contemplated in this Resolution, and adopts said findings as its own; and be it further

RESOLVED, That the Oversight Board finds and determines that the Fourth Amendment is in the best interests of the taxing entities because it will increase the amount of revenues to the taxing entities by enhancing and promoting the development of the CP/HPS2 Project, facilitate the revitalization of the community and encourage further investment in the area, and generate employment opportunities throughout the CP/HPS2 Project area; and be it further,

RESOLVED, That the Oversight Board approves the Fourth Amendment and Amended Exhibits substantially in the form lodged with the Board Secretary and provided to the Oversight Board with the materials accompanying this Resolution, subject to DOF review and approval as required under the Dissolution Law; and be it further

RESOLVED, That the Oversight Board authorizes the OCII Executive Director, to enter into the Fourth Amendment substantially in the form lodged with the Oversight Board Secretary and provided to the Oversight Board with the materials accompanying this Resolution, and prior to execution, 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 Fourth Amendment and Amended Exhibits, provided, however, such changes and steps do not diminish benefits to the taxing entities of the Fourth Amendment; and be it further

RESOLVED, That the Oversight Board authorizes the OCII Executive Director to take all actions as may be necessary or appropriate, in consultation with the City Attorney's Office and the Successor Agency's General Counsel, to effectuate the purpose of this Resolution.

I hereby certify that the foregoing resolution was adopted by the Oversight Board at its meeting of September 9, 2024.

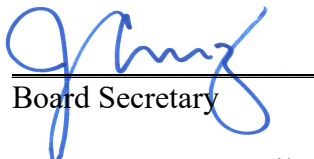
  
Board Secretary

EXHIBIT 1: Email correspondence from Danielle Janda to Office of Community Investment and Infrastructure dated July 30, 2024, with accompanying Attachment "Hunters Point Naval Shipyard" schedule dated 5/10/2024.

EXHIBIT 2: Resolution No. 22-2024 (Sep. 3, 2014) of the Successor Agency Commission, commonly known as the Commission on Community Investment and Infrastructure.

**From:** [Janda, Danielle L CIV USN \(USA\)](#)  
**To:** [Hussain, Lila \(CII\)](#)  
**Cc:** [Pound, Michael J CIV USN NAVFAC WASHINGTON DC \(USA\)](#); [Moss, Curtis M CIV USN \(USA\)](#)  
**Subject:** HPNS Updated FFS Schedule  
**Date:** Tuesday, July 30, 2024 12:33:07 PM  
**Attachments:** [REVISED TAB B HPNS Schedule Revised Final May 10 2024.pdf](#)

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Good Afternoon Lila,

In May, the Secretary of the Navy provided a letter to Speaker Emerita Pelosi that laid out our current schedule. In that letter we had updated the FFA schedule to account for the objects found in Parcels B and C.

I attached a modified version of the table. Will this work for your purposes of updating the FFA schedule? I don't want to do something different and risk mistakenly providing dates that do not match what we gave Speaker Emerita Pelosi.

V/r,

Danielle Janda  
Base Closure Manager  
NAVFAC HQ  
Navy BRAC PMO West  
33000 Nixie Way  
Bldg 50, 2nd Floor  
San Diego, CA 92147  
Phone: 619-524-5683



**COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE**

**RESOLUTION NO. 22-2024**

*Adopted September 3, 2024*

**ADOPTING FINDINGS, INCLUDING AMENDING ADOPTED MITIGATION MEASURES,  
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATED TO THE  
APPROVAL OF THE 2024 MODIFIED PROJECT VARIANT FOR THE CANDLESTICK POINT  
AND PHASE 2 OF THE HUNTERS POINT SHIPYARD DEVELOPMENT PROJECT;  
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. 0166-18; and,
- WHEREAS, On May 23, 2006, the Board of Supervisors amended the Bayview Hunters Point Redevelopment Plan (“**BVHP Plan**”) by Ordinance No. 113-06, and amended the BVHP Plan 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. 0167-18; and,
- WHEREAS, On June 3, 2010, the Former Agency Commission by Resolution No. 58-2010 and the San Francisco City Planning Commission by Motion No. 18096, acting as co-lead agencies, prepared and certified the Final Environmental Impact Report (“**FEIR**”) for the Candlestick Point Hunters Point Shipyard Phase 2 Project (“**Project**” or “**CP/HPS2 Project**”) 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, On the same date, the co-lead agencies adopted findings pursuant to CEQA (“**CEQA Findings**”) including without limitation findings regarding the alternatives, mitigation measures and significant environmental effects analyzed in the FEIR, a statement of overriding considerations and a mitigation monitoring and reporting program (“**MMRP**”), for the Project by Agency Commission Resolution No. 59-2010 and Planning Commission Motion No. 18097 and took various approval actions related to the Project. On July 14, 2010, the Board of Supervisors affirmed the certification of the FEIR by Resolution No. 347-010 and adopted CEQA Findings. The CEQA Findings are incorporated into this Resolution by this reference; 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, herein “**Successor Agency**” or “**OCII**”) is completing the enforceable obligations of the Former Agency with regard to the BVHP and HPS 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, Subsequent to the certification of the FEIR, the Commission, by Resolution No. 01-2014 on January 7, 2014, Resolution No. 13-2016 on March 15, 2016, Resolution No. 11-2018 on April 17, 2018, and Resolution No. 25-2019 on October 15, 2019, approved certain changes to the Project supported by Addendum No. 1, Addendum No. 4, Addendum No. 5, and Addendum No. 6, respectively. Successor Agency staff prepared each addendum in consultation with the San Francisco Planning Department and each addendum became part of the FEIR upon approval of Resolution No. 01-2014, Resolution No. 13-2016, Resolution No. 11-2018, and Resolution No. 25-2019, respectively; and,
- WHEREAS, Addendum No. 1 addressed changes to the schedules for implementation of transportation system improvements in the Transportation Plan, including the Transit Operating Plan, the Infrastructure Plan and other public benefits; and minor proposed revisions in two adopted mitigation measures, TR-16 Widen Harney Way, and UT-2 Auxiliary Water Supply System; and,
- WHEREAS, Addendum No. 4 addressed modifications to the approved Candlestick Point Design for Development, Schedule of Performance, the Candlestick Point Infrastructure Plan, the Candlestick Point Hunters Point Shipyard Phase II Transportation Plan, and proposed revisions to two adopted mitigation measures, TR-16 Widen Harney Way, and TR-23.1 Maintain the Proposed Headways of the 29-Sunset. (Addenda Nos. 2 and 3 analyzed proposed changes to the Project that are no longer being pursued); and,
- WHEREAS, Addendum No. 5 addressed a revised development program for Phase 2 of the HPS Plan Area, including amendments to the HPS Plan and BVHP Plan, a revised Hunters Point Shipyard Phase 2 Design for Development; a Third Amendment to the Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (the “**CP/HPS2 DDA**”), and conforming amendments to several of the plans included as attachments to the CP/HPS2 DDA; a Seventh Amendment to the Disposition and Development Agreement (Hunters Point Shipyard Phase 1), and proposed modification to Mitigation Measure TR-23.1, Maintain Proposed Headways of 4 the 29 Sunset, to ensure that transit travel times would be consistent with the FEIR, as well as revisions conforming or updating 16 previously adopted mitigation measures, including MM TR-16 (Widen Harney Way), MM UT-2 (Auxiliary Water Supply System), MM TR-17 (Transit Operating Plan), MM TR-VAR1 (Striping and turn lanes at Crisp and Palou Streets; Griffith

Street Parking), MMNO-2a (Pre-construction Assessment to Minimize Pile Driving Impacts), MM CP-2a (Archaeological Resources at Candlestick Point), MM GE-5a (Geotechnical Investigation for Liquefaction, Lateral Spreading and/or Settlement), MM HY-6a.1 (Regulatory Stormwater Requirements), MM HY-12a.1 (Finished Grade Elevations Above Base Flood Elevation), MM HY-12a.2 (Shoreline Improvements for Future Sea-Level Rise), MM HY-14 (Shoreline Improvements to Reduce Flood Risk), MM BI-19b.1 (Maintenance Dredging Work Windows during Operation of the Marina), MM BI-20a.1 (Lighting for Bird-Safe Buildings), MM BI-20a.2 (Bird-Safe Building Design), MM RE-2 (Phasing of Parkland Construction), MM UT-2 (Auxiliary Water Supply System), and MM GC-2 (Greenhouse Gas Emissions); and,

WHEREAS, Addendum No. 6 addressed modifications to the Candlestick Point Design for Development; an amendment to the approved Major Phase Application for Candlestick Point Major Phase 1 (as Major Phase 1 was delineated in the Major Phase Application) including the transfer of R&D/office uses from HPS2 to Candlestick Center and the internal conversion of certain non-residential uses in Candlestick Center; conforming revisions to the Candlestick Point Infrastructure Plan and CP/HPS2 Transportation Plan, and revisions to the Phasing Plan and Schedule of Performance for Candlestick Point; and modifications to five adopted mitigation measures, MM TR-16 (Widen Harney Way), MM CP-2a (Archaeological Resources at Candlestick Point), MM CP-3a (Paleontological Resources Monitoring and Mitigation Program), MM GE-5a Geotechnical Investigation for Liquefaction, Lateral Spreading and/or Settlement), and MM GC-2 (Greenhouse Gas Emissions); and,

WHEREAS, The Successor Agency now proposes to take several actions facilitating modifications to the CP/HPS2 Project, collectively the “**2024 Actions**,” comprised of amendments (“**Plan Amendments**”) to the HPS Plan and BVHP Plan, a revised Candlestick Point Phase 2 Design for Development; a First Amendment to the Tax Allocation Pledge Agreement. a Fourth Amendment to the Disposition and Development Agreement (Candlestick Point and Phase 2 of the Hunters Point Shipyard) (including all related binding plans and agreements attached to or referenced in the text thereof, the “**CP/HPS2 DDA**”) and conforming amendments to several of the plans included in the CP/HPS2 DDA, including the Development Plan, the Phasing Plan and Schedule of Performance, the Design Review and Document Approval Procedure (“**DRDAP**”), the Below-Market Rate Housing Plan, the Financing Plan, and the Transportation Plan (collectively, the “**Amended Plans**”); and,

WHEREAS, OCII, in consultation with the Planning Department, has prepared Addendum No. 7 to the FEIR, dated August 23, 2024. Addendum No. 7 evaluates the potential environmental effects of the 2024 Actions (referred to in Addendum No. 7 as the 2024 Modified Project Variant); and,

WHEREAS, Addendum No. 7 also recommends modifications to six adopted mitigation measures and the addition of one clarifying implementation measure for the reasons set out in Addendum No. 7 and as explained in Exhibit 1 to this Resolution; and,

WHEREAS, Addendum No. 7, prepared in compliance with CEQA, reflects the independent judgment and analysis of the Successor Agency and concludes that the 2024 Actions are within the scope of the Project analyzed in the FEIR and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the FEIR, for the reasons stated in the Addendum No. 7; and,

WHEREAS, In making the necessary findings for the proposed 2024 Actions, OCII considered Addendum 7 and the FEIR, and prepared necessary documents in support of Addendum No. 7, which documents it has made available for review by the Commission and the public, and these files are part of the record before the Commission. Copies of the FEIR, Addendum No. 7, and the supporting documentation to Addendum No. 7, are on file with the Commission Secretary and incorporated in this Resolution by this reference; and,

WHEREAS, Based on the analysis in Addendum No. 7, OCII concludes that the analyses conducted and the conclusions reached in the FEIR on June 3, 2010, remain valid and the proposed 2024 Actions, including the proposed amendments to the mitigation measures as specified above, will not cause new significant impacts not identified in the FEIR, or substantially increase the severity of previously identified significant impacts, and no new mitigation measures will be necessary to reduce significant impacts. Further, as described in Addendum No. 7, no Project changes have occurred, and no changes have occurred with respect to circumstances surrounding the proposed Project that will require major revisions of the FEIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects, and no new information has become available that shows that the Project will cause new or more severe significant environmental impacts. Therefore, no subsequent or supplemental environmental review is required under CEQA beyond Addendum No. 7 to approve the 2024 Actions; and,

RESOLVED, That the Commission has reviewed and considered the FEIR, the CEQA Findings that were previously adopted by the Agency Commission, including the statement of overriding considerations and mitigation monitoring and reporting program, Addendum No. 7, the findings as set forth in Addendum No. 7, the findings related to amendments to adopted mitigation measures set out in Exhibit 1 to this Resolution, and the supporting documentation in OCII's files related to Addendum No. 7. The Commission adopts the CEQA Findings as its own, the Addendum No. 7 findings, the findings in Exhibit 1 to this Resolution, and adopts the amendments to the six mitigation measures as proposed by Addendum No. 7 and identified in Exhibit 1; and be it further

RESOLVED, That Commission finds and determines that the Project as modified by the 2024 Actions is within the scope of the Project analyzed in the FEIR and require no further environmental review beyond the FEIR pursuant to CEQA and the CEQA Guidelines Section 15180, 15162, and 15163 for the following reasons:

- (1) implementation of the 2024 Actions does not require major revisions in the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and,
- (2) no substantial changes have occurred with respect to the circumstances under which the actions analyzed in the FEIR will be undertaken that would require major revisions to the FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FEIR; and,
- (3) no new information of substantial importance to the actions analyzed in the FEIR has become available which would indicate that (A) the Project as modified by the 2024 Actions will have significant effects not discussed in the FEIR; (B) significant environmental effects will be substantially more severe; (C) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (D) mitigation measures or alternatives, which are considerably different from those in the FEIR, will substantially reduce one or more significant effects on the environment.

I hereby certify that the foregoing resolution was adopted by the Successor Agency Commission at its meeting of September 3, 2024.

  
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Commission Secretary

EXHIBIT 1: 2024 Modified Project Variant CEQA Findings

**EXHIBIT 1**  
**COMMISSION RESOLUTION NO. 22-2024**  
**2024 MODIFIED PROJECT VARIANT CEQA FINDINGS**

**FINDINGS RELATED TO PROPOSED CHANGES TO CP-HPS2 MITIGATION  
MEASURES; IMPLEMENTATION MEASURE**

September 3, 2024

**MM AQ-2.1: Clean Off-Road Construction Equipment.**

**Reason for Changes in Mitigation Measure:** Existing MM AQ-2.1 and MM AQ-2.2 required construction equipment to use USEPA Tier 2 Equipment with California ARB Level 3 VDECS for particulate matter control, immediately for construction at Alice Griffith parcels (MM AQ-2.2) and with a phase-in provision elsewhere (MM AQ-2.1). Because the phase-in period has passed, eliminating the distinction between Alice Griffith and other Project areas, and because recommendations for construction equipment emissions reduction have become more stringent since 2010, all mitigation requirements would be included in a revised MM AQ-2.1, which would apply throughout the Project, and MM AQ-2.2 would be deleted.

**Mitigation Measure MM AQ-2.1:** ~~Implement Emission Control Device Installation on Construction.~~ To reduce DPM emissions during Project construction, the Project Applicant shall require construction equipment used for the Project to utilize emission control technology such that 50% of the fleet will meet USEPA Tier 2 standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) during the first two years of construction activities, increasing to 75% of the fleet in the third year and 100% of the fleet starting in the fourth year and for the duration of the Project.

**Clean Off-Road Construction Equipment.** The Project Sponsor shall comply with the following:

1. Engine Requirements. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the duration of construction shall meet the following requirements:
  - a. All portable engines, such as generators, shall be electric. If grid electricity is not available, propane or natural gas generators shall be used if feasible.
  - b. Electric engines shall be used for all equipment that is readily available as plug-in or battery-electric equipment, to the maximum extent feasible during each construction phase and activity. Portable equipment shall be powered by grid electricity if available. Electric equipment may include, but is not limited to, concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, and cement and mortar mixers, pressure washers, and pumps.

- c. Engines that cannot be electrically powered must meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (air board) Tier 4 Final off-road emission standards, except as provided for below. Exceptions to the requirement for engines that meet Tier 4 Final emission standards shall include only selected pieces of specialty equipment specified below, for which such engines may not be available at the start of a construction phase requiring that equipment. Exceptions may be granted for certain pieces of equipment; examples include bore/drill rigs required for grading/shoring/excavation and for cranes required for building construction. To qualify for an exception, the Project Applicant shall provide the Environmental Review Officer (ERO) with evidence supporting its conclusion that equipment meeting Tier 4 standards is not commercially available and shall use the next cleanest piece of off-road equipment.
- d. Engines shall be fueled with alternative fuels, including natural gas, propane, hydrogen fuel cell, and electricity, as commercially available and to the maximum extent feasible during each construction phase and activity.
- e. Any other best technology available in the future may be included in the construction emissions minimization plan as substitutions for the above items a–d, provided that the Project Applicant submits documentation to the planning department demonstrating that (1) the technology would result in comparable emissions reductions and (2) it would not increase other pollutant emissions or exacerbate other impacts, such as noise. This may include new alternative fuels or engine technology for off-road equipment (such as electric or hydrogen fuel cell equipment) that is not available as of 2024.
- f. The Project Applicant shall require the idling time for off-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road equipment. Documentation shall be provided to equipment operators in multiple languages (e.g., English, Spanish, Chinese) to remind operators of the 2-minute idling limit. If the majority of the Project Applicant’s construction staff speak a language other than these, then the documentation shall be provided in that language as well.
- g. The Project Applicant shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

## 2. Waivers.

- a. The ERO may waive the electric engine requirement of above items 1.a and 1.b if electric power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for onsite power generation meets the requirements of items 1.c and 1.d.
- b. The ERO may waive the equipment requirements of item 1.c if: (1) the contractor does not have the required type of equipment within its current available inventory and has ordered such equipment at least 60 days in

advance and has made a good faith effort to lease or rent such equipment but it is not available; (2) a particular piece of Tier 4 final off-road equipment is technically or financially infeasible; (3) the equipment would not produce desired emissions reduction due to expected operating modes; or (4) there is a compelling emergency need to use off-road equipment that is not Tier 4 Final compliant. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment that is commercially available, or another alternative that results in comparable reductions of ROG and DPM emissions.

- c. The ERO may waive the alternative fuel requirements of item 1.d if alternative fuels are not commercially available or the use of alternative fuels would negatively affect construction performance, void equipment warranties, or result in additional DPM emissions compared to traditional fuels. For purposes of this mitigation measure, “not commercially available” is defined as either: (1) not being used for other large-scale construction projects in the Bay Area occurring at the same time; (2) not obtainable without significant delays to critical-path timing of construction; or (3) not available within the larger Bay Area region.

The Project Applicant must provide sufficient documentation to the ERO when seeking any waiver described above.

3. Construction Emissions Minimization Plan. Before starting onsite construction activities, the Project Applicant shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the contractor will meet the requirements of item 1.
- a. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, expected fuel type (e.g., diesel, gasoline, electric, propane, natural gas), and hours of operation.
- b. The Project Applicant shall make the Plan available to the public for review onsite during working hours. The contractor shall post a notice summarizing the Plan. The notice shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Project Applicant shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
4. Reporting. After start of construction activities, the Project Applicant shall submit reports every year to the ERO documenting compliance with the Plan. After completion of construction activities, the Project Applicant shall submit to the ERO a final report summarizing construction activities, including the start and



end dates and duration of each construction phase, and the specific information required in the Plan.

The annual reports shall also include documentation supporting the use of waivers if the engine requirements of items 1.a, 1.b, 1.c, and/or 1.d cannot be met.

Within six months of the completion of construction activities, the Project Applicant shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in item 3.a.

5. Certification Statement and Onsite Requirements. Prior to commencing construction activities, the Project Applicant shall certify that all applicable requirements of the Plan have been incorporated into contract specifications.

### **MM AQ-2.2: Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels.**

**Reason for Changes in Mitigation Measure:** See explanation for changes in MM AQ-2.1 above.

~~MM AQ-2.2 Implement Accelerated Emission Control Device Installation on Construction Equipment Used for Alice Griffith Parcels. In addition to mitigation measure MM AQ-2.1, in order to minimize the potential impacts to residents living in Alice Griffith from the construction activities in that area, the Project Applicant will require that all construction equipment used in the Alice Griffith parcels (CP01 through CP06) utilize equipment which meets the USEPA Tier 2 standards outfitted with California ARB Level 3 VDECS (Verified Diesel Emission Control Strategies) for particulate matter control (or equivalent) throughout the entire duration of construction activities on those parcels.~~

### **MM AQ-6.1**

**Reason for Addition to Mitigation Measure:** The 2010 EIR's analysis of health impacts of potential TAC emissions from R&D operations included only HPS and distinguished between parcels smaller or larger than one acre. The analysis in Addendum 7 of the same impacts at CP applies current methodology and does not distinguish between parcels smaller or larger than one acre. Accordingly, MM AQ-6.1 would be revised to clarify that it applies only at HPS.

**MM AQ-6.1** If a facility in HPS with sources of TAC emission wishes to locate on a plot size smaller than 1 acre, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds of a residential cancer risk of 10 in one million and a chronic noncancer HI of 1.0 to be exceeded at the nearest residential locations.

## MM AQ 6.2

**Reason for Additions to Mitigation Measure:** See explanation for addition to MM AQ-6.1 above.

**MM AQ-6.2** Each facility in HPS with sources of TAC emissions shall limit its emissions such that residential cancer risk and chronic non-cancer hazard index evaluated at the facility boundary do not exceed 10 in one million or 1.0, respectively. If these thresholds are exceeded at the boundary, an analysis will be required to show the facility, in conjunction with all other TAC emitting facilities in the R&D areas, will not cause these thresholds to be exceeded at the nearest residential locations.

### Addition of AQ-6.3a and 6.3b

**Reason for Supplementation of Mitigation Measure:** The 2024 Modified Project Variant would allow R&D facilities within the proposed CP Innovation District. New analysis of potential health impacts due to any TAC emissions from such facilities was performed for Addendum 7, enabling formulation of more detailed CP-specific mitigation measures.

**MM AQ-6.3a** Each R&D facility with sources of TAC emissions (TAC-emitting R&D facility) that is proposed in the CP Innovation District, which is the area bounded by Ingerson Avenue, Harney Way and Jamestown Avenue, shall be required to show that the facility, in conjunction with all other existing or approved TAC-emitting R&D facilities in the Innovation District, will not cause the thresholds of a residential cancer risk of 10 in one million or a chronic noncancer HI of 1.0 to be exceeded at planned CP residential locations outside the CP Innovation District or any previously approved residential use within the CP Innovation District.

If the analysis based on emissions from TAC-emitting R&D facilities shows health impacts in excess of the significance threshold to residents, health impacts shall be reduced until the TAC-emitting facilities would not cause these thresholds of a residential cancer risk of 10 in one million and a chronic noncancer HI of 1.0 to be exceeded at residential locations. Activities to reduce estimated impacts from a proposed TAC-emitting R&D facility may include, but are not limited to, reducing TAC emissions by reducing solvent use or hours of operation, siting exhaust locations further away from existing or planned residences, implementing additional filtration of TAC emissions, and/or relocating the TAC-emitting facility.

**MM AQ-6.3b** If a residential use is proposed within the CP Innovation District after one or more TAC-emitting R&D facility has been approved, the residential proposal shall be required to show that the TAC-emitting R&D facilities will not cause the thresholds of a residential cancer risk of 10 in one million or a chronic noncancer HI of 1.0 to be exceeded at the proposed residential use.

Activities to reduce estimated impacts when a residential use is proposed may include, but are not limited to, restrictions on emissions from future TAC-emitting R&D facility operations or locations, or relocation of the proposed residential land use.

**MM TR-16 Widen Harney Way as shown in Figures 7A and 7B in the Analysis of Transportation Effects included as Appendix C of Addendum 6.**

**Reason for Changes in Mitigation Measure:** MM TR-16 has been changed to reflect the elimination of Sub-Phase boundaries and the Sub-Phase process. The reference to former Sub-Phase CP-02 in MM TR-16 is replaced with Candlestick Center, which encompasses the area formerly referred to as Sub-Phase CP-02.

**MM TR-16 Widen Harney Way as shown in Figures 7A and 7B in the Analysis of Transportation Effects included as Appendix C of Addendum 6.** The Project Applicant shall widen Harney Way as shown in Figures 7A and 7B in the Transportation Study with the modification to include a two-way cycle track, on the southern portion of the project right-of-way. 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 Center ~~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 which coincides with construction of CP 07, as outlined in the transit improvement implementation schedule identified in Addendum 1, based on the alignment recommendations from an ongoing feasibility study conducted by the San Francisco County Transportation Authority.

Prior to the issuance of grading permits for Candlestick Point Major Phases 2 and 3, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figures 7A and 7B in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.

**MM RE-2 Phasing of parkland with respect to residential and/or employment-generating uses.**

**Reason for Changes in Mitigation Measure:** MM RE-2 has been changed to reflect the elimination of Sub-Phase boundaries and the Sub-Phase process. The reference to sub-phases has been removed from MM RE-2.

**MM RE-2 Phasing of parkland with respect to residential and/or employment-generating uses.** Development of the Project and associated parkland shall ensure that within each phase ~~or sub-phase~~, parks and population increase substantially concurrently and development shall be scheduled such that adequate parkland is constructed and operational when residential and employment-generating uses are occupied. The following standards shall be met:

No project development shall be granted a temporary certificate of occupancy if the City determines that the new population associated with that development would result in a parkland-to-population ratio within the Project site lower than 5.5 acres per 1,000 residents/population, as calculated by the Agency.

For the purposes of this mitigation measure, in order for a park to be considered in the parkland-to-population ratio, the Agency must determine that within 12 months of the issuance of the temporary certificate of occupancy, it will be fully constructed and operational, and, if applicable, operation and maintenance funding will be provided to the Agency.

**Clarifying Implementation Measure:** In addition to the mitigation measure amendments described above, Addendum 7 includes the following to document how Noise Ordinance section 2909, governing noise from fixed-location noise sources, is implemented:

#### **Noise Ordinance Section 2909 Implementation Measure**

At schematic design, the Lead Agency shall require, as a condition of approval, that compliance with Noise Ordinance section 2909 is demonstrated for each building.