

**MINUTES OF A REGULAR MEETING OF THE  
OVERSIGHT BOARD OF THE CITY AND  
COUNTY OF SAN FRANCISCO HELD ON THE  
9TH DAY OF SEPTEMBER 2024**

The members of the Oversight Board of the City and County of San Francisco met in a regular meeting in person at 11:00 a.m. on the 9th day of September 2024 at City Hall, Room 416, 1 Dr Carlton B. Goodlett Place, San Francisco, CA 94102

**The Oversight Board will convene hybrid meetings that will allow in-person attendance, remote access, and public comment via teleconference. Members of the public may provide public comment in-person at the notified location or remotely via teleconference (detailed instructions available at: <https://sfocii.org/remote-meeting-information>). Members of the public may also submit their comments by email to: [commissionsecretary.ocii@sfgov.org](mailto:commissionsecretary.ocii@sfgov.org); all comments received will be made a part of the official record.**

**WATCH ON WEBEX: <https://bit.ly/4efSDOD> (Stream will go live 5 minutes before the event) ENTER NAME, EMAIL ADDRESS**

**ENTER PASSWORD: obpublic**

**[Instructions for watching livestream: <https://bit.ly/3ZdRqk5> ]**

**[Instructions for providing public comment: <https://bit.ly/3vyFJqw>]**

**TO LISTEN TO THE LIVE MEETING OR TO PROVIDE PUBLIC COMMENT:**

**DIAL: 1-415-655-0001 ENTER ACCESS CODE: 2662 472 7529 PRESS #, then PRESS # again to enter the call. When prompted, press \*3 to submit your request to speak.**

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order by Chair Van Degna at 11:05 a.m.

Roll call was taken.

Board member Moses Corrette - present

Board member Licinia Iberri - absent

Board member Janice Li - present

Board member Shanell Williams – absent

Vice-Chair Lydia Ely - present

Chair Anna Van Degna - present

Board members Iberri and Williams were absent. All other Board members were present. It was noted that the seat for the City and County of San Francisco was still vacant.

Chair Van Degna read the obligatory land statement.

**2. APPROVAL OF MINUTES – Special Meeting of May 30, 2024**

**PUBLIC COMMENT - None**

Board member Corrette had a correction to page 8, 4<sup>th</sup> line which read “my family” and should have read “my ex-husband’s family”.

Board member Corrette motioned to move Item 2 and it was seconded by Vice-Chair Ely.

Voice vote was taken for Item 2.

Board member Corrette - yes  
Board member Iberri - absent  
Board member Li - yes  
Board member Williams - absent  
Vice-Chair Ely - yes  
Chair Van Degna - yes

**ADOPTION:** IT WAS VOTED BY FOUR BOARD MEMBERS WITH TWO ABSENCES THAT APPROVAL OF MINUTES FOR THE SPECIAL MEETING OF MAY 30, 2024, BE ADOPTED.

**3. ANNOUNCEMENTS**

- A. The next scheduled Board meeting will be a regular meeting held in person at City Hall on Tuesday, September 24, 2024 at 2:00 p.m.
  
- B. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting:  
Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
  
- B. Announcement of Time Allotment for Public Comments:  
Please be advised a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Board adopts a shorter period on any item. We recommend that members of the public who are attending the meeting in person fill out a “Speaker Card” and submit the completed card to the Board Secretary. All dial-in participants from the public will be instructed to call a toll-free number and use their touch-tone phones to register any desire to provide public comment. Audio prompts will signal to dial-in participants when their audio input has been enabled for commenting.

**DIAL:** 1-415-655-0001      **ENTER ACCESS CODE:** 2662 472 7520  
**PRESS #, then PRESS # again to enter the call. Press \*3 to submit your request to speak.**

**4. CONSENT AGENDA - None**

**5. REGULAR AGENDA**

**Agenda Item Nos. 5(A) and 5(B) related to the Hunters Point Shipyard and Bayview Hunters Point Redevelopment Project Areas were presented together but acted on separately**

- A. 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 (Discussion and Action) (Resolution No. 03-2024)
- B. Adopting findings pursuant to the Environmental Quality Act; Authorizing the Executive Director to execute a First Amendment to the Tax Allocation Pledge Agreement between the Agency and the City and County of San Francisco for the development of Candlestick Point and Phase 2 of the Hunters Point Shipyard; Bayview Hunters Point and Hunters Point Shipyard Redevelopment Project Areas (Discussion and Action) (Resolution No. 04-2024)

Presenters: Executive Director, Thor Kaslofsky; Lila Hussain, Senior Project Manager; Amy Herman, Principal, ALH Urban & Regional Economics; LaShon Walker, Vice President Community Affairs, FivePoint; Dr. Carolyn Ransom-Scott, OCII Commissioner

Vice-Chair Ely referred to the Research & Development (R&D) space being moved from the Shipyard to Candlestick and inquired about what would happen to that space the Shipyard and whether something else would be moved over to fill that space.

Ms. Hussain responded that there would still be a significant amount of R&D that would remain. She added that a different type of use could be determined for that space in the future but there would still be 2 million sq. ft. remaining at the Shipyard.

Executive Director Kaslofsky added that the 2010 approval had about 3 million sq. ft., so this was a modest reduction from what was originally approved. It was upsized subsequently by Candlestick Prop M that authorized the office space there.

Vice-Chair Ely referred to page 14 which showed that 2 million sq. ft. was moving from one site to another, and inquired about whether, since there would be new totals for the Shipyard and Candlestick, they would now be different as a result.

Executive Director Kaslofsky added that there would be no net increase.

Vice-Chair Ely stated that given the move of the 2 million sq. ft., there was no hole and there was the same total in the aggregate and asked for confirmation that no new uses would be implemented at the Shipyard as a result.

Executive Director Kaslofsky confirmed that statement. He added that due to the Navy delays, they were looking at 2038 for the complete clean-up date of the Shipyard site. He explained that there would be a number of years to assess what they needed to do. The 2010 original approval of the amounts with a slight reduction might remain, but they did not have to make that decision now because that land would not be available to OCII for many years.

Board member Li thanked staff for the presentation and acknowledged that this work had been going on for many years. While staff were appropriately paid for their work, she recognized that many community members who had been working on this project for many years were not paid, but rather worked out of care and pride for their community. She thanked them for their dedication to this project. Ms. Li reminded the Board and the public that the actions taken by the Oversight Board were in the best interests of the taxing entities. She was elected to the Bay Area Rapid Transit (BART) Board in 2018 and had been serving the west side of San Francisco since then, so she would also be thinking about BART's interest in this. She inquired about whether there was a timeline for splitting the original three major phases into new major phases.

Ms. Hussain responded in the affirmative and added that the information was contained in the documents under the Schedule of Performance, which was included in a previous presentation. She explained that the Scheduled Performance document contained the time limits and time ranges for horizontal infrastructure for the different phases. Ms. Hussain explained that it was the standard that the time limits of the infrastructure would be completed with the understanding that usually within one to two years after horizontals were completed, they would be completing vertical. She added that on average phases ran about five years and that some of them could run longer.

Board member Li referred to SB 143 and stated that it was her understanding from this that the revenues being generated at Candlestick Park could now also be used for this sort of modified Shipyard. She inquired about how they would be able to ensure that those revenues generated at Candlestick, which would be shifting to the Shipyard, were not cannibalizing the funds that the Candlestick development might need in the future, even if that future development was pushed back due to other things.

Executive Director Kaslofsky responded that essentially what SB 143 did was to merge financially the revenues and the costs. It would be as if there were now two mega blocks of projects where tax increment was being generated from both, and costs for each area were eligible for the increments. He explained that, as a result, OCII had created a new single bonded indebtedness limit and the costs could be used in any one of the areas. Obviously, the only immediate future increment was at Candlestick. For the record, Mr. Kaslofsky clarified that the Navy was legally and financially responsible for the cleanup and that they were conducting the cleanup. So no costs related to the cleanup would be used from these funds. He reported that, in the future, when there was a site at the Shipyard, they would have more increment available because in several years from now, the project would be developed much further. He explained that it was up to OCII when it received major phase approvals to create a development proposal for a specific geographic area or several blocks, and it would be at that point that the costs would be better known for that particular project. He added that the developer was on current costs today, so OCII would be reimbursing them. There was a process in the acquisition agreement that had a process for SF Department of Public Works (DPW) to look

at, review, and essentially audit those costs along with OCII. He added that OCII would always be scrutinizing them for their appropriateness.

Board member Li responded that given infinite time, it was possible that all projects would eventually be feasible. When enough revenues came in, the project would be right-sized downward if revenues were not high enough. She referred to Slide 27, where it listed the changes to the financing plan. It stated that the changes to the financing plan would increase the project's feasibility and inquired about how OCII was defining feasibility. She inquired about whether that feasibility would be increasing with those changes.

Ms. Hussain responded that allowing the time limits to extend allowed for certainty for this project to continue because the actual build-out would be feasible. If the time limits were not changed, it would not be possible to build out this amount of development in the time period set by those time limits. In terms of feasibility, regarding using revenues from Candlestick into the Shipyard, when the Shipyard was ready to get started, there would be revenues from Bayview Hunter's Point (BVHP) to support those early phases of the Shipyard, which they expected to be equally very costly because they would be laying out the backbone infrastructure. So having this type of flow between funds would allow that project to be more feasible.

Executive Director Kaslofsky added that the time to issue debt would expire in two years at Candlestick. So they would not be able to actually do the project at all. Therefore, the immediate feasibility question would be answered by the extension of time. Also, costs were being incurred as early as 2010 by the developer and they have only been reimbursed to date for approximately \$7 million from the available tax increments. Mr. Kaslofsky was not sure what the investment return would be on holding that number of millions of dollars and waiting for reimbursement in ten years or five years from now. He was not sure if that would be considered a great investment or not, but it would be more feasible than it once was with this longer time frame.

Board member Li inquired about whether anyone from the San Francisco Municipal Transportation Agency (SFMTA) was present at the meeting to talk about the transportation plan.

Ms. Hussain responded in the negative, but added that she was very familiar with the plan.

Board member Li stated that she had reviewed the transportation plan and one of her main concerns was that there were no improved connections over to BART and wanted to hear what else was being done. She pointed out that it was about a 10-minute drive to Balboa Park from Candlestick Point, and that on San Francisco Municipal Railway (Muni), the only current bus available, the 29, it would take over 30 minutes. She stated that she was on the BART Board. Ms. Li was pleased to see CPX (Candlestick Point Express) and HPX (Hunter's Point Express) being added for faster downtown connections because Candlestick was quite far from downtown. However, Ms. Li still felt there was a need to put more attention put on the East-West connections because end to end, the 29 was a really long bus ride and served schools, Stonestown, and the East-West connection over to Candlestick and she expressed concern over reliance on the 29 to create that East-West connection. She added that even for the Chase Center and the Mission Bay (MB) build-out, there was a 55-bus added as the East-West connection was taking place along with improvements in the T and the bus line. She stated that everything in the plan looked good, including the economic development, the

housing, and the commercial innovations, but there needed to be a harder connection to BART for regional access to jobs, schools, etc.

Ms. Hussain responded that even since the plan was adopted, MTA was doing some of their own internal planning in terms of the lines that served the Southeast area. She reported that the MTA had just recently completed a community-based transportation plan for District 10 (D10), which made them reevaluate many of the routes that originally went into the transportation plan. She recognized that CPX was probably the only service providing these connections, but she believed more planning work would be taking place as this project was built out to make better connections from the site to major transit hubs that had not fully occurred. Ms. Hussain assured the Board that OCII would essentially be updating the transportation plan to keep up with changes at the MTA.

Board member Li recommended that OCII reach out to BART and include BART. She stated that she respected the work that SFMTA was doing, but it did not have the regional lens and the regional connections which this new neighborhood needed, besides that fact that people were already living there. Ms. Li added that as more folks were moving in there, they needed those regional connections.

Board member Corrette thanked fellow board members for their questions. He also thanked members of the public for coming out that day. He claimed he had never seen so many people in that room during Board hearings and that this was his second term. He thanked OCII staff for the presentation and the Citizens Advisory Committee (CAC) and FivePoint for continuing conversations while shovels were not shoveling. Mr. Corrette considered this to be a much-improved plan and stated that the longer they had time to talk and plan, the better that plan would become. He pointed out that they had the two sides of the project, which was now to be joined, with one becoming less dense and one becoming denser. From a taxing entity perspective, Mr. Corrette inquired about whether the Environmental Impact Report (EIR) would be permissive enough in the future to be able to build back some of the density of whatever uses might be appropriate at some future date, so that they would have an increased tax base on both sides.

Executive Director Kaslofsky responded that there had been those kinds of questions at the (September 3) OCII meeting about capacity under the environmental review. Similar to early remarks about the Shipyard in the future, he stipulated that additional environmental analysis would have to be done to increase what was at the Shipyard or if they were to increase housing at Candlestick today, as some people had requested. He explained that this was something they could evaluate over time and if there was capacity at the Shipyard site for additional development and of that was what the City indicated it needed, and the agency was able to implement it, OCII would begin looking at that, starting with community dialogue with the CAC and others.

Board member Corrette stated his other two questions were not within the realm of this body, but he had been thinking about the nerdy side of infrastructure. He pointed out that in this issue they were creating two brand new neighborhoods of mixed-use things. One of the big infrastructure things that would be created in this situation was the sewer system. He explained that in most of San Francisco there was a unified sewer system where runoff from rain and what got flushed down the toilet went in the same place. Then it all got treated.

Ms. Hussain stated that separated sewer systems were required to no longer be part of the combined sewer system of the City. She explained that part of the build-out was to create these separated systems and to also create more outfall capacity for stormwater runoff, because there was a lot of runoff at Candlestick. She speculated that even with raising grades, there would still be runoff and there would have to be collection systems to handle it. Ms. Hussain reported that OCII had worked with the Public Utilities Commission (PUC) on the infrastructure plan to update it to more current standards, which was why there was the old Alice system, which still connected to the combined system, and then moving eastward, there would be a different system. She explained that this was a requirement of the project.

Chair Van Degna thanked staff for the detailed presentation. She referred to Slide 11 regarding the time limits and wanted to make sure she understood them. The top table had the BVHP/Candlestick point table, and then below it was the Hunter's Point Shipyard (HPS) table and clarified that this was for incurring debt and for effectiveness. She inquired about whether that would be then in addition or 45 years after this DDA (Disposition and Development Agreement) amendment, so assuming that is in 2025, then 2065.

Ms. Hussain responded in the affirmative.

Chair Van Degna inquired about whether that meant then to repay indebtedness would be an additional 20 years, like in 2085.

Ms. Hussain responded in the affirmative.

Chair Van Degna referred to the Shipyard and inquired about how those dates related, given that they were cross collateralized.

Ms. Hussain responded that for the Shipyard, it would be 30 years from a date that had not occurred yet. So, essentially, 30 years from when the Navy had conveyed all of the Phase two Navy parcels essentially required for the completion of the first major phase of the Shipyard, which was defined as the initial Shipyard transfer term. So that time, which had not started yet, plus an additional 15 years because there had been delays by the Navy based on the schedule.

Executive Director Kaslofsky responded that in redevelopment law, there was a special provision for military bases stating that the planned life would not start until the first \$100,000 of increment had been collected, so under that concept, there was no end date. He explained that OCII had taken that concept and instead of using the dollar amount, because that occurred in 2013, and indicated that they did not know when exactly they would be getting the land because all they had was the Navy schedule. So that whenever that first major phase started and whenever OCII got all that property would be when the term of the plan would begin, and then the timelines would kick in. He added that those dates would be more certain. It was just the start date that was uncertain. He reiterated that for bonding and for plan effectiveness it would start essentially 30 years from the transfer of the land in that first so-called major phase, and then 45 years to repay the debt associated with it.

Chair Van Degna inquired about whether it was 30 years plus an additional 15 or whether that additional 15 years was just assumed based on the timing of the transfer.

Executive Director Kaslofsky responded in the negative and added that there was an additional 15 for what they were calling the anticipated Navy delay, because in terms of the schedule today, it would be least 15 years away. He explained that they needed the tax increment from Candlestick to support the early phases of the Shipyard, because a significant amount of investment would be needed, and if they relied only on the Shipyard increment, it would be very slow going and they would have virtually no money to pay for anything. He explained that since they were starting over, they would need a small portion of the tail-end of the Candlestick increment to pay for the beginning stages of the Shipyard. He did not anticipate needing 45 years to develop the entirety of the Shipyard, but it was complicated because of the uncertainty with the Navy involvement. OCII just wanted to make sure they were not left with no financing tools to develop a Super Fund site on a former military base in San Francisco.

Chair Van Degna referred to page 32 regarding the economic impact. She inquired about whether that was just for Candlestick or for Candlestick and the Shipyard.

Ms. Hussain responded that it was just for Candlestick.

Chair Van Degna inquired about whether there would be an updated economic impact report done for the Shipyard at some point.

Ms. Hussain responded that they did have one from 2018, but it was based on more square footage there. However, she stated that when they moved forward, they would do an updated output analysis.

Chair Van Degna stated she was curious because for the overall project, it looked like this was definitely generating a positive fiscal impact for Candlestick. She inquired about whether, by moving the 2 million sq. ft. over, that would put the Shipyard in a place where it could no longer move forward. She presumed that if the timelines aligned and there was still an ability to share increment, that might not be an issue, but was interested in knowing if the Shipyard project was still likely feasible with that shift.

Executive Director Kaslofsky responded that they could look into that more and have follow up with the team who prepared the fiscal impact report to potentially produce a study related to that and return back it to the Board or distribute that to the Board later.

Chair Van Degna referred to the infrastructure being funded, in terms of the long-term maintenance, and inquired about whether the Community Facilities District (CFD) would be used for that or were there other plans.

Ms. Hussain responded that in this project, all the roads, all the sewer systems, the lights and so forth would get built out, and then would be dedicated to the City. She explained that, after the improvements were completed and signed off by the DPW and other entities, this would be dedicated through a Board process back to the City. There were other things that would remain for the CFD maintenance and cost, such as the open spaces and other related items, such as artwork or facilities within those open spaces. Ms. Hussain reported that all the public roads would go back to the City, not only because there was Bus Rapid Transit (BRT) there, but because these could not be



private roads since all the utility systems ran through them. They would all go back to the City, and the developer would build them per City standards.

Chair Van Degna inquired about whether those added costs would be part of the fiscal impact analysis that was done which would look at just the impact of the entire project.

Executive Director Kaslofsky responded that the fiscal impact study did not review CFD costs. He explained that it looked at the tax sources--sales tax and property taxes attributable to the necessary City services to work with the project. The CFD maintenance would not be a factor. That was more about transit and police services related to the area.

Chair Van Degna specified that she meant that the roads and the sewers and whatever long-term maintenance commitment there was, represented a cost that would then be there for the City that would not have been there previously. She inquired about whether that would be incorporated in the physical impact. She acknowledged that this was very technical and that her question was more out of curiosity.

Ms. Hussain deferred to Ms. Herman for more detail on this topic.

Ms. Herman responded that the fiscal impact study for Candlestick did include a category for public works and what was listed under there was maintenance of roadways, including street sweeping, routine maintenance, sidewalks striping and signage, resurfacing reconstruction, etc., so that would definitely be a major category of expenditures that was examined in the study.

Chair Van Degna thanked staff again for the incredibly detailed presentation.

Vice-Chair Ely referred back to the issue of moving 2 million sq. ft. from one project to another and the question of whether in the future they could densify at the Shipyard to make that up, understanding that this would reopen CEQA (The California Environmental Quality Act). She inquired about what CEQA actions they were approving at this meeting and whether they were approving the 2 million specifically or whether it was something more general than that.

Ms. Hussain responded that the addendum to the EIR analyzed the movement of the square footage as well as the height increases and then went through all the chapters of the environmental impact report to figure out what that actually meant. She explained that this was what the EIR analysis was doing in terms of the unit shifts between the two height increases. To Executive Director Kaslofsky's point, Ms. Hussain explained that evaluating into the future could trigger another addenda analysis or something more significant depending on what the findings were. She surmised that this would analyze another maximum capacity at the Shipyard to see how that would affect mitigation measures, and if it was past a certain tipping point, it could trigger a new EIR. However, with the Navy parcels being pretty far out, she explained that this was not something they felt they could take on right now, because of the uncertainty with the schedules. However, they were certain about what they had currently, so they analyzed this proposal.

Executive Director Kaslofsky asked for permission for Dr. Ransom-Scott to make some remarks on behalf of OCII.

Dr. Scott thanked Board members for listening to this presentation. As an OCII Commissioner, she stated that after all of the detailed due diligence that FivePoint had done as well as the work Lila and her team had done, she was convinced that this project must go forward. She introduced herself as Reverend Dr. Carolyn Ransom-Scott, native of San Francisco, born in the mid-forties and had lived at the Shipyard during the late forties. She explained that her father worked at the Shipyard and that he was the engine that brought food to the table. They were there for years and then went back to District 5 (D5) and now she had been back in D10 for over 30 years and had watched all of the changes in the City. Dr. Scott quoted a writer as saying, “When hope is deferred, it makes the heart sick”. Then she quoted Dr. King, “But out of a mountain of despair is a stone of hope”. Dr. Scott explained that this was the hope that they could take this project forward and the hope that jobs and housing would be given. The hope that a community quality of life would be raised, standards would be set that would give the dignity, the honor and the pride to a people throughout this City that deserved it. Dr. Scott looked forward to the Board passing these items and allowing OCII to continue to build this City and move forward with quality, inclusion, and equity.

Chair Van Degna thanked Vice-Chair Scott for her remarks. She asked Secretary Cruz about how many speaker cards they currently had.

Secretary Cruz responded that they had nine speaker cards. She could see at least one member on the Webex app and a couple of callers had raised their hands, so there were at least twelve. She added that she opened up the floor to anybody else who might not have filled out a card.

Chair Van Degna announced that in order to accommodate everyone who wished to provide a comment, they would be reducing the speaking time from three minutes to two minutes per speaker.

Executive Director Kaslofsky reminded the Board that this Public Comment would be for both items 5(A) and 5(B).

## **PUBLIC COMMENT**

Speakers: Roberta Achtenberg, former San Francisco (SF) Supervisor and Consultant, FivePoint; Mauricio Chavez, representing the NorCal Carpenters Union Local 22; Tricia Gregory, local LBE truckdriver in District 10 (D10); J. Anthony Monjivar, member, NorCal Carpenters Local 22; Kimberley Hill-Brown, Secretary, Public Housing Tenants Association and Chair, Shipyard/Candlestick Implementation Committee; Andrea Baker, CEO & Executive Director, En2Action Inc.; Marsha Maloof, SF resident; Ashley Rhodes, on behalf of Aboriginal Black Man United (ABU); Corey Smith, Housing Action Coalition; Oronde Sterling, Owner, Oronde Builders and Framers; Linda Fadeke Richardson, long-time BVHP resident and former SF Planning Commissioner; LaShon Walker, Vice President Community Affairs, FivePoint; Dr. Veronica Hunnicutt, Chair, HPS CAC and Chair, the Legacy Foundation; Mike Lin, HPS homeowner; Dennis Williams, Jr., DC Williams Development Company; Jack Hain, South Bay attorney

Ms. Achtenberg stated she was a 50-year resident of SF. For the past 18 years, she had been working on the Shipyard and Candlestick Point projects on behalf of Lennar, then FivePoint. She stated that she had been attending the community meetings of the Implementation Committee every month for

more than 10 years in representing the developer to make sure they operated closely with the BV and Candlestick communities. She listed her previous positions and indicated that she had brought to this work a desire for the highest standards to be achieved by this developer in partnership with SF and its agencies. Ms. Achtenberg wanted to assure the Board that they had worked for years to benefit this community which had waited a very long time for this project to be completed.

Mr. Chavez stated that he represented 37,000 workers across 46 counties of the state, and specifically, the 4,000 workers of SF County. He was in full support of this once-in-a-generation opportunity to not just transform a neighborhood but the future of the City. Mr. Chavez pointed out that this project would create approximately 4,000 construction jobs with a 50% local hiring preference, which meant that San Franciscans would get to build San Francisco. That would mean that a family would not have to choose between getting groceries or paying the utility bill or between paying the car bill or the rent. He mentioned that his job had helped his son who suffered from ADHD and was living the best life that he could. Mr. Chavez explained that this project would help the development of apprentices and journeymen and for them to be able to pass their knowledge and skills onward as well as to be able to retire with dignity. The local hiring preference meant that San Franciscans would get to build SF. This project was essential for the future of SF. He urged the Board to pass these items.

Ms. Gregory stated that she was a local micro LBE trucker in D10. She thanked OCII and FivePoint for hearing the hyper local contractors in D10 and for always requiring the 50% local hire. Many people did not understand what that meant. Ms. Gregory explained that the 50% local hire workforce meant that hyper local contractors would be working on this project, which would allow people from SF communities to work on these projects, which meant that union salaries and pensions stayed in the City of SF and that their children would be able to buy homes and stay in SF. Her family had lived in the Shipyard for over 60 years She was in support of this project.

Mr. Monjivar stated that he was a SF native, was raised in Mission and lived in the Bayview (BV). He asked the Board to pass this item because affordable housing was so important and 32% was already set aside for affordable housing. He advocated moving this project moving forward without adding any more conditions that could delay progress even further. Mr. Monjivar stated that working as a local carpenter in SF was especially rewarding, but the members of Local 22 needed more affordable housing for themselves and their families. The Candlestick project would contribute to a higher quality of life for local workers and their families.

Ms. Hill-Brown stated that she was a native San Franciscan, born and raised in BVHP. Alice Griffith was her first home. She stated that she was retired from the SF Housing Authority, where she served as the Hope 6 community services coordinator, and where they built five new housing developments. Ms. Hill-Brown supported this project, which was 35 years late. She felt strongly that this community deserved this and that future generations needed this. Ms. Hill-Brown pointed out that this much infrastructure had not been completed in SF in over 100 years. She was looking forward to taking the ferry from Candlestick Point to anywhere else in the City. Ms. Hill-Brown thanked Dr. Veronica Hunnicutt for setting an example to her on how to be a leader and how to make things happen. She also thanked Linda Richardson and LaShon Walker.

Ms. Baker stated that her company had been working with the FivePoint team to develop and facilitate the community engagement and outreach plan. She explained that this work had created workshops in which the community had learned more about the changes included in the development agreement and where residents shared their reactions and asked questions about how this project would impact them and future generations. Ms. Baker described their success so far: over 180 participants at four community workshops at three to four different locations within six weeks. She underscored the work of FivePoint and Dr. Ransom-Scott who were committed to ongoing community outreach, especially to the community youth, who stood to benefit the most from this development. Ms. Baker summarized the comments from those workshops as this: please do not defer the promise to the BV of economic development, jobs and housing. It was too important.

Ms. Maloof stated that the Board members had the opportunity to make this City amazing. By moving this forward, they had the opportunity to make some real change in the BVHP area. Ms. Maloof stated that she had been a SF resident for 26 years and that this project was taking forever. It was time to get the shovel in the ground.

Mr. Rhodes stated that he was a long-time community advocate in the BVHP. His organization was very committed to making things happen in the BVHP and had been working very closely with LaShon Walker and FivePoint. He explained that the community meetings they were sponsoring were very informative for the community and that they needed many more of them. Mr. Rhodes spoke about his organization in his community—the BVHP Hyper Local Workforce Development Committee, sponsored by ABU, which had been in the community for over 40 years. They were talking about jobs and training and the opportunity for community residents to have a permanent job in the future. They needed to move this project forward.

Mr. Smith stated that he did get involved in these projects and that this one was taking a really long time. He stated that this was a transformational project for a neighborhood and a rare opportunity for SF, based on the size and complexity of the project. Mr. Smith was very pleased to see how many community members had come out to speak on this topic, which was authentic and which spoke to all the outreach being done. He noted that his organization had sent an additional 250 letters to the Board from community members who could not be present at this meeting. He encouraged Board members to move this forward.

Mr. Sterling stated he was a SF hyper local contractor and was in support of this project. He thanked the Board for their time in allowing the public to speak. Mr. Sterling spoke about the need to include the micro local developers in this project. He referred to a micro-local developer in the SF Hyper Local Building and Trades Contractors Collective, Mr. Dennis Williams, who was the owner of DC Williams Development Company. He suggested they partner with Mr. Williams and work on a carved-out section of this project together. Then, in that way, Mr. Williams would be able to hire SF hyper local general contractors. Mr. Sterling named a few contractors that would meet that criteria. He asked that the Board move forward with this project.

Ms. Richardson thanked Board member Li for her recognition. She stated that she had spearheaded the BV project area. She had chaired the Land Use Masters Plan and Transportation Plan. Beyond the SFMTA, they had also enlisted the SF County Transportation Authority and they had conducted

many feasibility studies. She felt strongly that transportation was the key. Ms. Richardson recalled that they had proposed having BART included but nothing had happened because the project had been stalled for so long. But all these massive plans had been placed. Ms. Richardson stated that she had also worked on transportation plans for Treasure Island and Yerba Buena Islands. She thanked the hard work of Executive Director Kaslofsky, Dr. Veronica Hunnicutt, LaShon Walker and Dr. Ransom-Scott. This project was long overdue.

Ms. Walker stated she was returning to speak as a resident of 29 years. She recalled that many times she had to leave the community to complete her life and stated that it was difficult to stay in BVHP for two full weeks and actually thrive there. She asked the Board to please move this forward.

Dr. Hunnicutt stated that she loved SF and had spent 42 years as an educator and administrator there. She advocated for the community and had been leading her community for over a decade. She stated that currently they were in the “up” of the ups and downs of this project. This project promised decades of jobs, affordable housing, parks and economic development for the community and the City and County of San Francisco. She trusted the Board to make the right decision.

Mr. Lin described himself as Asian American and that his sexual preference was non-binary. He had lived in SF since 1998 and had owned a Shipyard townhouse since 2016. He was in support of this project because it would bring more housing to SF. Mr. Lin expressed concern over the fact that he had paid over \$1 million for his property and due to the radiation and the toxicity lawsuit, his property value had dropped by \$200,000. Mr. Lin stated that he paid property taxes, most of which were Mello Roos taxes and spoke about his volunteer work in the community. He urged the Board to pass these items.

Mr. Williams urged the Board to approve these items. He mentioned some of the construction companies and architects that he had been working with on a 700-unit project, which did not go through. Mr. Williams stressed that on a project of this magnitude, they had to have the micro local black developers as well as the hyper local workers. He advocated being given a section of the project in a joint venture that they could do to display their work and their collaboration and which would really boost the black contractors and workers. Mr. Williams felt strongly that they must have contractors on this project who did not have to bid on jobs with the giant contractors who never accepted their bids. He urged the Board to move this forward.

Mr. Hain stated that he had had a studio at Hunters Point Shipyard (HPS) from 2005 to 2012. He was asked to join this meeting by a number of HPS artists for a specific reason, which was the failure of the OCII to enforce the lease rights requiring its tenant, Lennar Corporation, to repair leaking roofs in Parcel B. Mr. Hain explained that the artists had suffered substantial damage from these leaks which had disrupted their work and caused loss of income. This had occurred in three buildings—115, 116 and 125. He pointed out that the HPS artists community was part of this project and had been there for many years and were warranted by the Redevelopment Agency to make sure the artists had a place to do their work. Mr. Hain stressed that Lennar continued under the lease agreement of 2004 to have a duty to ensure that their workplace was watertight as well as perform capital improvements. Artists were concerned that this year they would be flooded out. These concerns had been communicated to Lennar as well as to OCII for years. Mr. Hain asked the Board to direct OCII to require Lennar to fix these roofs immediately.

Board member Li motioned to move Item 5(A) and it was seconded by Vice-Chair Ely.

Voice vote was taken for Item 5(A).

Board member Corrette - yes  
Board member Iberri - absent  
Board member Li - yes  
Board member Williams - absent  
Vice-Chair Ely - yes  
Chair Van Degna - yes

**ADOPTION:** IT WAS VOTED BY FOUR BOARD MEMBERS WITH TWO ABSENCES THAT RESOLUTION NO. 03-2024, 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, BE ADOPTED.

Vice-Chair Ely motioned to move Item 5(B) and it was seconded by Board member Corrette.

Voice vote was taken for Item 5(B).

Board member Corrette - yes  
Board member Iberri - absent  
Board member Li - yes  
Board member Williams - absent  
Vice-Chair Ely - yes  
Chair Van Degna - yes

**ADOPTION:** IT WAS VOTED BY FOUR BOARD MEMBERS WITH TWO ABSENCES THAT RESOLUTION NO. 04-2024, ADOPTING FINDINGS PURSUANT TO THE ENVIRONMENTAL QUALITY ACT; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A FIRST AMENDMENT TO THE TAX ALLOCATION PLEDGE AGREEMENT BETWEEN THE AGENCY AND THE CITY AND COUNTY OF SAN FRANCISCO FOR THE DEVELOPMENT OF CANDLESTICK POINT AND PHASE 2 OF THE HUNTERS POINT SHIPYARD; BAYVIEW HUNTERS POINT AND HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREAS, BE ADOPTED.

## **6. NEW MATTERS FOR FUTURE CONSIDERATION**

Executive Director Kaslofsky wanted to respond to the comments made regarding the HPS artists community. He explained that many artists had come to the OCII meeting on September 3 to discuss the roof problem. He reported that some of the maintenance responsibilities that were discussed were in fact in the landlords' leases. However, there was not a clear understanding of who was

responsible. Nonetheless, the artists had reached out to OCII for financial support and OCII was working with the artists, the developer, FivePoint, the Navy and with other City departments to resolve this issue and added that this was being attended to.

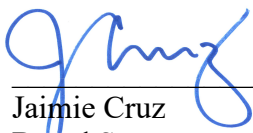
**7. PUBLIC COMMENT ON NON-AGENDA ITEMS - None**

**8. ADJOURNMENT**

Board member Li motioned to move Item 8 and it was seconded by Board member Corrette

The meeting was adjourned by Chair Van Degna at 1:24 p.m.

Respectfully submitted,



---

Jaimie Cruz  
Board Secretary