Letter 85: Arc Ecology (1/12/10)

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Letter 85

Arc Ecology

Environment, Economy, Society, & Peace

12 January 2010

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SFRA
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RECORDS DEPT.

Mr. Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor
San Francisco, California 94103

RE: Public Comment on Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project *(formerly the "Bayview Waterfront Project")* Draft EIR [DEIR]

Dear Sirs:

Arc Ecology is re-submitting our document ALTERNATIVES FOR STUDY as formal commentary on Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project *(formerly the "Bayview Waterfront Project")* Draft EIR [DEIR].

We believe the authors of this DEIR did not fully understand or appreciate the spectrum of issues and problems ALTERNATIVES FOR STUDY addresses.

85-1

Sincerely,

Saul Bloom
Executive Director
Arc Ecology

Enclosures: ALTERNATIVES FOR STUDY, draft January 2009

4634 3rd Street, San Francisco, California 94124, United States of America
PHONE: 415.643.1190 | *FAX:* 415.643.1142 | *EMAIL:* info@arcecology.org

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DRAFT
HUNTERS POINT SHIPYARD + CANDLESTICK POINT | SAN FRANCISCO, CA
ALTERNATIVES FOR STUDY
DRAFT OUTLINE OF ISSUES, POSITIONS, AND ALTERNATIVES FOR PUBLIC COMMENT AND FURTHER STUDY
JANUARY 2009
Arc Ecology
Environment, Economy, Society, and Peace
PREPARED BY
BIONIC
PLANNING / LANDSCAPE ARCHITECTURE / ECOLOGY

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HUNTERS POINT SHIPYARD + CANDLESTICK POINT | SAN FRANCISCO, CA

ALTERNATIVES FOR STUDY

DRAFT OUTLINE OF ISSUES, POSITIONS, AND ALTERNATIVES FOR PUBLIC COMMENT AND FURTHER STUDY

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DRAFT

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EXECUTIVE SUMMARY

THE NEED FOR A STUDY OF ALTERNATIVES

If community residents are to influence redevelopment decisions that will bring big changes to their lives, they must understand their options for addressing long-standing needs: economic, social and transportation, remediation of pollution, and recreation and open space amenities. Evaluating realistic alternatives helps the community to prioritize objectives, clarify trade-offs, and lay the foundation for agreement about the future. "Candlestick Point and Hunters Point Shipyard Phase II" (CP/HPS) is a joint effort by Lennar Urban and the SF Mayor's Office of Economic and Workforce Development.

85-2

Lennar and the City of San Francisco have proposed a development plan for the 750-acre site encompassing Hunters Point Shipyard, Candlestick Point State Recreation Area, Monster Stadium, and Alice Griffith Housing. It is time for residents of the Bayview–Hunters Point Community, and the whole City, to ask whether this proposal will fully meets their needs. As currently proposed, it calls for:

- a 60% increase in the neighborhood's population;
- a new football stadium that would attract 10,000 cars on each of 8–10 game days;
- about 10,000 new apartments and condominiums; and
- 80 acres of commercial space and green industry, promising to generate 7,500 jobs.

The project is proposed as a public-private partnership in which the City will give the land to Lennar at no cost, and Lennar will be responsible for preparing the land for development. Lennar will do this using its own funds and City tax revenues that the development will ultimately generate. **Lennar's current design plan consists of a single land use concept with two variations: one with a football stadium, the other without.**

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The goals of Lennar's proposal match the community's goals: new jobs, affordable housing, environmental sustainability, Bay access, recreational opportunities, and preservation of natural habitat. **The challenge now before the Bayview–Hunters Point community and the City as a whole is to determine whether the Lennar proposal would be effective in achieving these goals.** Comparing the Lennar proposal with other design alternatives that have the same goals can reveal whether changes to the Lennar project would improve its effectiveness and provide a better return on the investment of public resources. **Unfortunately, the City's planning process so far has omitted such a comparative analysis.**

The purpose of this report is to address this shortcoming in the process. Based on a detailed understanding of the site's natural and socio-economic-cultural context, **we have created a set of alternatives that explore changes to the Lennar proposal** that would strengthen its economic, social, and environmental benefits, while avoiding and reducing some significant impacts. **Even small changes to the plan offer significant new economic, social, and environmental vistas for the Bayview and San Francisco that are not revealed in the Lennar proposal.** The alternatives follow a development program similar to Lennar's, while offering a number of improvements, as discussed below. The report also identifies and evaluates a number of options for locating a football stadium, in the event that the San Francisco 49ers decide to continue to play in this area.

85-2 cont'd.

The driving force behind our alternative concepts is a commitment to support active and informed participation by the Bayview–Hunters Point community and fellow San Franciscans in an urgently needed public discussion to improve the Lennar proposal. We have already begun the conversation by consulting with organizations, community leaders, and interested members of the community during development of the alternative concepts that we are now presenting.

In addition, we are requesting that the City analyze our alternatives as part of the Environmental Impact Report now in preparation. **It is our intent to strengthen environmental review of the proposed project by offering alternative concepts** that share its goals and avoid or reduce its environmental impacts.

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BACKGROUND

Arc Ecology's alternatives for the CP/HPS redevelopment site evolved from a careful study of the natural and social ecology of the site itself, its surroundings, and previous planning efforts leading up to the Lennar proposal.

THE PROJECT SITE

Ownership

The CP/HPS redevelopment site belongs to the public: the US Navy owns the former Hunters Point Naval Shipyard; the California Department of Parks and Recreation (CA DPR) owns Candlestick Point State Recreation Area; the San Francisco Recreation and Park Department (SFRPD) owns Monster Park stadium and parking lot; and the San Francisco Housing Authority owns Alice Griffith Public Housing.

85-2 cont'd.

Existing Environment

The enormous potential of the CP/HPS site as a community and city resource is strongly related to its location on San Francisco Bay. It offers spectacular views, good weather, water access, recreational opportunities and wildlife habitat. Many San Franciscans are aware that the Shipyard and nearby Yosemite Slough are badly polluted. Fewer realize that these properties are even now the site of tremendous biodiversity providing a habitat and home for over 180 wildlife species—some of them species of concern—and a great variety of native vegetation. Redevelopment of the CP/HPS site has the potential either to degrade and destroy this habitat or to protect and improve it as a precious resource.

Eastern Waterfront

The CP/HPS project is one of 15 major developments, in either the concept, planning, or implementation stage, along the City's eastern waterfront. In aggregate, they will substantially impact the City's transportation and utilities infrastructure, as well as public services such as schools and emergency services. Land use and transportation planning and phasing strategies for CP/HPS must take the larger development picture into account.

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Bayview–Hunters Point Community Context

The CP/HPS site is part of Bayview–Hunters Point, a historically African-American community since World War II. It is a community of modest homes, with a higher rate of home ownership (52%) than San Francisco as a whole (32%). Despite the many industrial jobs found there, the Bayview–Hunters Point community suffers high unemployment. In good times and bad, the neighborhood's unemployment rate has been about double San Francisco's. Generating more jobs in Bayview–Hunters Point will not by itself address the neighborhood's high rate of unemployment. Ensuring that new jobs on the redeveloped site will be accessible to existing residents will require businesses that are committed to hiring from the neighborhood as well as employment programs to provide them with training and support. The businesses that have been the most successful in providing jobs for Bayview–Hunters Point residents in the past have been those owned by neighborhood residents.

85-2 cont'd.

Earlier Plans for the Properties

Although the Lennar proposal is the first to plan for Hunters Point Shipyard, Candlestick State Recreation Area, Alice Griffith Housing, and Monster Park as a single combined site, it follows earlier efforts to plan separately for the Shipyard and the state park. The existing redevelopment plan for the Shipyard, adopted in 1997, and the Candlestick State Recreation Area Master Plan were both developed with extensive public participation. Lennar's proposal for the CP/HPS site will replace these plans.

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85-2 cont'd.

THE STADIUM QUESTION

Despite the fact that the San Francisco 49ers have made no commitment to continue to play in San Francisco, the Lennar proposal assumes that a new football stadium and 90-acre dual-use parking lot will be constructed at Hunters Point. Whether or not a stadium is a good idea for the community or the City, an evaluation of alternative locations, both within and outside the CP/HPS project site is needed.

Potential locations for the stadium off the Shipyard

Without a stadium on the project site, the redevelopment of CP/HPS has far greater potential to meet the economic and social needs of the community. All four of the following options would create minimal traffic impacts to residential neighborhoods:

- Brisbane Baylands South: a large site with access to Highway 101 (via the proposed Geneva interchange), with the potential for a convenient game-day Caltrain stop;
- Brisbane Baylands North: a large site with future easy access to Highway 101, close to the Sunnydale T-Third stop and the existing Bayshore Caltrain station, with the potential for an adjacent game-day stop;
- Pier 90-96 Backlands: owned by the Port of San Francisco, approximately a mile from I-280 access, ten-minute walk to Marin Street light rail stop; and
- Pier 80: owned by the Port of San Francisco, approximately ½ mile from I-280 access, 7.5-minute walk to Marin Street light rail stop, walk or take T-Third to the 22nd Street Caltrain station.

Potential stadium locations within the Shipyard

The Lennar proposal places the stadium in the center of the Shipyard (a portion called Parcel G). If there is to be a football stadium within the project site, it is essential to examine other locations as well, and the resulting possibilities to prevent it and its associated parking from dominating sites better used for housing and jobs. The report provides detailed analysis of alternative land use configurations for five stadium scenarios—Lennar's proposal on parcel G, a new alternative for parcel G, and alternatives for parcels B, C, and no stadium on the Shipyard.

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THE ALTERNATIVE PLANNING CONCEPTS – COMMON ELEMENTS

The alternative concepts presented for discussion are based on the CP/HPS Citizen Advisory Committee's (CAC) and Project Area Committee's (PAC) objectives for the project, the CA DPR's mission statement, and criteria and approaches developed in consultation with numerous stakeholders. The alternatives share many characteristics, including:

- Economic development that provides jobs that more effectively match the qualifications and needs of the Bayview-Hunters Point community;
- Expansion of the African Marketplace into an African-American Cultural District that fosters cultural identity and promotes community-based economic development;
- Remediation of the polluted industrial landfill site (Parcel E2) instead of capping;
- Creation of storm water treatment wetlands;
- Protection and enhancement of existing wildlife habitat at Candlestick Point State Recreation Area;
- A diversity of habitat types to enhance biodiversity throughout the project;
- An improved parkland configuration that addresses the open space inequity in the Southeast community and maintains the width of the shoreline open space for wildlife habitat and human enjoyment;
- Linking the new development to the existing Bayview neighborhood with a linear park, possibly including various water systems, that extends the Yosemite Slough open space to the Third Street commercial district;
- Modification of existing streets to provide improved access to the site instead of constructing a bridge and roadway that would degrade valuable aquatic, wetland and upland habitat;
- Creation of a public access and wildlife corridor to the Bayview Hill natural area;
- Management of sewage and storm water with a watershed-based approach that treats water as a valuable resource;
- Incorporation of low-impact design storm water management features into the open space system
- A spectrum of park sizes (from pocket parks to major open spaces) and character (active to passive), with rich and diverse programming and facilities; and
- Rotation of the proposed Alice Griffith Park by 90 degrees to create a contiguous open space connecting Bayview Hill and Gilman Park to CPSRA and the shoreline.

85-2 cont'd.

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ALTERNATIVES – LAND USE AND PROGRAMMING VARIATIONS

Jobs and Economic Development

All the alternatives focus on job training, employment, and business opportunities for the community. Although it is early in the planning process to assess the viability of specific economic development opportunities, it is necessary at this time to ensure that all the land use options provide sites for economic development clusters that are potentially the most responsive to the needs of the existing community. There are a number of promising economic sectors to explore in the context of each project alternatives, including:

- sports and entertainment,
- maritime (boat yard, small craft repair, small ship breaking),
- academic/institutional,
- research and development,
- light industry,
- digital arts, and
- "green collar" (solar installation, etc.).

85-2 cont'd.

Arts District

Arts and culture will play an important role in integrating the new development with the existing community. An Arts District (potentially including studio space, an arts park, theaters, etc.) could have a number of different locations, configurations, and themes. It could be integrated with the African-American Cultural Plaza, for example, or with the historic waterfront.

Sports Fields

The redevelopment of CP/HPS has the potential to help the City meet its need for additional sports fields, but it is also important to locate these amenities within walking distance of the community. The report evaluates several optional locations and configurations.

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85-2 cont'd.

Transportation

The Lennar proposal calls for a roadway through state park property and an 80-90 foot wide bridge over the mouth of the tidal inlet known as Yosemite Slough. This bridge would be used by cars only 8 to 10 days a year and would decrease driving time by only three minutes. The bridge would be an impediment to birds moving between the Bay and the slough's wetlands and would seriously reduce the worth of the State Parks Foundation's ecological restoration project now in progress, including new islands for nesting. Arc Ecology's report lays out alternative routes for the Bus Rapid Transit (BRT), auto and truck traffic, and pedestrian and bicycle access that eliminate any reason to construct an expensive and environmentally damaging bridge.

POSSIBILITIES BEYOND THE PROJECT BOUNDARIES

The alternatives create the potential for future projects beyond the boundaries of the current planning site. This study explores ways to strengthen connections between CP/HPS redevelopment and the existing Bayview neighborhood with a linear park and to create a new connection of the Yosemite Slough open space to the Third Street commercial district.

NEXT STEPS

The report will be available in hardcopy and on Arc Ecology's website (www. arcecology.org/afs). Arc Ecology will present these alternative concepts at a number of workshops and will encourage as many people as possible to contribute their ideas and opinions. Based on the feedback received, we will revise the report by March 2009 to further inform the City's ongoing planning process—including the efforts of the Hunters Point Shipyard Citizens Advisory Committee (CAC) and Project Area Committee (PAC) in their challenging task of recommending a redevelopment plan that maximizes return to the community on the public and private resources that will be invested in this site.

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INTRODUCTION

If people are to influence redevelopment decisions that will bring big changes to their community, they must understand their options. What are the opportunities to address long-standing economic and social needs? To repair a degraded and polluted environment? To ensure connection between the people who will live and work in the new development and the existing community?

Do proposed redevelopment plans address these opportunities adequately? Can the plans be improved to better meet community needs?

To answer these questions and achieve a plan that reflects the community's needs and desires the redevelopment planning process must include a comparison of realistic alternatives. In evaluating alternative planning concepts, communities focus their priorities, clarify trade-offs, and lay the foundation for agreement about their future. Alternatives are essential when a redevelopment proposal would bring deep and lasting change to the lives of people in the affected community. CEQA, the state law that requires all proposed projects undergo analysis of their potential environmental impacts, also requires that alternative ways to achieve a project's goal be analyzed in order to ensure that better options are not overlooked or ignored.

The redevelopment of the 750-acre Candlestick Point/Hunters Point Shipyard (CP/HPS) site, proposed by the Lennar Corporation, is a project that will forever change life in the surrounding Bayview-Hunters Point neighborhood due to its scale and its socio-economic and environmental impacts. As currently proposed, the Lennar proposal calls for a 60% increase in the neighborhood's population; more than 20,000 new residents would join the 33,000 people who currently live in the neighborhood (roughly defined as ZIP Code

85-3

85-4

California Environmental Quality Act (CEQA)

Alternatives are a central feature of this law. It was passed to ensure that public officials and the general public know about options to protect the environment when they are considering decisions that could cause harm to the environment.

The law requires review of the environmental impacts of a proposed project to include an analysis of alternatives that would avoid or reduce those impacts. The National Environmental Policy Act also requires analysis of such alternatives.

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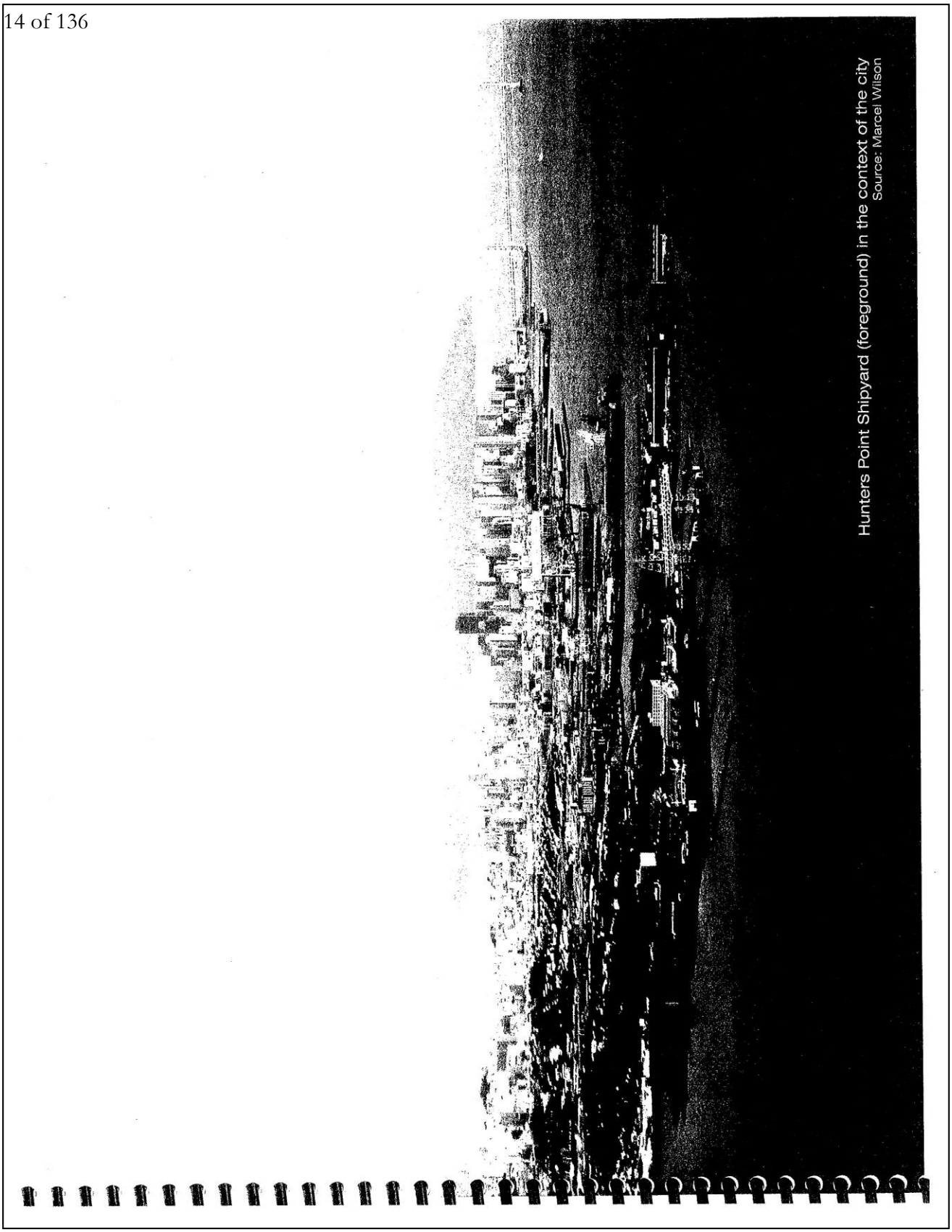
Hunters Point Shipyard (foreground) in the context of the city
Source: Marcel Wilson

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94124). A new football stadium would attract 10,000 cars on 8–10 game days. The proposal would add about 10,000 new apartments and condominiums, and 80 acres of commercial and green industry, promising to generate 7,500 jobs.

The Candlestick Point/Hunters Point Shipyard Phase II Urban Design Plan (9/25/2008) is proposed as a public-private partnership. The City will give the land to Lennar at no cost and Lennar will be responsible for preparing the land for development. Lennar will do this using its own funds and City tax revenues that the development will ultimately generate. The Lennar Urban Design Plan consists of a single land use concept with two variations: one with a football stadium, the other without.

85-4 cont'd.

Lennar proposal—Land Use Plan
Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan
Lennar Urban, 9/25/08.

The goals of Lennar's proposal match the community's goals: new jobs, affordable housing, environmental sustainability, Bay access, recreational opportunities, and preservation of natural habitat.

85-5

The challenge now before the Bayview–Hunters Point community and the City as a whole is to determine whether the Lennar proposal would be effective in achieving these goals. Comparing the Lennar proposal with other design alternatives that have the same goals can reveal whether changes to the Lennar project would improve its effectiveness and provide a better return on the investment of public resources. That is the reason why redevelopment projects of this size and level of public funding normally go through a planning process that compares several possible alternatives.

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PROPOSITION G VOTER HANDBOOK: SF DEPARTMENT OF ELECTIONS SYNOPSIS

THE PROPOSAL: Proposition G would make it City policy to encourage, subject to public input and the environmental review process, the timely development of Candlestick Point and Hunters Point Shipyard with a mixed-use project including:

- over 300 acres of public park and open space improvements;
- between 8,500 and 10,000 homes for sale or rent;
- about 700,000 square feet of retail uses;
- about 2,150,000 square feet of green office, science and technology, research and development, and industrial uses;
- a possible arena or other public performance site;
- a site in Hunters Point Shipyard for a new stadium if the 49ers and the City determine in a timely manner that the stadium is feasible;
- additional green office, science and technology, research and development, and industrial space, and/or additional housing if a new stadium is not built.

The measure would further make it City policy that the project be consistent with these objectives:

- producing tangible community benefits for the Bayview and the City;
- reconnecting the Hunters Point Shipyard and Candlestick Point with the Bayview and protecting the Bayview's character for existing residents;
- producing substantial new housing in a mix of rental and for-sale units, both affordable and market-rate, and encouraging the rebuilding of the Alice Griffith Housing Development;
- incorporating environmental sustainability;
- encouraging the 49ers to remain in San Francisco by providing a new stadium site and supporting infrastructure; and
- requiring the project to be financially sound, with or without a new stadium.

Proposition G also would authorize the City to sell, convey or lease park land in Candlestick Point under the Recreation and Park Department's jurisdiction and allow non-recreational uses on this land. The City must ensure that the project creates new public parks or open space of at least equal size in the project site. The Board of Supervisors must find that the transfer of land is consistent with the measure's objectives.

Proposition G would repeal Propositions D and F, approved by the voters in June 1997.

A "YES" VOTE MEANS: If you vote yes, you want City policy to encourage timely development of a mixed-use project in the Bayview on Candlestick Point and Hunters Point Shipyard. This project would include a new 49ers stadium or a non-stadium alternative. You also want to authorize the City to transfer park land in Candlestick Point for non-recreational use if the land is replaced with new public parks or open spaces of at least equal size and the transfer meets the measure's objectives. You also want to repeal Propositions D and F, approved by the voters in June 1997.

Unfortunately, the City's planning process has so far omitted this crucial step. Consistent with Proposition G's commitment to public input and environmental review, this report is an effort by Arc Ecology to address this shortcoming in the process. We have put together a set of alternatives that explore changes to the Lennar proposal that would strengthen its economic, social, and environmental benefits, while avoiding and reducing some significant impacts. The specifics of these alternatives are the result of a design process based on ecological principles and a detailed understanding of the site's natural and socio-economic-cultural context. 85-5 cont'd.

These alternatives also respect and build on the City's on-going planning process. In June 2008, San Francisco voters endorsed Proposition G, which recommends policies consistent with Lennar's proposed development program. The Board of Supervisors and Redevelopment Commission have accepted Lennar's proposal as the preferred alternative for the site, and the Mayor's Office has been actively promoting it. For these reasons, we based our alternative concepts on a development program similar to Lennar's, while exploring changes in land use arrangements, specifying additional programs, and avoiding environmental impacts. 85-6

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Our alternative concepts would suggest ways to change the Lennar proposal in a number of important ways, by:

- Exploring locations both on and off the Shipyard for a football stadium and its parking to prevent it from dominating sites better used for housing and jobs;
- Providing for economic development that targets jobs that match the qualifications and needs of the Bayview–Hunters Point community;
- Planning park lands to protect existing wildlife and preserve and improve the quality of habitat currently found at CPSRA;
- Cleaning up the polluted industrial land fill site known as Site E2 instead of capping it;
- Expanding the African Marketplace into an African-American Cultural District that promotes community-based economic development; and
- Modifying existing streets to provide good access to the site instead of constructing a bridge that would endanger valuable habitat.

The driving force behind our alternative concepts is a commitment to support active and informed participation by the Bayview–Hunters Point community and fellow San Franciscans in an urgently needed public dialogue to improve the Lennar proposal. We have already begun the conversation by consulting with organizations, community leaders, and interested members of the community during development of the alternative concepts that we are now presenting.

14 INTRODUCTION

MEETINGS TO DATE:

Arc Ecology would like to thank the organizations & individuals who took time in their busy schedules to meet with us in preparation of this document (listing does not imply endorsement).

- Hunters Point Citizens Advisory Committee
- Bayview Hunters Point Project Area Committee
- San Planning and Urban Research Association (SPUR)
- Sierra Club
- San Francisco Tomorrow
- Lennar
- San Francisco Redevelopment Agency
- Literacy for Environmental Justice
- Port of San Francisco
- Neighborhood Parks Council
- Bayview Hunters Point Community Advocates
- Visitation Valley Neighborhood Planning Association
- India Basin Neighborhood Association
- Universal Paragon Corporation
- City of Brisbane Planning Department
- City of Brisbane City Manager's Office
- Supervisor Sophie Maxwell
- San Francisco DPW Bayview Transportation Improvement Project
- Pastor Walker-True Hope Baptist Church
- Pastor Jones-Providence Baptist Church
- Aboriginal Black Men Unlimited
- Cedric Jackson- One Stop Employment
- ACORN
- Shipyard Trust for the Arts
- Urban Strategies Council
- South East Neighborhood Jobs Initiative Roundtable
- California Department of Toxic Substances Control
- Alfred Williams Consultancy
- Golden Gate Audubon Society
- California Native Plant Society
- Nature in the City
- Mark Kasky former Executive Director Fort Mason Center
- Clean Water Fund
- Alex Lantzberg
- SF League of Conservation Voters
- SWALE
- Oscar James-HPS Restoration Advisory Board
- Heidi Hardin-Children's Mural Project
- Claude Everhart-Young Community Developers

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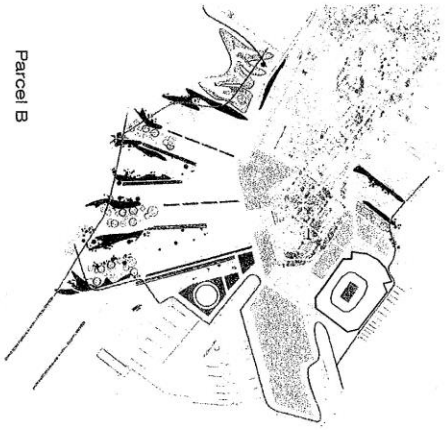
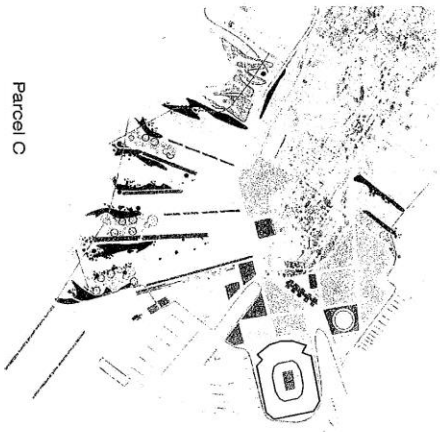
Candlestick Alternative
See pages 82-91 for more detail.

Parcel G



Parcel B

No Stadium



Parcel C

Alternative Locations for the Stadium on the Shipyard
See pages 78-89 for more detail.

The publication of this report marks the second step of our efforts to engage the public in planning the future of the CP/HPS. It presents the alternatives we have crafted and also explains the site analysis used to develop them. This report is available for wide distribution, both in hard copy and on the Arc Ecology website. We are making presentations to interested organizations, and are holding workshops in Bayview–Hunters Point to encourage as many people as possible to contribute their ideas and opinions..

Based on the feedback received during this outreach process, we will revise our report by March, 2009 to further inform the City's on-going planning process. Our purpose is to assist and support the Citizens Advisory Committee (CAC) and Project Area Committee (PAC) in their challenging task of recommending a redevelopment plan to the City that has broad support, minimizes environmental impacts, and maximizes return to the community on the public and private resources that will be invested in this site.

In addition, we will be requesting that the City analyze an alternative that we will propose based on this feedback—as part of the Environmental Impact Report now in preparation. It is our intention to strengthen environmental review of the Lennar proposal by offering alternative concepts that share its goals and avoid or reduce its envi-ronmental impacts.

85-7 cont'd.

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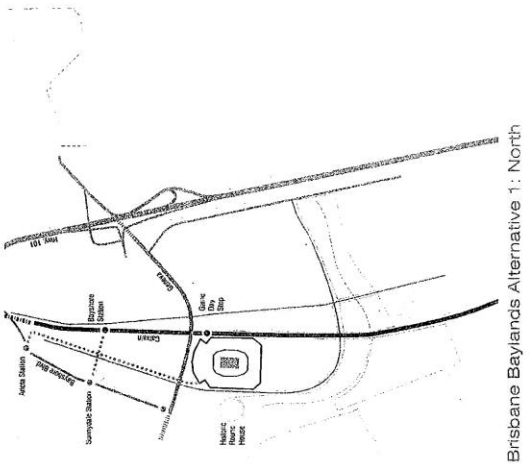
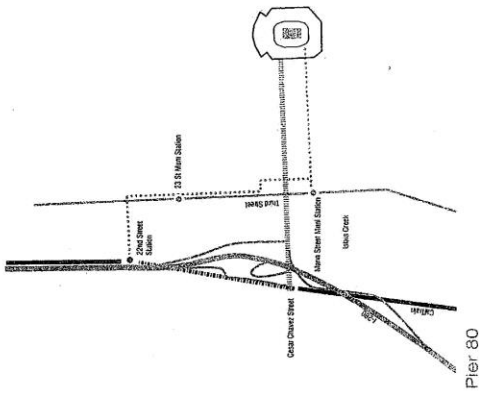
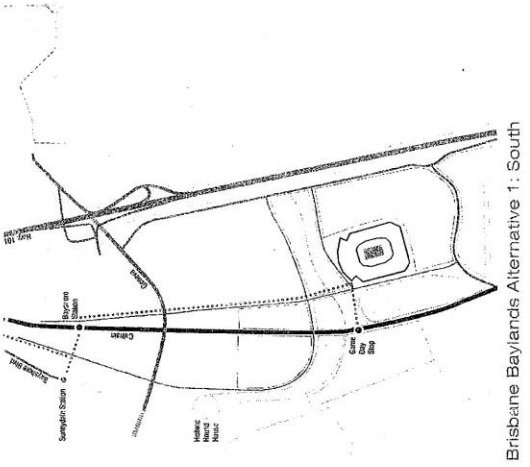
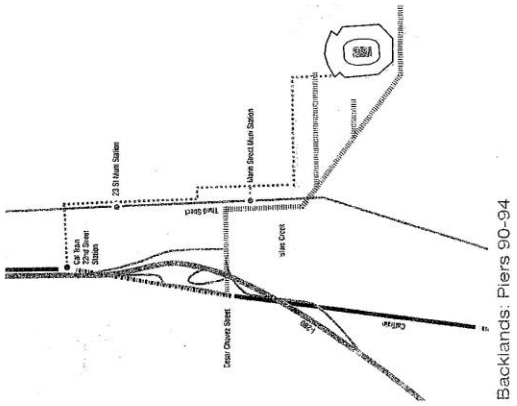




Stadium Location Alternatives off the Shipyard
See pages 69–77 for more detail.





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BACKGROUND

Arc Ecology's alternatives for the CP/HPS redevelopment site evolved from a careful study of the site itself, its surroundings, and previous planning efforts leading up to the Lennar proposal.

THE CANDLESTICK POINT/HUNTERS POINT SHIPYARD SITE

Four Public Properties

The CP/NPS site belongs to the public. The US Navy owns the former Hunters Point Naval Shipyard; California Department of Parks and Recreation (CA DPR) owns Candlestick Point State Recreation Area (CPSRA); the San Francisco Recreation and Park Department (SFRPD) owns Candlestick Park; and the San Francisco Housing Authority owns the Alice Griffith Public Housing. The fundamental opportunities for redevelopment of this site grow out of the physical characteristics of the four sites and their past and current use.

- Hunters Point Naval Shipyard was an industrial installation developed during World War II. Navy operations mostly ended in the 1970's, replaced by private industry operated for several years. These uses seriously contaminated much of the site. The federal government finally closed the base in 1994. Today the Shipyard provides studio space to over 250 artists and other small businesses.
- CPSRA was created in 1977 by the Legislature as the first California state park to bring state park values into an urban setting. It consists of 170 acres that offer trails, picnicking, fishing and wildlife habitat.
- Candlestick Park is host to Monster Park, seating 70,000 San Francisco 49er fans. The 49ers no longer wish to play at Monster Park, and have expressed intent to move to Santa Clara. Some city leaders support a new stadium at HPS in case the Santa Clara deal falls through.
- Alice Griffith Public Housing provides apartments to over 250 low income families. Built in 1962, the housing is in poor condition and needs to be replaced without displacing current residents or causing them to pay more rent.

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Hunters Point Shipyard Parcel Map

Hunters Point Dry Dock, 1949

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Site Ownership
The Candlestick Point/Hunters Point Shipyard site is currently owned by four public agencies.
INTRODUCTION
To be Transferred to San Francisco
Project Boundary
Department of Parks and Recreation)

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cont'd.

Existing Environment

The enormous potential of the CP/HPS site as a community resource is directly related to its location near the Bay. It offers spectacular views, good weather, access to the water, and a variety of natural sceneries and habitats, such as coastal uplands, wetlands, and beaches.

Many San Franciscans are aware that the Shipyard and nearby Yosemite Slough are badly polluted. Fewer realize that these properties even now the site of tremendous biodiversity providing a habitat and home for over 180 species of wildlife and a great variety of native plants. Redevelopment of the CP/HPS site has the potential either to degrade and destroy this habitat or to protect and improve it as a precious resource. Streams, runoff, and underground water from the hills to the northwest flow through the site on their way to the Bay.

Historic Watershed Map
Source: Oakland Museum, Guide to San Francisco Bay Creeks

Partial list of wildlife species obeserved at CPSRA
Source: Final Report: Yosemite Creek Watershed Wildlife Survey, 2003-2004, LSA, 2004.

Mew Gull
Ring-billed Gull
California Gull
Herring Gull
Western Gull
Glaucous-winged Gull
Caspian Tern
Elegant Tern
Forster's Tern
Black-bellied Plover
Semipalmated Plove
Killdeer
Black Oystercatcher
Greater Yellowlegs
Willet
Wandering Tattler
Long-billed Curlew
Whimbrel
Marbled Godwit
Ruddy Turnstone
Black Turnstone
Calidris sp.
Sanderling
Western Sandpiper
Least Sandpiper
Dunlin
Dowitcher sp.
Red-necked Phalarope
Canada Goose
Duck sp.
Mallard
Canvasback
Scaup sp.
Greater Scaup
Skipper sp.

White-winged Scoter
Bufflehead
Common Goldeneye
Red-breasted Merganser
Ruddy Duck
Red-throated Loon
Pied-billed Grebe
echmophorus sp.
Western Grebe
Clark's Grebe
Common Loon
Podiceps sp.
Horned Grebe
Red-necked Grebe
Eared Grebe
Brown Pelican
Cormorant sp.
Brandt's Cormorant
Double-crested Cormorant
Pelagic Cormorant
Great Blue Heron
Great Egret
Snowy Egret
Black-crowned Night-Heron
Rock Dove
Mourning Dove
Rufous Hummingbird
Downy Woodpecker
Northern Flicker
Black Phoebe
Say's Phoebe
Western Kingbird
Western Scrub-jay
Monarch
Common Checkered Skipper

Common Raven
Northern Rough-winged Swallow
Bank Swallow
Barn Swallow
Chestnut-backed Chickadee
Bushtit
White-breasted Nuthatch
Ruby-crowned Kinglet
Hermit Thrush
Northern Mockingbird
European Starling
Orange-crowned Warbler
Yellow Warbler
Yellow-rumped Warbler
Common Yellowthroat
Wilson's Warbler
Western Tanager
Spotted Towhee
California Towhee
Sparrow sp.
Chipping Sparrow
Savannah Sparrow
Fox Sparrow
Song Sparrow
Zonotrichia sp.
Lincoln's Sparrow
White-crowned Sparrow
Golden-crowned Sparrow
Red-winged Blackbird
Western Meadowlark
Brewer's Blackbird
Brown-headed Cowbird
House Finch
Lesser Goldfinch
House Sparrow

Cooper's Hawk
Red-shouldered Hawk
Red-tailed Hawk
Merlin
California Slender Salamander
Lizard sp.
Southern Alligator Lizard
Western Fence Lizard
Gopher Snake
Ring-necked Snake
Western Garter Snake
Feral Domestic Cat
Feral Domestic Dog
Raccoon
Striped Skunk
Harbor Seal
Black-tailed Jackrabbit
Botta's Pocket Gopher
California Ground Squirrel
California Vole
Norway Rat
Butterfly sp.
Swallowtail sp.
Cabbage White
Mustard White
Orange Sulphur
California Hairstreak
Gray Hairstreak
Blue sp.
Western Pygmy-Blue
Spring Azure
West Coast Lady
Red Admiral
Common Buckeye
Common Ringlet

85-9

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Bayview–Hunters Point Community Context

The CP/HPS site is part of Bayview–Hunters Point, a historically African-American community since World War II. It is a community of modest homes, with a higher rate of home ownership (52%) than San Francisco as a whole (32%).

Despite the fact that Bayview–Hunters Point is an area that has many industrial jobs, it also suffers high unemployment. In good times and bad, the neighborhood's unemployment rate has been about double San Francisco's. There are 1.8 filled jobs within the neighborhood for every BVHP resident working or seeking work. This is significantly higher than the comparable ratio for San Francisco—1.2 jobs for every person in the city's labor force—or the region, where the ratio was 1.4. This mismatch between neighborhood jobs and neigborhood unemployment exists even though many of the jobs are in traditional industries, not those that require high skills or education levels. These numbers suggest that generating more jobs in Bayview–Hunters Point will not by itself address the neighborhood's high rate of unemployment. Ensuring that new jobs on the redeveloped site will be accessible to existing residents will require businesses that are committed to hiring from the neighborhood as well as employment programs to provide them with training and support. The businesses that have been the most successful in providing jobs for Bayview–Hunters Point residents have been those owned by neighborhood residents.

EARLIER PLANS FOR THE PROPERTIES

Although the Lennar proposal is the first to plan for Hunters Point Shipyard, CPSRA, Alice Griffith, and Candlestick Park as a single combined site, it follows earlier efforts to plan separately for the Shipyard and the state park. There is an existing redevelopment plan for the Shipyard that was adopted in 1997, and a State Park Master Plan.

22 BACKGROUND

85-10

RATIO OF BVHP FILLED JOBS TO BVHP LABOR FORCE IN 2000

	BVHP (Zip Code 94124)	San Francisco	SF-Oak-Fremont SMSA
Residents in labor force	12,677	448,432	745,466
Number of filled jobs in BVHP	23,339	534,015	1,034,830
Filled jobs per labor force participant	**1.84**	**1.19**	**1.39**

Source: County Business Patterns

85-11

Source: US Census

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Excerpts from the 1997 Citizens Advisory Committee Planning Meeting
Guidelines/ Statement of General Principles for Redevelopment of Hunters Point Shipyard

1. Create Jobs for Economic Vitality
"South Bayshore residents and businesses should be given priority."

2. Support Existing Businesses and Artists' Community
"New uses should be compatible with existing South Bayshore businesses, Shipyard businesses and artists, and other sectors of San Francisco's economy."

3. Create Appropriate Mix of New Businesses
"Encourage diversity with a mix of large, medium and small businesses to generate revenues for the City's general fund and stimulate the economy of the South Bayshore community. Diversity San Francisco's economic base by restoring its industrial sector with uses based on futuristic technologies tied to regional, national and international markets and economies."

4. Balance Development and Environmental Conservation
"Balance development with reclamation of the natural ecology of the southeast waterfront with targeted uses that are environmentally appropriate for the San Francisco Bay."

5. Facilitate Appropriate Immediate Access
"Incorporate an action program to enable immediate access to existing Shipyard facilities, giving preference to South Bayshore businesses and organizations."

6. Integrate Land Uses
"Integrate new uses at the Shipyard into current plans for the Bayview area. Plan for the integration of passive and active open space, affordable housing, transportation and traffic circulation, while minimizing land use conflicts between housing and industry."

7. Acknowledge History
"Include uses that acknowledge the history of the original Native American inhabitants of the Hunters Point area and historic relationship of Bayview Hunters Point's African-American community to the Shipyard."

Source: Hunters Point Shipyard Reuse Final Environmental Impact Report, Vol. I

Plans for Hunters Point Shipyard

Many hours of public participation produced the following plans for the Shipyard during the 1990's:

- the Proposed Draft Plan (January 1995) was based on evaluation of three preliminary alternatives, which in turn had been developed as variations of concepts developed during the preceding year;
- the Proposed Area Plan (April 1997) reformatted and revised the Proposed Draft Plan as an area plan that was intended to become part of the San Francisco General Plan;
- the Shipyard Redevelopment Plan (July 1997) reframed the policies at a more general, schematic level to enable the San Francisco Redevelopment Agency to apply the powers of state law to implement the Proposed Area Plan. It is supported by the Hunters Point Shipyard Reuse Final Environmental Impact Report;
- the Design for Development (March 1997) spells out development standards—e.g., limits on density, bulk and heights—and design guidelines; and
- Lennar's Preliminary Design Concept (December 1999), which was approved by the Redevelopment Agency, provided the basis for negotiations over the terms of agreements between selected master developer Lennar and the Redevelopment Agency. The first phase of development, occupying most of Parcel A, is currently in construction.

Lennar's proposal for the CP/HPS site will replace these plans. However, community goals for the Shipyard articulated by Citizens Advisory Committee (see sidebar, this page) and attached to the 1997 Redevelopment Plan continue to be relevant.

85-11 cont'd.

BACKGROUND 23

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LOCATING A NEW STADIUM IN SAN FRANCISCO

WHY WE NEED TO STUDY ALTERNATIVE STADIUM SITES NOW

The decision to locate a new San Francisco 49ers Stadium was made in the wake of a sudden announcement by the team that they were planning to move to Santa Clara. While the Shipyard is a potential site, it is not the only site. Highway access, transit, area for surface parking, visibility, adjacent land uses, economic advantages, and environmental quality are all considerations for locating a stadium. There are several sites in the southeast corner of the city that could accommodate a new stadium.

Other locations for the stadium on or off the Shipyard create different sets of possibilities for land uses, infrastructure, and open space on the Shipyard and at Candlestick Point. They affect economics, surface parking, views, traffic, build-out timelines, and programming. Time for a public dialogue regarding the positives and negatives, trade-offs, unknowns, and assumptions for each should surely be a part of finding the site that is truly best for the city.

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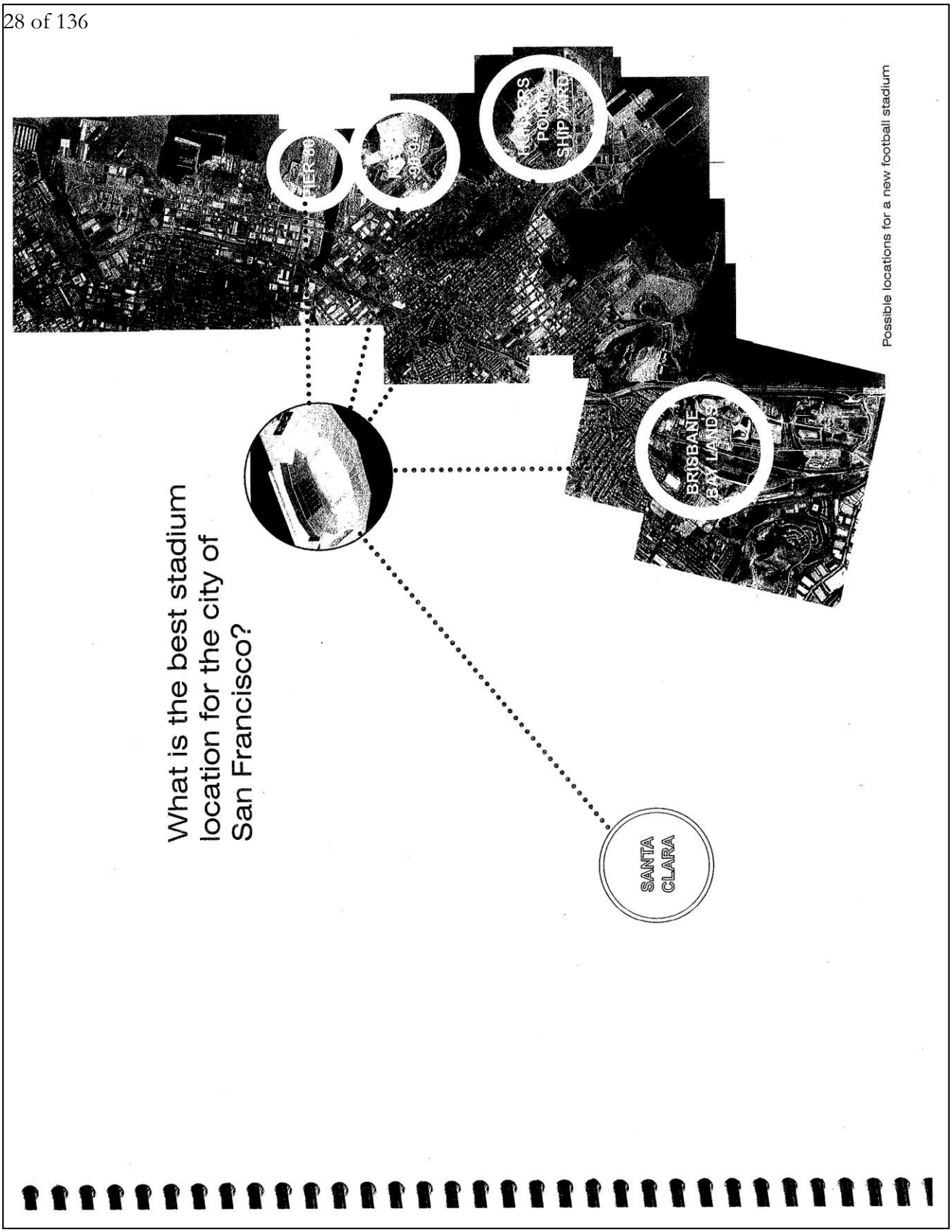
What is the best stadium location for the city of San Francisco?
Possible locations for a new football stadium
HUNTERS POINT SHIPYARD
BRISBANE BAY LANDS
SANTA CLARA

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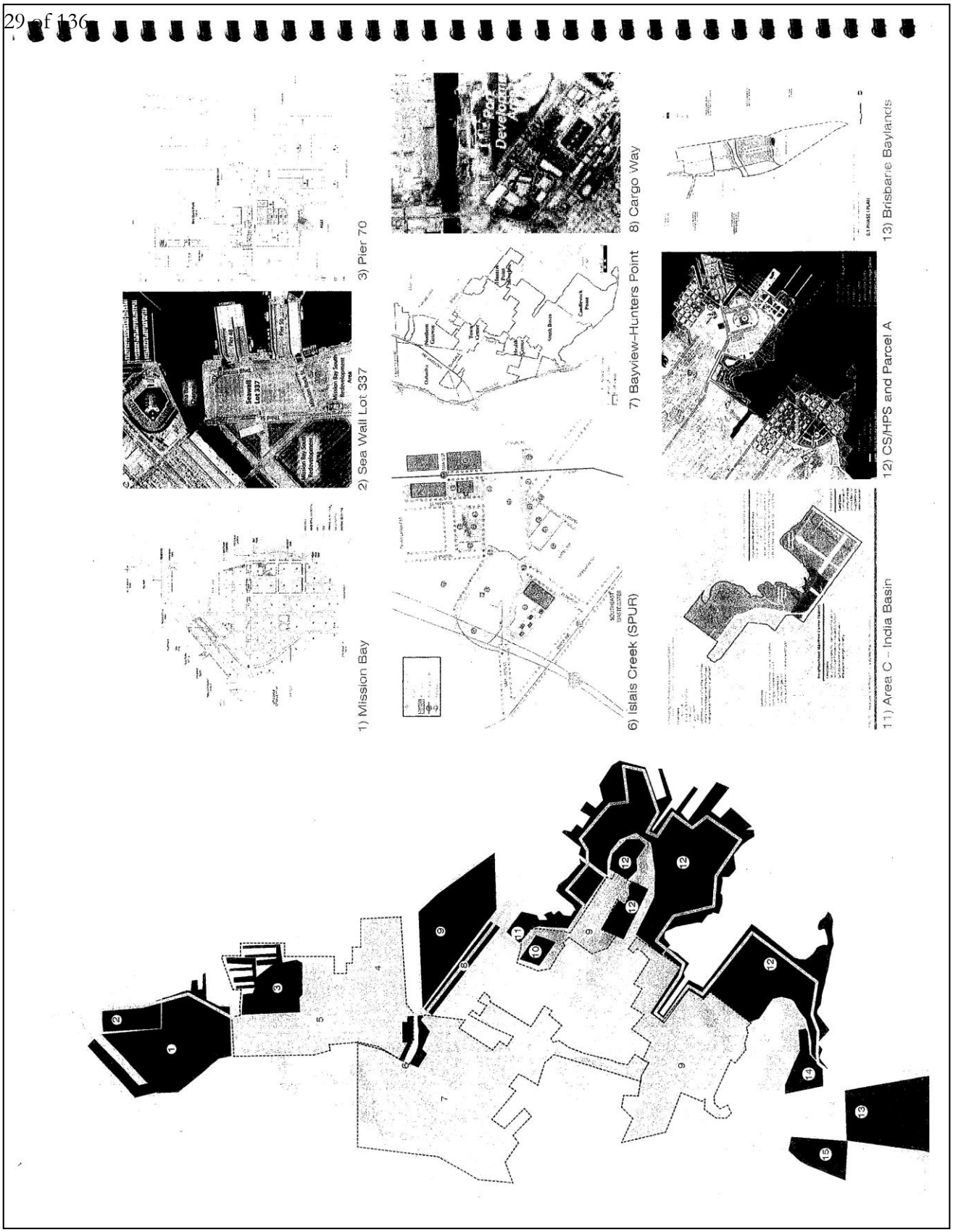
1) Mission Bay
2) Sea Wall Lot 337
3) Pier 70
6) Islais Creek (SPUR)
7) Bayview-Hunters Point
8) Cargo Way
11) Area C – India Basin
12) CS/HPS and Parcel A
13) Brisbane Baylands

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PLANNING IN THE CONTEXT OF THE EASTERN WATERFRONT

85-13

The redevelopment of the Hunters Point Shipyard and Candlestick Point is one of 15 projects proposed for the east waterfront of San Francisco. Throughout the planning and design process, each of the projects has been treated separately, although in aggregate they will substantially impact the city's communities and infrastructure.

The practice of "island" development prevents the city from conceiving a cohesive vision for the east waterfront. Moreover, the piecemeal approach cannot adequately address the practical consequences of the addition of 50,000 new residences to the area. Infrastructural systems, such as sanitary sewer, storm water management, power supply and distribution, roads, transportation, will need improvement. Additional public services, such as schools, police, fire, social services, and healthcare, will be required. At the larger scale, the additional traffic and development will lead to increased carbon emissions, loss of habitat, and a decline in air and water quality.

Understanding the larger context of development will allow the creation of effective land use and phasing strategies for the Shipyard and other projects that will address the changing demands on public infrastructure and the needs of surrounding communities over the coming years.

27

4) Eastern Neighborhoods

5) Blue Green Way

9) Piers 90-94 Backlands

10) Hunters View

15) Visitacion Valley/ Schlage Lock

14) Executive Park

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SUMMARY OF DEFICIENCIES IN THE LENNAR PROPOSAL

As a continuous observer and participant in the CP/HPS planning process since 1997, Arc Ecology has tracked the evolution of decisions that have led to the plan as it exists today. While the Lennar proposal (Phase II Urban Design Plan - September 25, 2008) has attempted to accommodate many of the considerations for a project of this scale, significant planning and policy issues remain that need to be resolved through an equitable, public and intelligent process. In addition,the Lennar proposal includes some elements that have received clear opposition from the immediate and city-wide community. Following are 10 areas in which we see ways to improve the project:

85-14

1. Ecological objectives
2. Economic opportunity
3. Locating the stadium
4. Land use on the Shipyard
5. Open space type and proportion
6. Health
7. Cultural identity
8. State park lands
9. Yosemite Slough and Creek
10. Transportation

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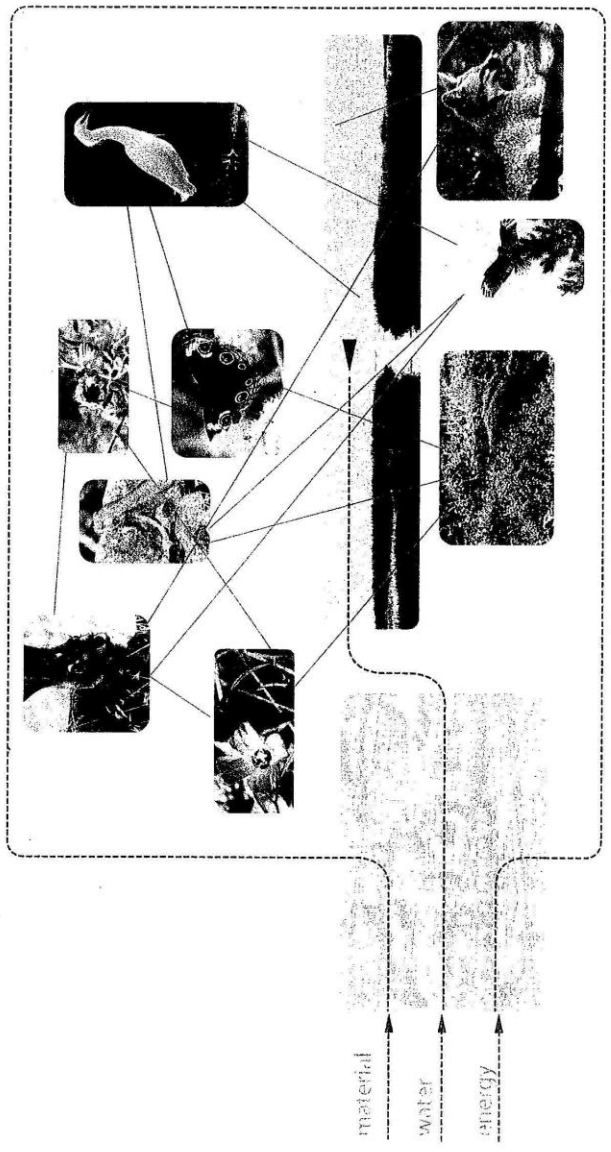
85-15

1) ECOLOGICAL OBJECTIVES

The Lennar proposal does not define ecological objectives or the integration of urban and ecological systems. This project is an opportunity to do "bottom- up" ecological planning that can enhance biodiversity, the integration of urban and ecological systems, the creation of habitats, the design of building systems, and construction sequencing.



DEFICIENCIES IN THE LENNAR PROPOSAL 29

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2) ECONOMIC OPPORTUNITY

The stadium would be a civic amenity, but locating it on the Shipyard may come at a cost. Proposals for the Shipyard without a stadium offer more economic development opportunities because there is more developable land for job and ownership producing uses. This is a specific concern to the Bayview community. Stadium and non-stadium alternatives should evaluate the issues of economic diversity, ownership opportunities, jobs-per-acre analysis, and equity ladders.

85-16

? JOBS =

VS

other uses

30 DEFICIENCIES IN THE LENNAR PROPOSAL

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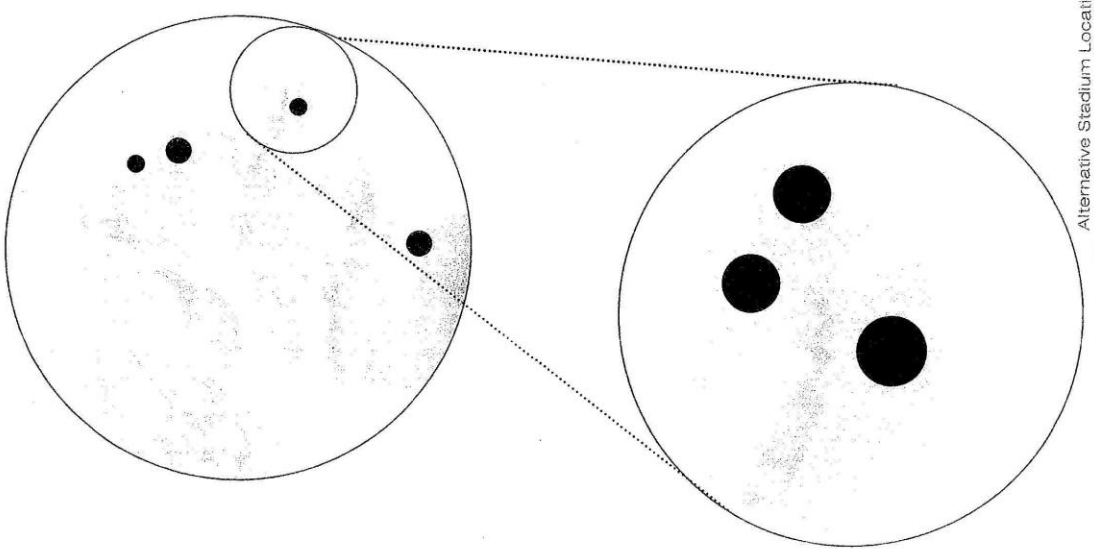
85-17

3) LOCATING THE STADIUM

Lennar's decision to locate the stadium on the Shipyard does not appear to have considered other sites, and has not had the benefit of community input. If a new stadium is built in San Francisco, it must be located on the site that is best for the city. If the stadium is to be located on the Shipyard, there are other possible sites in addition to Parcel G.

4) LAND USE ON THE SHIPYARD

Planning of the CP/HPS site needs to investigate the relationships between a wide range of possible land uses, whether include or exclude a stadium.



Alternative Stadium Locations
See pages 69-99 for more detail.

DEFICIENCIES IN LENNAR PROPOSAL 31

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5) OPEN SPACE TYPE AND PROPORTION TO DEVELOPMENT FOOTPRINT

People in the southeast sector of the city cannot easily use the large landscapes of San Francisco. Access to Twin Peaks, Crissy Field, Ocean Beach, Golden Gate Park, and even McLaren Park is discouraged by distance and steep hills. Such places contain the wild and native ecologies of the city. In the southeast sector where most wild places have been replaced by urbanization and industry, this becomes an environmental justice issue as well. The CP/HPS project is the only foreseeable opportunity to establish a large-scale landscape of significant habitat value. This will require thoughtful ecological planning balanced with other land uses and open space needs.

85-18

CP/HPS parks system as suggested in alternatives

Golden Gate Park

The CP/HPS project provides the opportunity to create a large contiguous open space in the southeast sector of the city. The potential overall size of such an open space is comparable to that of Golden Gate Park.

6) HEALTH

The local community and city supported Proposition P in 2000 for cleaning up the Shipyard to the highest possible standard. While this directive is being carried out in most of the Shipyard, Parcel E2 remains a capped landfill. The Lennar proposal design proposes to keep the landfill, incorporating it into the design of a park without further cleanup or treatment. Many in the Bayview-Hunters Point community and city-wide would like this toxic dump removed.

85-19

Parcel E landfill fire

32 DEFICIENCIES IN THE LENNAR PROPOSAL

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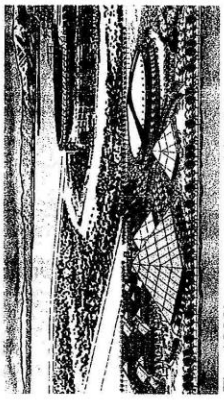
85-20

7) CULTURAL IDENTITY

It has been a long-standing desire to develop and invest in the the cultural identity of the African-American community in San Francisco. Project Area Committee member Cedric Jackson's Ta-Merri Bay proposal is emblematic of this desire.

Cultural identities evolve in San Francisco's urban districts. The African-American community should be distinctly represented through urban form to culture a distinct district that celebrates arts, entertainment, music, and cuisine. Other cultures with historic ties to the area, such as Asian fishing villages and Native American settlements, should also have opportunity for significant representation.



The 1990's saw a proposal for the creation of Ta-Merri Bay—a center for African/African-American culture located at Candlestick Point.

The city has the ability to encourage the evolution of cultural districts through urban planning.

DEFICIENCIES IN LENNAR PROPOSAL 33

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8) STATE PARK LANDS

This project should be mutually beneficial for state park lands and the CP/HPS development. The current plan proposes significant land exchanges, a bridge and new roadway passing through sensitive habitat on state park lands, and new territory added to CPSRA. This will affect the park in two significant ways. This will affect wildlife corridors and planned adjacent habitat improvements (top) and significantly reduce the size of the parkland available for habitat and recreational uses (bottom). New lands proposed to be added to the State Park along the Hunters Point shoreline will be so narrow that they will provide neither wildlife habitat nor recreational opportunities other than a pathway along the shoreline.

85-21

The CP/HPS development should enable the state park lands to better fulfill the mission of the CA DPR. As it stands, the Lennar proposal compromises the potential of the state park by reducing its size, fragmenting habitat, and building a bridge that would threaten habitat value.

34 DEFICIENCIES IN THE LENNAR PROPOSAL

The Lennar proposal shows a bridge over Yosemite Slough and adjacent habitat improvements.

Source (plan only): Candlestick Point/Hunters Point Shipyard Urban Design Plan Lennar Urban, 9.25.08.

The Lennar proposal will reduce the size fo the state park on candlestick point and limit the parks mandate for biodiversity. This figure shows the current park boundary (in red) overlaid on the Lennar proposal.

Source (plan only): Candlestick Point/Hunters Point Shipyard Urban Design Plan 9.25.08.

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85-22

9) YOSEMITE SLOUGH

Although it is not with in the project boundaries, the scale of the CP/HPS project warrants a larger study of its surrounding area that includes expanding the Yosemite Slough as an open space and creating connections to Third Street and its MUNI stops. It is a project that should happen in time, if not concurrently with the CP/HPS project.

View from the South Basin to Yosemite Slough

Source: Arc Ecology

10) TRANSPORTATION

Lennar's proposal reflects the intent to build a bridge over the most ecologically productive areas of Yosemite Slough. Existing street routes should be studied for their ability to carry traffic in both stadium and non-stadium alternatives. According to the Bayview Transportation Improvement Plan, constructing a bridge could reduce car travel time by only three minutes. The extension of the Yosemite Slough open space corridor can also offer transportation alternatives for consideration.

Lennar Proposed Bridge Rendering
The proposed approximately 80-90-foot wide bridge would degrade sensitive habitat for the uncertain benefit of football fans driving to the stadium on game days—8-10 days/year.

Illustration source: Candlestick Point/Hunters Point Shipyard Urban Design Plan Lennar Urban, 9/25/08.

DEFICIENCIES IN LENNAR PROPOSAL 35

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ADDRESSING THE DEFICIENCIES OF THE LENNAR PROPOSAL

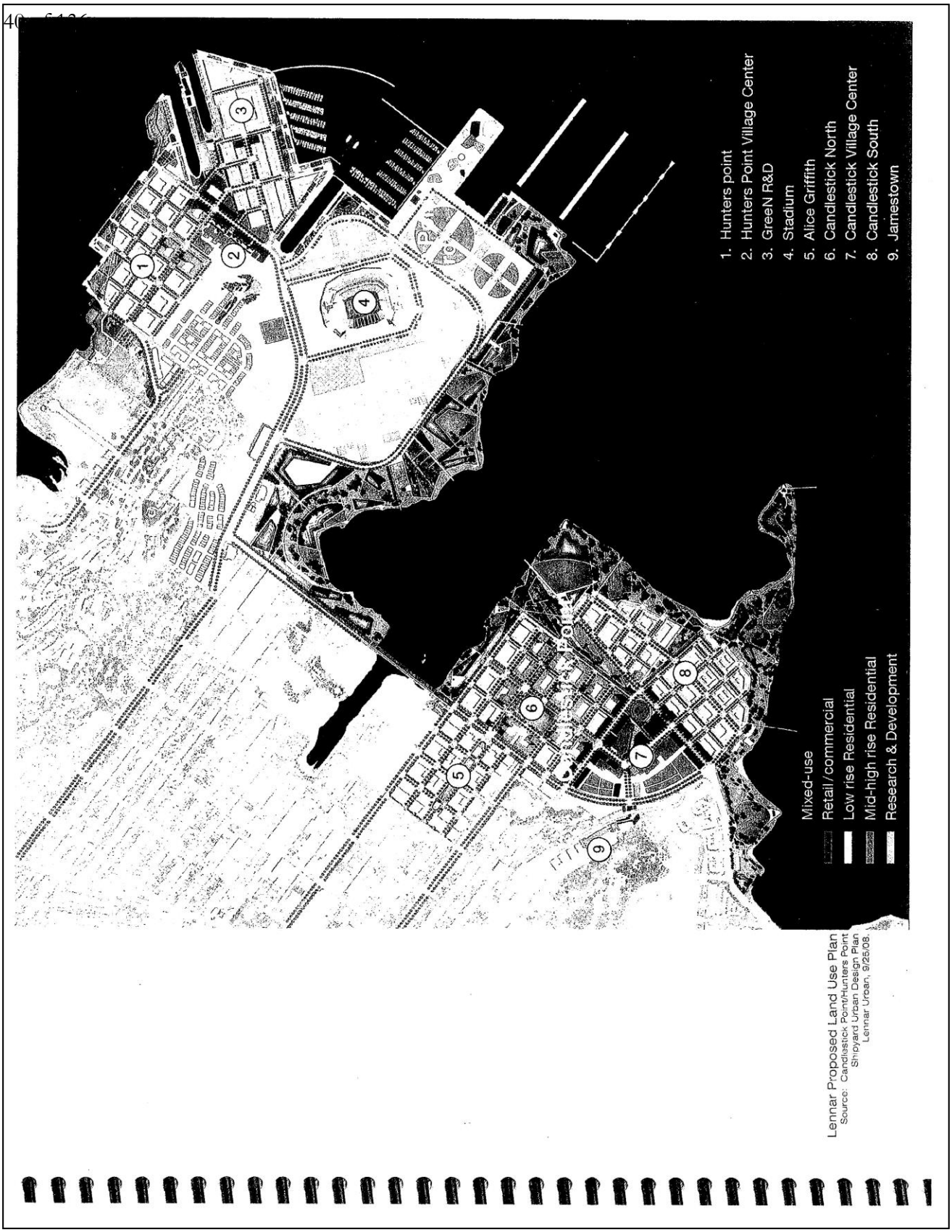
operating assumptions and positions for creating alternatives

85-23

The 9/25/2008 Lennar proposal reflected great strides in the development of the plan and revealed the thinking behind many of the decisions made to date. This study does not seek to duplicate this work. It is intended to be constructive and add to the rigor of study in this complex process.

The advances in the plan and the release of new information have revealed a set of fundamental issues and deficiencies that warrant alternative approaches for consideration and further study. As discussed in previous section, these issues center around the scale of the project, long-standing inequalities, and the evolution of the project over time. This study has formulated a set of assumptions, positions, inquiries, and objectives to address these issues and to inform the development of alternative concepts. They represent an array of voices and concerns collected by Arc Ecology from the community, planners, scientists, economists, and environmentalists. This collective is a tremendous resource for positively affecting the project and its evolution. Their views are not driven solely by the beat of progress and profit, but the nuanced questions of how the project will perform in the fullness of time, and what kind of legacy we are planning for all things living here long after the construction is complete.

36


1. Hunters point
2. Hunters Point Village Center
3. GreeN R&D
4. Stadium
5. Alice Griffith
6. Candlestick North
7. Candlestick Village Center
8. Candlestick South
9. Jamestown
Mixed-use
Retail/commercial
Low rise Residential
Mid-high rise Residential
Research & Development
Lennar Proposed Land Use Plan
Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan Lennar Urban, 9/25/08.

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GENERAL POSITIONS & ASSUMPTIONS

Based on previous studies and community support, the planning alternatives reflect the following positions and assumptions on selected topics:

Landfill on E2

The landfill on parcel E2 is to be removed. A constructed treatment wetland will occupy the parcel.

Yosemite Slough

All alternatives assume that the Yosemite Slough open space is to be expanded, and incorporated into the urban design, connectivity, transportation, programming, and ecological planning.

Bridge

Alternatives assume that transportation will utilize existing city streets and not a bridge over Yosemite Creek as proposed in the Lennar proposal.

Stadium Design

For the purposes of this study, the same stadium footprint was used in each alternative. Each site will have its own opportunities and constraints that would call for appropriate and individual architectural responses.

Water Systems

Water systems shown in alternatives represent area dedicated for this use, not a specific technology.

LAND USE AND PROGRAM

Different land use scenarios make way for new land uses and programs to be considered, and suggest different locations for land uses that are already part of the plan. The following list of land uses has been collected by Arc Ecology from advisors to this effort, community comments, and public meetings. When appropriate, they have been incorporated into the different planning scenarios.

Art Museum and Cultural Institutions
Afro-Centric Cultural Plaza
Miwok Indian Cultural Program
  interpretive loop, trail, monument, skills center
Asian Fishing Cultural Program
  interpretive loop, trail, monument, skills center
Shipyard and WWII Memorial Pier

20,000 seat sports and performance arena
High-rise Hotel
Outdoor Performance venue on regunning pier
Digital arts and media campus

Observation deck on regunning crane
Driving range as adaptive reuse for pier on Parcel C
Ship breaking and repair in former dry docks
Technical or academic campus
Solar arrays on finger piers

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85-25

85-26

85-26 cont'd.

38 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

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85-27

OPEN SPACE TYPE AND PROPORTION TO DEVELOPMENT FOOTPRINT

The proportions of the open space should be scaled to create a substantial ecological resource for the southeast quadrant of the city. The other large landscapes and parks of San Francisco should be used as a comparison—Crissy Field, Golden Gate Park, The Presidio, and Twin Peaks. These places to the northeast, or on the hilltops are comprised of the 7 basic flora and fauna communities of the city. We all benefit from exposure, experience, living in proximity, or even knowledge of them. Due to distance and physical barriers, they are virtually inaccessible to the residents of the southeast sector.

In the southeast sector these landscapes have been replaced by industry, or urbanization. The CP/HPS lands are the only foreseeable opportunity to shift this imbalance. Planning alternatives in the study should investigate urban configurations and increased densities that create opportunities for a large continuous open space with high ecological value.

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To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biodiversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

California State Parks Mission Statement
CA DPR

CPSRA's greatest asset is its large size with areas of significant distance between bayshore and urban development. It provides a healthy and thriving variety of wildlife habitats, as is demonstrated by the 180 wildlife species found in CPSRA, and a wealth of biodiversity. Its size is critical to the biodiversity mandate of the CA DPR mission and also allows for a wide array of recreation offerings within the urban context of San Francisco. This is one of a kind within the state parks system. However, failure to fully implement its Master Plan has left some of CPSRA relatively inaccessible for public access. CPSRA thus offers a great opportunity for habitat creation and improved pubic access and amenities such as a nature interpretive center envisioned in its Master Plan.

STATE PARK LANDS POSITION

In 1973 the State legislature set aside $10 million to acquire CPSRA and in 1977 CPSRA was established as the first California state park unit in an urban area, bringing state park benefits to people who cannot travel to distant wilderness areas.

Over 200 community meetings were held in developing the General Plan for this new state park. From the very beginning the community made it clear that it wanted CPSRA to provide a natural experience in this urban environment, with hiking trails, picnic areas, community gardens, an amphitheater, a cultural and natural history center, group camping site, fishing piers, windsurfing amenities and wildlife habitat. All these were incorporated into the General Plan and a later Plan Amendment.

While only some of the goals of the General Plan have been implemented—for example, a very popular picnic area, a fishing pier, a community garden and some hiking trails—CPSRA was very successful from its beginning in supporting a surprisingly large number of wildlife species. Over 180 species of birds, reptiles, amphibians, butterflies and mammals have been documented using the park's wide variety of habitats from wetlands and sandy beaches to grasslands and coastal scrub.

The quality and configuration of the state parks' lands for upholding the state parks mission statement can be greatly improved by the CP/HPS project. New programs and facilities can be added, habitats can be created and restored, relationships with the development and adjacent park lands can be leveraged for the greatest mutual benefit.

40 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

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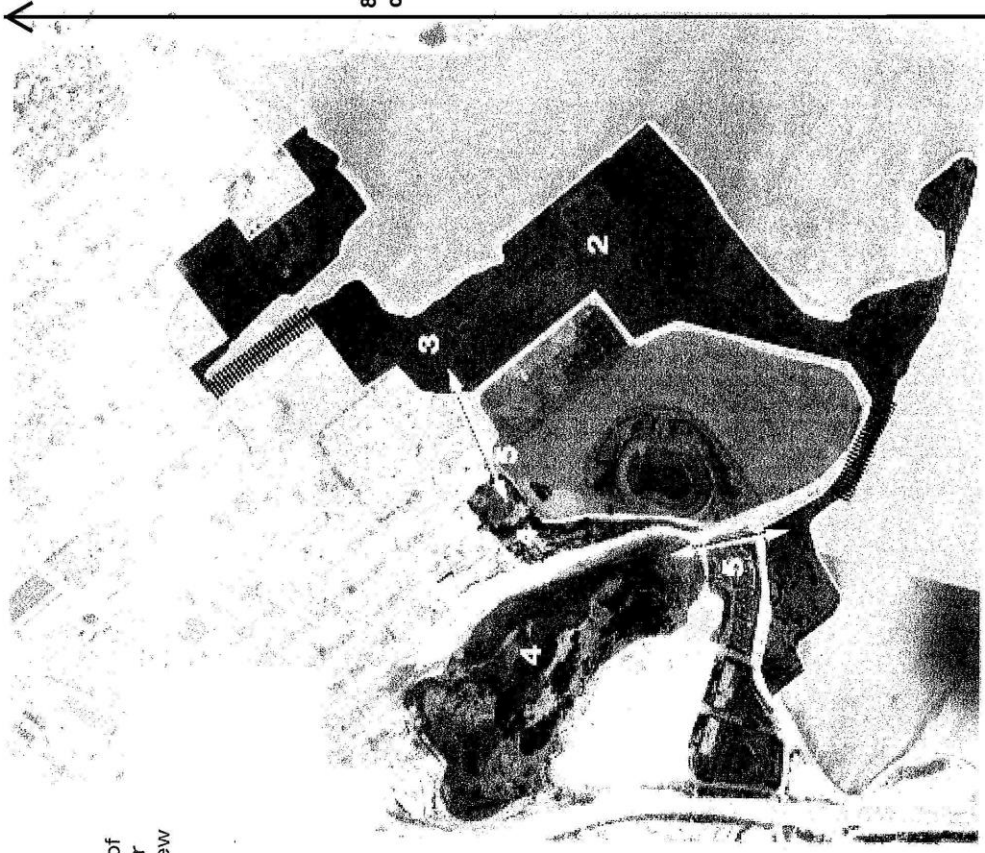
85-28 cont'd.



STATE PARK HABITAT OPPORTUNITIES, CONSTRAINTS, AND RECOMMENDATIONS

This diagram evaluates the existing configurations of Candlestick Point and provides recommendations for the integration of the state park open space with new urban development.

1. **Narrow Corridors** Widen narrow corridors to support habitat, hydrological function, and recreational needs. Study required to determine appropriate width.
2. **Large Patch** Existing large contiguous patch conributes to overall biodiversity potential and resilience.
3. **Potential Large Patch Size** Expand existing park land to capitalize on potentially large patch.
4. **Existing Open Space** Provide flora/ fauna/ pedestrian connection to Bayview Hill. Create connections with existing open spaces.
5. **Connectivity** Provide connection from CPSRA to existing open space.

CPSRA

Existing Adjacent Open Space

Existing Developed Areas

Narrow Areas (<300')

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 41

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85-28 cont'd.

Almost all of the Candlestick Point state park lands are on "man-made" land. They are the constructed result of the endeavors, waste, and earthquake remains of previous generations. As a construction (like a building, bridge, or monument), they are of unique cultural value to the city and the state as an artifact of a different era. This is both a resource to preserve and interpret through the mission statement mandates, as well as a reality about the kind of ecology that is possible and appropriate for such a place.

A range of plant communities and hydrologic conditions and the connectivity between them are key characteristics of biologically diverse places. Large-scale spaces are inherently necessary to maintain this diversity and the concept of habitat connectivity. While the state park lands at Candlestick Point possess the necessary cumulative scale that currently supports a wide array of wildlife species, their configuration has severe limitations. Narrow strips, hard water edges, poor soils, and poor connections to habitats outside its boundaries are all factors that limit the potential for increasing the biological diversity of the park. Planning and design that transcends boundaries can remedy those flaws while addressing the projected recreation needs that a state park can and should provide.

This figure shows the current park boundary (in red) overlaid on the Urban Design Plan in the Lennar proposal. The Lennar proposal shows development on a significant portion of state park land.

Image Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan, Lennar Urban, 9/2/08

42 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

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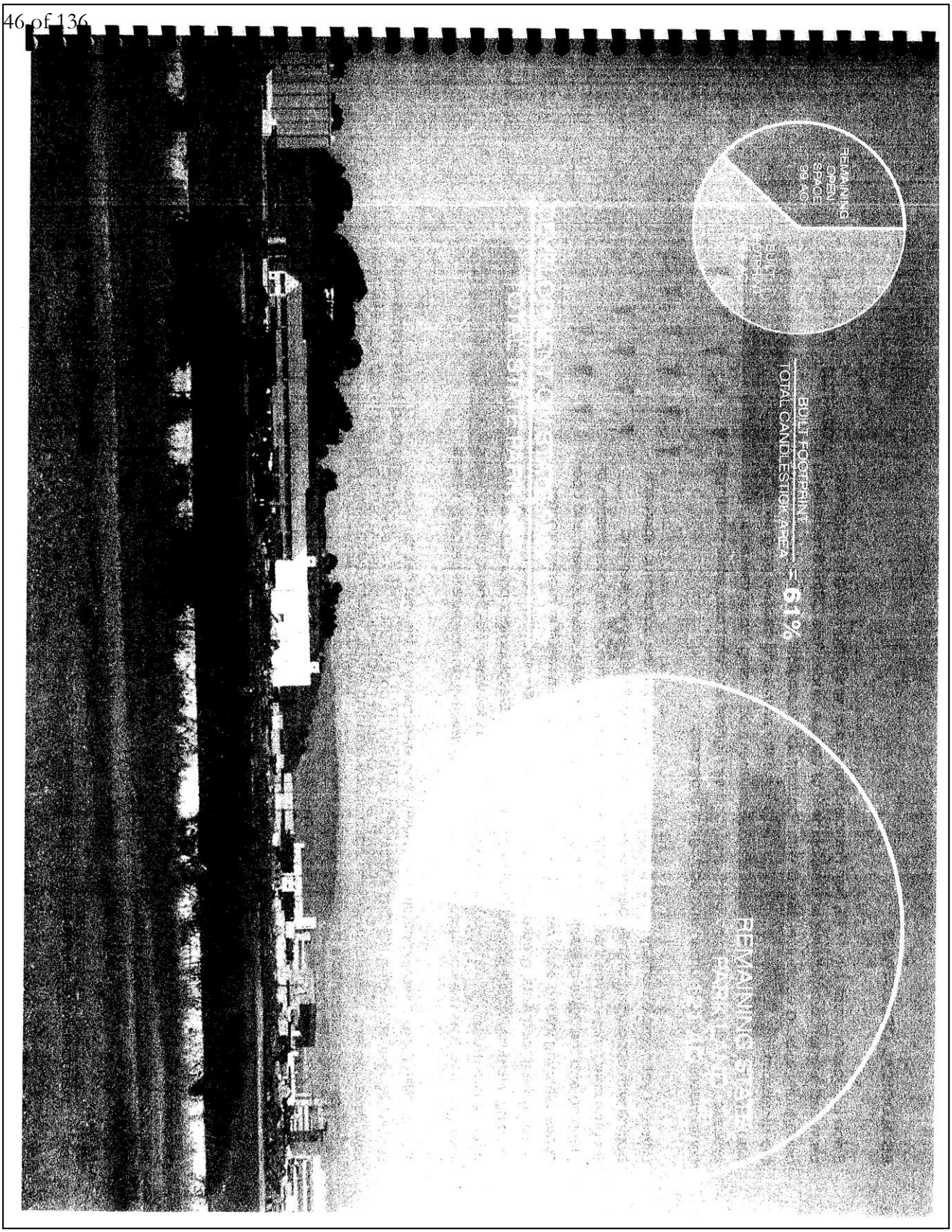
REMAINING OPEN SPACE 39% AC
BUILT
BUILT FOOTPRINT
TOTAL CANDLESTICK AREA = 61%
REMAINING

85-29

ECOLOGICAL OBJECTIVES

Since European contact in 1775, San Francisco has been gradually losing its indigenous plant and animal communities to development of various kinds. The CS/HPS represents an opportunity to build ecological assets with "bottom up" ecological planning coordinated with the development. This approach does not replace the active and passive programs that also need to accompany urban densities. It is rather a balancing factor that adds rigor to the process, and aids in organizing land uses for their highest and best use, while creating a rich contemporary blend of urban and ecological programs.

Different yet complementary to the project sustainability plan, the bottom-up approach begins with conceiving of the open space as a "single park" with ecological and programmatic objectives that the development can support through the coordination of planning and the flows of waste, water, and energy. In this case, development and open space planning inform each other. Open space priorities can result in more compact development footprints, greater density, and innovation in construction sequencing as well as building systems, with features such as dual plumbing. Development priorities can influence open space programs such as the creation of wetlands for water treatment, irrigation, and storage, as well as the configuration of open space, resulting in increased property values.

The CP/HPS project represents an opportunity to create many of the lost habitat types, protecting and enhancing the City's biological diversity, in coordination with a sustainable new development. Development and open space planning should inform each other, jointly addressing the sustainable management of resources, water and energy.

The following ecological objectives have been identified and are discussed in further detail in this section:

- leverage existing assets
- overcome ecological limitations
- create conditions for biodiversity
- intergrate flows of resources, water, and energy with open space systems
- coordinated park program
- change over time and dynamics.

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Lennar: top-down
urban development
vs
Alternative: bottom-up
urban development
85-29 cont'd.
Top-down and bottom-up are strategies of information processing and knowledge ordering...In many cases top-down is used as a synonym of analysis or decomposition, and bottom-up of synthesis.
A top-down approach is essentially breaking down a system to gain insight into its compositional sub-systems.
A bottom-up approach pieces together systems to give rise to a broader organization...This strategy often resembles a "seed" model, whereby the beginnings are small but able to grow in complexity and completeness...
Source: Wikipedia
ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL
45

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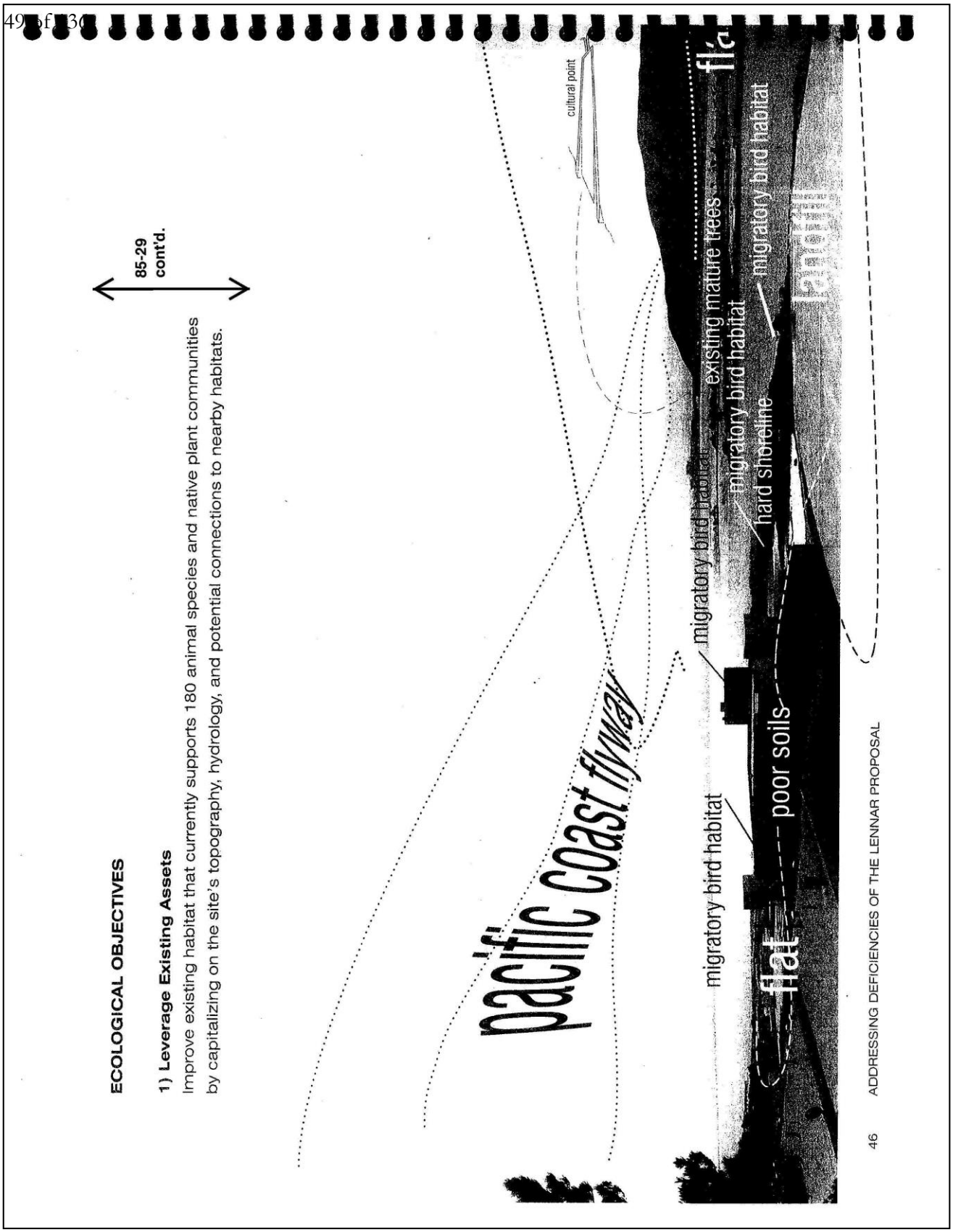
85-29 cont'd.
ECOLOGICAL OBJECTIVES
1) Leverage Existing Assets
Improve existing habitat that currently supports 180 animal species and native plant communities by capitalizing on the site's topography, hydrology, and potential connections to nearby habitats.
pacific coast flyway
migratory bird habitat
poor soils
flat
migratory bird habitat
existing mature trees
migratory bird habitat
hard shoreline
migratory bird habitat
cultural point
flat
46 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

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2) Overcome Ecological Limitations

The post-industrial conditions of the CP/HPS site present challenges to establishing productive ecological conditions. Limitations can be overcome through resourceful design, technology, landscape processes, and landscape succession strategies.

Example limitations—hardened shoreline, poor soils, fragmented habitats, non-native soils, limited resident fauna

Example agents for transformation—constructed wetlands, industrial composting, demolition, introduction of native flora/fauna species, maintenance regimes for landscapes

85-29 cont'd.

View from Parcel A, looking south to Candlestick Point

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 47

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3) Create Conditions for Biodiversity

Creating a biologically diverse mix of aquatic and terrestrial species requires flows and movement of species in continuous habitats with a range of hydrologic and flora conditions. The open space of the CP/HPS will require creating the following relationships:

Connect habitat patches—Remove barriers, create corridors, enhance existing corridors.

Create a range of plant communities—Create or enhance the plant communities of San Francisco based on soil, elevation, and hydrologic conditions.

Create a range of hydrological conditions—Use natural and constructed water sources to create a range of hydrological conditions and support new ecologies.

Target habitats for species of concern—San Francisco is home to many species threatened by loss of habitat. Prioritize the creation of habitats and corridors for species of concern and their reintroduction.

85-29 cont'd.

48 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

52 of 136

Plant and wildlife species of San Francisco
Most of these species are already found at CPSRA. Enhancing and creating a diversity of habitats at CP/HPS will increase the biodiversity of the state park and open space system.
Source: Nature in the City

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 49

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85-29 cont'd.

4) Integrate Flows of Resources, Water, and Energy with Open Space Systems

The open space will require inputs of energy, water, and nutrients for its establishment and long-term function. With early planning and guidelines for development, the buildings, streets, and infrastructure can provide these inputs creating a synthetic and sustainable relationship with the active, passive, and habitat systems of the open space.

Examples—Dual plumbing in buildings to generate consistent irrigation water resources, treatment wetlands for black water, irrigation storage ponds for recycled water, surplus solar energy for water movement and park energy needs, compost of wetland plants and household waste for soil building operations.

Solar panels integrated with irrigation storage

Constructed treatment wetland

Industrial composting

50 ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL

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5) Coordinated Park Program

Engage the urban and recreation programs that are essential to a successful and healthy city with the wild landscapes and their natural processes. Create and coordinate a diverse and contemporary blend of ecological, recreation, and cultural uses that builds health, knowledge, pride, and stewardship.

6) Change over Time and Dynamics

"Grow the park"- Building ecologies takes time. Begin the biodiversity and transformation objectives early: connect patches, build soils, plant trees, establish hydrological conditions. Executing low-cost/ long-timeline steps early will set ecological processes in motion as the park offers immediate change to the community, builds stewardship, and adds value to the development before it comes on line.

The open space should be enabled with design, technology, and programming that engage the dynamics of large-scale landscapes, such as wind, rain, tides, movement of species, seasonality, temperature. Dynamic processes allow landscapes to evolve, and be more self regulating, productive, and healthy.

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 51

85-29 cont'd.

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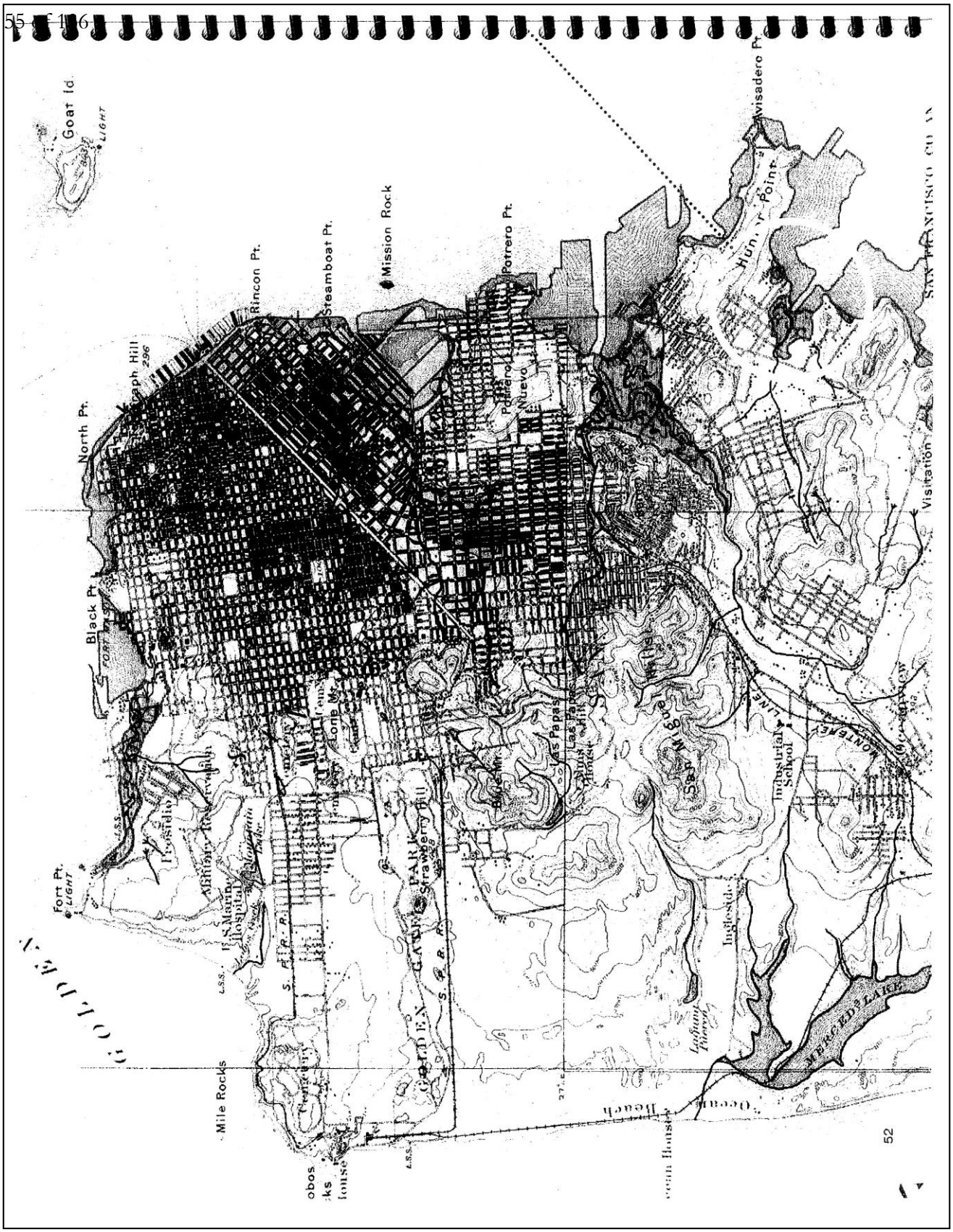

Goat Id.
LIGHT
Rincon Pt.
Steamboat Pt.
Mission Rock
Potrero Pt.
Hunters Point
Visitation
North Pt.
Black Pt.
Fort Pt.
LIGHT
Mile Rocks
Lone Mt.
Strawberry Hill
Las Pappas
Las Pappas Hill
Industrial School
Ingleside
MERCED LAKE
Ocean Beach
Ocean House
52

56 of 136

85-29 cont'd.

YOSEMITE SLOUGH AND CREEK POSITION AND PLANNING

Yosemite Creek was a natural waterway that no longer exists as a creek. As with most of San Francisco's creeks, it was buried in a culvert years ago, and incorporated into the City's combined sewage and storm water runoff collection system. The creek's headwaters were found in what is now McLaren Park, where a few small water features still evoke its memory. It flowed through what is now the Portola District and into a rich tidal marsh system at about where Third Street lies. The mouth of the creek was near where Yosemite and Wallace Avenues meet Ingalls Street today. Bayward of the historic creek mouth is a tidal inlet (formed by the filling in of much of South Basin around it) commonly called Yosemite Slough. Although "the slough" is sometimes called Yosemite Creek, there never in fact was a creek in that location.

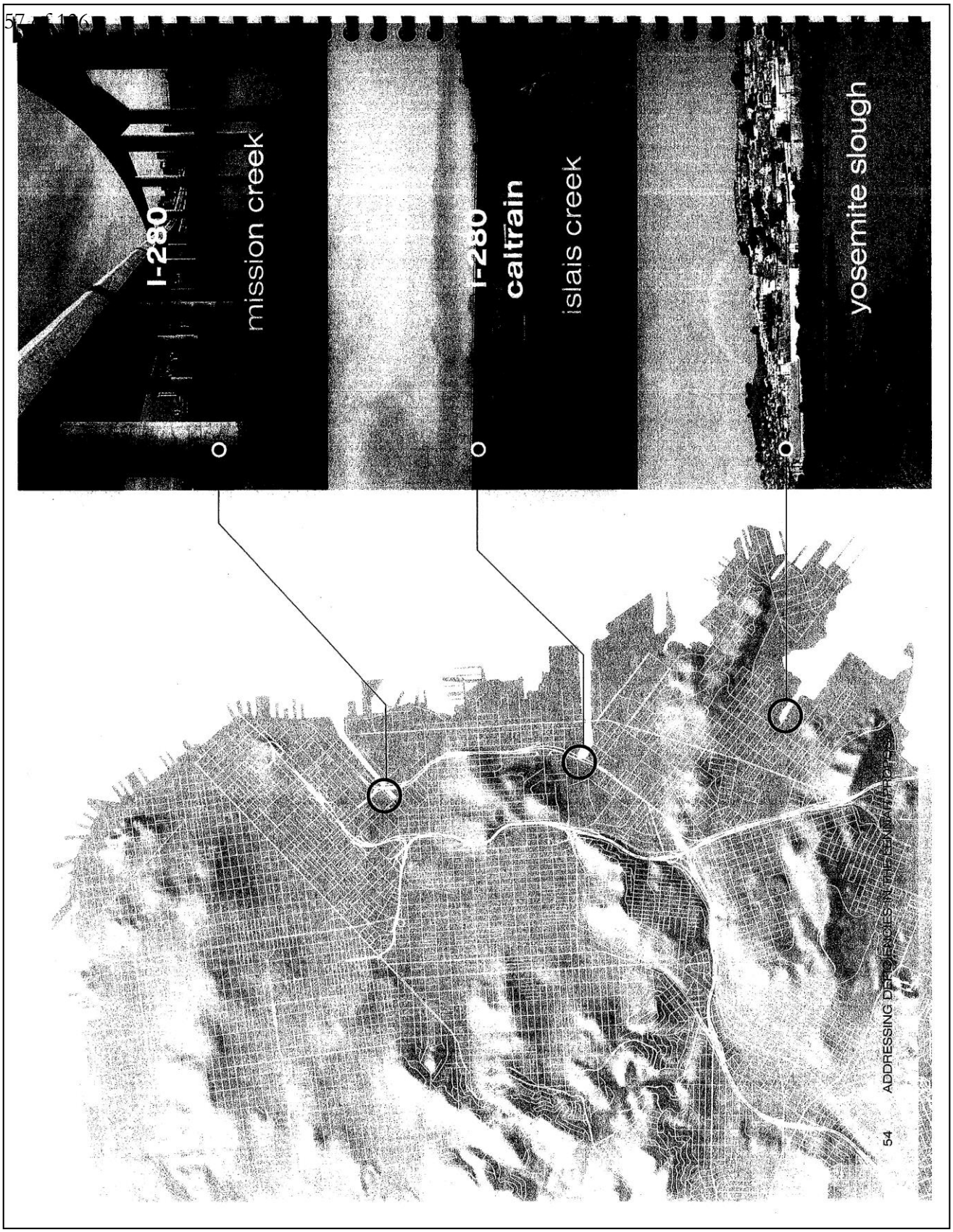
Yosemite Creek is gone, but not forgotten. It is part of the natural and cultural heritage of the area, and it still defines a significant watershed, an important part of the CP/HPS project's context. Although it is not with in the project boundaries, the scale of the CP/HPS project warrants a larger planning study of the surrounding area that includes expanding the Yosemite Slough as an open space and creating connections to Third Street and its MUNI stops. It is a project that should happen in time, if not concurrently with the CP/HPS project.

Planning for expanding the Slough as an open space should study both natural and infrastructural water systems. Alternatives could incorporate the creek's historic tidal and riparian wetlands, opportunities to restore some of the creek's historic freshwater flows, and the improvement of urban storm water systems that deliver water to the bay. These options should be explored and introduced into the public's imagination for consideration, inspiration, and research. In the meantime, it is urgent that we protect Yosemite Slough and its environs.

Bay Fill
Historic Creek
Historic Wetlands

San Francisco historic watershed map

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 53


I-280
mission creek
I-280
caltrain
islais creek
yosemite slough
54
ADDRESSING DRIVEWAYS IN THE EMBARCADERO

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Like Yosemite Creek, the city's two other major east-flowing creeks have been buried in culverts, and they too are memorialized by tidal inlets that extend from the locations of their namesakes' historic creek mouths to today's Bay shoreline. Mission Creek Channel, also called China Basin Channel, is crossed by the Third and Fourth Street drawbridges as well as three I-280 ramps. It is surrounded by the dense development of Mission Bay. The Islais Creek channel is crossed by the Third Street and Illinois bridges and is surrounded by wrecking yards, a transit yard, and various maritime and industrial facilities.

85-29 cont'd.

In the context of the city's eastern waterfront Yosemite Slough is unique. It is the only one of the three inlets that is not constricted by major transportation infrastructure. It is surrounded by state park lands and is less developed. It has better water quality and a more naturalistic shoreline. These factors set it apart for its potential for ecological restoration and environmental education. Locating development close to the water's edge and/or constructing a bridge over the slough, as recommended by Lennar, would waste a one-time opportunity to capitalize on this significant biological resource and asset to the community and city.

Alternative Transportation Diagram
Refer to pages 78–99 for alternatives that demonstrate connections to key elements of plans.

Yosemite Slough Restoration Plan with Lennar Proposed Bridge Location
Sources: Yosemite Slough Restoration Project, WRA; Candlestick Point/Hunters Point Shipyard Urban Design Plan, Lennar Urban, 9/25/08.

Opposite: Yosemite Slough in the context of the city's eastern waterfront

ADDRESSING DEFICIENCIES OF THE LENNAR PROPOSAL 55

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ALTERNATIVE PLANNING APPROACH

Due to its size, location, and environmental conditions, development of the CP/HPS site will transform Bayview-Hunters Point, San Francisco, and the Bay Area as a place to live, do business, pursue recreation and entertainment, and nurture culture. It will also alter the natural environment.

To reach the full potential of the opportunities redevelopment of this site will create, as well as to avoid problems, plans must rest on a firm foundation of ecological knowledge, goals, and priorities. Planning that begins with an understanding and respect for the site and its context will capture the opportunities and avoid unintended consequences far more effectively than a process that considers site and context after critical land use decisions have already been made. A project designed from the start to fit the site conditions is also better able to adapt to changes that will inevitably occur as the project matures.

The diagrams that follow depict flexible and strategic planning approach that responds to the tremendous opportunities and potential impacts that the CP/HPS site presents in the next section. The land use scenarios suggested by this approach can ensure that development of the site will fulfill ecological purpose and responsibility to the greater metropolis over the long lifetime of the project.

85-30

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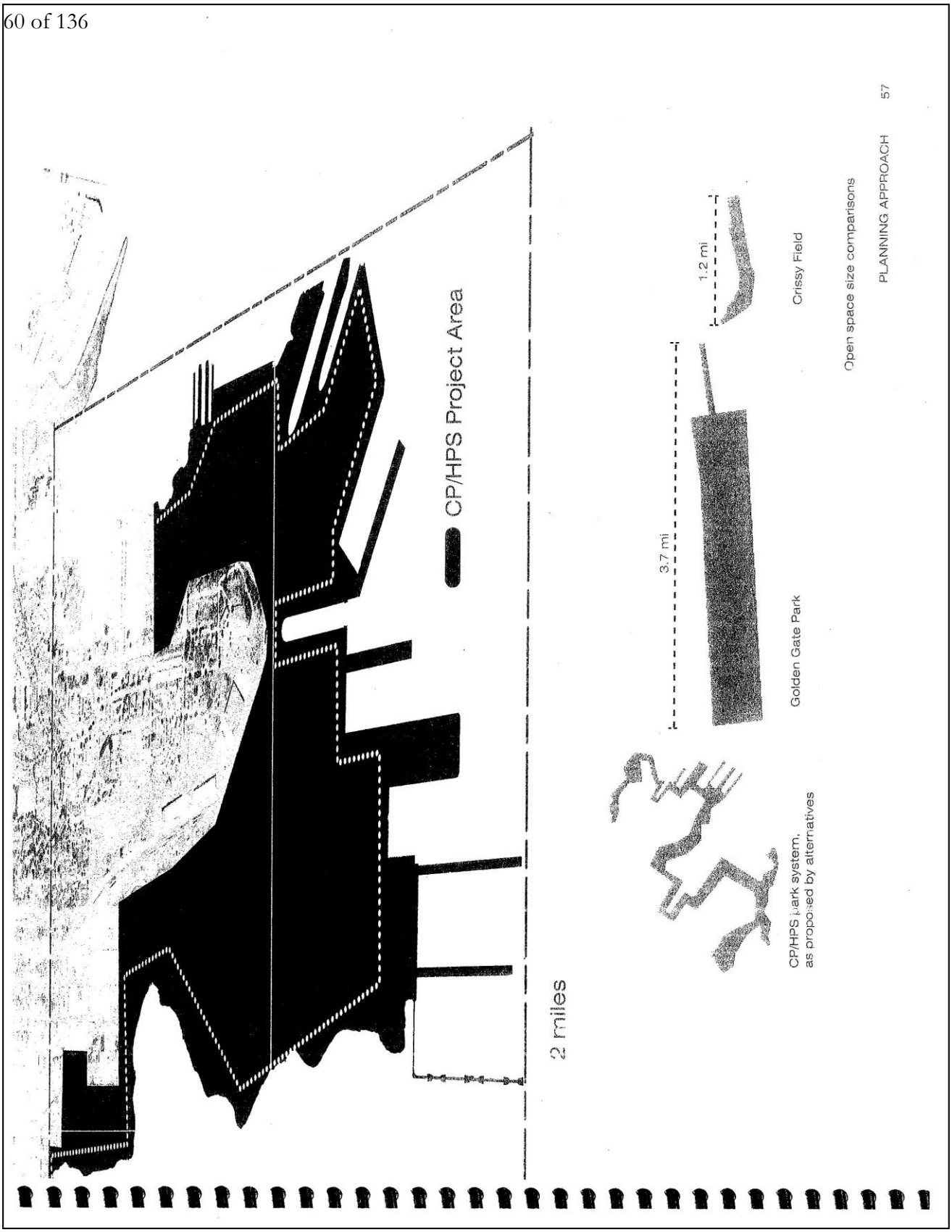
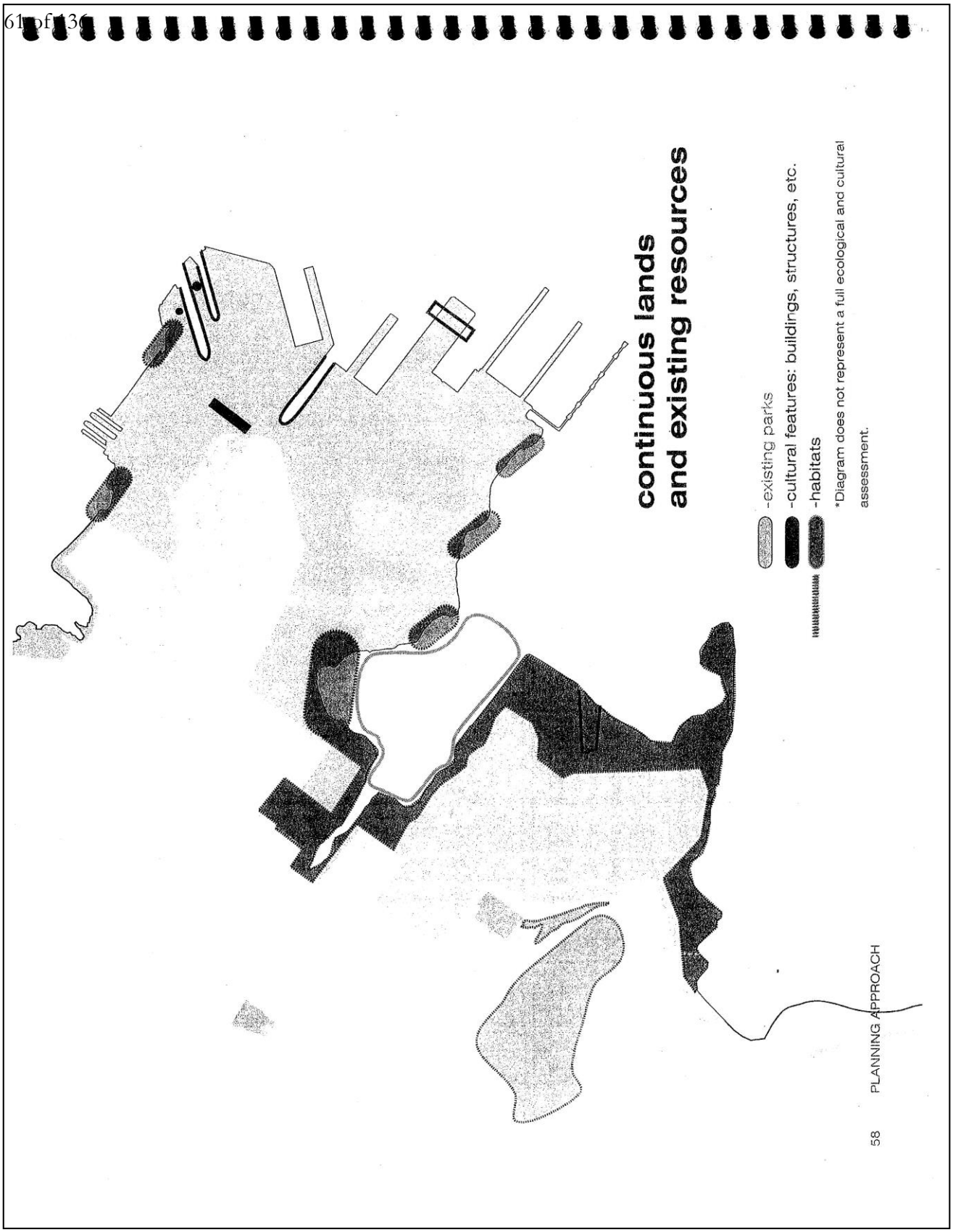
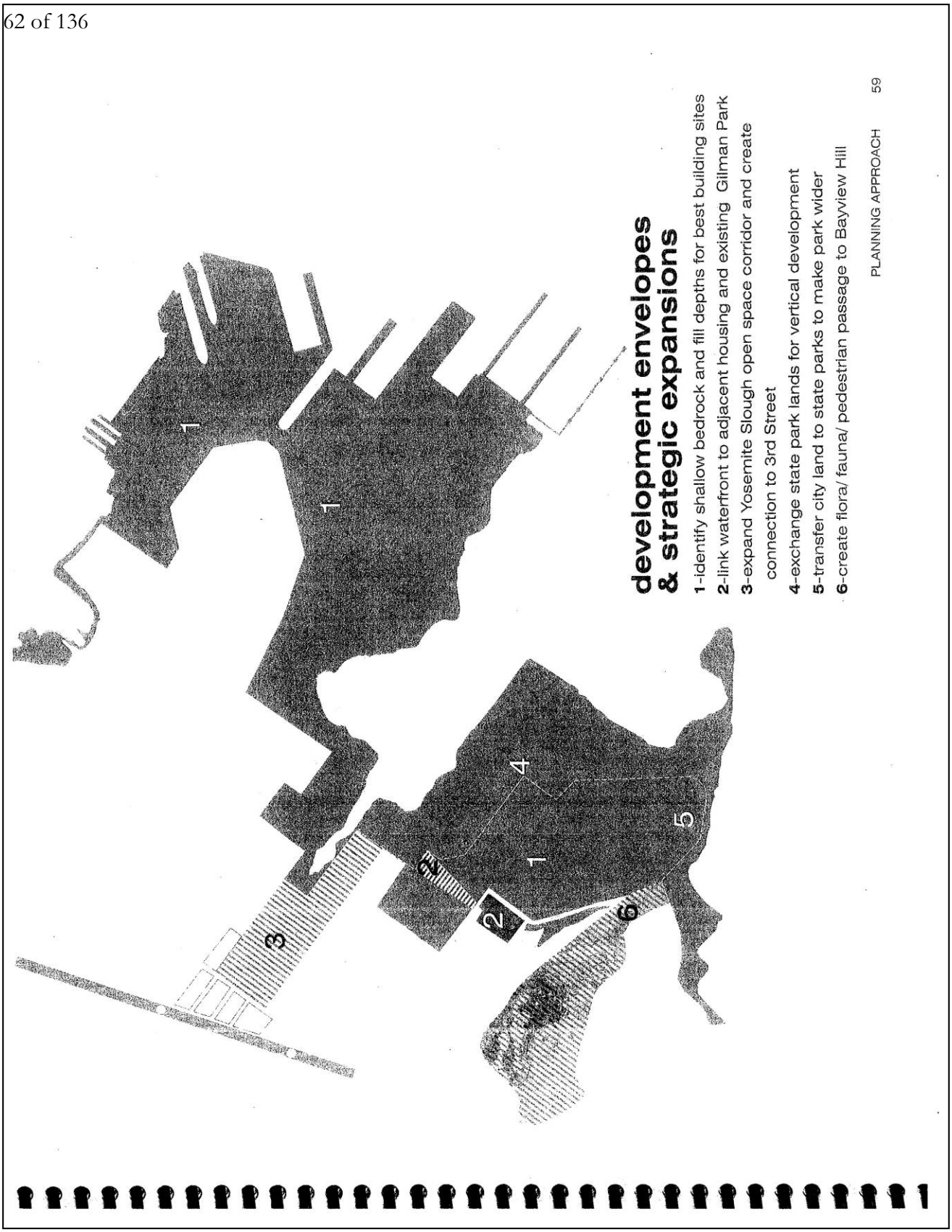
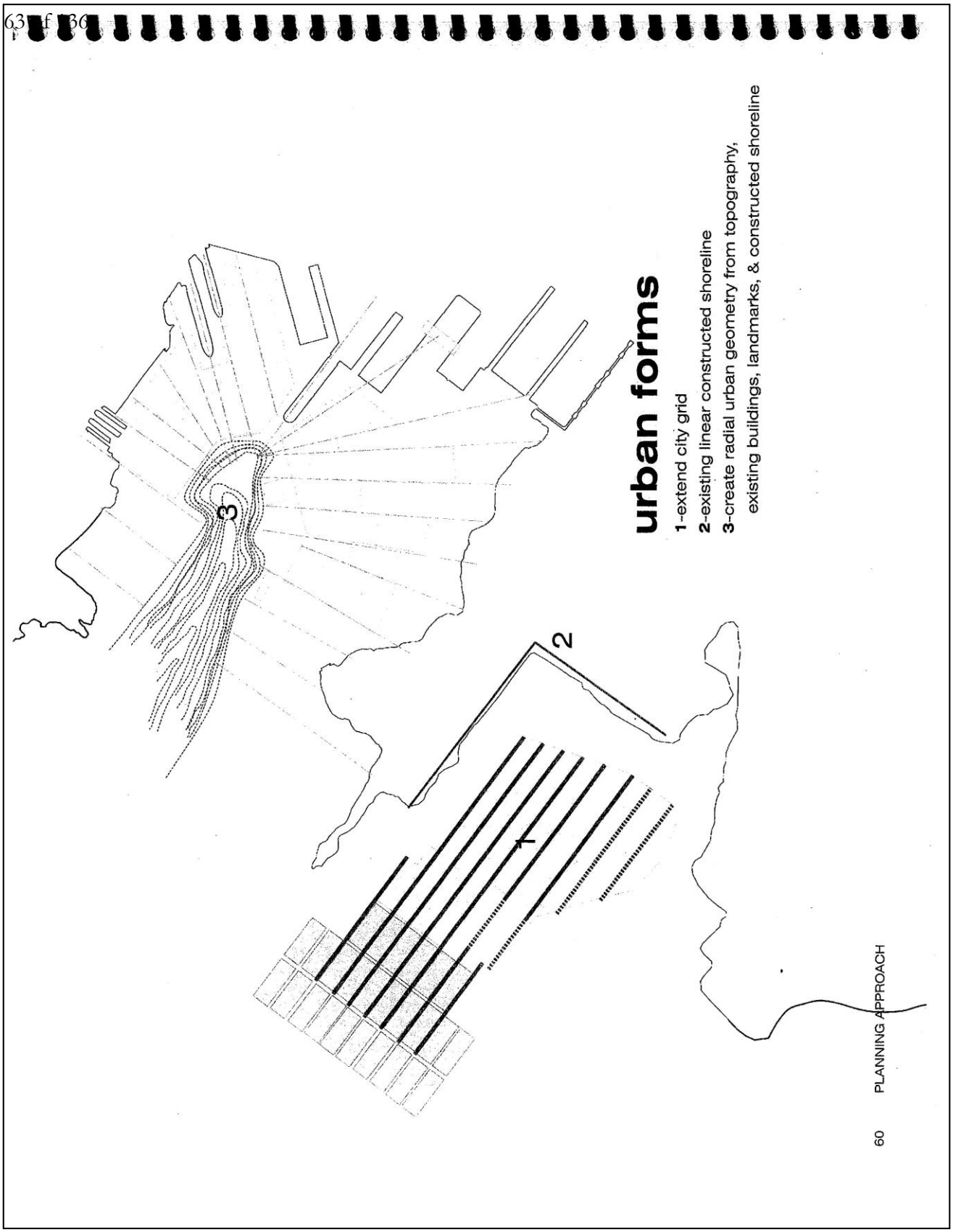

CP/HPS Project Area
2 miles
CP/HPS park system,
as proposed by alternatives
3.7 mi
Golden Gate Park
1.2 mi
Crissy Field
Open space size comparisons
PLANNING APPROACH
57


continuous lands
and existing resources
-existing parks
-cultural features: buildings, structures, etc.
-habitats
*Diagram does not represent a full ecological and cultural assessment.
58 PLANNING APPROACH

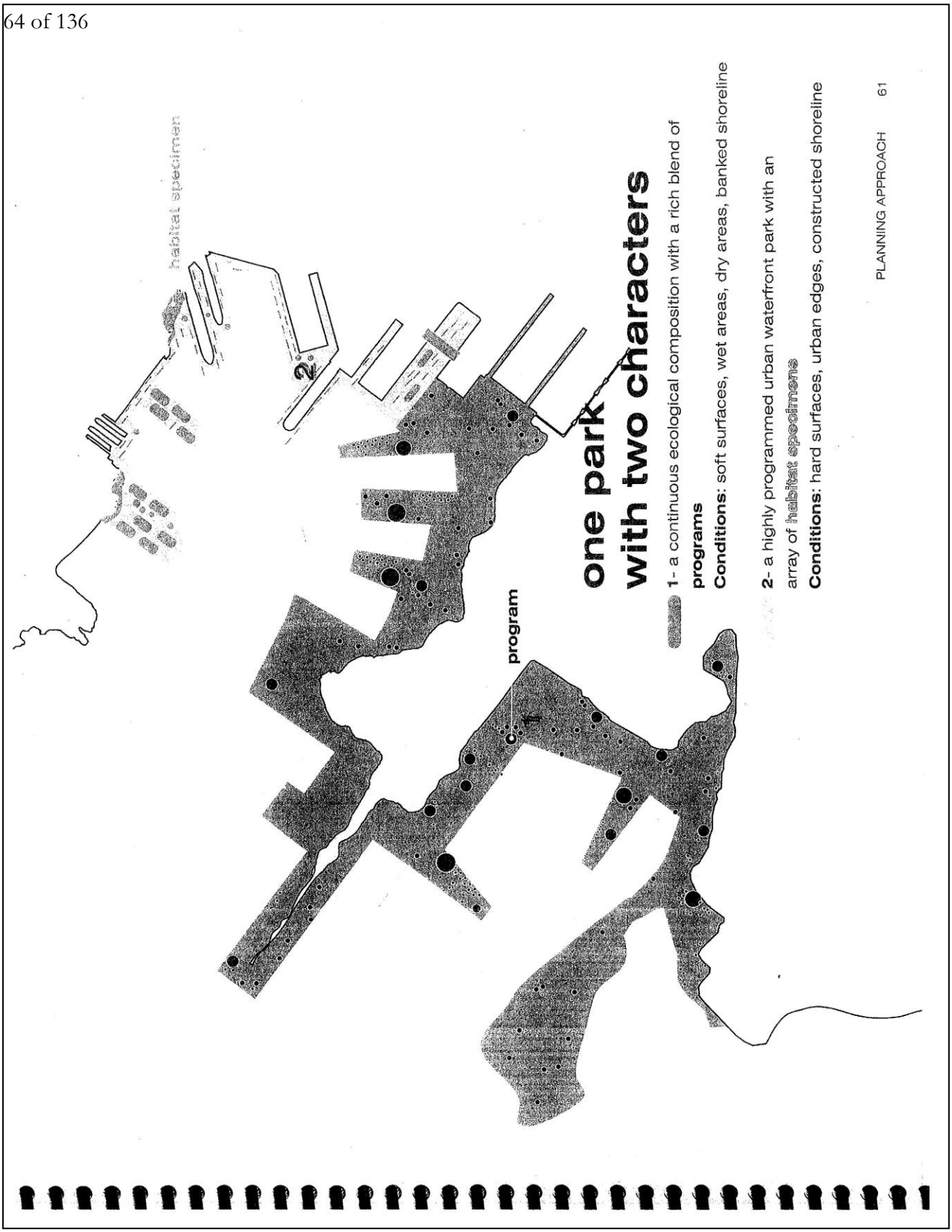
62 of 136

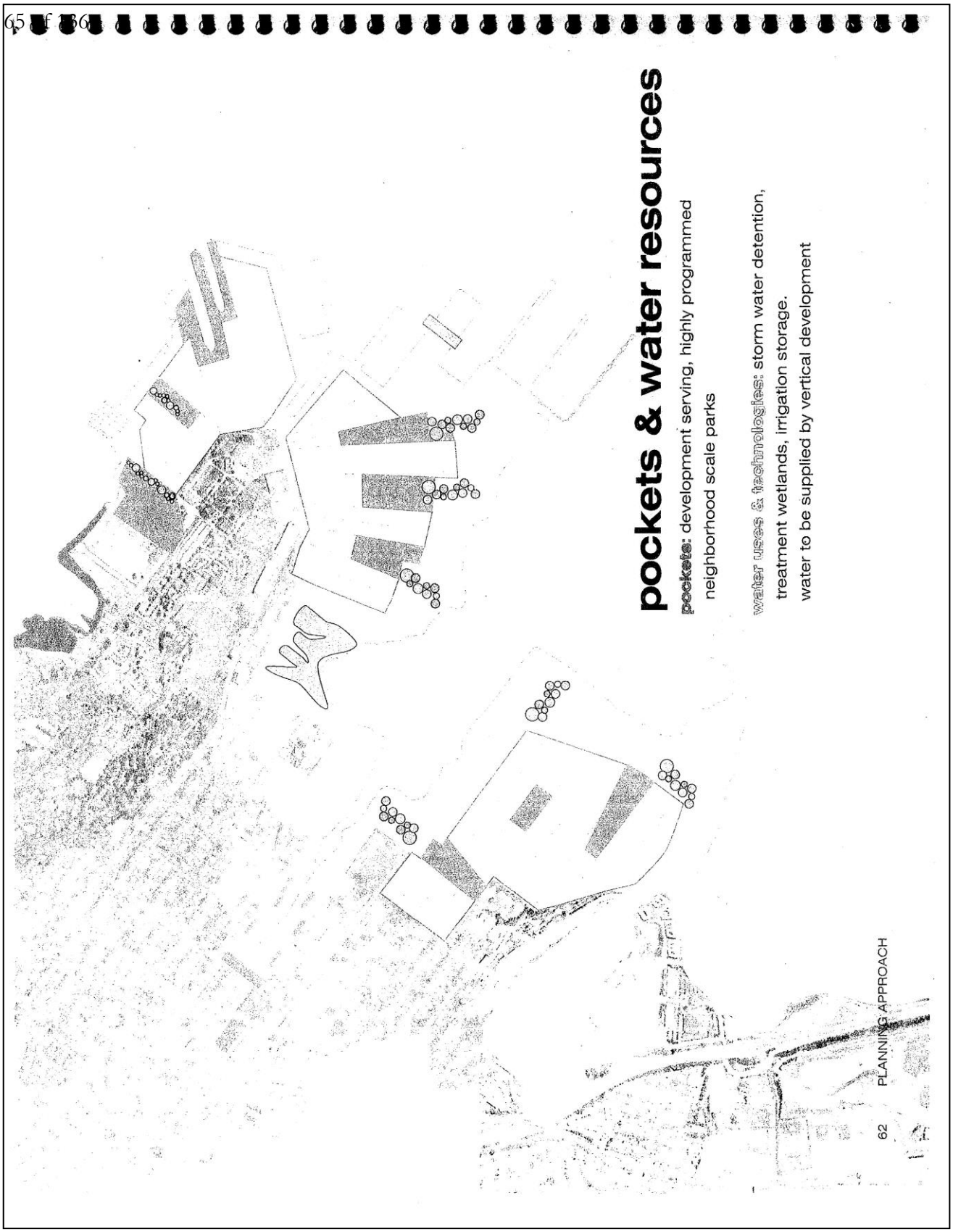

development envelopes
& strategic expansions
1-identify shallow bedrock and fill depths for best building sites
2-link waterfront to adjacent housing and existing Gilman Park
3-expand Yosemite Slough open space corridor and create connection to 3rd Street
4-exchange state park lands for vertical development
5-transfer city land to state parks to make park wider
6-create flora/ fauna/ pedestrian passage to Bayview Hill
PLANNING APPROACH 59

63 of 136


urban forms
1-extend city grid
2-existing linear constructed shoreline
3-create radial urban geometry from topography,
existing buildings, landmarks, & constructed shoreline
1
2
3
60 PLANNING APPROACH

64 of 136


habitat specimen
2
one park
with two characters
1- a continuous ecological composition with a rich blend of
programs
Conditions: soft surfaces, wet areas, dry areas, banked shoreline
2- a highly programmed urban waterfront park with an
array of habitat specimens
Conditions: hard surfaces, urban edges, constructed shoreline
program
1
PLANNING APPROACH 61


65 of 86
pockets & water resources
pockets: development serving, highly programmed
neighborhood scale parks
water uses & technologies: storm water detention,
treatment wetlands, irrigation storage.
water to be supplied by vertical development
62
PLANNING APPROACH

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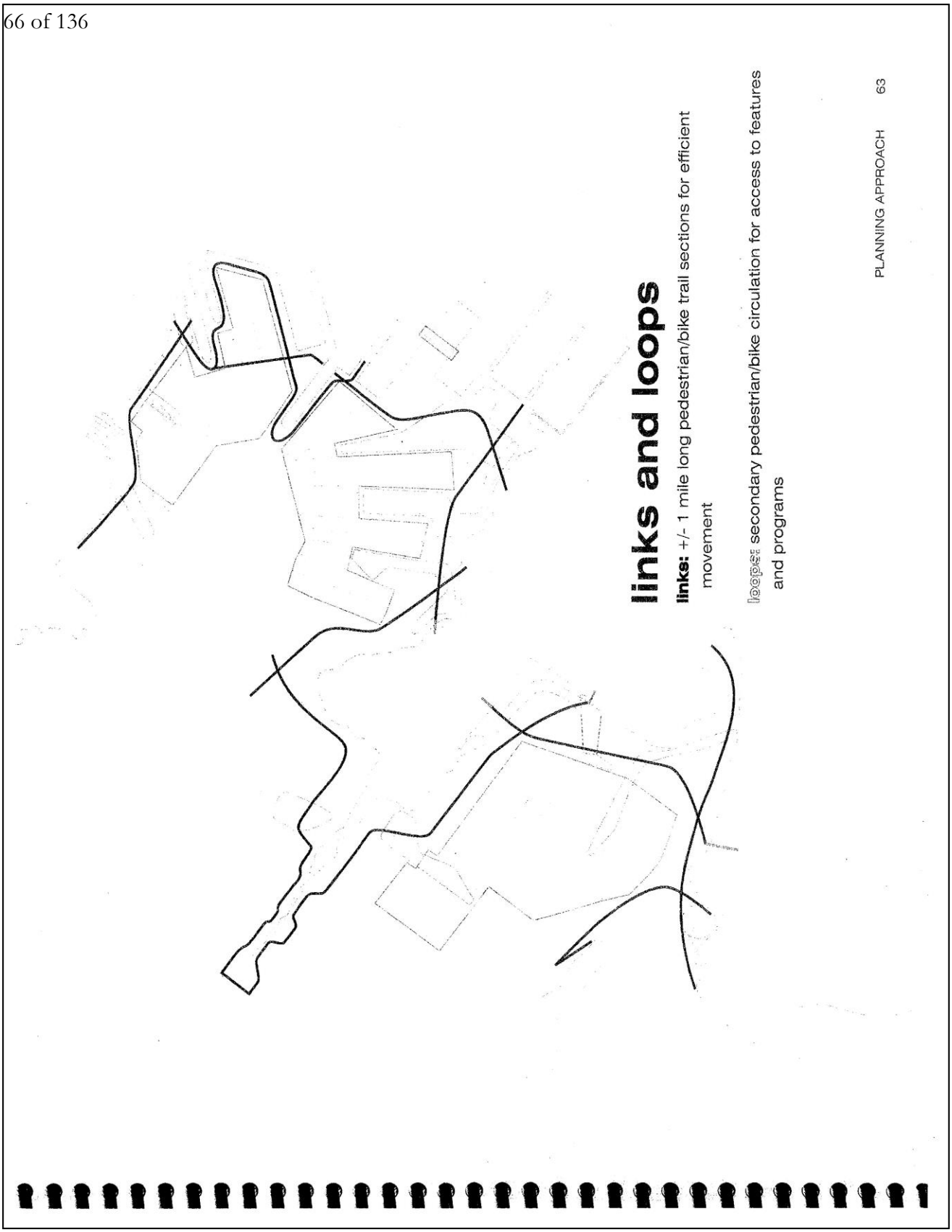
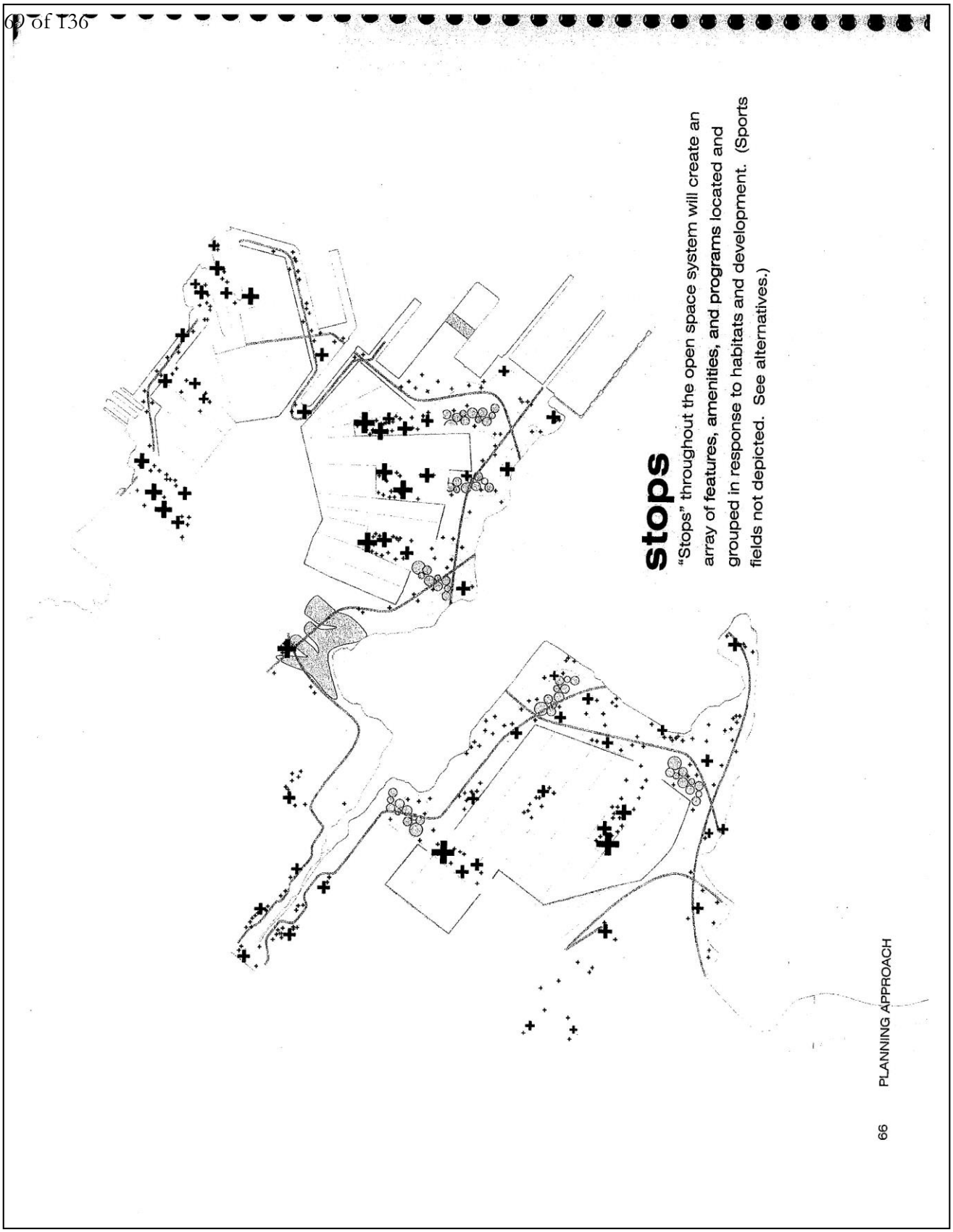

links and loops
links: +/- 1 mile long pedestrian/bike trail sections for efficient movement
loops: secondary pedestrian/bike circulation for access to features and programs
PLANNING APPROACH 63


continuous habitats
Connecting patches and creating corridors could create a continuous composition of the seven San Francisco habitats
wetlands - tidal, freshwater, and constructed
dunes
riparian
coastal scrub
non native forest
oak woodlands
grasslands
recreation fields
64 PLANNING APPROACH


the 7 habitats of San Francisco
in one continuous park
on the eastern waterfront
native forests
dunes
oak woodlands
riparian
wetlands
coastal scrub
grasslands

69 of 136


stops
"Stops" throughout the open space system will create an array of features, amenities, and programs located and grouped in response to habitats and development. (Sports fields not depicted. See alternatives.)
66 PLANNING APPROACH

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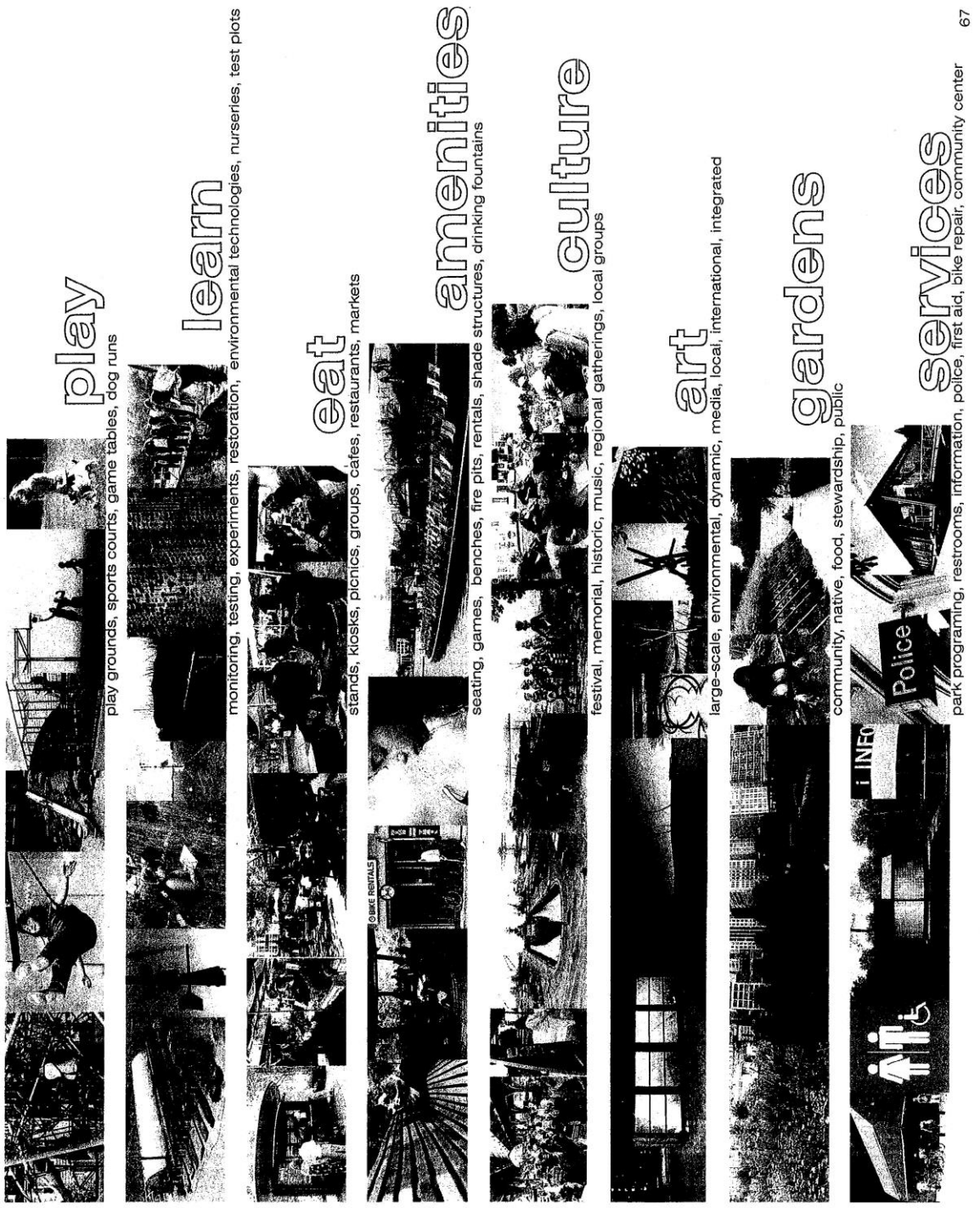
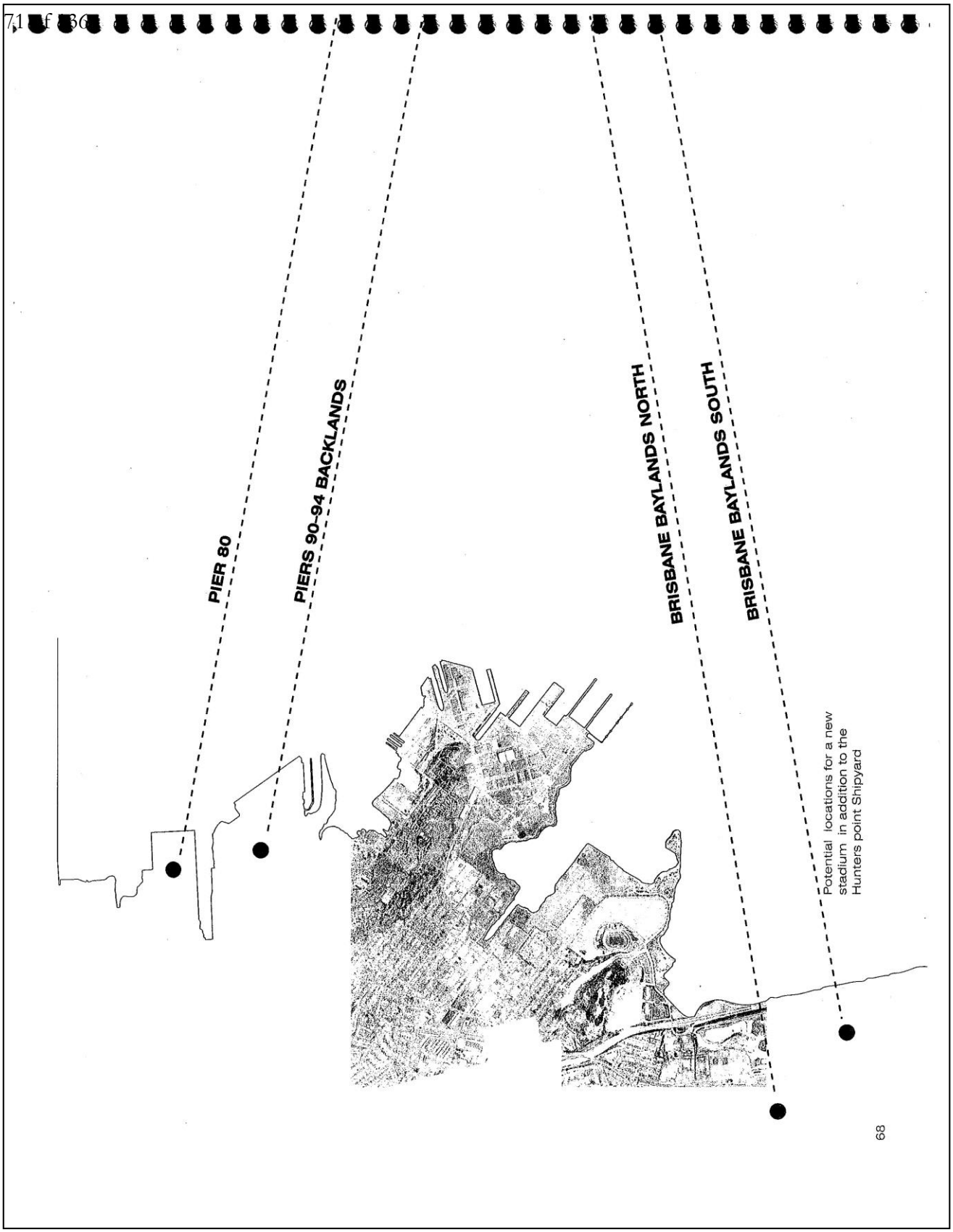

play
play grounds, sports courts, game tables, dog runs
learn
monitoring, testing, experiments, restoration, environmental technologies, nurseries, test plots
eat
stands, kiosks, picnics, groups, cafes, restaurants, markets
amenities
seating, games, benches, fire pits, rentals, shade structures, drinking fountains
culture
festival, memorial, historic, music, regional gatherings, local groups
art
large-scale, environmental, dynamic, media, local, international, integrated
gardens
community, native, food, stewardship, public
services
park programing, restrooms, information, police, first aid, bike repair, community center
67
Police

7.1 of 36


PIER 80
PIERS 90-94 BACKLANDS
BRISBANE BAYLANDS NORTH
BRISBANE BAYLANDS SOUTH
Potential locations for a new stadium in addition to the Hunters point Shipyard
68

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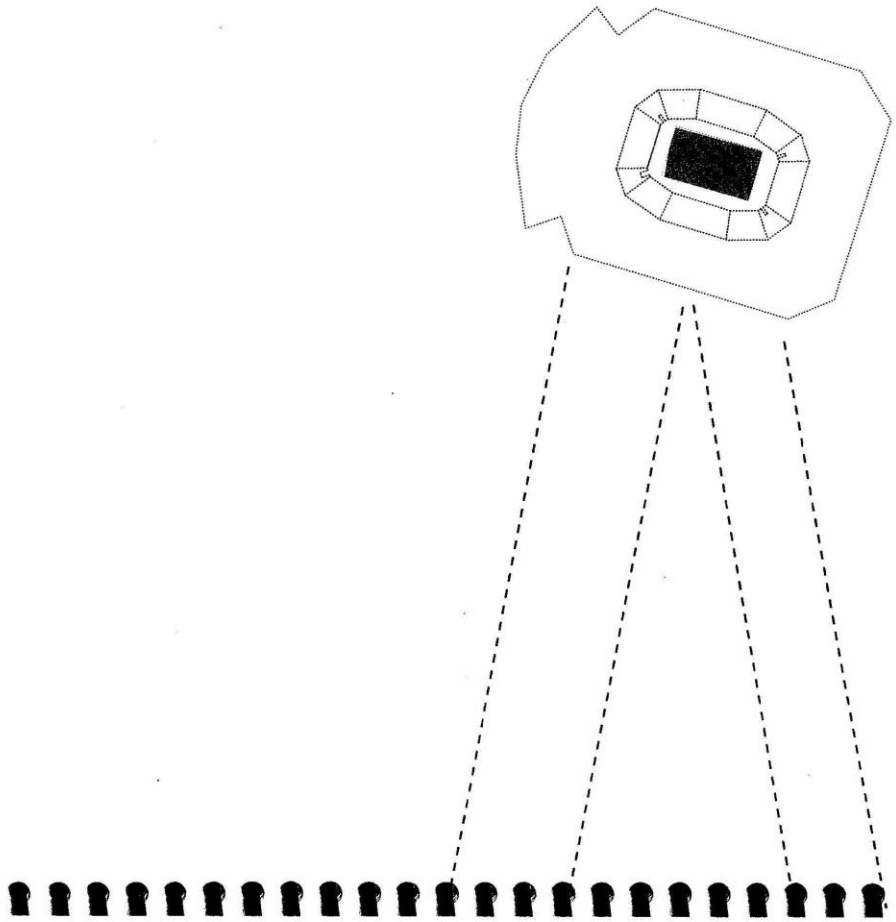
STADIUM LOCATION ALTERNATIVES OFF THE SHIPYARD

85-31

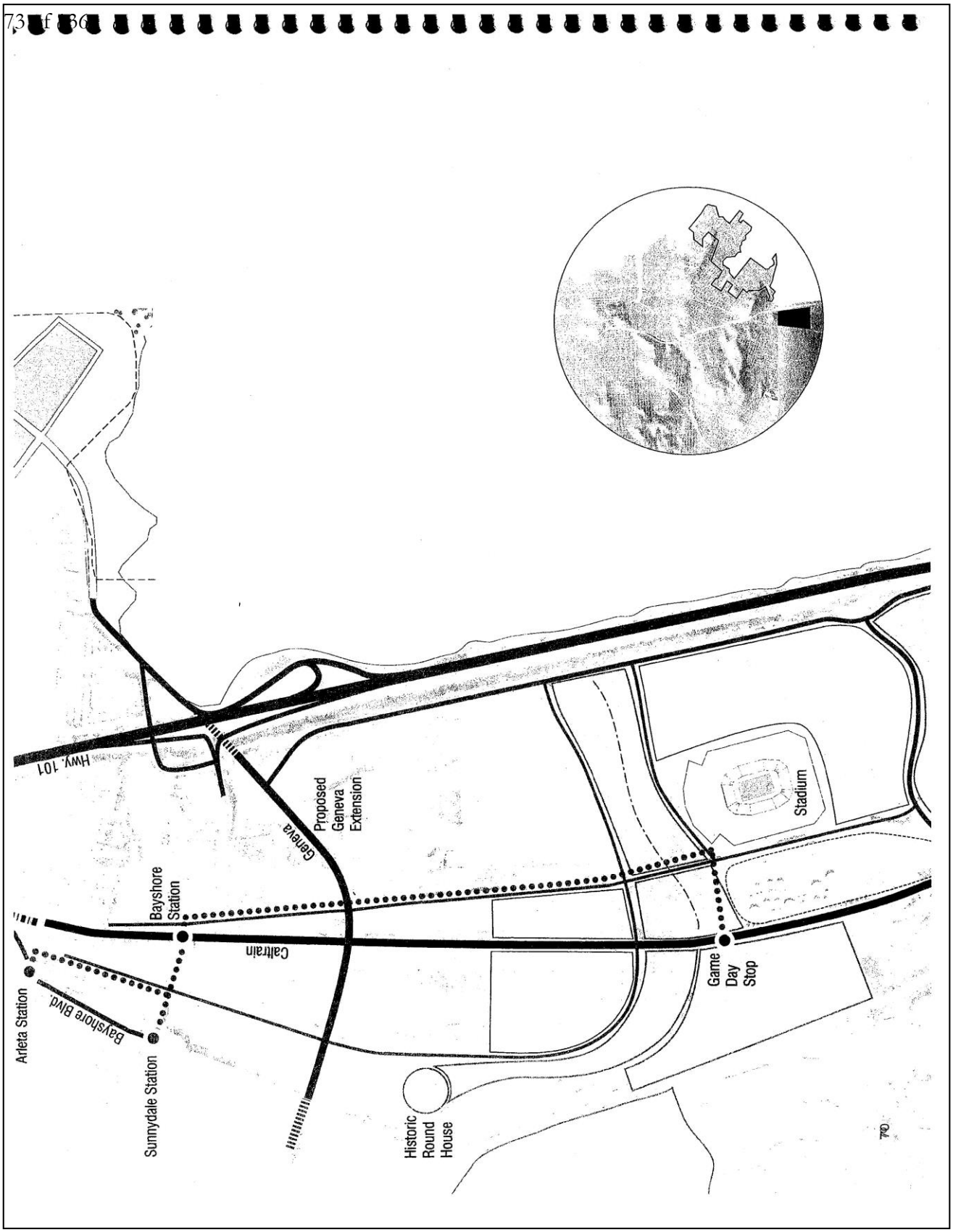
Without a stadium on the project site, the redevelopment of CP/HPS has far greater potential to meet the economic and social needs of the community. All four of these options would create minimal traffic impacts to existing and proposed residential neighborhoods:

1. **Brisbane Baylands South:** a large site with access to Highway 101, with the potential for a convenient game-day Caltrain stop;
2. **Brisbane Baylands North:** a large site with easy access to Highway 101, close to the Sunnydale T-Third stop and the existing Bayshore Caltrain station, with the potential for an adjacent game-day stop;
3. **Pier 90-94 Backlands:** owned by the Port of San Francisco, approximately a mile from I-280 access, 10-minute walk to Marin Street light rail stop; and
4. **Pier 80:** owned by the Port of San Francisco, approximately ½ mile from I-280 access, 7.5-minute walk to Marin Street light rail stop, short walk or train ride on T-Third from the 22nd Street Caltrain station.

69



73 of 86


Hwy. 101
Geneva
Proposed Geneva Extension
Stadium
Bayshore Station
Caltrain
Arleta Station
Bayshore Blvd.
Sunnydale Station
Historic Round House
Game Day Stop

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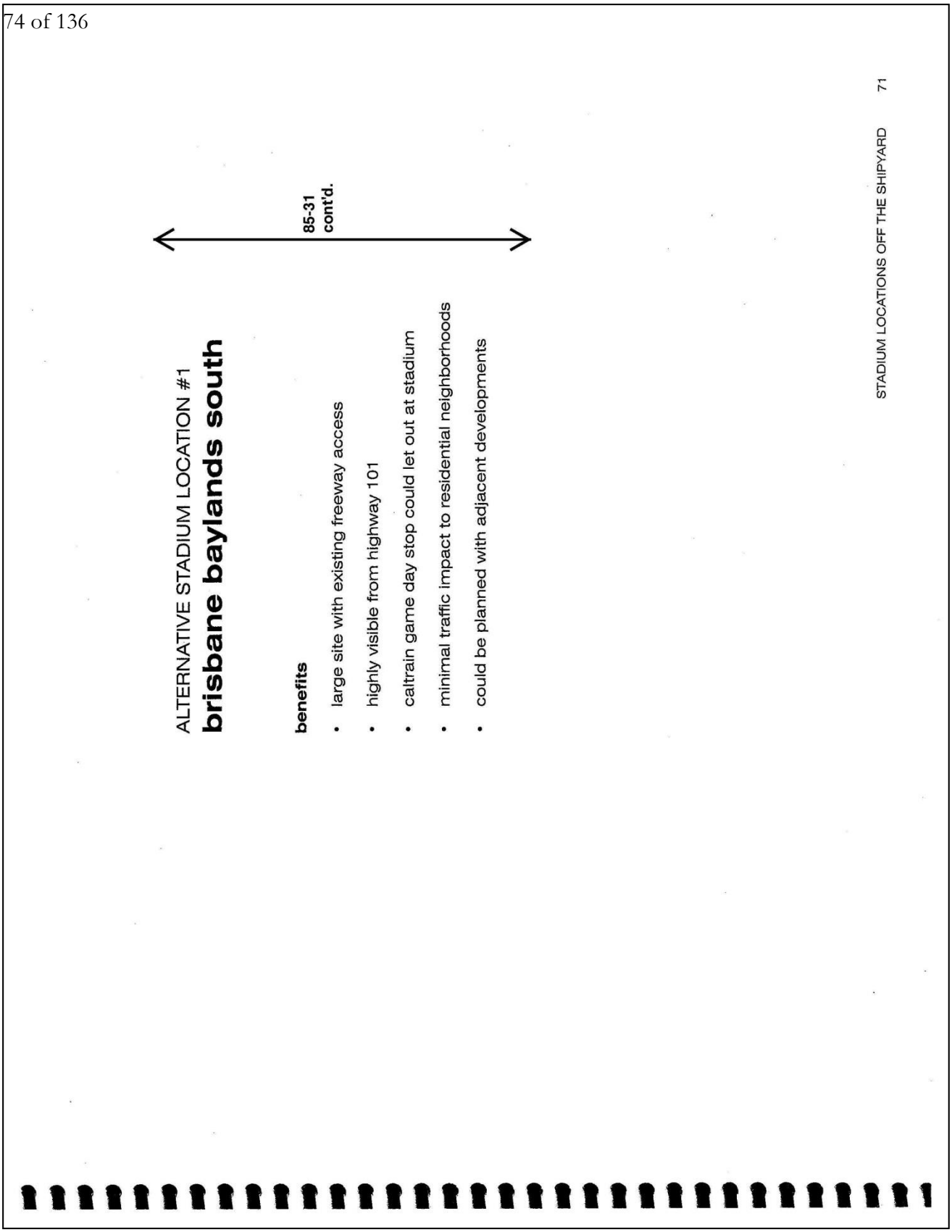
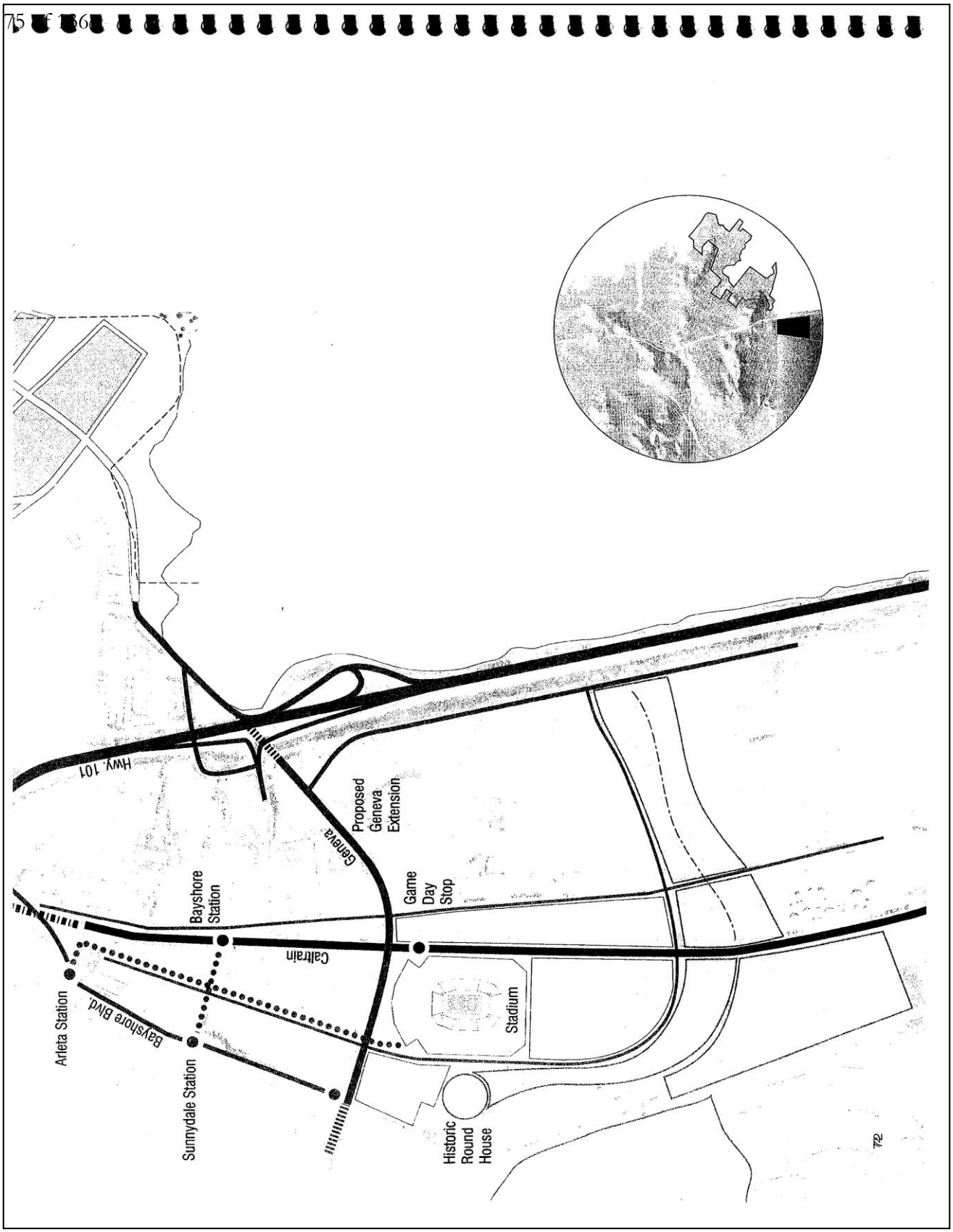

ALTERNATIVE STADIUM LOCATION #1
brisbane baylands south
benefits
• large site with existing freeway access
• highly visible from highway 101
• caltrain game day stop could let out at stadium
• minimal traffic impact to residential neighborhoods
• could be planned with adjacent developments
85-31 cont'd.
STADIUM LOCATIONS OFF THE SHIPYARD 71


Hwy. 101
Geneva
Proposed Geneva Extension
Bayshore Station
Caltrain
Game Day Stop
Stadium
Arleta Station
Bayshore Blvd.
Sunnydale Station
Historic Round House

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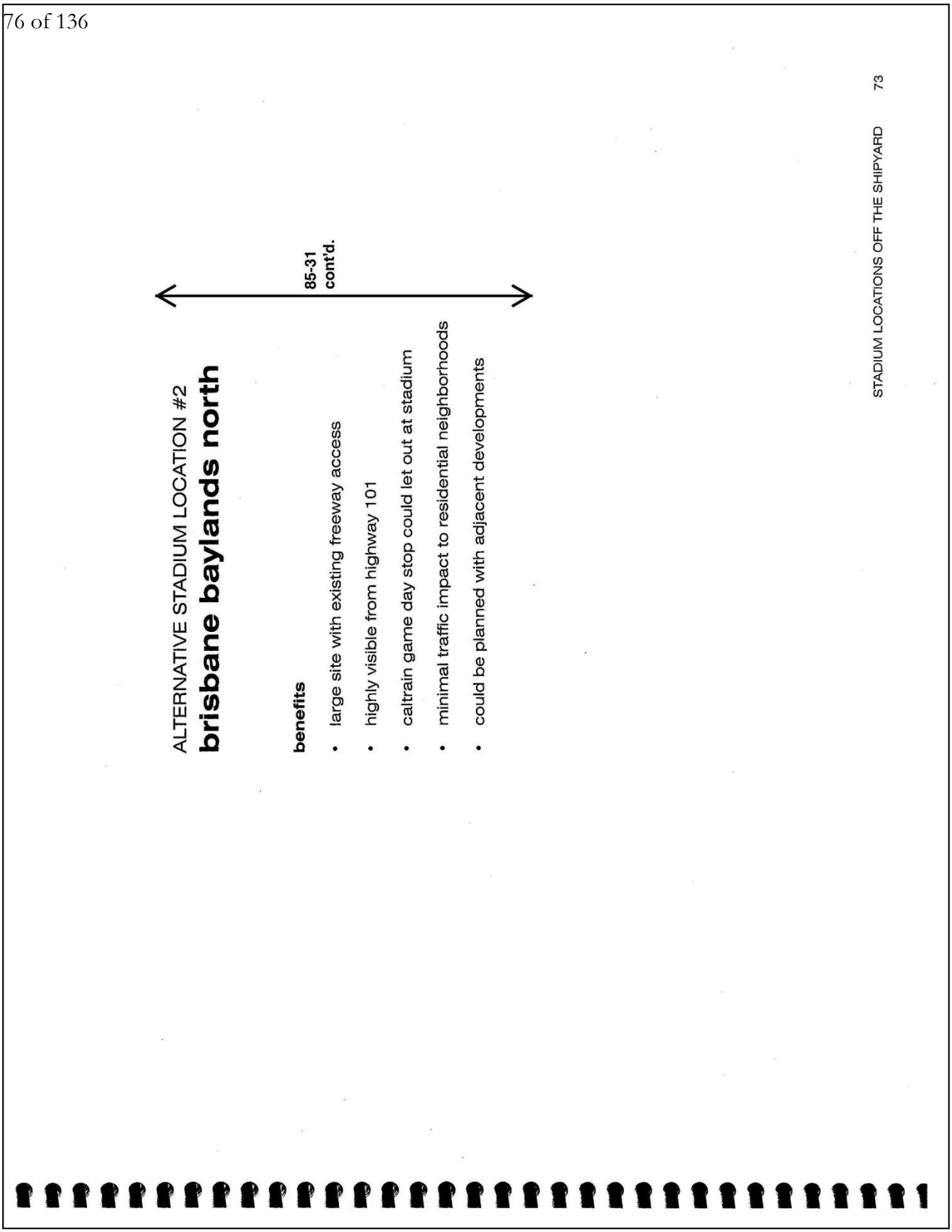
ALTERNATIVE STADIUM LOCATION #2
brisbane baylands north
benefits
• large site with existing freeway access
• highly visible from highway 101
• caltrain game day stop could let out at stadium
• minimal traffic impact to residential neighborhoods
• could be planned with adjacent developments
85-31 cont'd.
STADIUM LOCATIONS OFF THE SHIPYARD 73

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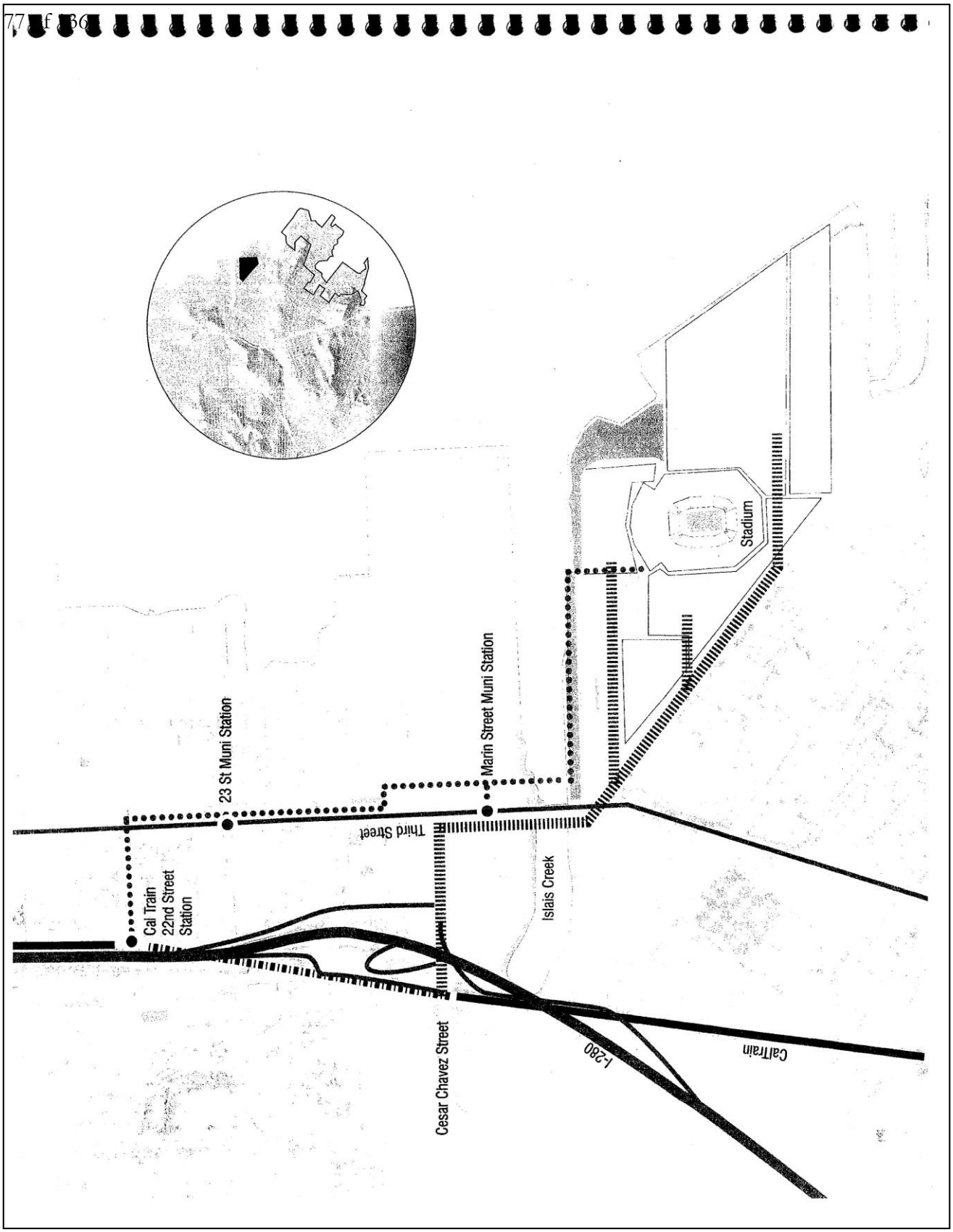
Stadium
23 St Muni Station
Marin Street Muni Station
Third Street
Cal Train
22nd Street
Station
Islais Creek
Cesar Chavez Street
I-280
CalTrain

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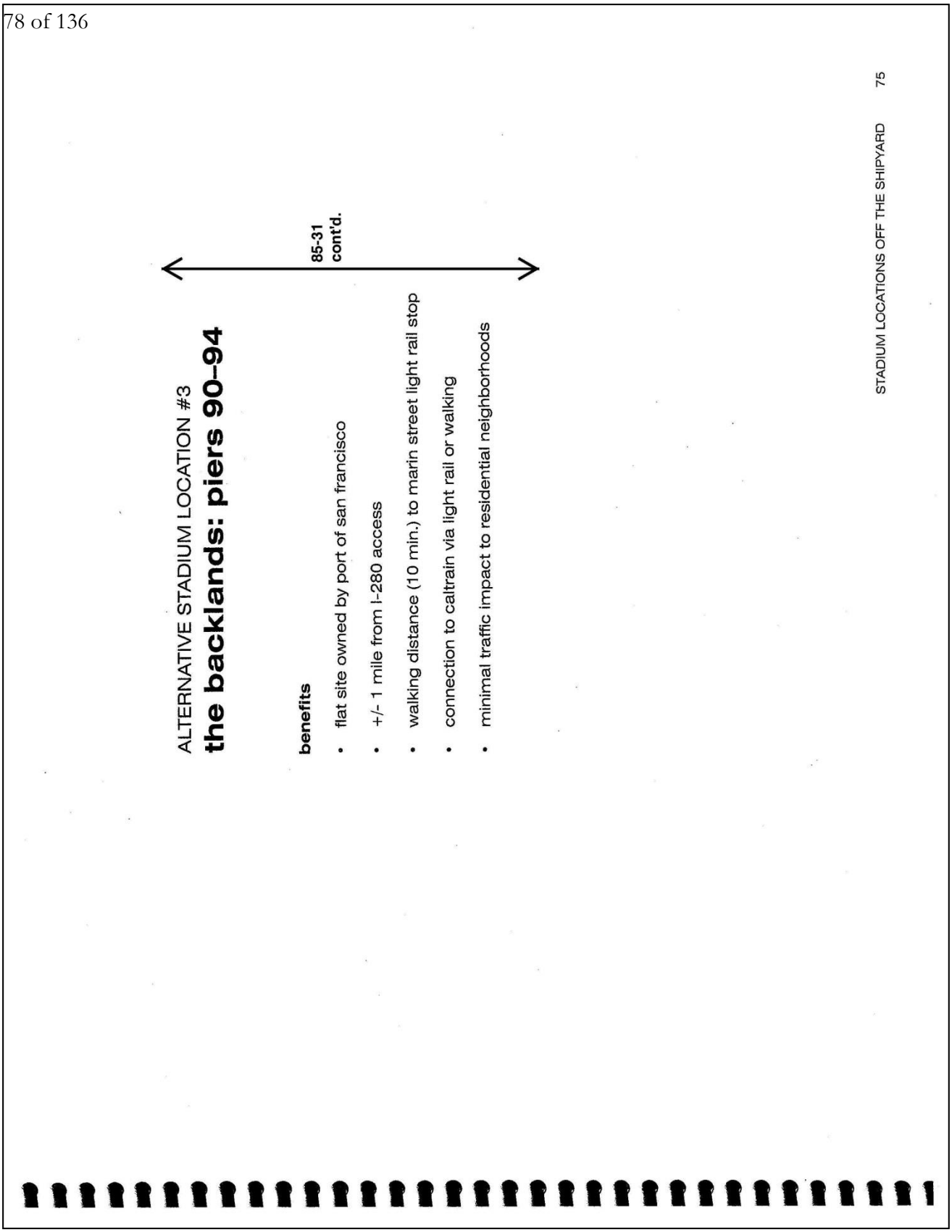
ALTERNATIVE STADIUM LOCATION #3
the backlands: piers 90–94
85-31 cont'd.
benefits
• flat site owned by port of san francisco
• +/- 1 mile from I-280 access
• walking distance (10 min.) to marin street light rail stop
• connection to caltrain via light rail or walking
• minimal traffic impact to residential neighborhoods
STADIUM LOCATIONS OFF THE SHIPYARD
75

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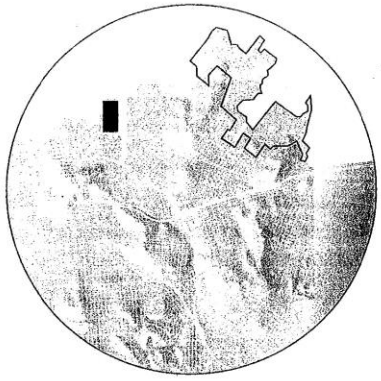

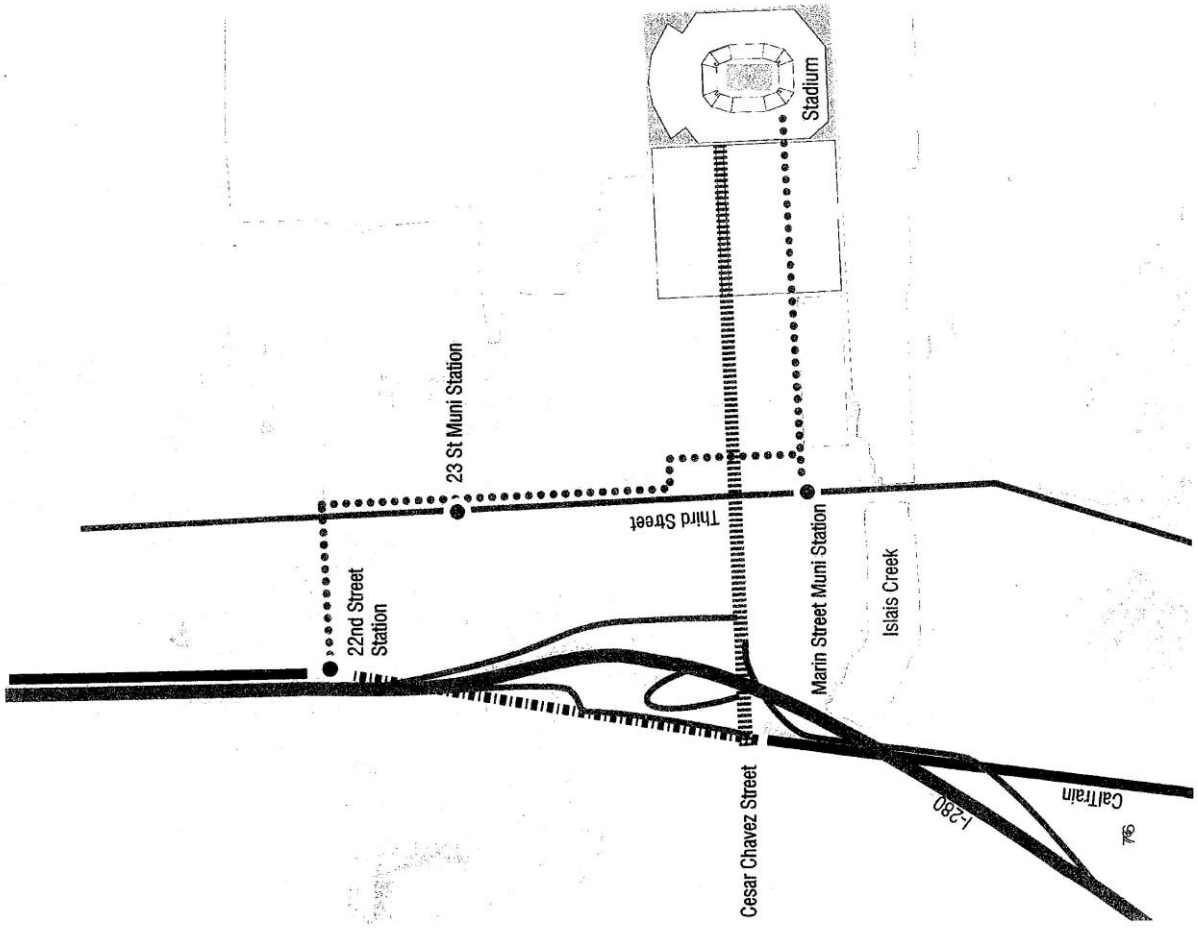
Stadium
23 St Muni Station
Third Street
22nd Street Station
Marin Street Muni Station
Islais Creek
Cesar Chavez Street
I-280
Caltrain

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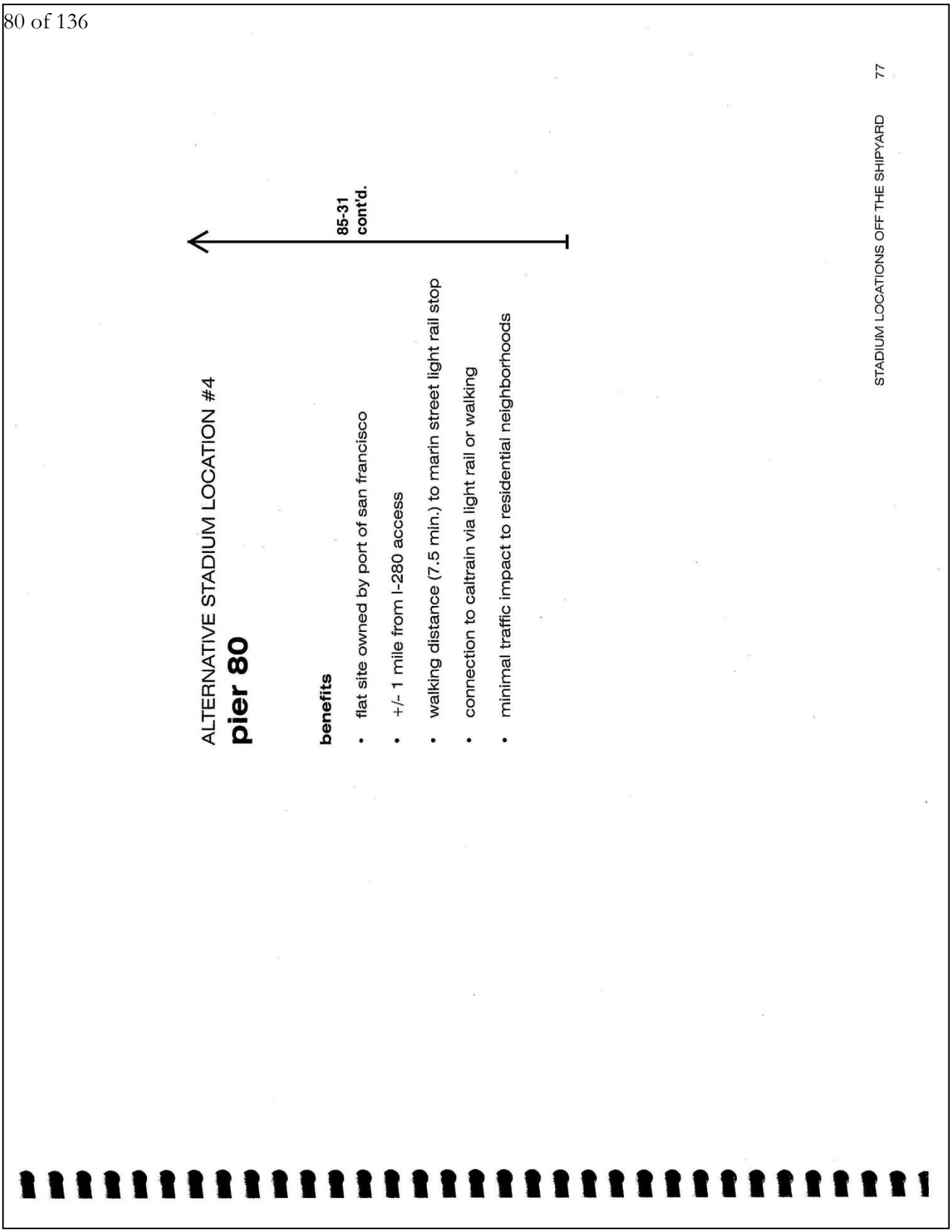
ALTERNATIVE STADIUM LOCATION #4
pier 80
benefits
• flat site owned by port of san francisco
• +/- 1 mile from I-280 access
• walking distance (7.5 min.) to marin street light rail stop
• connection to caltrain via light rail or walking
• minimal traffic impact to residential neighborhoods
85-31 cont'd.
STADIUM LOCATIONS OFF THE SHIPYARD 77

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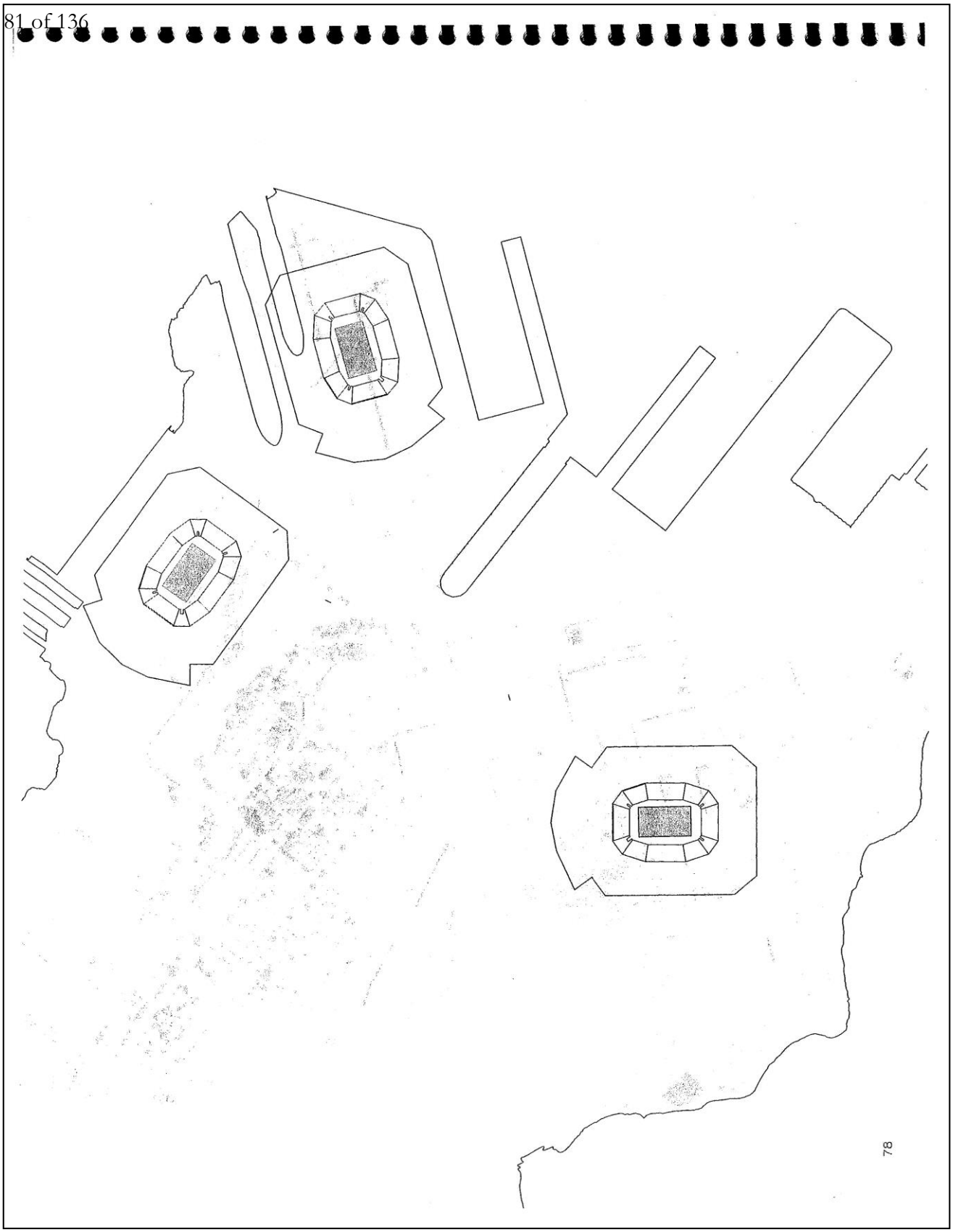

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SHIPYARD ALTERNATIVES

85-32

The Lennar proposal places the stadium on Parcel G. If there is to be a football stadium within the Hunters Point Shipyard, it is essential to examine the costs and benefits of other locations as well, considering the possibility of associated parking dominating sites better used for housing and jobs. The following alternatives study land use configurations for five stadium locations—Lennar's proposal, Parcels B, C, and G, and no stadium on the Shipyard.

The alternative concepts presented for discussion are based on the HPS CAC/PAC's objectives for the project, the CA DPR's mission statement, and on criteria and approaches developed in consultation with numerous stakeholders.

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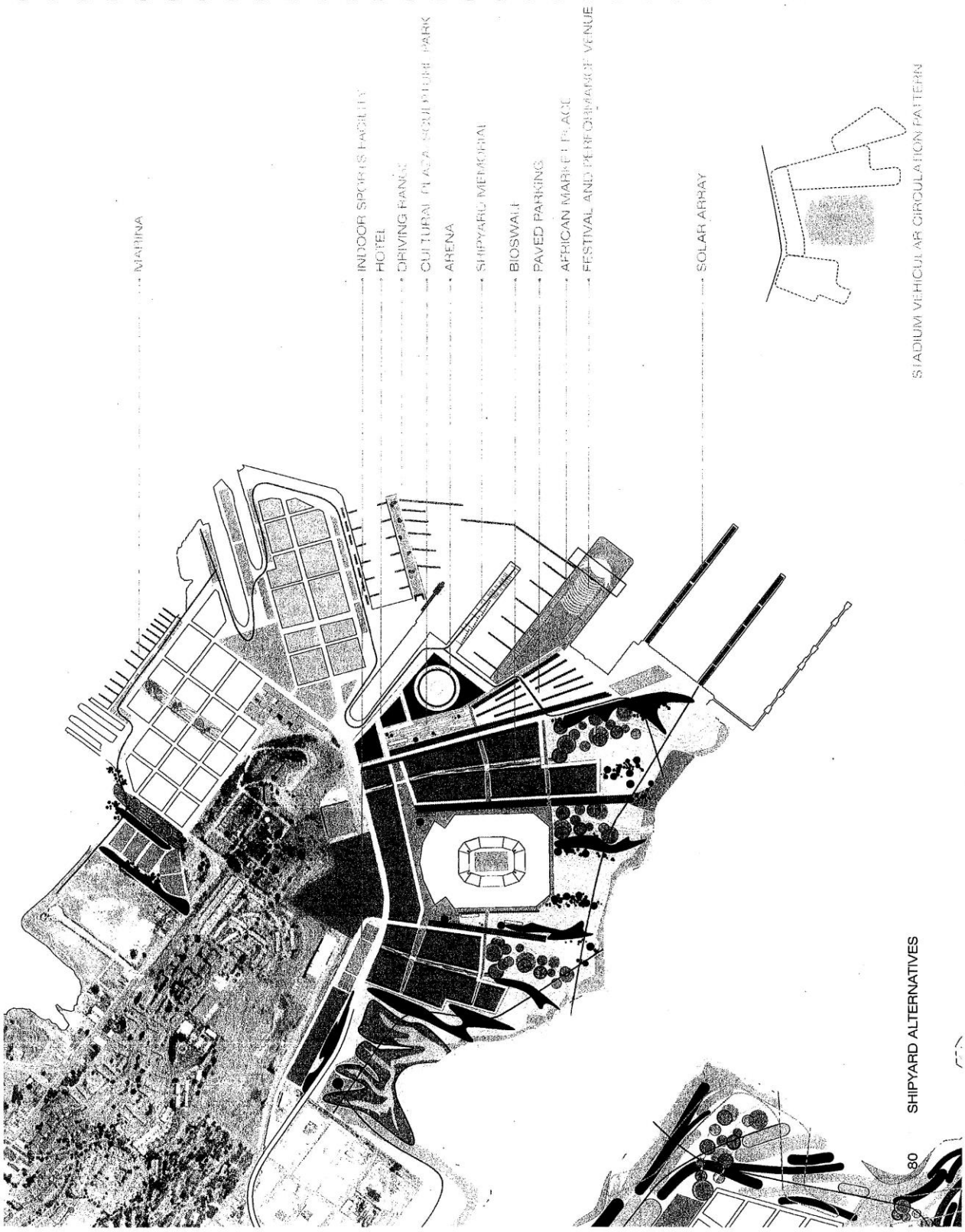
MARINA
INDOOR SPORTS FACILITY
HOTEL
DRIVING RANGE
CULTURAL PLAZA / SCULPTURE PARK
ARENA
SHIPYARD MEMORIAL
BIOSWALE
PAVED PARKING
AFRICAN MARKET PLACE
FESTIVAL AND PERFORMANCE VENUE
SOLAR ARRAY
STADIUM VEHICULAR CIRCULATION PATTERN
SHIPYARD ALTERNATIVES
80

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SHIPYARD ALTERNATIVE #1

stadium on parcel G

85-32 cont'd.

concepts

- integrate stadium with the park, fields, and water resources, to keep the park and waterfront active
- larger park on parcel E for water resources and ecological programs

features

- 20,000-seat arena shares parking with the stadium and performance venue on the regunning pier
- arts and entertainment district

topics for study

- distance of water resources from vertical development
- programming to keep the park active and visible
- distance of the park from the residential users

SPORTS
DUAL USE TURF
RESIDENTIAL
MIXED USE-COMMERCIAL
R&D SEARCH AND DEVELOPMENT
CULTURE ENTERTAINMENT
WATER SYSTEMS
PARK CONCESSION

SHIPYARD ALTERNATIVES 81

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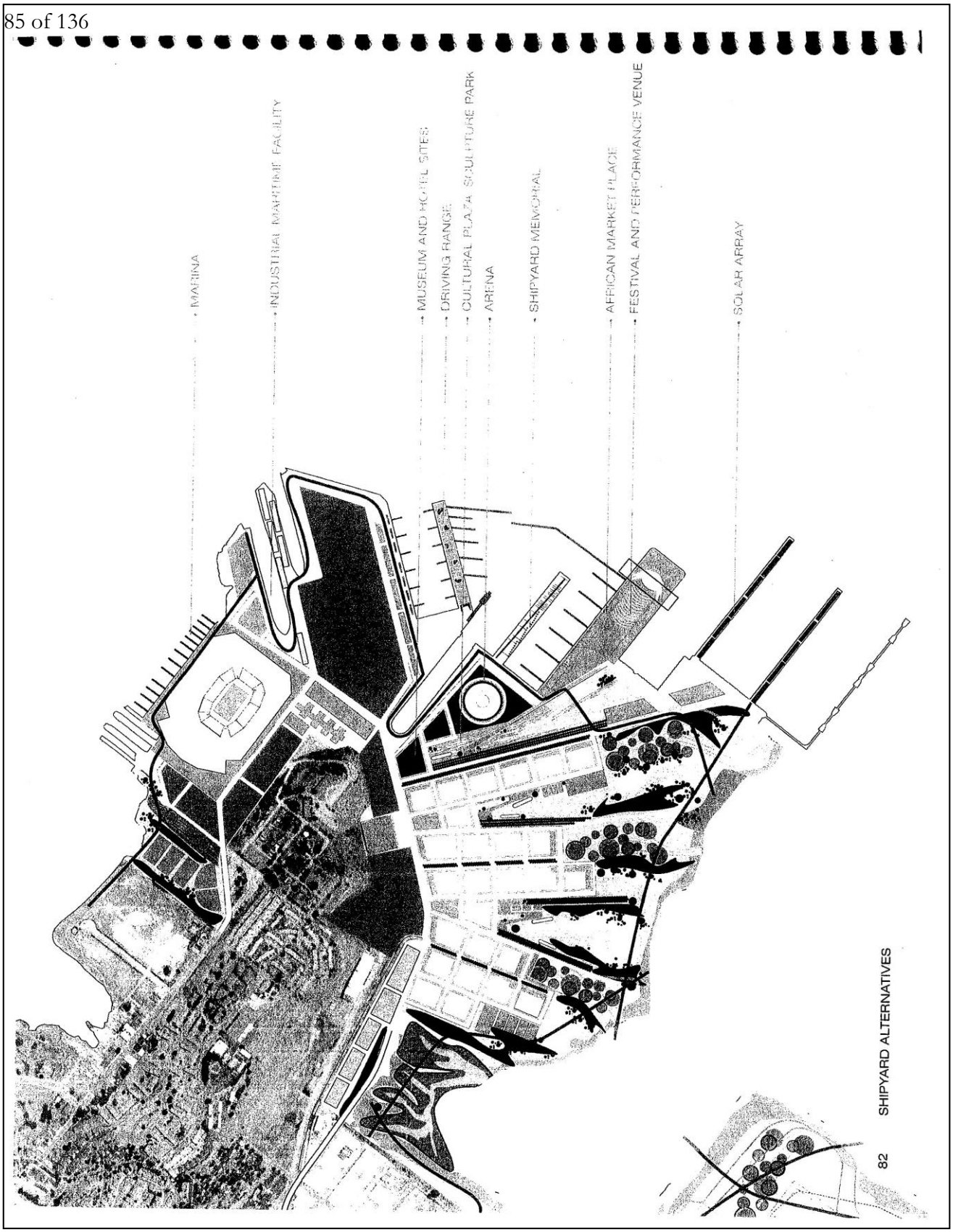
MARINA
INDUSTRIAL MARITIME FACILITY
MUSEUM AND HOTEL SITES
DRIVING RANGE
CULTURAL PLAZA SCULPTURE PARK
ARENA
SHIPYARD MEMORIAL
AFRICAN MARKET PLACE
FESTIVAL AND PERFORMANCE VENUE
SOLAR ARRAY
SHIPYARD ALTERNATIVES
82

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SHIPYARD ALTERNATIVE #2

stadium on parcel B

85-32 cont'd.

concepts

- create housing integrated with the park on Parcels D and E
- larger park on parcel E for water resources and ecological programs
- stadium and sports fields on sites with hard water edge

features

- sports park is separate from waterfront park on Parcel E
- arts and entertainment and night life district
- water resources located close to vertical development
- industrial maritime facility on parcel C

topics for study

- views of stadium from parcel A
- form of stadium on parcel B
- programing to keep the park active and visible
- density of residential and mixed use development
- parking for arena

SPORTS
MIXED USE HIGH
RESIDENTIAL
MIXED USE COMMERCIAL
RESEARCH AND DEVELOPMENT
CULTURE ENTERTAINMENT
WATER SYSTEMS
PARK CONCESSION

SHIPYARD ALTERNATIVES 83

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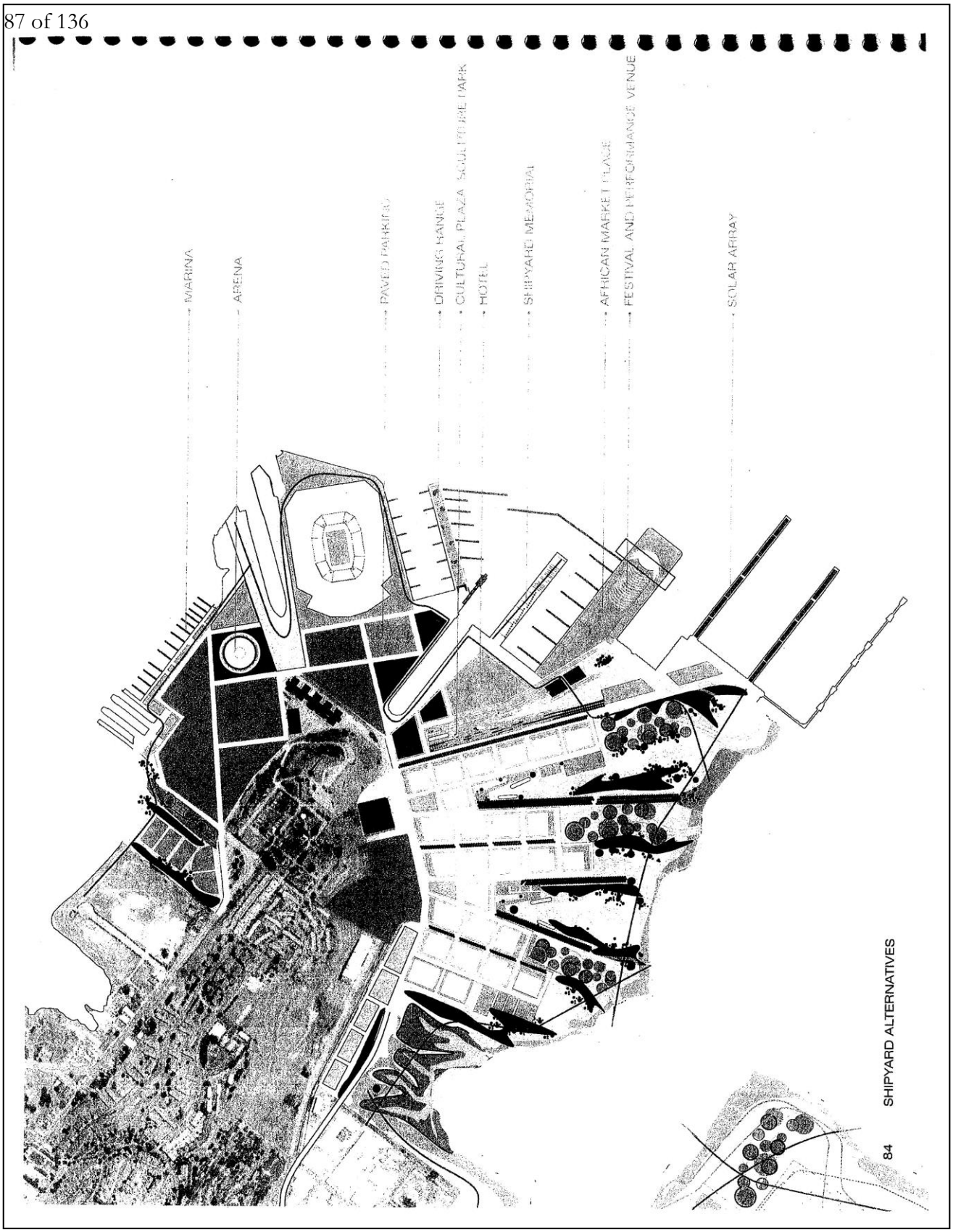
MARINA
ARENA
PAVED PARKING
DRIVING RANGE
CULTURAL PLAZA SCULPTURE PARK
HOTEL
SHIPYARD MEMORIA
AFRICAN MARKET PLACE
FESTIVAL AND PERFORMANCE VENUE
SOLAR ARRAY
84 SHIPYARD ALTERNATIVES

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SHIPYARD ALTERNATIVE #3

stadium on parcel C

concepts

- create housing integrated with the park on Parcels D and E
- larger park on parcel E for water resources and ecological programs
- stadium and sports fields on sites with hard water edge

features

- sports park is separate from waterfront park on Parcel E
- larger arts, entertainment, and night life district centered around cultural plaza and dry dock
- water resources located close to vertical development
- stadium and arena share parking

topics for study

- views of stadium from parcel A
- form of stadium on parcel C
- dry docks on parcel C
- density of residential and mixed use development

85-32 cont'd.

SPORTS
DUAL USE TURF
RESIDENTIAL
MIXED USE COMMERCIAL
RESEARCH AND DEVELOPMENT
FUTURE ENTERTAINMENT
WATER SYSTEMS
PARK CONCESSION

SHIPYARD ALTERNATIVES 85

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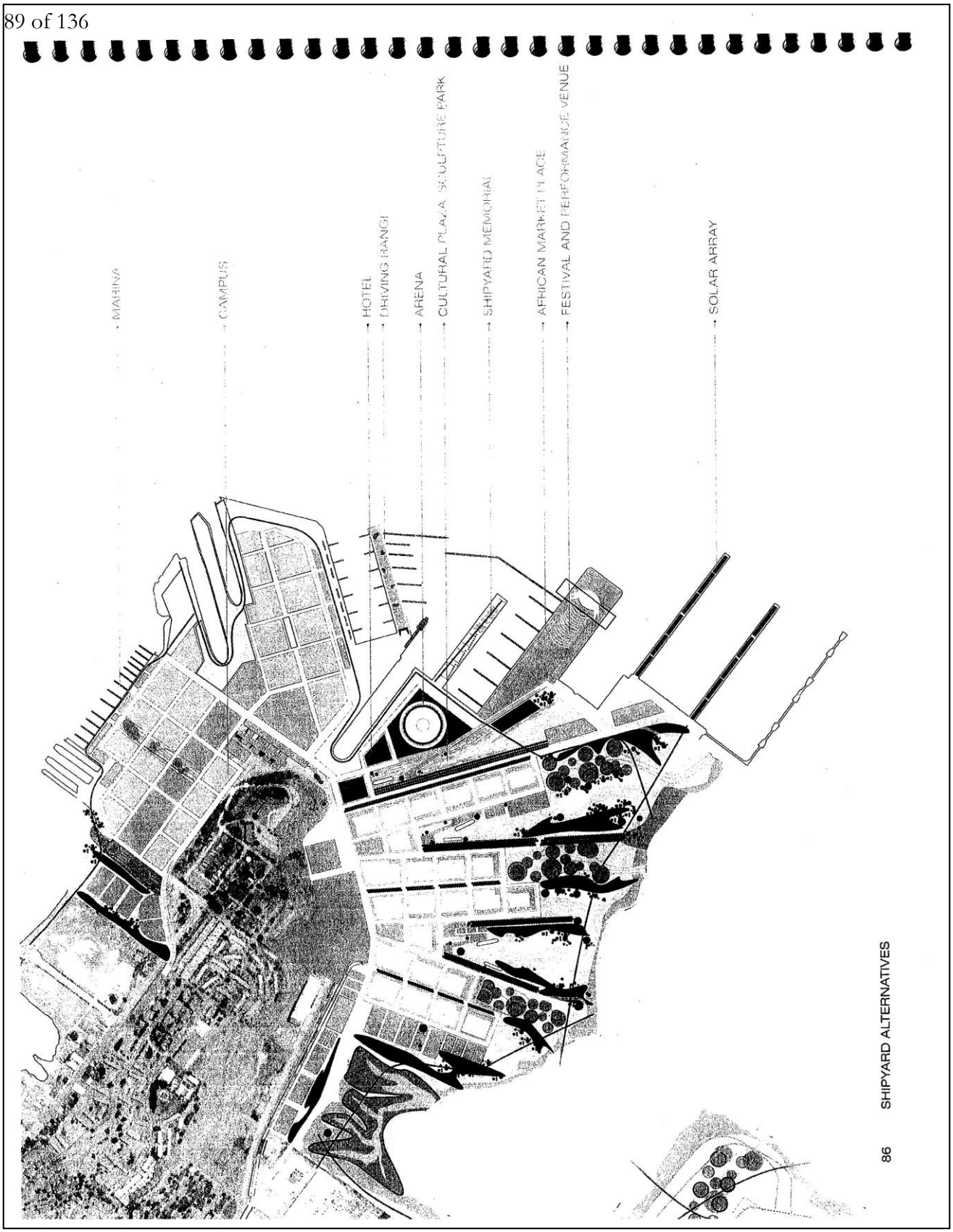
MARINA
CAMPUS
HOTEL
DRIVING RANGE
ARENA
CULTURAL PLAZA SCULPTURE PARK
SHIPYARD MEMORIAL
AFRICAN MARKETPLACE
FESTIVAL AND PERFORMANCE VENUE
SOLAR ARRAY
86 SHIPYARD ALTERNATIVES

90 of 136

85-32 cont'd.

SHIPYARD ALTERNATIVE #4

no stadium on shipyard

concepts

- create housing integrated with the park on Parcels D and E
- larger park on parcel E for water resources and ecological programs
- two clusters of research and development
- campus and digital arts added to land use mix

features

- sports parks are distributed for local and city wide use
- arts, entertainment, and night life district centered around cultural plaza
- water resources located close to vertical development

topics for study

- parking for arena and festival venue
- density of residential and mixed use development

Lennar proposal, No stadium alternative
Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan, Lennar Urban, 9/25/06.

SHIPYARD ALTERNATIVES 87

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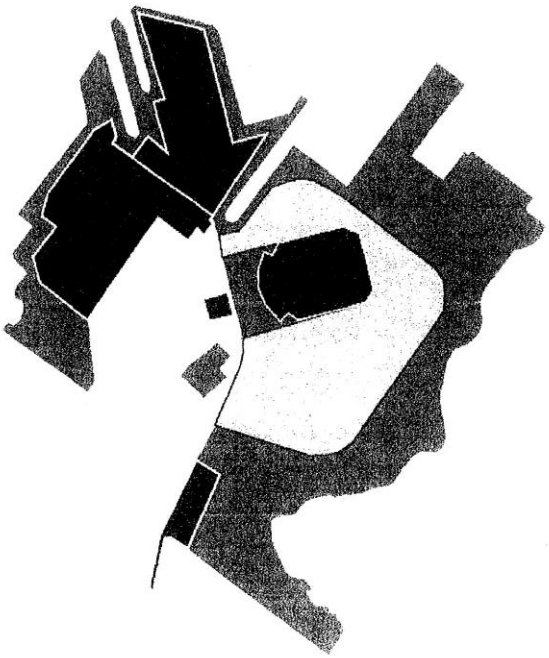
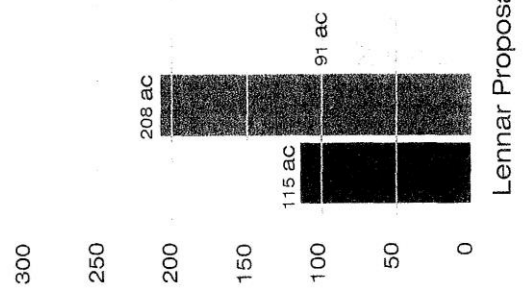
SHIPYARD ALTERNATIVES

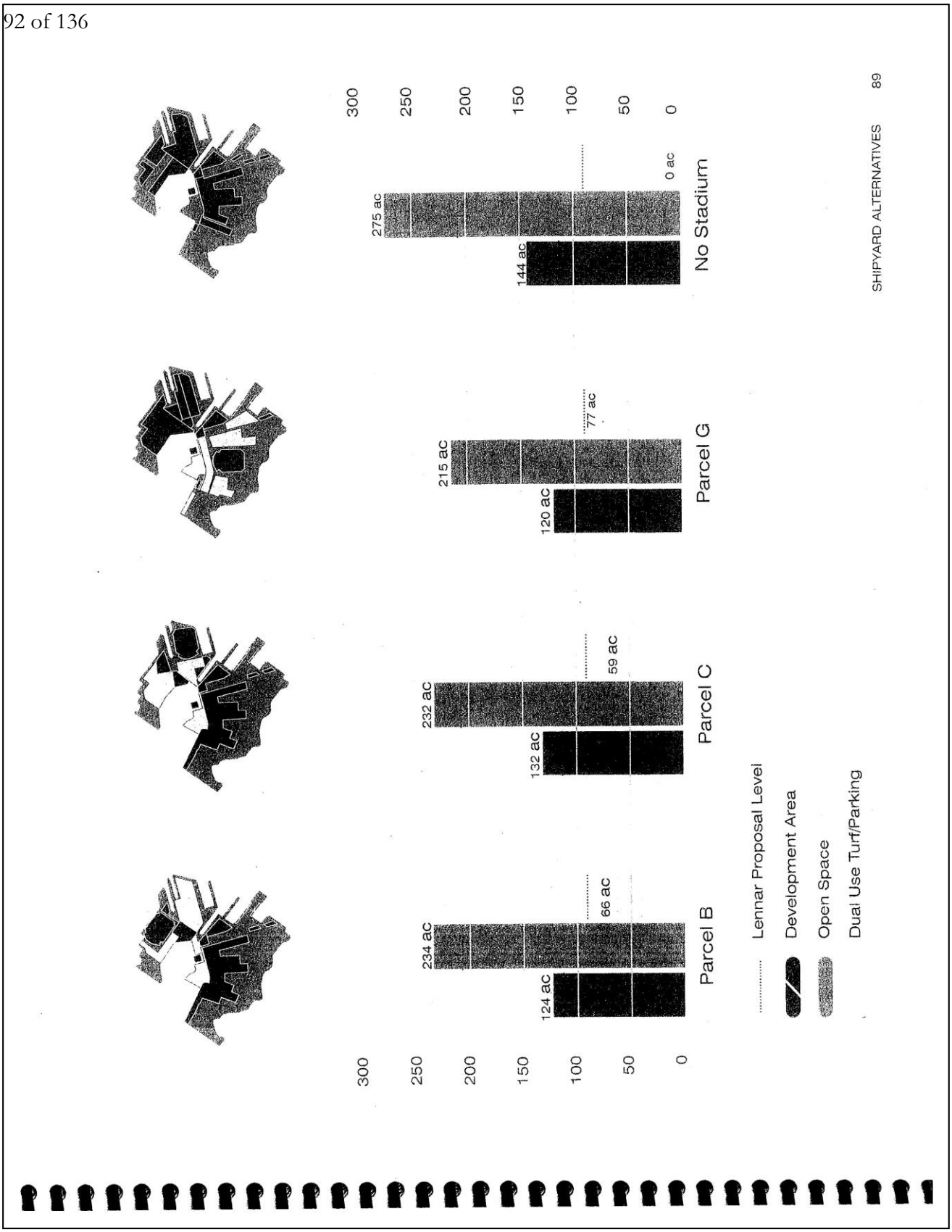
comparisons of the five stadium scenarios





88 SHIPYARD ALTERNATIVES

92 of 136


300
250
200
150
100
50
0
124 ac
234 ac
66 ac
Parcel B
132 ac
232 ac
59 ac
Parcel C
120 ac
215 ac
77 ac
Parcel G
144 ac
275 ac
0 ac
No Stadium
Lennar Proposal Level
Development Area
Open Space
Dual Use Turf/Parking
SHIPYARD ALTERNATIVES 89

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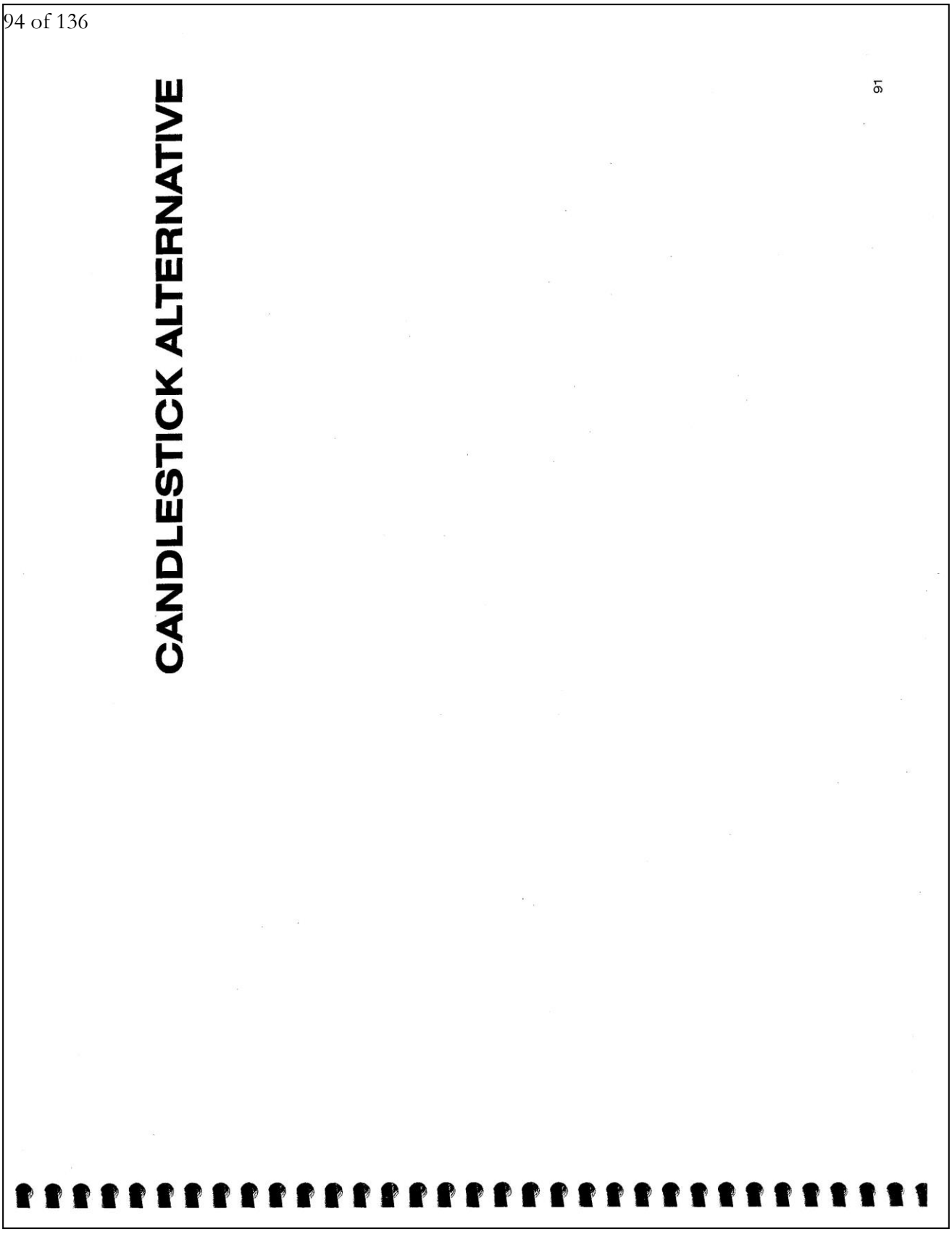
94 of 136



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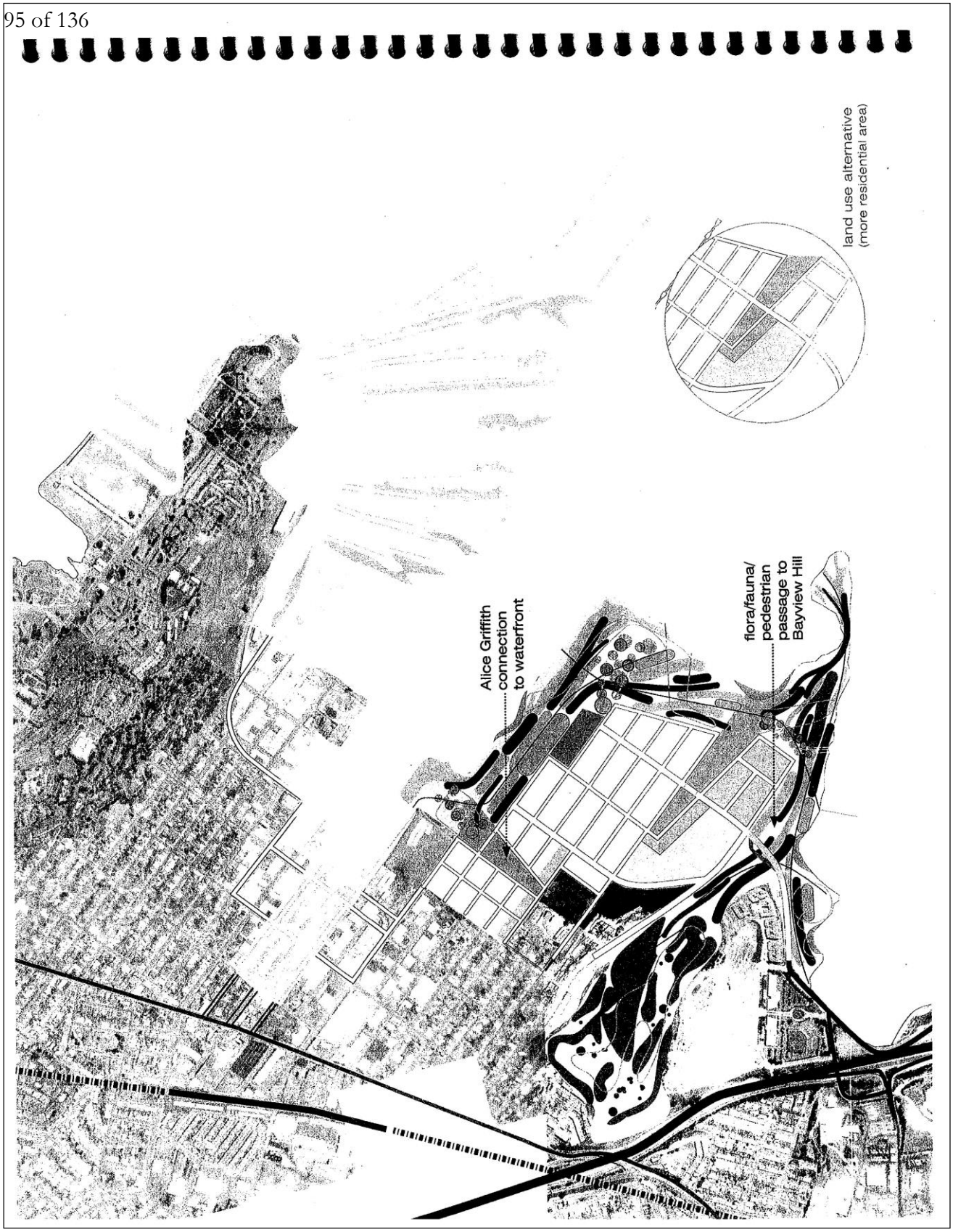
land use alternative
(more residential area)
Alice Griffith
connection
to waterfront
flora/fauna/
pedestrian
passage to
Bayview Hill

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candlestick alternative

concepts
- more compact residential footprint
- ecological composition coordinated with park programs and features
- connect Alice Griffith to the waterfront and existing pedestrian bridge and incorporate topography of the site
- maintain distance between water and vertical development

features
- fauna and pedestrian passage to Bayview Hill
- water resources located close to vertical development

topics for study
- density of residential and mixed use development
- density and housing type for Alice Griffith
- R&D land use alternative

85-33

Candlestick Point Land Use Plan, Lennar Proposal
Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan
Lennar Urban, 9/25/08.

CANDLESTICK ALTERNATIVE 93

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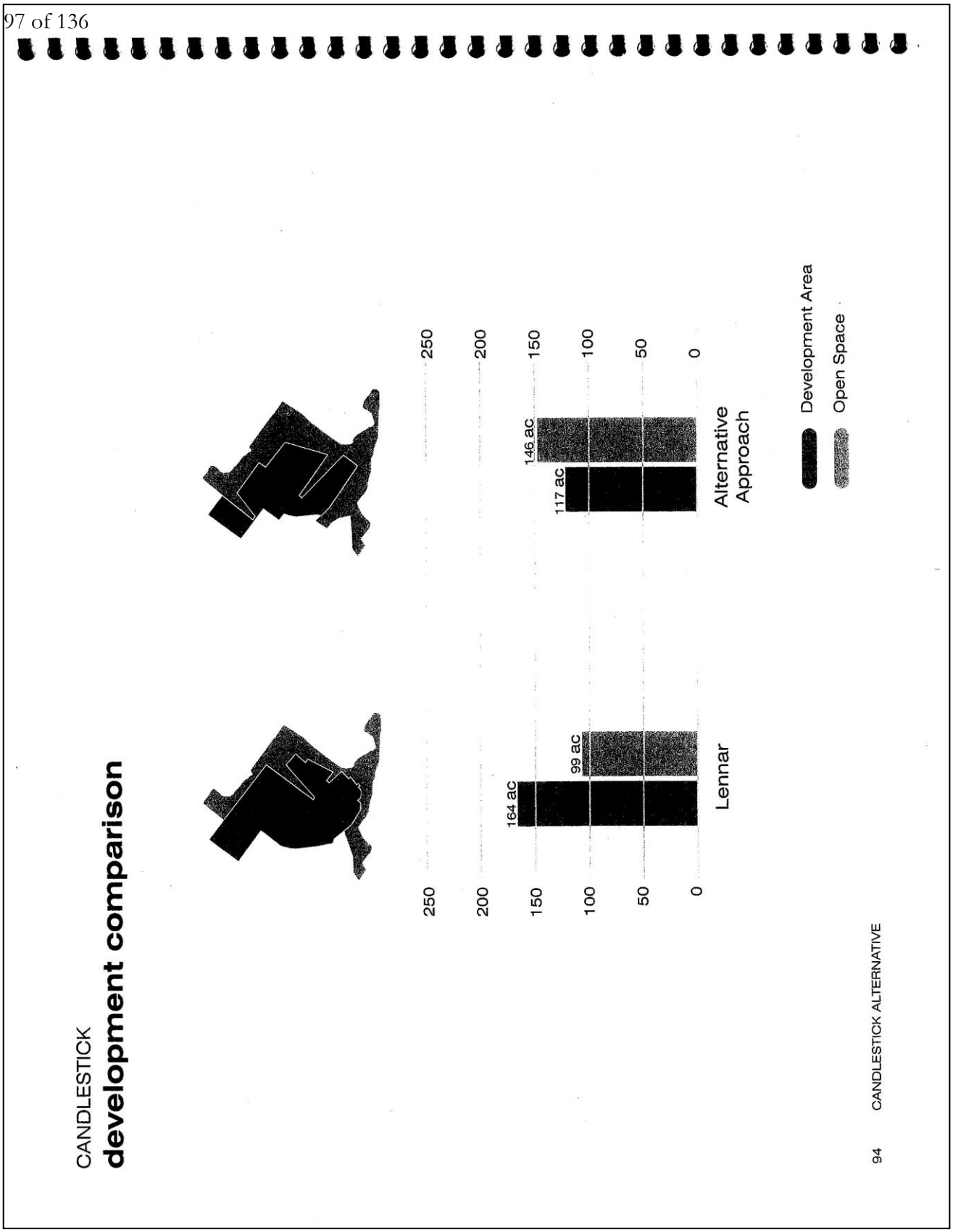
CANDLESTICK
development comparison
Lennar
164 ac
99 ac
Alternative
Approach
146 ac
117 ac
250
200
150
100
50
0
Development Area
Open Space
94
CANDLESTICK ALTERNATIVE

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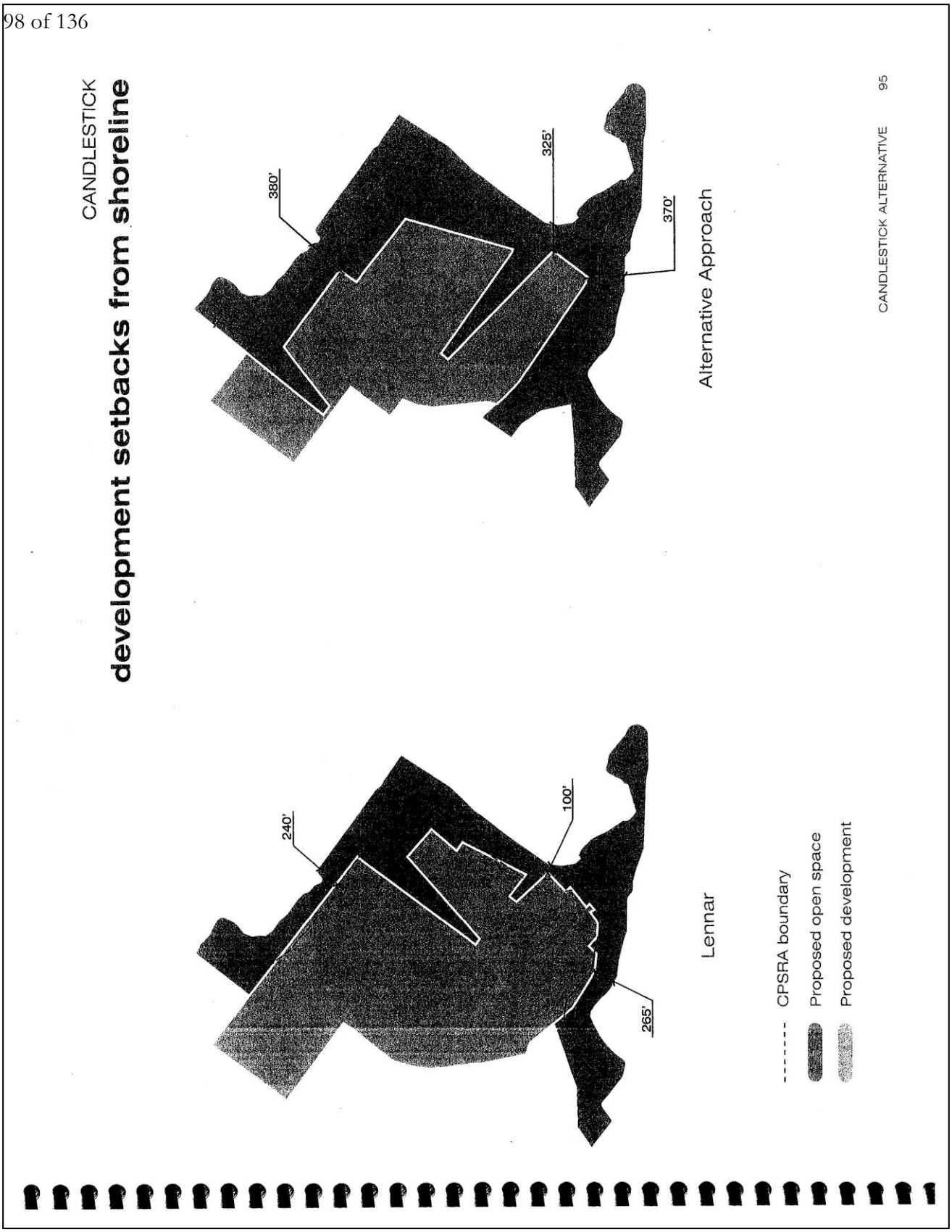
CANDLESTICK
development setbacks from shoreline
380'
325'
370'
Alternative Approach
240'
100'
265'
Lennar
CPSRA boundary
Proposed open space
Proposed development
CANDLESTICK ALTERNATIVE
95

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alice griffith alternatives

If a different approach to planning improves access to the water, open space assets, and circulation, then it will also create new alternatives that can benefit Alice Griffith.

Reconfiguring the housing and open space of Alice Griffith would improve its connection to the surrounding neighborhood, waterfront, and Bayview Hill, while providing connections bewteen existing and planned open space.

The redesign can solve three problems with the design in the Lennar proposal:

85-34

Lennar proposal

1) edge
In the Lennar proposal Alice Griffith occupies state park lands, decreasing wildlife corridor width at the mouth of Yosemite Creek. Alternatives should preserve the width of the state park.

Lennar proposal: Closed

Alternatives: Open

2) closed or open
In the Lennar proposal, the central open space in Alice Griffith is disconnected from the adjacent open space and the neighborhood. In this context this type of open space can become closed off to users and claimed as "turf". An alternative approach is to create connections to existing open spaces and the waterfront so that there is a constant and diverse flow of users.

96 CANDLESTICK ALTERNATIVE

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Bayview Hill
Gilman Park
Alice Griffith Park
State Park
Water
Alternatives: By rotating Alice Griffith Park 90 degrees, all four areas become contiguous.
OR
Bayview Hill
Alice Griffith Park
Gilman Park
State Park
Water
Lennar proposal: Bayview Hill, Alice Griffith Park, and Gilman Park, CPSRA are four separate open spaces.
3) separate or together
The Lennar proposal plans for isolated open spaces. The large common open space connects to the waterfront, and is surrounded by private development. An alternative approach is to create connections between new and existing open spaces. In this scenario the open space at Alice Griffith can connect to the waterfront.
CANDLESTICK ALTERNATIVE
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85-34 cont'd.

ALTERNATIVE PLANS FOR ALICE GRIFFITH HOUSING

The following diagrams compare the Lennar proposal's configuration for Alice Griffith to four of many possible alternatives. In each of the alternatives, the main open space is rotated. Rotating the open space accomplishes the following:

- improves connections in the open space system,
- opens up waterfront access from Alice Griffith,
- connects Alice Griffith to the existing pedestrian bridge, Gilman Park, amd existing school and day care.
- improves the diversity of users,
- preserves the size of Candlestick Point State Recreation Area, and
- enhances the open space connection from the bay and park lands to Bayview Hill.

In addition, each alternative respects the current State Park boundary, decreasing the footprint of Alice Griffith. Selectively increasing density in Alternatives 1 and 2 achieves the desired square footage for the development. In Alternatives 3 and 4, the footprint expands to accommodate square footage requirements and integrate Alice Griffith into the surrounding community.

98 CANDLESTICK ALTERNATIVE

Lennar Proposal
Source: Candlestick Point/Hunters Point Shipyard Urban Design Plan Lennar Urban, 9/25/08.

Alternative #1
Park: rotate
Density: increase

= existing pedestrian bridge

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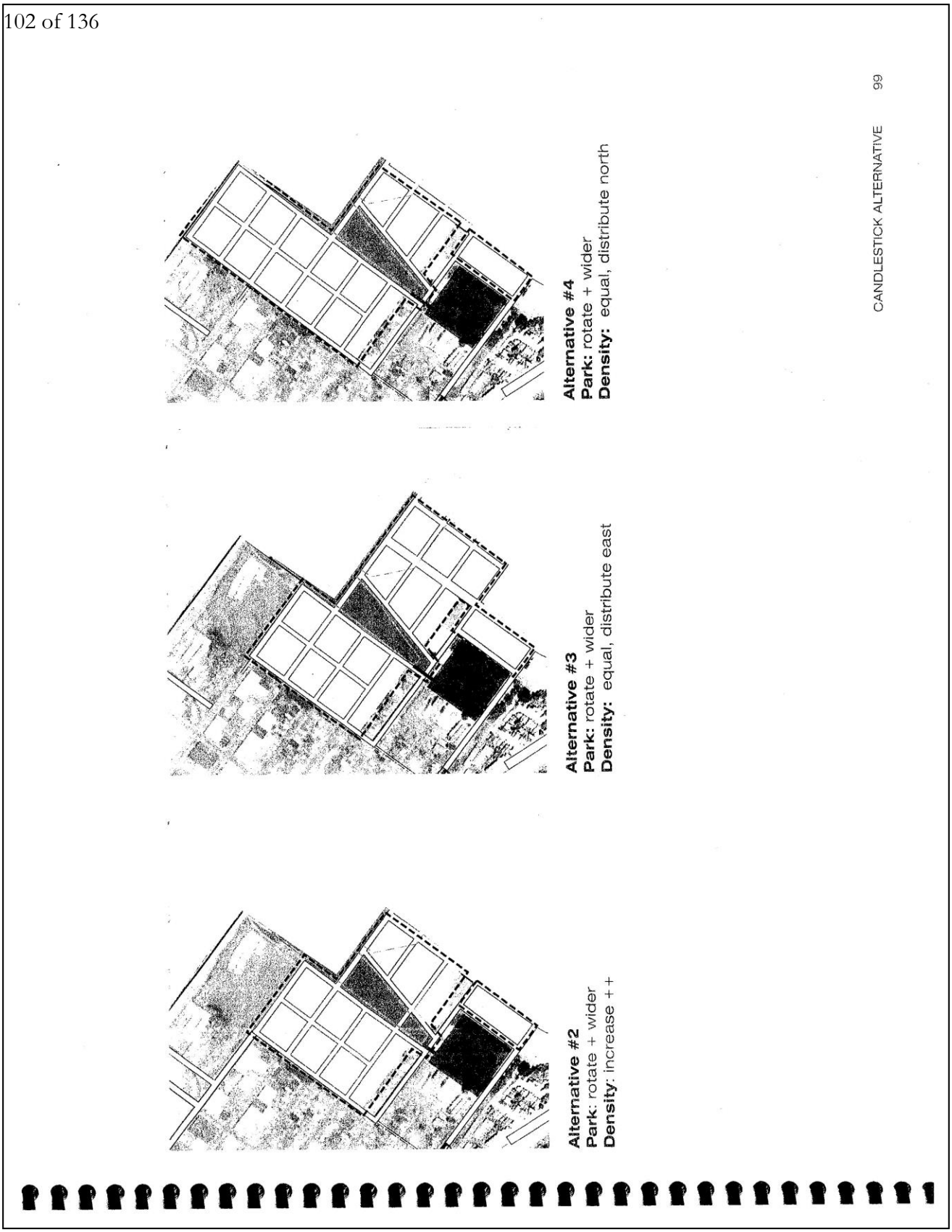
CANDLESTICK ALTERNATIVE 99
Alternative #4
Park: rotate + wider
Density: equal, distribute north
Alternative #3
Park: rotate + wider
Density: equal, distribute east
Alternative #2
Park: rotate + wider
Density: increase ++

JOBS & ECONOMIC DEVELOPMENT

85-35

San Francisco's waterfront over the past 100 years has been a place of dynamic change. Activities once thought as mainstays of the city's local economy have given way to other uses as businesses, the Port, and the city respond to the ever-changing nature of the economy. As recent events have shown, making long term predictions about the economy can be tricky. A long term plan for a very large piece of urban real estate such as the CP/HPS site requires flexibility. In this section, Arc Ecology presents a series of sketches that explore ways the CP/HPS site might be developed to maximize its economic and employment potential for Bayview Hunters Point and the city. It is too early in the planning process to project the particular kinds of businesses and institutions that will be viable economic enterprises over the life of the project , and the long term outcome of the current economic chaos is unpredictable; but it is not too early to explore the potential of the site – its size, locational and physical attributes, and amenities – to host economic activities that would meet specific needs over time of current BVHP residents for jobs and business opportunities. The sketches provide some examples of activities that would take advantage of the site's special potential and create spatial synergies with the givens (stadium, housing). Like the rest of San Francisco's waterfront, the opportunities presented by the Shipyard and Candlestick will grow and change over time. Initially the jobs and businesses will be related to construction, which will most likely last well into a decade, and be gradually replaced with permanent jobs and businesses.

The concepts presented in this section are "sketches" that were derived from scores of meetings with residents and leaders from Bayview Hunters Point and San Francisco. Identifying these uses now and sketching out their land and locational needs helps to assure that they will be given priority and not be unintentionally pre-empted. The sketches highlight the need for policies and programs that match site opportunities with the economic needs of the BVHP community that vary according to their age, education, sex, and incarceration history. These sketches capture hopes and aspirations

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85-35 cont'd.

people have had for this part of town for many years. Our purpose in presenting these sketches is to explore various ideas about the interaction between land use and economic development and to facilitate a public dialogue regarding this crucial component of the CP/HPS project.

PRIORITIES

A high priority for the redevelopment of the CP-S Site is economic development that will create jobs and a range of small to large business ownership opportunities responsive to the needs of the residents of Bayview–Hunters Point, and secondarily for the rest of the city. Another priority is the identification of economic development strategies that will allow for a wide range of entry positions, as well as advancement and growth on the part of job holders. Still another is a diversity of economic activity so as not to put the projects economic eggs in one strategic basket. Achieving these goals will require the three legs of coordinated effort to attract businesses that match the potential of the Bayview–Hunters Point workforce: public policies, educational programs, and a land use plan.

A preliminary consideration is that the jobs potential of this site will begin almost immediately, and continue and change over the project's lifetime. The timing of project development will set the stage for the first phase of job creation; the demographics of the local labor force (age in particular) during the construction phase will set the terms of the jobs equation.

JOBS AND ECONOMIC DEVELOPMENT 101

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TIMING

The project will create a variety of jobs that are both temporary and permanent. The jobs will require a range of education and skill levels. The schedule of construction, and completion of phases will dictate what kinds of jobs are available and when.

Candlestick:

- Plan Approval (2009)
- Demolition and environmental surveying (2010-2011)
- Remedial Responses and Infrastructure (2011)
- Building Pads and Streets (2012-2014)
- New Construction (2014-2018)

Hunters Point Shipyard:

- Plan Approval (2009)
- Remedial Design and Action Plans (2009-2011)
- Remedial Responses, Demolition (2010-2014)
- Infrastructure (2011-2015)
- Stadium Construction (2011-2012)
- Building Pads and Streets (2012-2016)
- New Construction (2012-2020)

85-35 cont'd.

LOCAL LABOR FORCE

Jobs are needed by workers with across a wide age range in Bayview-Hunters Point. Many current older residents need to work well into their 70's, and possibly beyond to make ends meet. Young workers need to establish a foothold. It is important that job creation efforts address the differing needs of all age groups. These needs include:

- immediate jobs for adults between 20 and 75,
- jobs with long term prospects (5-20 years) for adults between 20 and 50,
- apprenticeship opportunities for adults between 20 and 40,
- development of future employment opportunities for children and youth between 1 and 20,
- development of ownership opportunities for adults between 20 and 60, and
- development of future ownership opportunities for children between 1 and 20.

102 JOBS AND ECONOMIC DEVELOPMENT

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JOB AND OWNERSHIP PHASING

Current adult residents of BVHP (now through year 3; Mostly Parcel A Phase 1 and Phase 2 Parcels B, D2, G, & C).

- Construction
- Contracting
- Supply
- White Collar (Back Office)
- Early Sports (Driving Ranges, Stadium)

Near-term employment and ownership opportunities for current adult residents of BVHP (year 3 though year six; Mostly Parcel A Phase 1 and Phase 2 Parcels B, D2, G, & C).

- Retail (shops, grocery, supermarket)
- Maintenance (HVAC, Groundskeepers, Mechanical Engineers, Building Maintenance)
- Community Serving (Education, Health Care, Childcare, Social Services)
- Arts (fine, culinary, and performing)
- Early Sports (Driving Ranges, Stadium, parking/ sports fields)
- Early Hospitality (coffee shops, taverns, some restaurant)

Mid-to Long-term employment and ownership opportunities for current adult residents of BVHP (year 6 and Beyond - All Parcels).

- Retail (shops, grocery, supermarket)
- Maintenance (HVAC, Groundskeepers, Mechanical Engineers, Building Maintenance)
- Community Serving (Education, Health Care, Childcare, Social Services)
- Arts (fine, culinary, and performing)
- Academic Institution (Institute for Global Environmental Studies)
- Hospitality (restaurants, taverns, coffee shops, food kiosks, hotels)
- Entertainment (clubs, concert venues, Cineplex)
- Sports (indoor sports facilities, driving ranges)
- Blue Collar – Other (boat yards, revived dry dock, and marinas, ship scrapping)
- White Collar – Other (office)

85-35 cont'd.

JOBS AND ECONOMIC DEVELOPMENT 103

economic development scenarios
The following scenarios address the factors of timing, location, and labor force by looking at uses that meet the unique needs of the project. These scenarios employ the concepts of synergy, clustering, and location to facilitate economic development through the Urban Design plan. These programs are seen as contributing economic development activities over and above the community-serving businesses (groceries, copy shops, nail shops, coffee shops, etc., that will be built into the project). They contain activities that provide multiple points of entry into the economy for individuals of all ages and skills levels. Elements of any of these scenarios could be combined with others and are typically not mutually exclusive.
85-36
Driving Range On Piers
Multi Screen Cineplex
Indoor Sports Complex
Conceptual diagram showing relationships among possible sports and entertainment venues and businesses.
104 JOBS AND ECONOMIC DEVELOPMENT

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SCENARIO 1: SPORTS AND ENTERTAINMENT

This scenario moves both the Stadium and the proposed arena into closer proximity to each other. These large venues, which can also host concerts, are supplemented by a smaller festival pavilion on the Shipyard's regunning pier. This pier is quite large and could host a music pavilion seating upwards of 5,000 people. There is also enough room on this pier to provide a home to the kiosks of the International African Market Place and restaurants. In this scenario adjacent piers could be converted to tented golf driving ranges. (the only driving range in the city was displaced by the Mission Bay Development) These uses would be complemented by a Chelsea Piers-style indoor sports complex which could host a variety of sports uses and a multi-screen cineplex.

85-36 cont'd.

This scenario uses efficiencies and complementary uses to create a diversity of economic activity. Parking for the stadium can accomodate all of the surrounding uses creating an efficency in land area. Concerts in both the arena and the festival pavilion could be accommodated simultaneously giving the area more vitality. The Festival Pavilion and restaurants will be complimentary uses to the International African Marketplace. Together they will bring more mutually beneficial foot traffic. The cineplex and indoor sports complex ensure a constant flow of visitors to one another. This scenario focuses on creating small to large-scale businesses which require a range of employees from minimum wage/livable wage jobs, to skilled labor, to management and upper management positions.

JOBS AND ECONOMIC DEVELOPMENT 105

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SCENARIO 2: BOAT YARD, SMALL CRAFT REPAIR, SMALL SHIP BREAKING

San Francisco has only one small craft boat yard, located at Mission Rock. There is demand for additional boat yard service such as dry storage, marina, and repair. There is no place in San Francisco for large luxury vessels to be built and repaired and this scenario offers a location for this very lucrative business. There is also no place to go in the City to purchase boats from a dealership.

There are existing technologies available for reviving the existing historic dry docks for ferry, barge, tug, and yacht repair as well as small ship breaking. These activities combine well with wharf-style restaurants, marinas, sailing schools, expanded Port of San Francisco Break Bulk activities, RV parking boat repair, and boat building. This scenario focuses on creating a substantial number of small to medium size businesses requiring blue collar labor which is aligned with the primary skills base in the BVHP community. Because it combines well with higher tech facilities this scenario provides opportunity over the broad band of needs identified earlier in this section. Parcel B is the preferred location because of its existing infrastructure that can support all of these activities.

85-36 cont'd.

Conceptual diagram showing relationships among possible industries.

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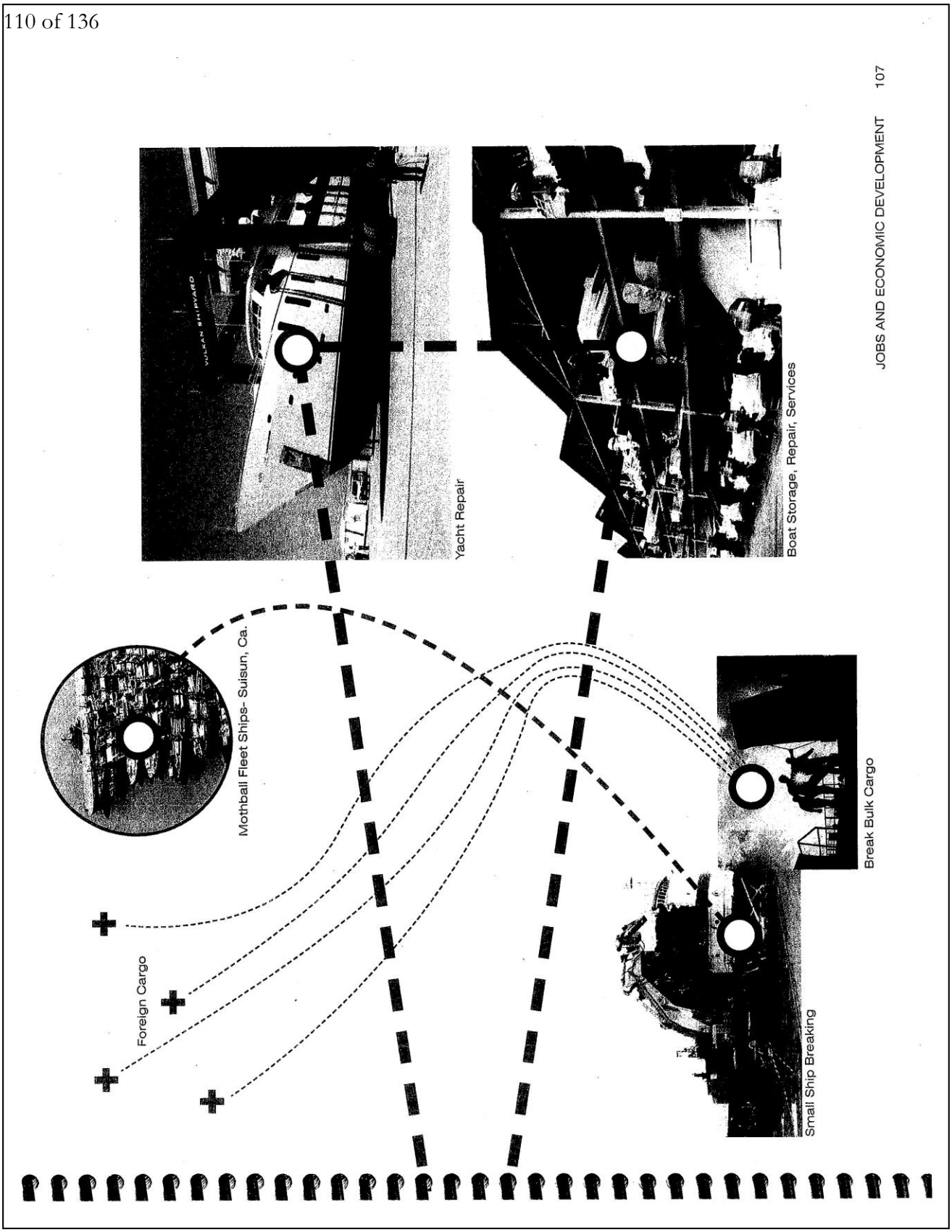
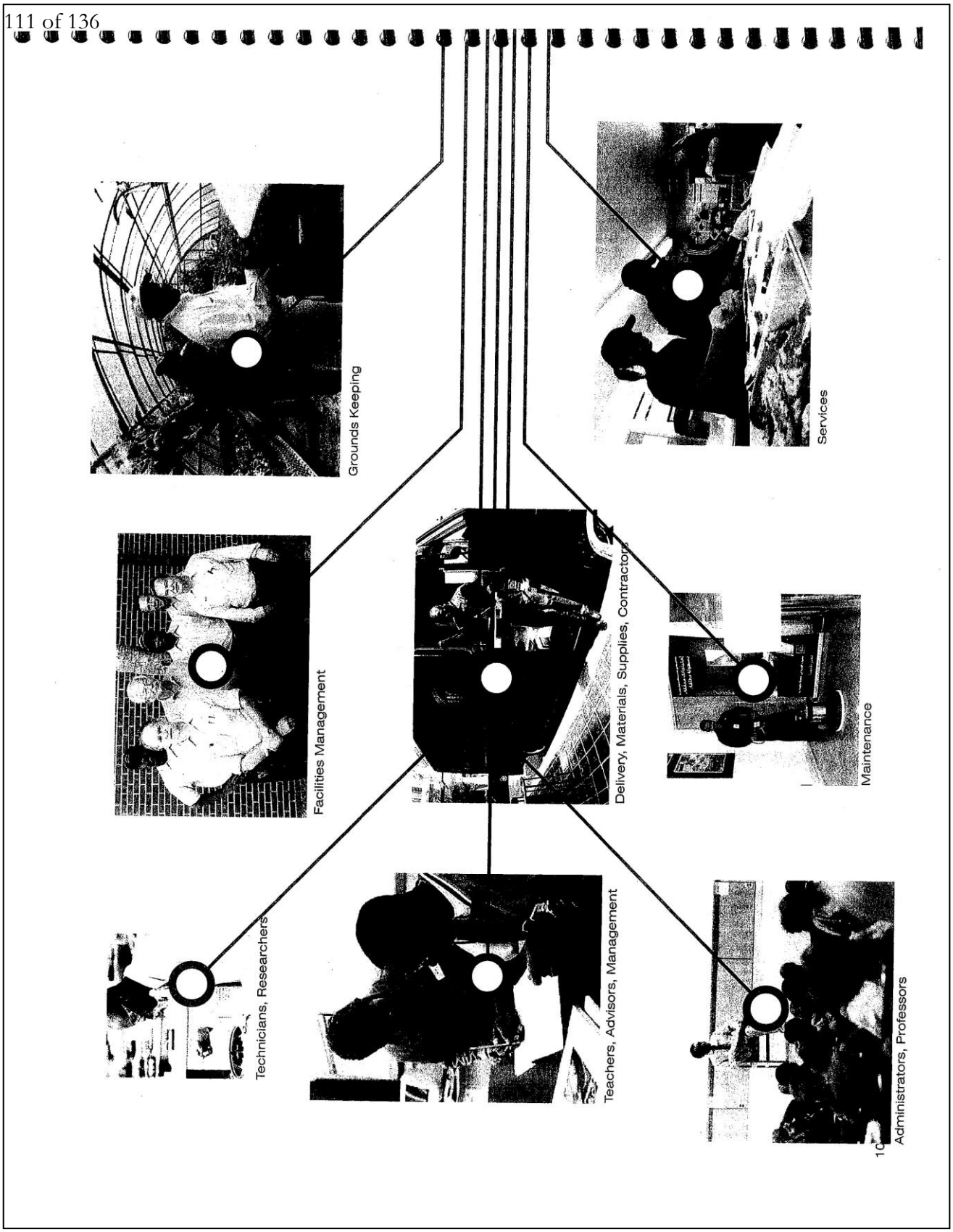

JOBS AND ECONOMIC DEVELOPMENT 107
VULCAN SHIPYARD
Yacht Repair
Boat Storage, Repair, Services
Mothball Fleet Ships- Suisun, Ca.
Foreign Cargo
Break Bulk Cargo
Small Ship Breaking


Grounds Keeping
Services
Facilities Management
Delivery, Materials, Supplies, Contractors
Maintenance
Technicians, Researchers
Teachers, Advisors, Management
Administrators, Professors

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SCENARIO 3: ACADEMIC / INSTITUTIONAL

San Francisco offers distinct lifestyle, resource, and proximity benefits to entities involved in the creation of intellectual capital that requires knowledge workers. The scale and flat topography of the shipyard site is capable of hosting the university and institutional land uses that are long term incubators for intellectual capital. As land uses, these entities typically require large building footprints, close proximity to buildings for allied fields or research facilities, close proximity to housing, and expansion flexibility.

85-36 cont'd.

As a job generator they offer direct employment, large quantities of jobs, and a broad range of job types. For example, UC Berkeley creates approximately 30 jobs/acre, and SF State creates 20 jobs/acre. The job types range from work study student jobs, to high paying grounds keepers and maintenance positions, to higher wage positions for professors, administrators, and chancellors. In addition to consistent wages they commonly offer other benefits to all employees such as health insurance, and retirement plans that enhance the net value and commitment to a position. Compared to other potential land uses for the shipyard site these entities consume significant quantities of materials and require the support of various types of contractors. The constant need for supplies and support tends to create private businesses in close proximity that service the institution, and long term contracts or alliances with local businesses.

Conceptual diagram showing jobs created by universities or institutions.

JOBS AND ECONOMIC DEVELOPMENT 109

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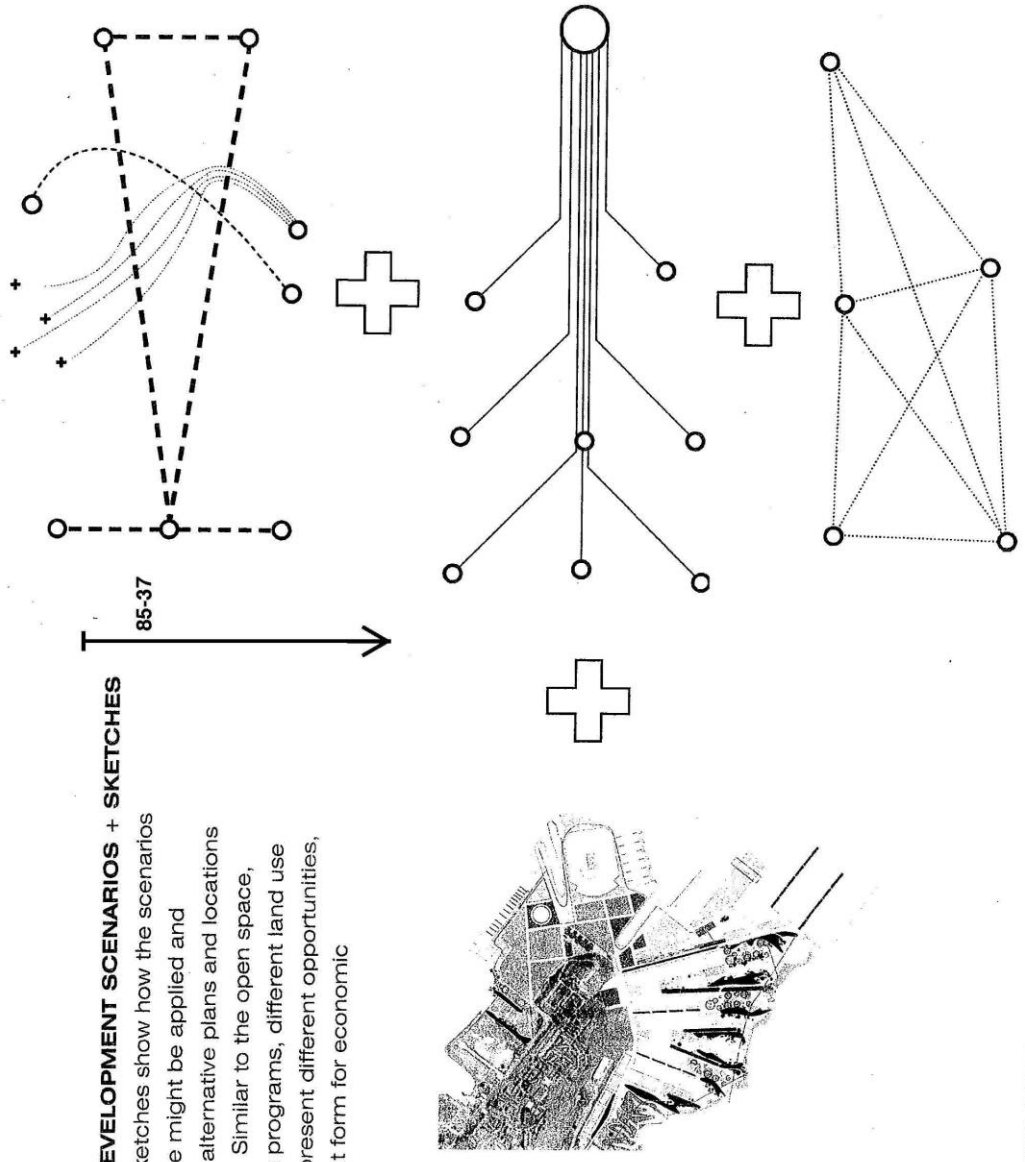

ECONOMIC DEVELOPMENT SCENARIOS + SKETCHES

The following sketches show how the scenarios described above might be applied and affected by the alternative plans and locations of the stadium. Similar to the open space, arts, and sports programs, different land use configurations present different opportunities, drivers, and built form for economic development.

110 JOBS AND ECONOMIC DEVELOPMENT

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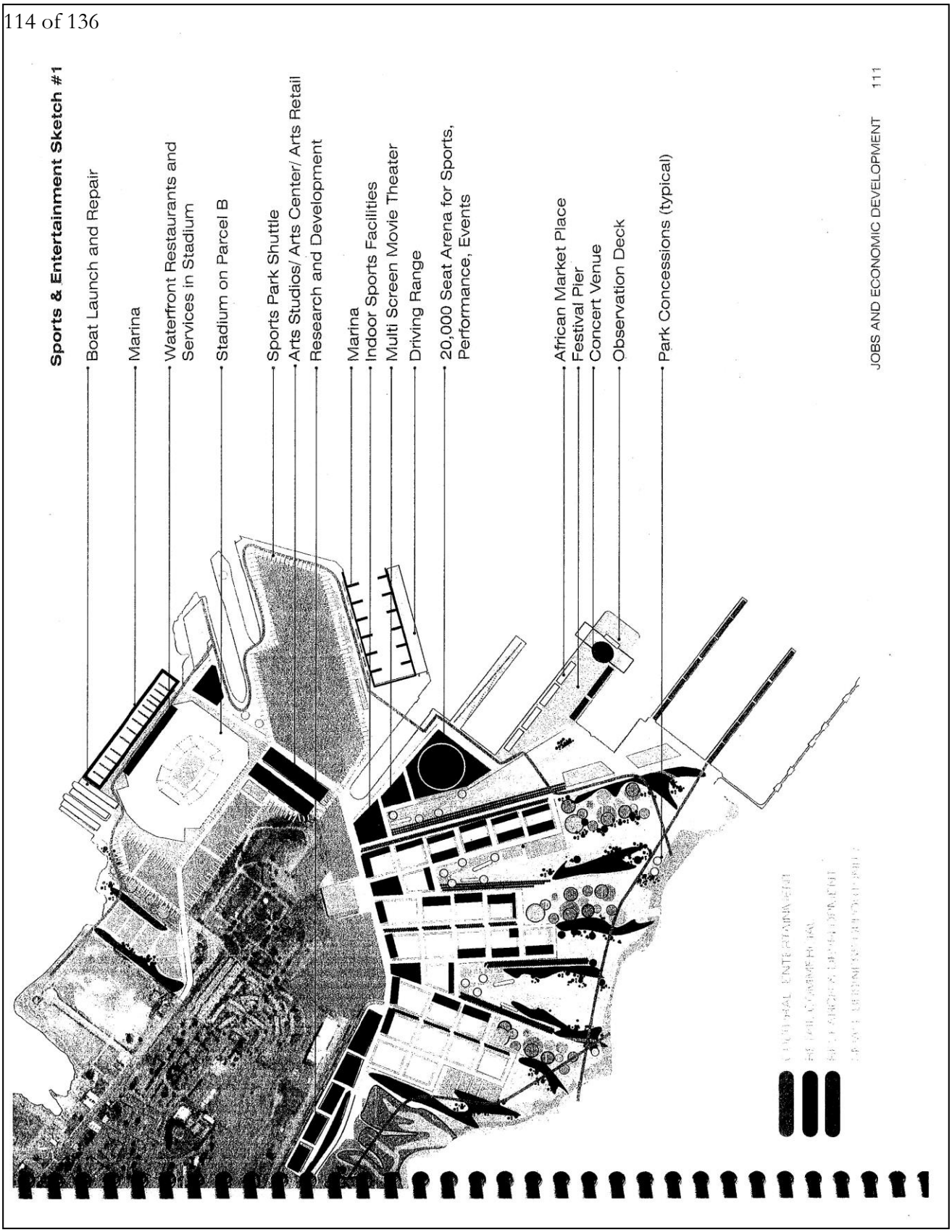
Sports & Entertainment Sketch #1
Boat Launch and Repair
Marina
Waterfront Restaurants and Services in Stadium
Stadium on Parcel B
Sports Park Shuttle
Arts Studios/ Arts Center/ Arts Retail
Research and Development
Marina
Indoor Sports Facilities
Multi Screen Movie Theater
Driving Range
20,000 Seat Arena for Sports, Performance, Events
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
JOBS AND ECONOMIC DEVELOPMENT 111

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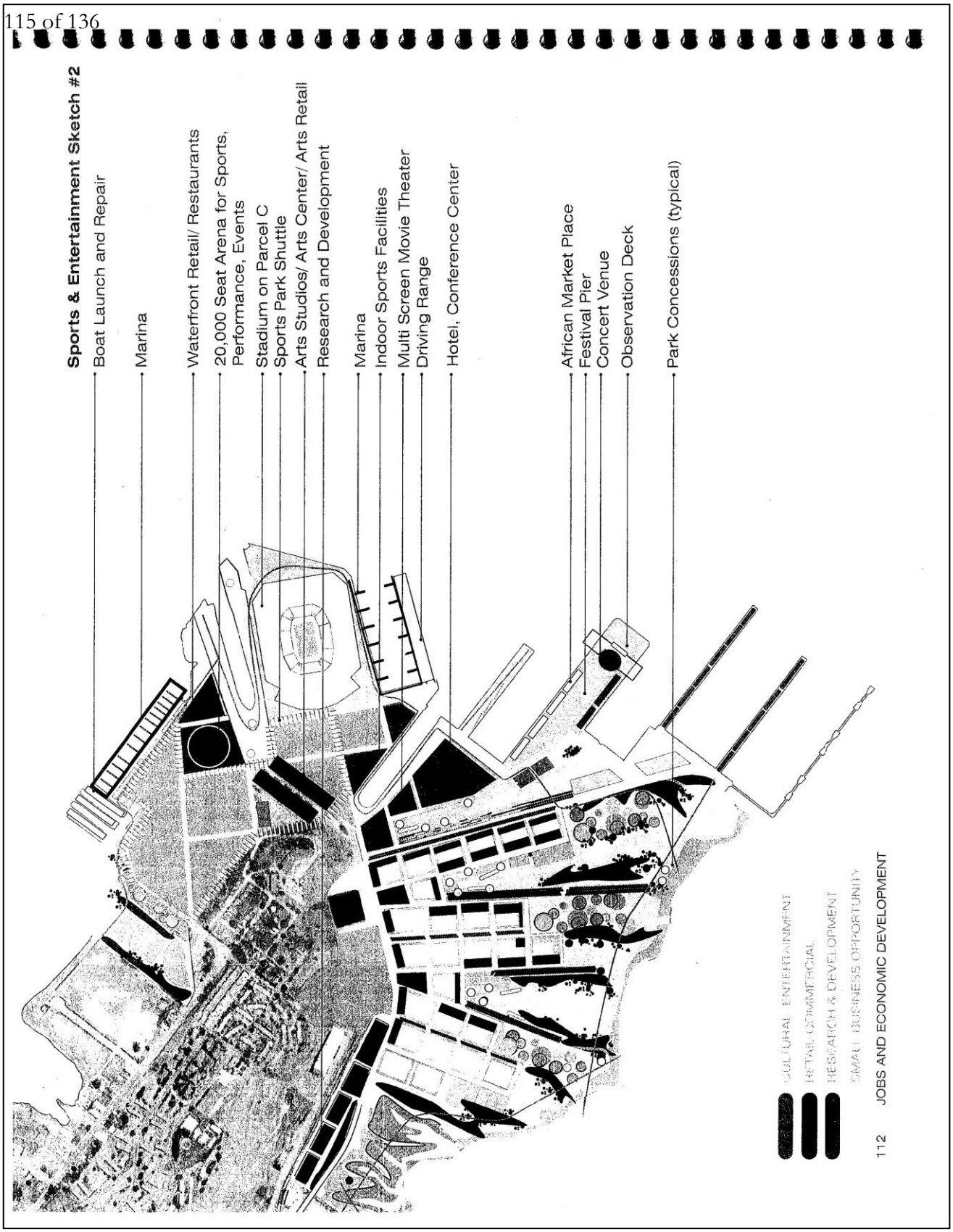
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Marina
Waterfront Retail/ Restaurants
20,000 Seat Arena for Sports, Performance, Events
Stadium on Parcel C
Sports Park Shuttle
Arts Studios/ Arts Center/ Arts Retail
Research and Development
Marina
Indoor Sports Facilities
Multi Screen Movie Theater
Driving Range
Hotel, Conference Center
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
CULTURAL ENTERTAINMENT
RETAIL COMMERCIAL
RESEARCH & DEVELOPMENT
SMALL BUSINESS OPPORTUNITY
112 JOBS AND ECONOMIC DEVELOPMENT

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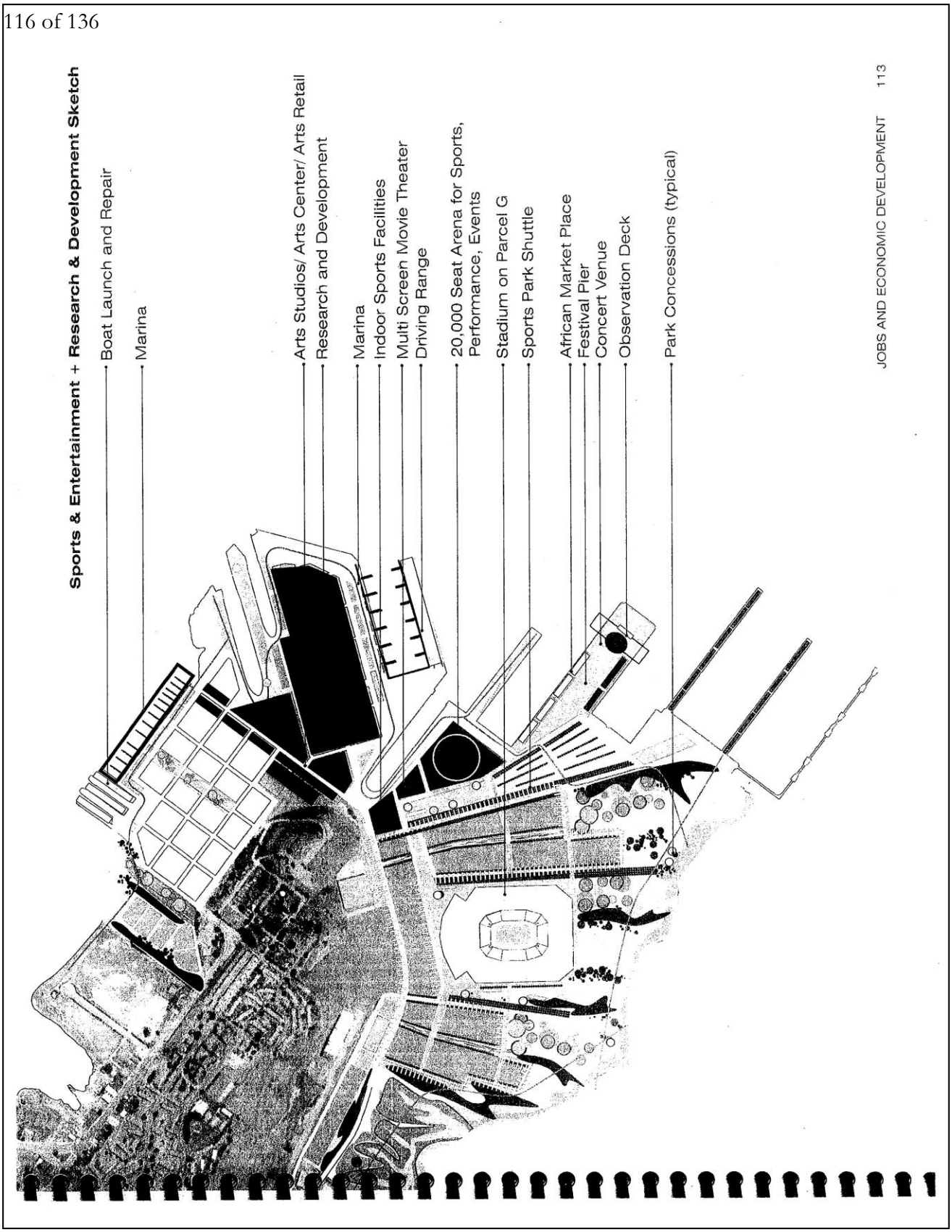
Sports & Entertainment + Research & Development Sketch
Boat Launch and Repair
Marina
Arts Studios/ Arts Center/ Arts Retail
Research and Development
Marina
Indoor Sports Facilities
Multi Screen Movie Theater
Driving Range
20,000 Seat Arena for Sports, Performance, Events
Stadium on Parcel G
Sports Park Shuttle
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
JOBS AND ECONOMIC DEVELOPMENT 113

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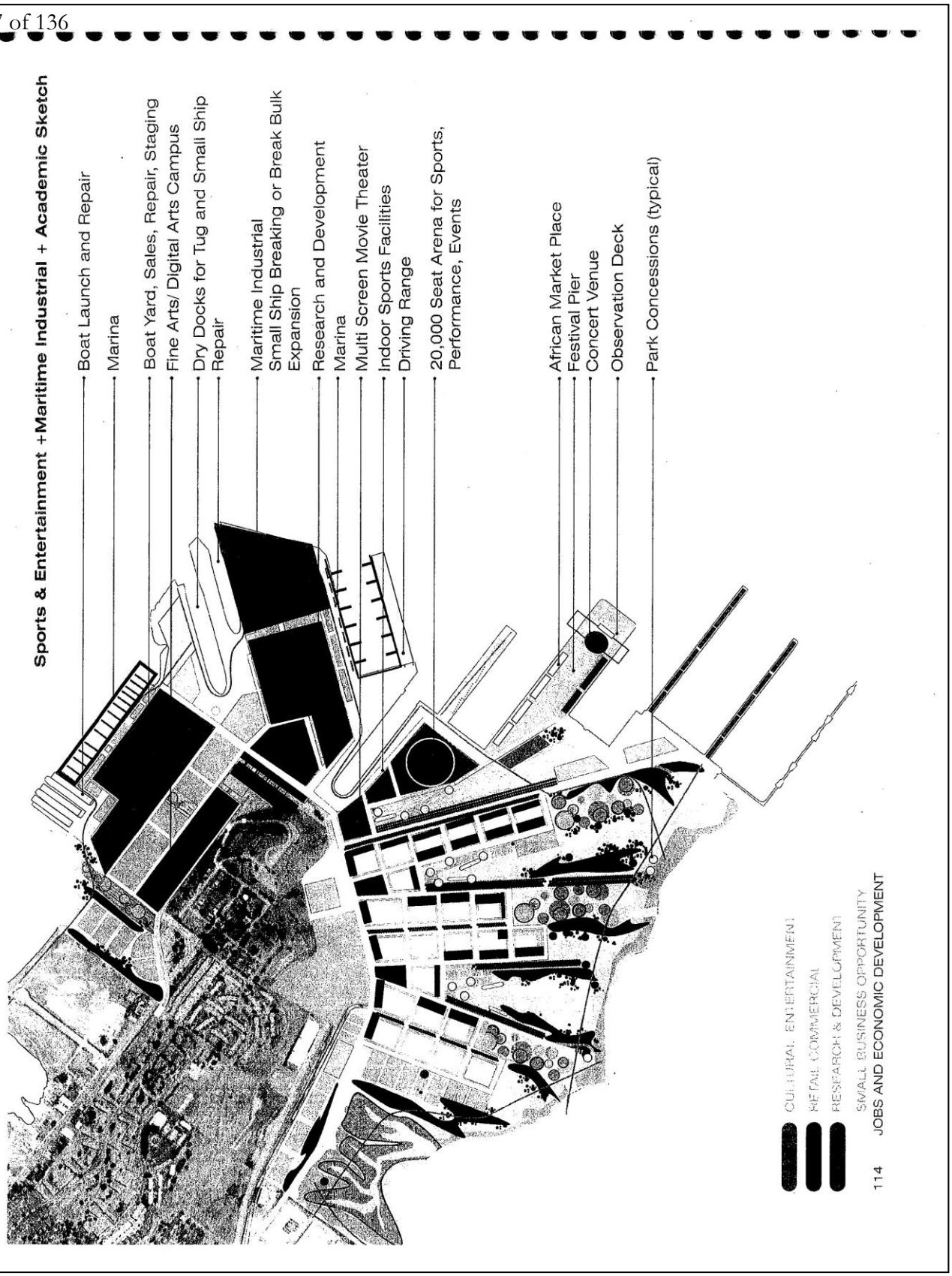
Sports & Entertainment +Maritime Industrial + Academic Sketch
Boat Launch and Repair
Marina
Boat Yard, Sales, Repair, Staging
Fine Arts/ Digital Arts Campus
Dry Docks for Tug and Small Ship Repair
Maritime Industrial
Small Ship Breaking or Break Bulk Expansion
Research and Development
Marina
Multi Screen Movie Theater
Indoor Sports Facilities
Driving Range
20,000 Seat Arena for Sports, Performance, Events
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
CULTURAL ENTERTAINMENT
RETAIL COMMERCIAL
RESEARCH & DEVELOPMENT
SMALL BUSINESS OPPORTUNITY
114 JOBS AND ECONOMIC DEVELOPMENT

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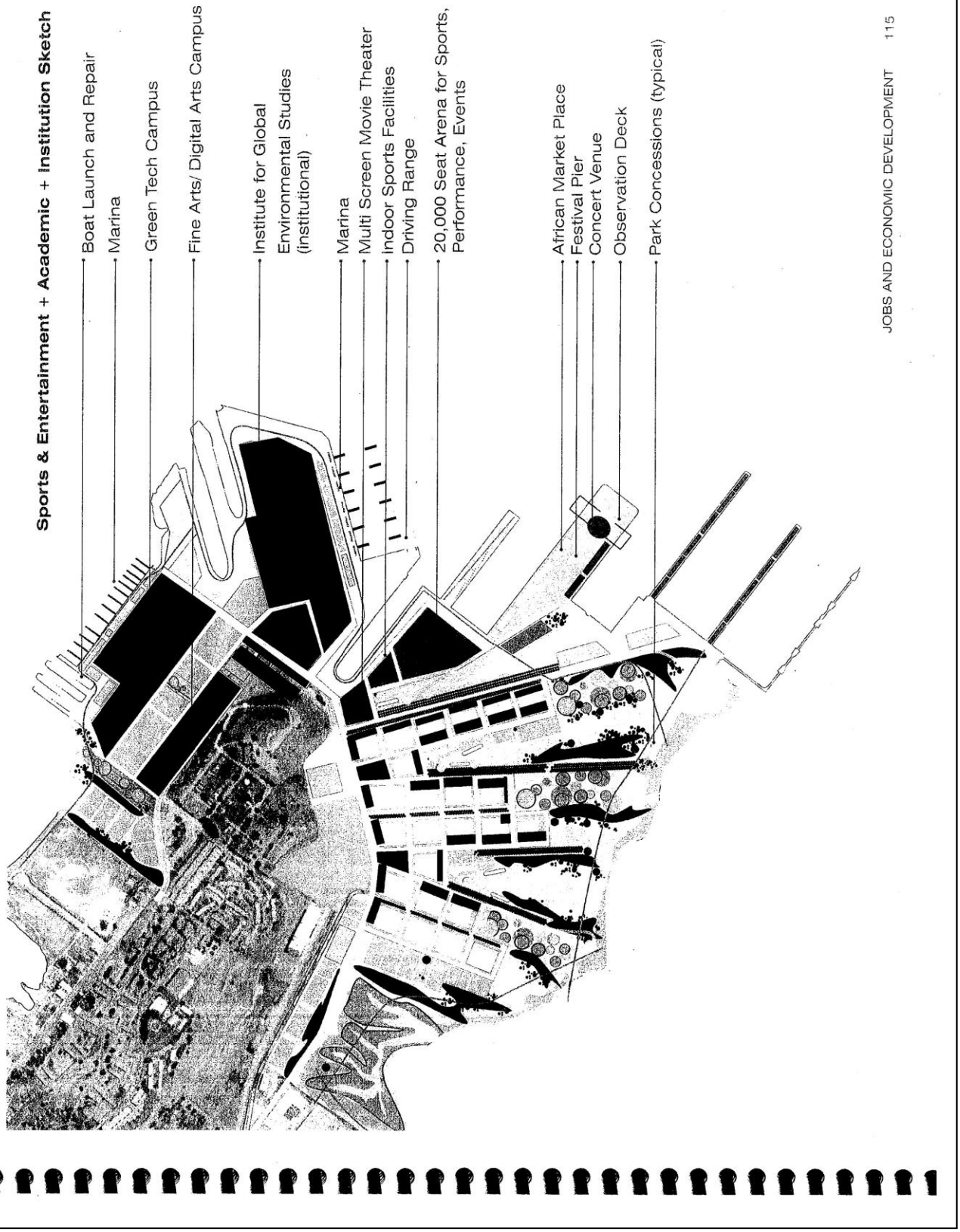
Sports & Entertainment + Academic + Institution Sketch
Boat Launch and Repair
Marina
Green Tech Campus
Fine Arts/ Digital Arts Campus
Institute for Global Environmental Studies (institutional)
Marina
Multi Screen Movie Theater
Indoor Sports Facilities
Driving Range
20,000 Seat Arena for Sports, Performance, Events
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
JOBS AND ECONOMIC DEVELOPMENT 115

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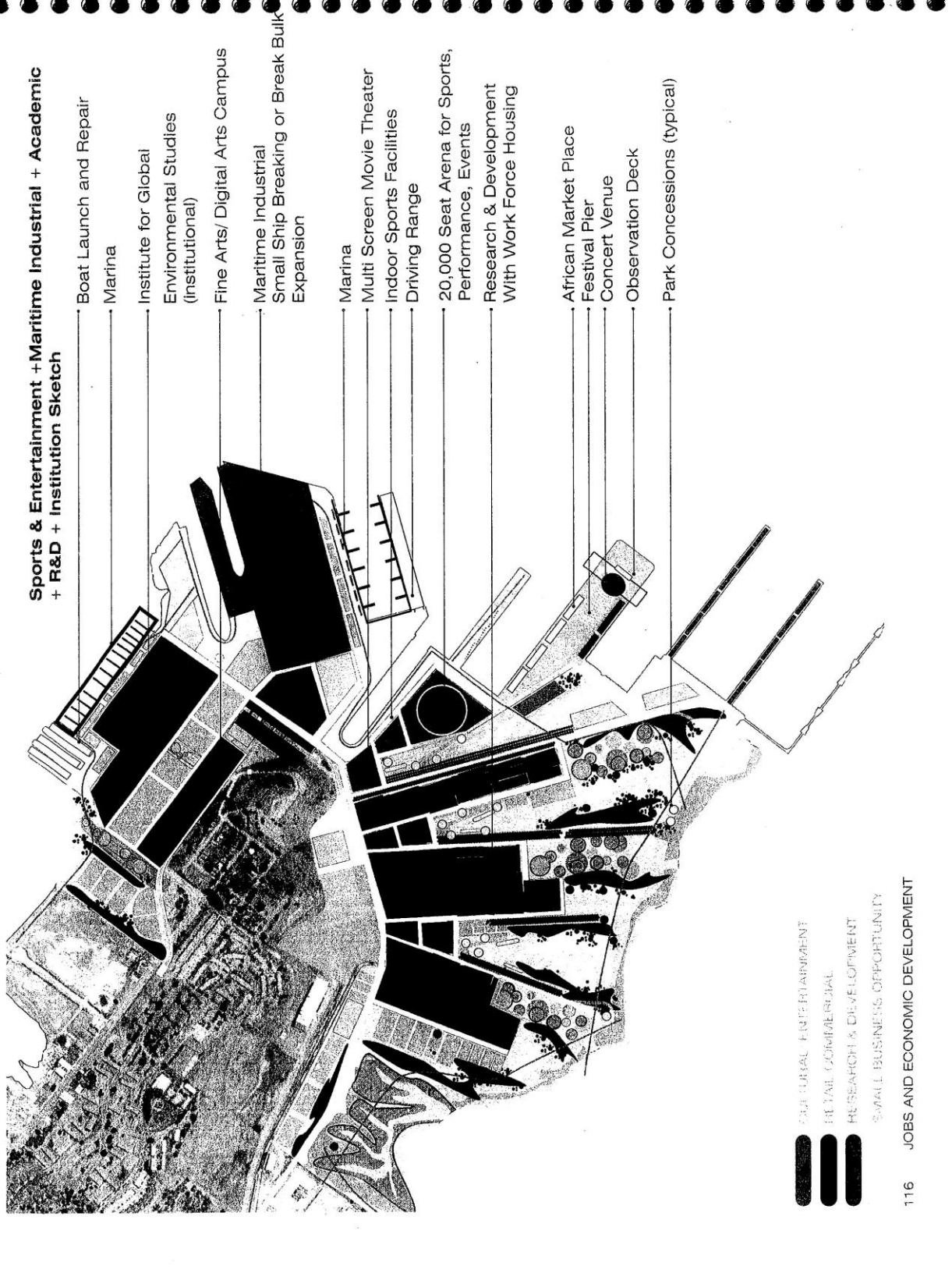
Sports & Entertainment +Maritime Industrial + Academic
+ R&D + Institution Sketch
Boat Launch and Repair
Marina
Institute for Global
Environmental Studies
(Institutional)
Fine Arts/ Digital Arts Campus
Maritime Industrial
Small Ship Breaking or Break Bulk
Expansion
Marina
Multi Screen Movie Theater
Indoor Sports Facilities
Driving Range
20,000 Seat Arena for Sports,
Performance, Events
Research & Development
With Work Force Housing
African Market Place
Festival Pier
Concert Venue
Observation Deck
Park Concessions (typical)
RETAIL COMMERCIAL
RESEARCH & DEVELOPMENT
SMALL BUSINESS OPPORTUNITY
116 JOBS AND ECONOMIC DEVELOPMENT

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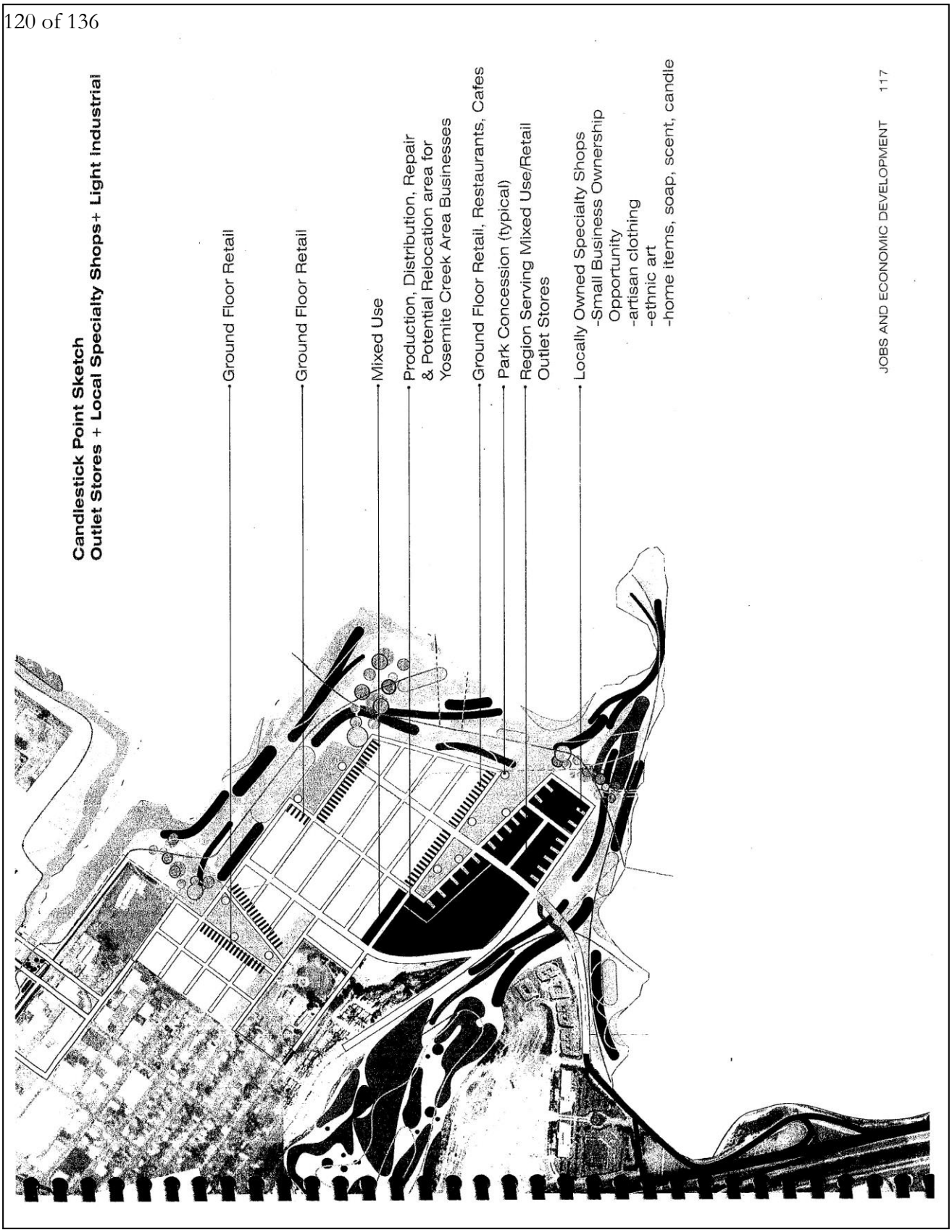
Candlestick Point Sketch
Outlet Stores + Local Specialty Shops+ Light Industrial
Ground Floor Retail
Ground Floor Retail
Mixed Use
Production, Distribution, Repair
& Potential Relocation area for
Yosemite Creek Area Businesses
Ground Floor Retail, Restaurants, Cafes
Park Concession (typical)
Region Serving Mixed Use/Retail
Outlet Stores
Locally Owned Specialty Shops
-Small Business Ownership
Opportunity
-artisan clothing
-ethnic art
-home items, soap, scent, candle
JOBS AND ECONOMIC DEVELOPMENT 117

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ARTS DISTRICT

Arts and culture will play an important role in integrating the proposed development with the existing community. The Arts District has the ability to enrich adjacent and overlapping land uses. Depending on the placement of the stadium, the Arts District will vary in size, shape, and location. The following diagrams show the overlay of core elements of the Arts District—galleries, arts retail spaces, shared space for large equipment, live/work opportunities, connections to other facilities, educational programs, and preservation of Buildings 101 and 813—on each of the alternative schemes. The relationship of the Arts District to the different land use configurations results in different opportunities for arts as well as the germination of new arts-related places, activities, and businesses. For example, integrating the Arts District with the African-American Cultural Plaza or waterfront will reveal different opportunities than with the science and engineering district.

85-37 cont'd.

Stadium on Parcel B

1. ARTS PRODUCTION
   - large-scale arts
   - noisy, messy
   - observation, access
   - shared equipment
   - paved parking, truck access
2. THEATERS
3. AFRICAN-AMERICAN CULTURAL PLAZA
   - shared facilities for performances, festivals, and events
4. ARTS PARK
   - ephemeral installations
   - permanent large-scale sculpture park
5. ARTS AND CULTURE
   - night clubs
   - music clubs
   - galleries
   - live/work
   - arts retail
6. STUDIOS

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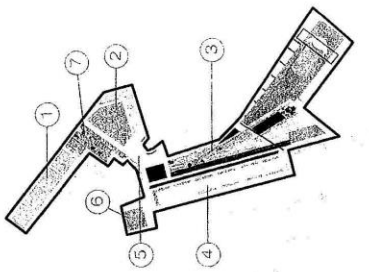
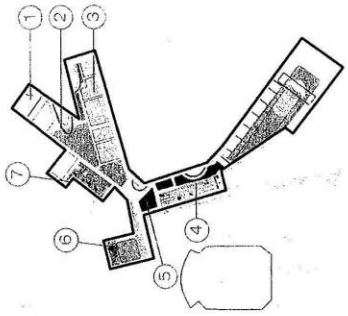
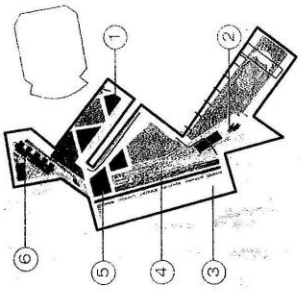
85-37 cont'd.







Stadium on Parcel C

(1) ARTS PRODUCTION
- large-scale arts
- noisy, messy
- observation, access
- shared equipment
- paved parking, truck access

(2) ARTS PARK
- ephemeral installations
- permanent large-scale sculpture park

(3) ARTS AND CULTURE
- night clubs
- music clubs
- galleries
- live/work
- arts retail

(4) AFRICAN-AMERICAN CULTURAL PLAZA
- shared facilities for performances, festivals, and events

(5) CULTURAL INSTITUTION

(6) STUDIOS

Stadium on Parcel G

(1) WATERFRONT EXHIBITION SPACE
- capture blue greenway traffic

(2) ARTS AND LIVING
- live/work
- retail supply stores
- frame shops
- small studio apartments
- artist in residence apartments
- light installation for streetscape

(3) ARTS AND SCIENCE/ENGINEERING
- exhibition space
- permanent collection

(4) ARTS AND CULTURE PLAZA
- events, festivals, performances
- large-scale sculpture park
- market for arts
- instructors
- infrastructure for installing and moving artwork

(5) THEATERS

(6) ARTS PRODUCTION
- large-scale arts
- noisy, messy
- observation, access
- shared equipment
- paved parking, truck access

(7) STUDIOS

No Stadium

(1) ARTS CAMPUS
- arts institution
- studio
- digital media

(2) ARTS AND SCIENCE/ENGINEERING
- exhibition space
- permanent collection

(3) ARTS AND CULTURE PLAZA
- events, festivals, performances
- large-scale sculpture park
- market for arts
- instructors
- infrastructure for installing and moving artwork

(4) ARTS AND CULTURE
- night clubs
- music clubs
- galleries
- live/work
- arts retail

(5) PLAZA

(6) CONNECTION TO HILL

(7) STUDIOS

JOBS AND ECONOMIC DEVELOPMENT 119

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SPORTS FIELDS LOCATIONS

The proposed development has the potential to provide much needed sports fields in San Francisco. The Lennar proposal provides ample area for sports fields, much of which is on dual-use turf, serving as parking for the new stadium. Consolidated around the stadium, these fields will work well for a regional complex, with the ability to host tournaments and multiple events simultaneously. However, the fields are located far from existing and proposed residential communities. The following alternatives distribute the fields to provide space not only for a large-scale regional complex, but for neighborhood use as well. Where a new stadium is part of the alternative, dual-use turf provides area for parking as well as sports fields.

85-37 cont'd.

	Lennar proposal
Total:	**86 acres**
Sports fields:	27 acres
Dual-use turf:	59 acres
AGGREGATE SIZE OF SPORTS COMPLEX	LARGE
SPORTS FIELDS CONFIGURATION	CONSOLIDATED
PARKING SHARED WITH OTHER VENUES	NO
DUAL USE TURF: REQUIRED OR OPTIONAL	REQUIRED

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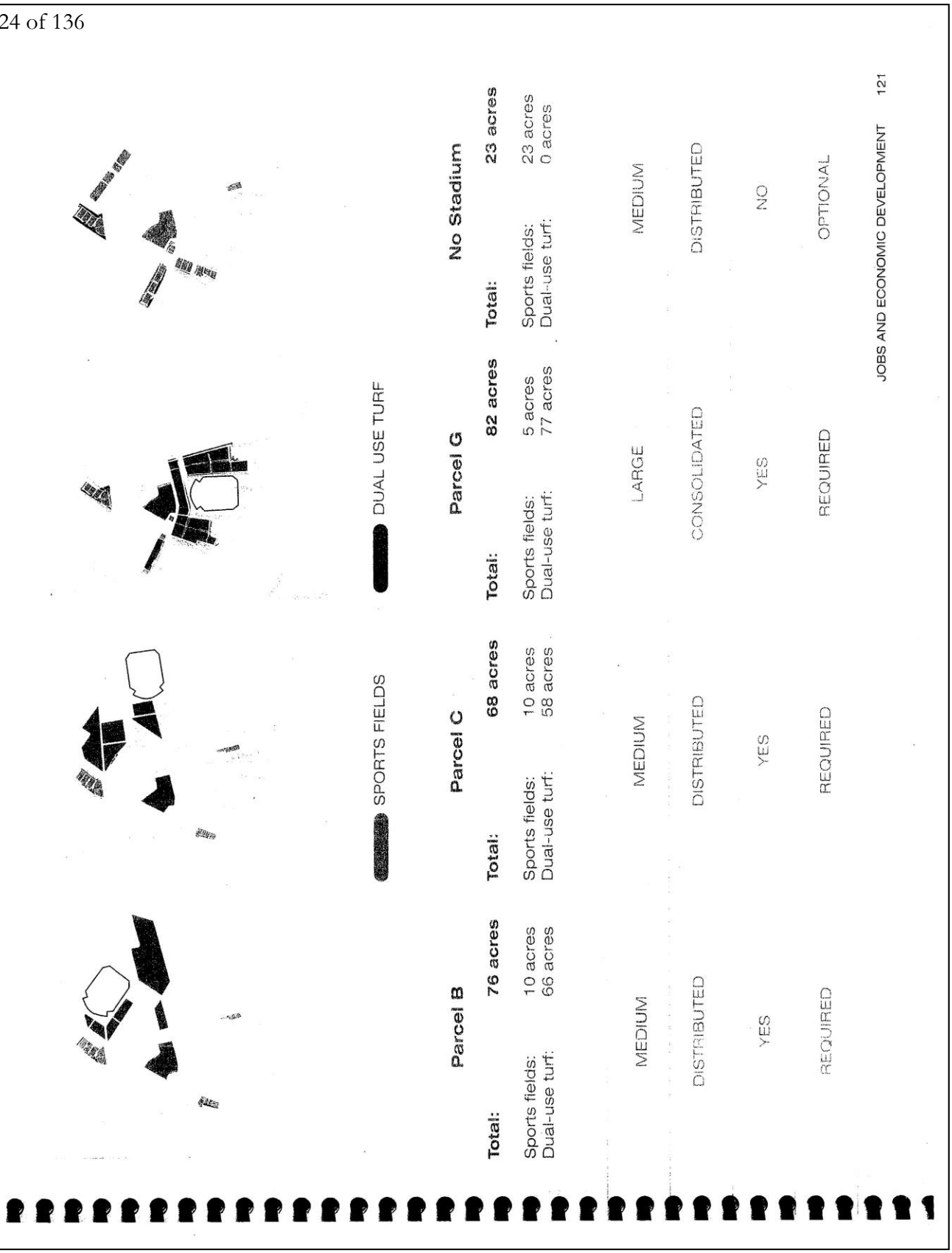
SPORTS FIELDS
DUAL USE TURF
Parcel B
Total: 76 acres
Sports fields: 10 acres
Dual-use turf: 66 acres
Parcel C
Total: 68 acres
Sports fields: 10 acres
Dual-use turf: 58 acres
Parcel G
Total: 82 acres
Sports fields: 5 acres
Dual-use turf: 77 acres
No Stadium
Total: 23 acres
Sports fields: 23 acres
Dual-use turf: 0 acres
MEDIUM
MEDIUM
LARGE
MEDIUM
DISTRIBUTED
DISTRIBUTED
CONSOLIDATED
DISTRIBUTED
YES
YES
YES
NO
REQUIRED
REQUIRED
REQUIRED
OPTIONAL
JOBS AND ECONOMIC DEVELOPMENT 121

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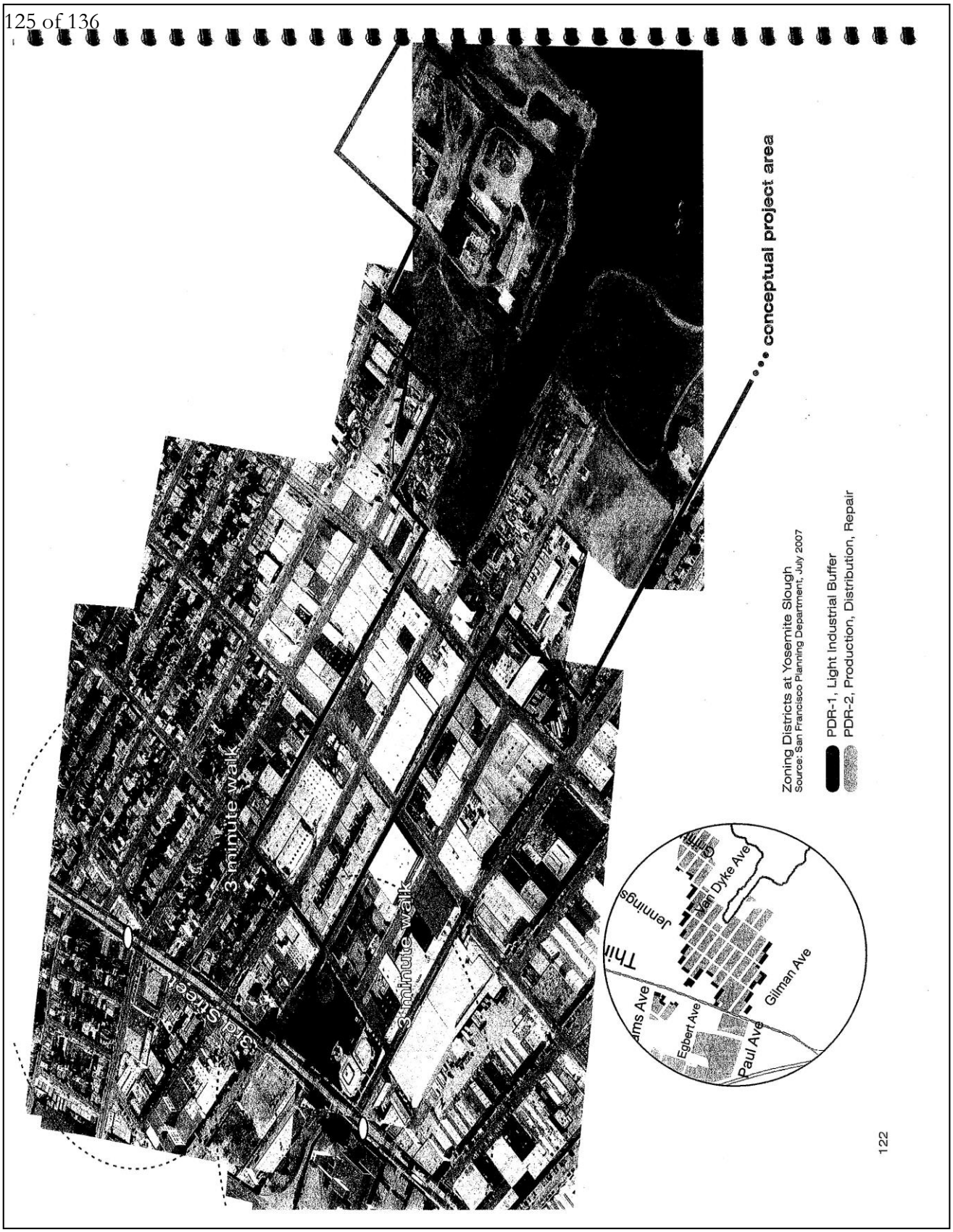
conceptual project area
3 minute walk
3 minute walk
3rd Street
Zoning Districts at Yosemite Slough
Source: San Francisco Planning Department, July 2007
PDR-1, Light Industrial Buffer
PDR-2, Production, Distribution, Repair
Van Dyke Ave
Jennings
Gilman Ave
Egbert Ave
Paul Ave
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LINKING THE BAY TO THIRD STREET

85-38

The vast scale and complexity of the CP/HPS project requires the broadest possible study to address the challenges and opportunities within the project area and in the adjacent community that it will so profoundly influence. Connection to the waterfront and parks, access to jobs and resources, and civic investment, and zoning are all environmental justice issues for the Bayview Community, and within the sphere of influence for a project of this scale.

For the Bayview, the careful planning of the area inland of Yosemite Slough is key to resolving many issues with the CP/HPS project, and advancing the quality and character of the community. Expanding the scope of the planning to include this pivotal area will benefit the CP/HPS project as well. It can relieve the limitations of the project boundaries, add value to existing and future neighborhoods, and chart the improved function of this part of the city. For the city at large, expanding the shoreline open space to the inner Bayview unlocks a long list of potential benefits and opportunities.

Priorities will change, obstacles will fade, and new challenges certainly will arise. But these variables are not reasons to plan in an "as needed" fashion. In fact they call for vision and clear objectives to be defined in order to guide the changing forces at play, and establish common goals, and create excitement for things to come.

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EXISTING CONDITIONS

Currently, there are four combined sewer overflow (CSO) outfalls in Yosemite Slough and South Basin. During periods of heavy rain, these discharge inadquately treated sewage and storm water runoff into the receiving waters.

POTENTIAL CONNECTIONS

Much like the Panhandle connects Golden Gate Park to the central neighborhoods of San Francisco, a linear park in the approximate location of the historic Yosemite Creek can bring the Bayview–Hunters Point communities to the waterfront. Above the concerns of any one party is the importance of creating more than a "gateway" to the CS/HPS development, but an interface between established and new parts of the city. This area calls for a bold initiative that makes connections on all possible levels. Similar to the Panhandle of Golden Gate Park, an extension of the Yosemite Slough open space, from CPSRA to Third Street has the potential to compound the influence of new investments in the city by strategically reaching more people.

WATER SYSTEMS

There are many potential opportunities to incorporate water systems within the "CPSRA Panhandle." These might include:

- constructed wetlands that discharge treated storm water into Yosemite Slough;
- swales and rain gardens that are part of a comprehensive LID (low-impact design) runoff management system;
- extension landward of the tidal wetlands of the Slough (if the required excavation depths prove feasible in the space available); and
- "daylighting" a portion of the historic creek's freshwater flows (although research is needed to determine whether this pursuit is reasonable).

85-38 cont'd.

Restoring or creating urban waterways and wetlands is part of a national trend to undo the mistakes of the last century in order to make cities more livable and sustainable places. These projects are transformative on many levels because they bring profound change, reconnect cities with natural systems, and generate economic and social benefits.

Yosemite Creek Watershed
An overlay of the historic creek and the present-day combined sewer infrastructure. Note the four arrows indicating sewer overflow outlets into Yosemite Slough/ San Francisco Bay.
Source: Oakland Museum, Guide to San Francisco Creeks

124 LINKING THE BAY TO THIRD STREET

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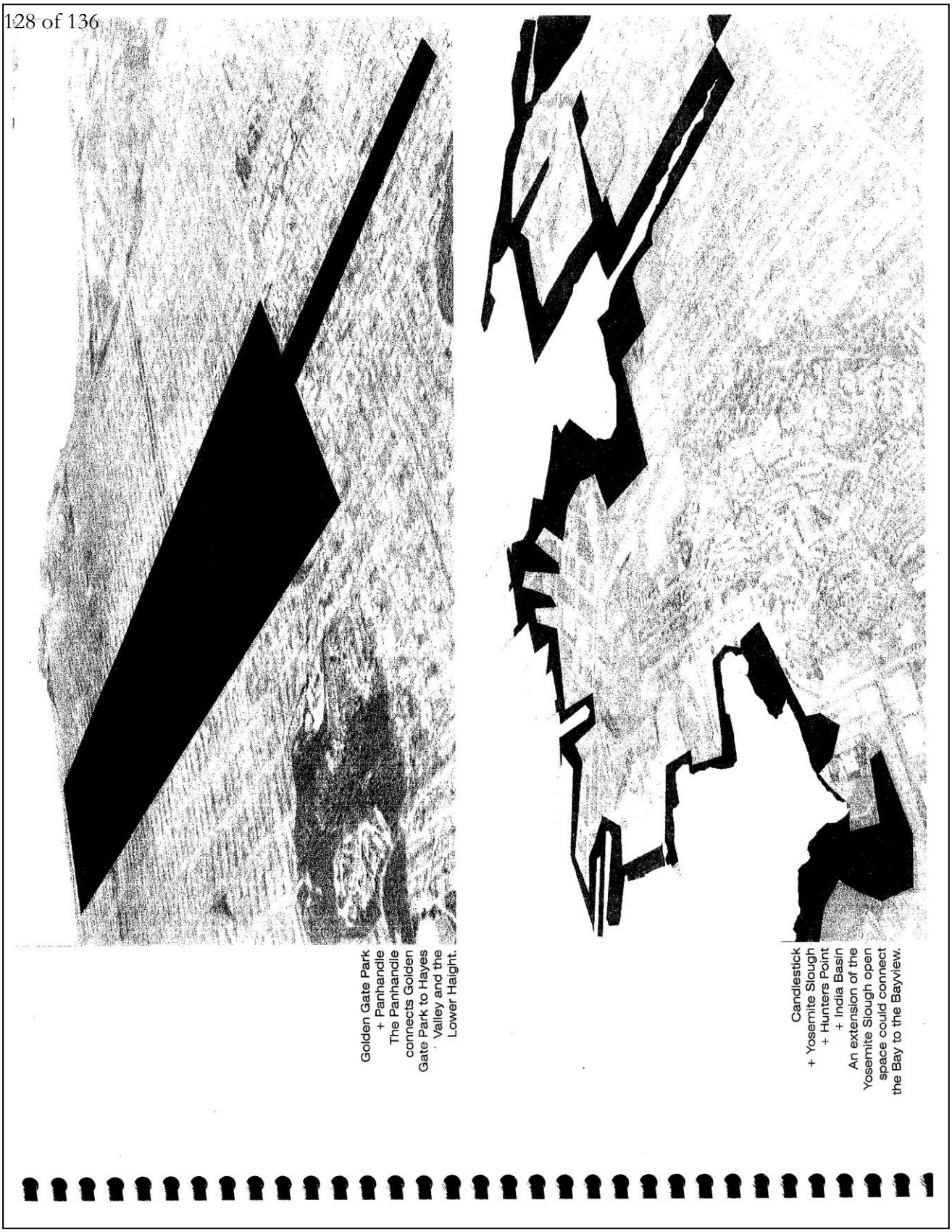
Golden Gate Park
+ Panhandle
The Panhandle
connects Golden
Gate Park to Hayes
Valley and the
Lower Haight.
Candlestick
+ Yosemite Slough
+ Hunters Point
+ India Basin
An extension of the
Yosemite Slough open
space could connect
the Bay to the Bayview.

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APPENDICES

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APPENDIX A: LINKING THE BAY TO THIRD STREET CONCEPTS

The following diagrams illustrate a few of the possibilities for an open space connection to Third Street. Each provides storm water treatment upgrades and alternative transportation routes that eliminate the desire for a bridge over the existing slough. Any scenario would provide **benefits and opportunities** to the local community and city on multiple levels.

Social
provide a source of civic pride for the Bayview
connect current and new community members
equalize access to open space, jobs, and resources

Urban
connect between Bay Trail, 3rd Street, light rail
relocate businesses
clean up polluted sites

Infrastructure
intercept combined sewer overflow (CSO)
upgrade storm water infrastructure and treatment systems
incorporate grade separation between park and roadways

Economic
create new park-related economic opportunities
bring Bay Trail users to Bayview businesses on 3rd Street
foster increased property values
access to work forces

Ecological
improve water quality in the Bay
treat storm water
create riparian habitat
improve biodiversity of open space system

Recreation
create new active recreation resources for existing community
passive recreation unique to the water conditions

128

Concept 1
Expand Slough + Amenites + Storm water Treatment

- Dog run
- Plaza
- Playground
- Sports court
- Lighting
- Medium Constructed wetlands

85-38 cont'd.

PLAY AREAS, SERVICES, AMENITIES
PLAZAS, SPORTS COURTS, OVERLOOKS
LAWNS, DOG RUNS, GARDENS
BAY TRAIL

CONSTRUCTED WETLANDS & NATIVE GRASSLANDS

RIPARIAN WETLANDS

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Concept 3
Recreation + Storm water Treatment

- Baseball
- Soccer/ football
- Hard surface courts
- Fitness circuit
- Adventure play areas
- Small Constructed wetlands

Concept 2
Local Farm and Large Storm water Treatment System

- Food production
- Storage Facilities
- Distribution building
- Irrigation water storage
- Large Constructed wetlands

APPENDIX A: LINKING THE BAY TO THIRD STREET CONCEPTS 129

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Pedestrian / Bicycle network linked to transit on 3rd street

85-38 cont'd.

CONNECTIONS & TRANSPORTATION

Merging the new Yosemite Slough open space with the city grid can facilitate the movement of vehicles and pedestrians in a way that enhances the quality of life of the area. The Bay Trail will connect pedestrians and cyclists to 3rd Street and the MUNI stops at Williams and Carroll Avenues. The street and park system can be designed to accommodate the BRT and to meet the vehicular needs of business and residential areas without constructing a new bridge over Yosemite Slough.

Lennar's proposed new roadway and bridge will go through state park land and over the slough, which is the ecologically fragile and active area where meets the land and creates valuable tidal marsh habitat. This zone requires seclusion from urban activity in order for it to function as a resting, feeding, and nesting site for numerous species of birds migrating via the Pacific Coast Flyway. The bridge would also pose a hazard for birds moving between the Bay and slough, and its considerable width would shade the sun-adapted marsh vegetation. A bridge here would also reduce the value of the considerable investment being made by the State Parks Founation and CA DPR in a major ecological restoration project in and around the slough. Especially given the information (BTIP) that the bridge could save only three minutes in auto travel time, it is imperative that alternatives be studied.

130 LINKING THE BAY TO THIRD STREET CONCEPTS

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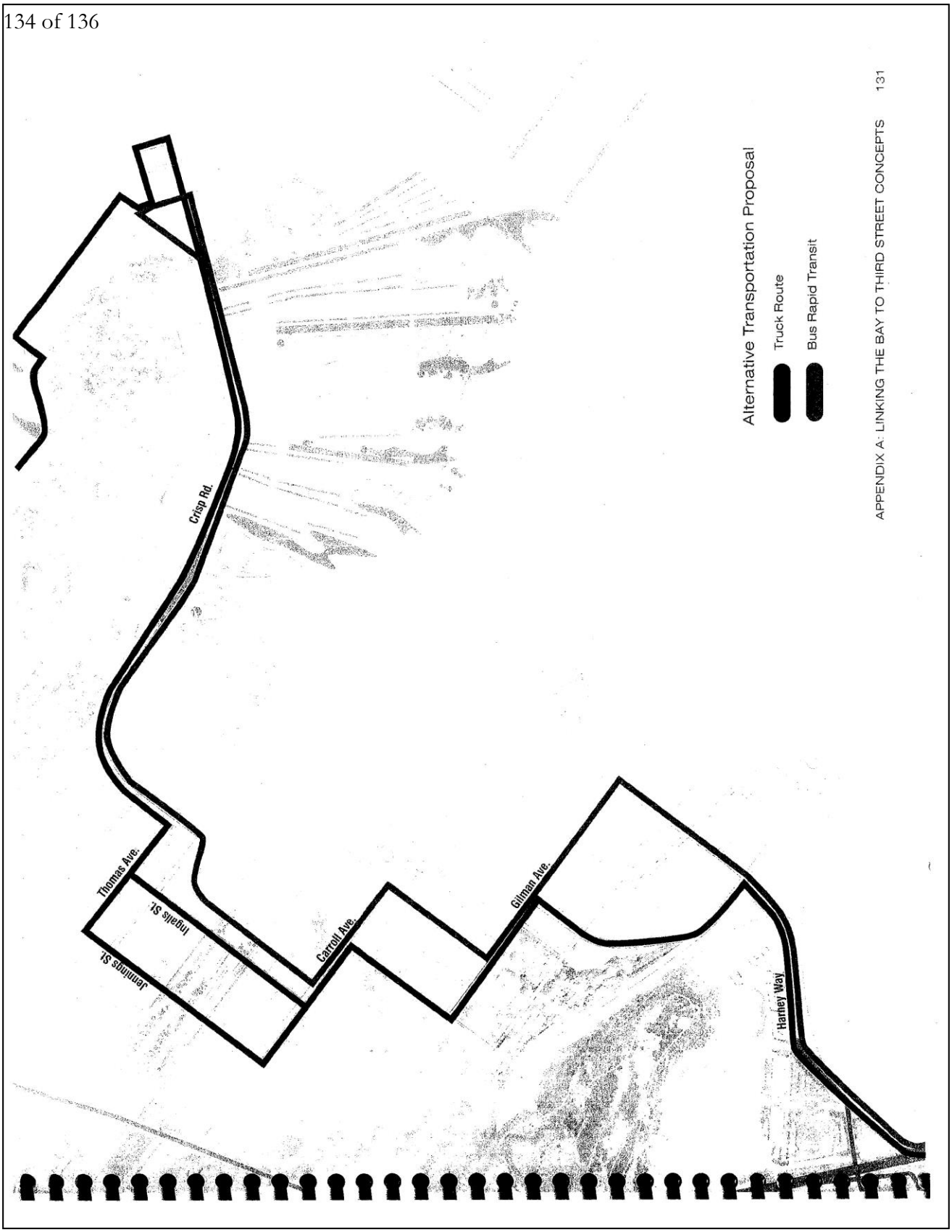
Alternative Transportation Proposal
Truck Route
Bus Rapid Transit
APPENDIX A: LINKING THE BAY TO THIRD STREET CONCEPTS 131
Crisp Rd.
Thomas Ave.
Ingalls St.
Jennings St.
Carroll Ave.
Gilman Ave.
Hartley Way

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APPENDIX B: PREVIOUS STUDIES

Arc Ecology's Record of Service to the Bayview–Hunters Point Community

For the past 25 years, Arc Ecology has been providing the Bayview–Hunters Point community with independent environmental, economic and planning technical support, beginning even before the creation of the Shipyard Citizens Advisory Commission, Project Area Committee, and the Restoration Advisory Board (RAB).

Arc Ecology's technical assistance to the Bayview–Hunters Point community has been in the form of studies and advocacy of informed public participation.

85-38 cont'd.

Arc Ecology has invested:

- **Twenty-five years of preparation for the redevelopment plan**
- **Over $4 million of funding raised and spent on environmental, economic, industrial development, and community use/ aspiration studies**

85-38 cont'd.

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Reports and Publications By Arc Ecology

1983 Analysis of Infrastructure Needed to Homeport the Battleship Missouri at Hunters Point Shipyard

1986 Report on Hunters Point Shipyard Pollution

1995 Report on Ship Recycling as an Employment Generating Interim Use of Closed Navy Facilities in the Bay Area

1997 Critique of the Shipyard Redevelopment Plan, including Comments on the Environmental Impact Report and Environmental Impact Study

1999 Review of Proposal for Transit Improvements, including the Yosemite Slough Bridge

2004 Yosemite Slough Watershed Study – coauthored with ...
Habitat Assessment (contractor: LSA Associates)
South Basin Shipyard Candlestick Cultural Survey
Sewershed Survey
Watershed Mapping
Water Quality Testing
Storm Water Wetlands 30% Design

2007 Pollution to Parkland: Alternatives for a Waterfront Park at Hunters Park Shipyard

2008 The Economic Development Potential of a Waterfront Park at Hunters Point Shipyard

MONITORING CLEANUP OF HUNTERS POINT SHIPYARD

1980's - present Membership in the Hunters Point Shipyard Restoration Advisory Board
Written comments on approximately 500,000 pages of SuperFund cleanup documents

PUBLIC PARTICIPATION ADVOCACY

1989 Arc Ecology scientist monitors cleanup of HPS (1989-current)
Proposed creation of the Citizens Advisory Committee to Mayor Agnos

1990 Convinced Navy to open a public document repository for cleanup documents at the Anna E. Waden (Bayview) Branch library and at the San Francisco Main Library

1992 Sponsored First Community Meeting on New Shipyard Cleanup (at the Bayview Opera House, Sponsored by Arc Ecology, the New Bayview Committee, and KQED FM)

1993 HPS RAB Proposal

85-38 cont'd.

APPENDIX B: PREVIOUS STUDIES 133

Letter 85: Arc Ecology (1/12/10)

Response to Comment 85-1

This comment contains introductory or general background information and also reflects the commenter's opinions. This comment states that the commenter is resubmitting their Alternatives for Study document that was submitted prior to publication of the Draft EIR. As mentioned in Response to Comment 84-1, which also makes reference to the Alternatives for Study document prepared by Arc Ecology, page VI-160 of the Draft EIR affirms the receipt of the alternatives study mentioned in this comment, stating:

> A number of alternatives were proposed during the planning and public scoping process for the Project. Several of these alternatives were identified by Arc Ecology, a local community organization. In January 2009, Arc Ecology published a report titled *Alternatives for Study, Draft Outline of Issues, Positions, and Alternatives for Public Comment and Further Study* (Arc Ecology Report).[1350]

As stated on page VI-165 of the Draft EIR:

> Five alternative land use plans were proposed by Arc Ecology and studied in concept for this document. They include proposals to locate the stadium on Parcels B, C, and G of HPS Phase II; one proposal with no stadium at HPS Phase II; and one alternative land use plan for Candlestick Point. …

Each of these alternatives has been analyzed on pages VI-165 through -172 of the Draft EIR.

In summary, comments 85-2 through 85-49 were already considered during preparation of the Draft EIR given that it is the same document that was submitted as part of the NOP public review process; nonetheless, responses to these comments have been provided below in Responses to Comments 85-2 through 85-49. Comments 84-1 through 84-49 also pertain to Arc Ecology's Alternatives for Study refer to Responses to Comments 84-1 through 84-49 for the extent to which the information contained therein was addressed in the Draft EIR.

Response to Comment 85-2

This comment contains introductory or general background information and also reflects the commenter's opinions. No response is required.

Response to Comment 85-3

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-4

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-5

This comment primarily contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

With respect to the Arc Ecology alternatives, they were evaluated in the Draft EIR, as further described in Response to Comment 85-1.

Also, in terms of the planning process for the Project, Section I.B (History of the Planning Process), presented on pages I-1 through I-6 of the Draft EIR, describes a planning process that has occurred over three decades and has included hundreds of community meetings and other forms of public outreach. More specifically, in the recent past, between February 2007 and the date of publication of this document, there have been approximately 236 public meetings addressing this Project, including, but not necessarily limited to, meetings with the Bayview Hunters Point Project Area Committee (and its various subcommittees or working groups); the Mayor's Hunters Point Shipyard Citizen's Advisory Committee (and its various subcommittees or working groups); the Agency; the City and County of San Francisco Board of Supervisors (including its various committees or Departments); the Bayview Transportation Improvement Project Committee; the Alice Griffith Tenants Association Meeting; the Parks, Recreation, and Open Space Advisory Committee; Shipyard Artists; Sierra Club; Little Hollywood, Executive Park, and Visitation Valley Planning Association; Morgan Heights Homeowners Association; India Basin Neighborhood Association; Bayview Hill Neighborhood Association; San Francisco Housing Action Coalition; and BCDC Design Review.

Beyond the meetings that have already occurred, there are numerous additional meetings planned during the upcoming entitlement process (estimated to conclude by the summer of 2010), which will include, but is necessarily limited to, the following:

- Community discussion of Community Benefits Plan, Below Market Rate Housing Plan, Design for Development, Redevelopment Plan Amendments, Open Space Plan and Disposition and Development Agreement, and other related Project documents with the PAC/CAC, Agency Commission, Planning Commission, SFMTA Commission, and the Board of Supervisors (full and relevant subcommittees)
- PAC/CAC recommendation to adopt/approve Disposition and Development Agreement and related documents (Community Benefits Plan, Below Market Rate Housing Plan, Design for Development, Redevelopment Plan Amendments, Open Space Plan and Disposition and Development Agreement)
- Joint Agency Commission/Planning Commission Hearing
- Certification of the EIR and other Project Documents
- Final Approvals with the Agency Commission, Planning Commission, and Board of Supervisors (full and relevant subcommittees)

Response to Comment 85-6

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-7

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-8

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-9

This comment contains general information (a partial list of wildlife species observed at CPSRA) and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment 85-10

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. The comment will be forwarded to the decision makers for their consideration prior to approval or denial of the Project.

Response to Comment 85-11

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-12

The City considered numerous alternative locations for siting the stadium, as described in Chapter VI (Alternatives) of the Draft EIR. Commenter is incorrect in stating that the decision to locate a new 49ers stadium was made in the wake of the 49ers decision to move to Santa Clara, implying that the decision was not well thought out. As noted, beginning on page VI-160 of the Draft EIR, alternatives considered, but eliminated from further analysis in the Draft EIR, were evaluated in concept, but were eliminated for one or more factors, including (1) they did not reduce significant environmental effects; (2) they did not achieve most of the basic Project objectives; and/or (3) they were not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. Alternate locations considered included City of Brisbane or Port of San Francisco sites, as well as locations elsewhere within and outside the City of San Francisco. Several pages of the Draft EIR are devoted to an analysis of the reasons for rejecting these alternative sites (refer to Draft EIR pages VI-161 through -170). The City has carefully and thoughtfully examined possible locations for the new 49ers stadium, and has reasonably chosen a feasible option based on a number of complex economic, social, and technological factors.

Response to Comment 85-13

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-14

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-15

The comment is acknowledged. This comment suggests that the Project does not define ecological objectives, and that the Project represents an opportunity for "bottom-up" ecological planning in which enhancement of biodiversity is the starting point for subsequent design and planning. Though it incorporates a variety of ecological enhancements, the Project is primarily a redevelopment project, and incorporation of ecological enhancements has occurred during the planning process together with a variety of other important policy and planning concerns, including job creation, affordable housing, and other concerns.

Response to Comment 85-16

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment 85-17

Refer to Response to Comment 85-12 regarding the numerous alternative locations that the City considered for siting the stadium, as described in Chapter VI (Alternatives) of the EIR, including alternatives that were considered and evaluated in concept, but eliminated from further analysis due to one or more factors.

Response to Comment 85-18

The proposed improvements to CPSRA would provide substantial areas of restored habitat, as discussed in the Draft EIR on pages III.P-19 to -26. The precise acreage and location of the habitat will be determined through the CPSRA General Plan Amendment process.

Response to Comment 85-19

Refer to Master Response 11 (Parcel E-2 Landfill) regarding conditions at the Parcel E-2 landfill, and Master Response 15 (Proposition P and the Precautionary Principle) for a discussion of how Proposition P and the Precautionary Principal relate to the remediation program and the project.

Response to Comment 85-20

Refer to Response to Comment 39-3 with regard to representation of African-American, Asian-American, and Native American communities as part of the Project.

Response to Comment 85-21

As discussed in Section III.P (Recreation) and in Response to Comment 47-28, the proposed reconfiguration would substantially improve CPSRA and thus advance the goals of the State Park System. The reconfiguration would not add land to CPSRA on Hunters Point, and, as explained in the discussion of "The Neck" on Draft EIR page III.P-19, it would increase the width of the park at what is currently its narrowest point.

Refer to Impact BI-20, beginning on Draft EIR page III.N-108, for discussion of wildlife movement.

Response to Comment 85-22

The comment proposes a study of expanding Yosemite Slough and creating connections to Third Street and its Muni stops. It is unclear what specific suggestions the comment is proposing; however, the Project does include improved connections to Third Street for bicycles, pedestrians, and transit vehicles and the Draft EIR also includes evaluation of an alternative (Alternative 2) that would not include a new bridge over Yosemite Slough.

Response to Comment 85-23

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-24

The commenter's assumptions in developing planning alternatives included the removal of the landfill on Parcel E2 of HPS and construction of a treatment wetland in its place. Whether the landfill is removed is subject to the Navy's decisions regarding the approach to remediation on HPS.

Response to Comment 85-25

The comment is noted. The Project does not propose any actions within Yosemite Slough itself, other than the proposed bridge. Refer to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for a discussion of the need for the proposed bridge.

Response to Comment 85-26

This comment contains general background information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-27

Refer to Response to Comment 85-18 for a discussion of habitat restoration within CPSRA. The Project would create continuous open space around the entire shoreline of Candlestick Point and Hunters Point.

Response to Comment 85-28

This comment consists of general information regarding CPSRA and the commenter's opinion regarding opportunities, constraints, and recommendations regarding potential development in this part of the Project. It is not a direct comment on environmental issues or the content or adequacy of the Draft EIR.

Response to Comment 85-29

This comment represents the commenter's opinion regarding what the ecological objectives of planning for the CP/HPS Project should be. This comment suggests that the Project improve existing habitat "by capitalizing on the site's topography, hydrology, and potential connections to nearby habitats." The Project incorporates a number of ecological enhancement measures, as outlined in the Draft Parks, Open Space,

and Habitat Concept Plan provided in Appendix N3 of the Draft EIR. These enhancements were developed while taking the site's existing biological resources and physical conditions into account.

As discussed in Responses to Comments 47-5, 47-20, and 47-26 through 47-30, and Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]), the Yosemite Slough bridge will not have a significant impact on the slough's recreational, aesthetic, or biological resources.

Response to Comment 85-30

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-31

These ideas were addressed in Chapter VI (Alternatives) (pages VI-160 through -164). Page VI-163 states:

> The Brisbane Baylands locations are not considered feasible sites for the 49ers stadium for the following reasons:
>
> - The Baylands Specific Plan, although not yet formally adopted, does not include a stadium as an allowed use in either the northern or southern portions of the site. Both sites are designated for commercial, office, institutional, and industrial uses. While planning considerations in a particular jurisdiction can evolve over time, it is expected that the range of uses identified in the Phase I Specific Plan reflect Brisbane's long-term planning goals for the Brisbane Baylands, which plans do not include developing a professional football stadium.
> - The Brisbane sites are outside of the City and County of San Francisco. Planning review and approval of a stadium in Brisbane Baylands would be subject to City of Brisbane jurisdiction. Neither the San Francisco Redevelopment Agency (Agency), the City and County of San Francisco, nor Lennar Urban would reasonably be able to acquire, control, or otherwise have access to a Brisbane site for the purpose of pursuing such alternative locations. Thus, the Brisbane Baylands sites were determined to be infeasible for development of the stadium, and were rejected from further consideration in the EIR.
>
> The Port locations are not considered feasible sites for the 49ers stadium for the following reasons:
>
> - A stadium would displace maritime-dependent cargo handling and industrial uses not available or feasible elsewhere in San Francisco.
> - Sports facilities are not allowable uses at either site under the Waterfront Land Use Plan.
> - A stadium use at either site would be subject to approval by voters at a public election.
>
> Thus, the Port sites were determined to be infeasible for development of the stadium and were rejected from further consideration in the EIR.

Response to Comment 85-32

Refer to Response to Comment 85-12 regarding the numerous alternative locations that the City considered for siting the stadium, as described in Chapter VI (Alternatives) of the EIR, including alternatives that were considered and evaluated in concept, but eliminated from further analysis due to one or more factors.

Response to Comment 85-33

This idea was addressed in Chapter VI (Alternatives) (pages VI-168 through -169). Page VI-170 states:

> With an assumed development of the same magnitude as the Project, construction and operational impacts are generally similar. As this alternative is not substantially different from a Project Variant, it was rejected from further consideration in this EIR.

Response to Comment 85-34

These ideas were addressed in Chapter VI (Alternatives) on page VI-170 of the Draft EIR:

> The Arc Ecology report identified additional alternative land uses and concepts for development at Candlestick Point, HPS Phase II, and improvements to areas outside of the Project site. Table VI-11 (Summary of Arc Ecology Land Uses and Concepts for Candlestick Point and HPS Phase II) outlines those concepts and includes a comparison to Project features and impacts. To the extent that these are duplicative of Project or Alternative components, impacts associated with these concepts are analyzed in Chapter III or this Chapter VI. Reasons for rejecting other concepts are explained below.

These ideas were also addressed in Table VI-11 on pages VI-170 through -172.

Response to Comment 85-35

This comment contains opinion, anecdotal, or general information and is not a direct comment on environmental issues or the content or adequacy of the Draft EIR. No response is required.

Response to Comment 85-36

These comments identify three scenarios: sports and entertainment, boat yard/small craft repair/small ship breaking, and academic/institutional. For these scenarios, the key concepts are addressed in the Draft EIR on pages VI-165 to -170, and in Table VI-11 (Summary of Arc Ecology Land Uses and Concepts for Candlestick Point and HPS Phase II) in Chapter VI (Alternatives), pages VI-170 through -172. In general, these scenarios do not provide alternatives that have not been previously evaluated, or that result in fewer impacts than those identified for the Project, Variants, or Alternatives.

Response to Comment 85-37

Refer to Response to Comment 85-12 regarding the numerous alternative locations that the City considered for siting the stadium, as described in Chapter VI (Alternatives) of the EIR, including alternatives that were considered and evaluated in concept, but eliminated from further analysis due to one or more factors.

Refer to Response to Comment 85-36 regarding alternative scenarios.

Response to Comment 85-38

The key concepts outlined here are addressed in the Draft EIR on pages VI-167 to -169, and in Table VI-11 (Summary of Arc Ecology Land Uses and Concepts for Candlestick Point and HPS Phase II) in Chapter VI (Alternatives), pages VI-170 through -172.

> The Arc Ecology report identified additional alternative land uses and concepts for development at Candlestick Point, HPS Phase II, and improvements to areas outside of the Project site. Table VI-11 (Summary of Arc Ecology Land Uses and Concepts for Candlestick Point and HPS Phase II) outlines those concepts and includes a comparison to Project features and impacts. To the extent that these are duplicative of Project or Alternative components, impacts associated with these concepts are analyzed in Chapter III or this Chapter VI. Reasons for rejecting other concepts are explained below.

In general, these scenarios, or combinations of key concepts, do not provide new alternatives that are outside the range of alternatives that have been previously evaluated, or that would result in fewer impacts than those identified for the Project, Variants, or Alternatives.

The remainder of this letter contains background material, and does not require a response.

Letter 86: California State Parks (1/12/10)

Letter 86

Fax Transmittal

To: San Francisco Redevelopment Agency
Fax: 415.794.2585

From: Dan Ray, California State Parks
Phone: 916.651.0305

Subject: Candlestick Point – Hunters Point Shipyard Phase II DEIR (SCH# 2007.0946E)

Total pages including this sheet: 17

State of California . Natural Resources Agency — Arnold Schwarzenegger, *Governor*

DEPARTMENT OF PARKS AND RECREATION . P.O. Box 942896 . Sacramento, CA 94296-001 — Ruth Coleman, *Director*

January 12, 2010

San Francisco Redevelopment Agency
One South Van Ness Avenue, Fifth Floor
San Francisco CA 94103

City and County of San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Candlestick Point – Hunters Point Shipyard Phase II DEIR
(SCH # 2007.0946E)

Thank you for the opportunity to comment on the Candlestick Point – Hunters Point Shipyard Phase II DEIR. California State Parks is pleased to join with the Redevelopment Agency and the City in their ambitious effort to redevelop Candlestick Point and the Hunters Point Shipyard. We appreciate this opportunity to comment on the Candlestick Point – Hunters Point Shipyard Phase II DEIR.

Candlestick Point State Recreation Area (SRA) was California State Parks' first urban park, acquired over 30-years ago to protect San Francisco Bay's shoreline and provide Californians with a dramatic open space resource. Over the succeeding decades, however, our agency's resources have often been insufficient to fulfill our goals for this State Park, and many of our plans remain unrealized. The opportunity to revitalize the SRA in conjunction with redevelopment of the surrounding neighborhoods aligns well with the Department's commitment to meeting urban residents' outdoor recreation needs and protecting the bay's shoreline.

Because of California State Parks' responsibility as stewards of Candlestick Point SRA and our duties under SB 792 (Leno), Chapter 203, Statutes of 2009, the statute authorizing transfer of part of the SRA for the redevelopment project, we have reviewed this EIR carefully. As the EIR reports, many aspects of the project offer opportunities to improve both the SRA and surrounding neighborhoods. We welcome the redevelopment project's promise of new investment in the SRA's recreation facilities, improved access to the park with upgraded public transit, bayshore trails and roads, and retail and residential development that complement the recreation area. Nevertheless, we remain concerned about several aspects of the project, especially the protection of Yosemite Slough, the impacts of tall residential towers on recreation in adjoining State Parklands, the management of stormwater discharging from the redevelopment area to the SRA's bayshore, the impacts of stadium visitors on the SRA, and the potential for the project to induce changes in the use of lands adjoining the SRA at Yosemite Slough. Our concerns about these aspects of the project and other detailed comments on the project's EIR are attached.

California State Parks looks forward to cooperating with the Redevelopment Agency and the City as they finalize the EIR in response to these and other comments. Steve Musillami of our Planning Division is available to answer any questions you may have about these comments or others that affect the SRA. You may contact him at (916) 653-6501.

Sincerely,

Dan Ray
Chief – Planning Division

California State Parks
Comments: Candlestick Point – Hunters Point Shipyard Phase II DEIR
(SCH # 2007.0946E)

General Note: **Yosemite Slough;** Yosemite Slough should be recognized as an integral and valuable component of Candlestick Point SRA. Throughout the EIR, the values of the restored Yosemite Slough should be described, impacts to these values should evaluated, and alternatives or mitigation measures to avoid or lessen significant impacts should be proposed. This comment applies to all sections of the EIR where impacts to areas surrounding Yosemite Slough are noted and the restoration project area is depicted. 86-1

A. Air Quality Because construction of the project will extend over many years, California State Parks is concerned about the affects on Candlestick Point SRA visitors and staff from the cumulative affects of construction-related emissions together with existing nearby air pollution sources, such as US101 and the San Francisco airport. Because these impacts are difficult to model accurately, we recommend monitoring of air quality during construction and developing a process for notifying State Parks of unhealthy conditions that may affect its staff or visitors.

Comment A.1 Chapter III.H, Pages 16-17, Paragraph 4; Appendix N3, Page 7 of 29, Paragraphs 1 through 7; Appendix N3, Page 11 of 36, Paragraph 3. To adequately monitor construction-period air quality impacts to Candlestick Point SRA, which will remain open throughout the construction period, we recommend installing two BAM 1020 devices to monitor air quality within and adjoining the SRA. Special concerns include monitoring levels of DPM exposure (Chapter III.H, Page 24, Paragraph 3), and levels of CP, ROG, NOx, PM 2.5 and PM 10 (Chapter III.H, Page 38, Paragraph 3.

Comment A.2 Chapter III.H, Page 25, Paragraphs 1 through 4; Chapter III.H, Page 28, Paragraph 2; Appendix H3, Page 28 of 36, Paragraph 3; Appendix H3, Page 7 of 19, Section 2.3.2; Appendix H3, Page 15 of 19, Paragraph 1. We recommend that US EPA Tier 2 monitoring results be made available to California State Parks and that a system be established to notify Candlestick Point SRA staff in the event DPM levels or BAAQMD CEQA threshold levels of 10 in one million are exceeded so park staff can make the visiting public aware of any health related concerns (asthmatics, the young and elderly etc.).

Comment A.3 Chapter III.H, Page 30, Paragraph 1. It is unclear if Candlestick Point SRA visitors were included as receptors. Recommend including Candlestick Point SRA visitors as receptors and analyze this as part of this section. Candlestick Point SRA visitors are within the immediate project location and need to be included as part of the air quality impact assessments, as a significant number of park visitors use the park daily and have been doing so for a very long period of time. If operation will violate BAAQMD CEQA significance thresholds, air quality monitoring and a notification system as recommended should be proposed.

Comment A.4 Chapter III.H, Page 35, Paragraph 3. The localized impact of vehicle emissions from game day visitors' travel across the Yosemite Slough bridge should be described to assess whether SFDPH thresholds could be exceeded at this location during

game days. A special concern comes from the combination of tour buses, BRT traffic, and other vehicles that will be concentrated at the bridge during peak stadium use periods and because Yosemite Slough is a potential sink where vehicle emissions may concentrate and affect park visitors, users of the Bay Trail, and wildlife.

86-1 cont'd.

Comment A.5 Appendix H3, Table 4-3. Because winds can move dust to Candlestick Point SRA and expose park visitors and staff to increased levels of dust, we recommend continually monitoring road dust on site and that a watering system be in place to limit dust migration from construction areas into the SRA. We recommend that the roads/construction areas be watered as needed, which could be more then the three times per day schedule depicted in Table 4-3.

Comment A.6 Appendix H3, Figure 3-1a. Why does the off site receptor areas stop at the boundary between Hunters Point Shipyard and Candlestick Point SRA? Candlestick Point SRA should be included as an off site receptor area as winds and pollutants do not recognize boundaries. Will there be no TAC sources with future work within Parcels E and E2? If TAC sources are later identified within Parcels E and E2, please notify the SRA.

B. Building Mass and Location California State Parks remains concerned about the siting of tall residential towers adjacent to Candlestick Point SRA, where they may affect recreation by casting shadows on recreation sites and facilities, altering winds that support windsurfing or that hinder other outdoor recreation activities, or marring the SRA's scenic bayshore setting. We prefer alternatives that set tall towers as far back as possible from SRA's boundary, minimize impacts of shade and wind at the SRA, and protect views from the SRA toward Bayview Hill. We look forward to working with the Redevelopment Agency and City exploring alternatives that avoid these adverse effects where feasible and lessen those that cannot be avoided.

86-2

Comment B.1 Chapter II, Figure II-5, Towers directly adjacent to the Candlestick Point SRA boundary impact the park and its visitors including shadows, wind, and intrusion on the SRA's visual setting. Park visitors may find the proposed towers out of scale with the SRA's open, low-rise features and facilities, hindering visitors' enjoyment of the park's recreation opportunities. These impacts deserve more careful attention in the EIR.

Studies of the shadows that the proposed residential towers will cast across the SRA need to be enhanced. We suggest the shade studies at the SRA should be revised to include periods from one hour after sunrise until one hour before sunset, as would be required for city parks under the city's Planning Code Section 295. The standards of Planning Code Section 295 seem equally well suited to assessing the significance of shadows cast on the SRA and City-owned parks, as visitors enjoy many similar outdoor recreation activities in both settings.

Comment B.2 Chapter III.B, Page 39, Paragraph 3-5. As described above, we believe there will be impacts resulting from locating towers adjacent to the Candlestick Point SRA's boundary and at sites that alter the view from the SRA toward Bayview Hill. The last sentence in paragraph 5 should be revised to recognize these changes in the built environment and their impact to the SRA.

Comment B.3 Chapter III.E, Page 60, View 11. We believe that locating towers adjacent to Candlestick Point SRA's boundary and at sites that alter the view from the SRA toward Bayview Hill substantially alter the existing visual character or quality of the site and its

surroundings (see Criterion E.c). To mitigate this impact, we recommend setting tall towers as far back as possible from SRA's boundary and relocating the two towers that obscure the view of Bayview Hill to Candlestick Point North.

86-2 cont'd.

Comment B.4 Chapter III.G, Page 7, Paragraph 2. Where buildings over 60-feet must be located adjacent to the Candlestick Point SRA's boundary, California State Parks should be included in the review of building designs and locations to allow it an opportunity for comment on wind and shadow impacts. This mitigation measure should apply to all variants of the project.

C. Hazardous Substances Because Candlestick Point SRA is composed of landfill that California State Parks acquired prior to contemporary standards for site investigation and due diligence, we know little about hazardous materials that could be unearthed by excavation or grading there. Mitigation measures should be described to guard against the mobilization of undisclosed hazardous materials during project construction and to notify California State Parks of risks created through excavations near the SRA.

86-3

In addition, the EIR should be clear that California State Parks has no interest in accepting title to any lands within Hunters Point Shipyard. Measures should be described to safeguard against the mobilization of contaminants there that could affect Yosemite Slough or the SRA's bayshore.

Comment C.1 Chapter II.E, Page 54, Paragraph 2. Add language that no Hunters Point Shipyard soils shall be used for grading adjustments within CPSRA.

Comment C.2 Chapter III.K, Page 6, Paragraph 1. Lennar is currently conducting soils analysis from drilling test locations within CPSRA. When these analyses are complete, please send copies of soils analysis reports to California State Parks for its staff to review.

Comment C.3 Chapter III.K, Page 7, Paragraph 1. This section should describe the contingency measures that will be implemented if chemical hot spots are located that may expose Candlestick Point SRA staff or visitors to PAH, PCBs, chlorinated pesticides, or hazardous metals.

Comment C.4 Chapter III.K, Page 29, Paragraph 4. The DEIR should explain the measures that will be used to monitor for any movement of contaminated ground water at the Hunters Point Shipyard during the project construction period. This could safeguard against the risk of remobilizing toxic plumes that could move hazardous materials to the bayshore within or adjacent to the SRA.

Comment C.5 Chapter III.K, Page 54, MM HZ-1a. This section should include a site mitigation/contingency planning effort that would be implemented in the event development activity within the SRA indicates a hazardous material release. California State Park staff should be immediately notified in the event of any material release. California State Parks anticipates that compliance with Article 22A will apply for activity to be conducted on SRA lands and be integrated, as a requirement, into relevant agreements between the Redevelopment Agency or City and California State Parks.

Comment C.6 Chapter III.K, Page 63, Paragraph 1. In the event unanticipated contaminants are uncovered or mobilized during construction, what assurances or other

measures will be implemented to prevent utility lines and other subsurface improvements from becoming conduits that convey toxics into or through the SRA?

Comment C.7 Chapter III.K, Page 67, Paragraph 1. It is unclear as to what specific BMPs will be implemented as part of the Storm Water Pollution Prevention Plan for Candlestick Point and the Hunters Point Shipyard to assure that storm water runoff does not convey or otherwise transfer contaminants through the SRA or to its shoreline. Please clarify what measures will be implemented.

86-3 cont'd.

Comment C.8 Chapter III.K, Page 67, Paragraph 3. If the project poses a health risk to workers at Candlestick Point or the Hunters Point Shipyard that could potentially harm Candlestick Point SRA staff or visitors, California State Parks should be notified. Because the SRA is within close proximity of the project, there should be a notification process in place to alert adjoining properties of any potential risks to human health, including immediate notification of significant hazards so that park staff can post warnings or notify the public.

Comment C.9 Chapter III.K, Page 77, Paragraph 4-6. In the event radiological exposure is determined to be high during bridge construction activity California State Park staff should be notified of any such findings.

Comment C.10 Chapter III.K, Page 79, Paragraph 1. Because it is unclear if the bridge pilings could penetrate through bay mud and redirect or intersect adjacent or underlying contaminated soils or ground water, soil studies should be conducted prior to initiating construction to investigate whether bridge pilings could redirect nearby radiologically contaminated groundwater toward Yosemite Slough. If such contamination has the potential to occur as a direct result of bridge piling construction, action to remediate any new contamination that results from bridge piling construction activities/improvements should be required.

If feasible, the bridge construction should be coordinated with EPA efforts to remove or contain Yosemite Slough's contaminated bay mud.

Comment C.11 Chapter III.K, Page 81, Paragraph 1-4. What monitoring will be proposed to safeguard against the potential for toxic redistribution during construction at and near the Hunters Point Shipyard shoreline's Parcels E and Comment C.12 California State Parks is concerned that construction here could pose a risk to adjacent Candlestick Point SRA lands either through redistribution of underlying toxics or through an intersection or redirection of contaminated ground water. Please identify what measures will be in place to assure these types of scenarios are avoided during construction activities. Recommend adding a discussion of how avoidance measures will be implemented.

Comment C.13 Chapter III.K, Page 98, Paragraph 3. In the event a dust plume of asbestos should occur, California State Parks staff should be notified immediately if the plume has the potential to move onto Candlestick Point SRA lands, so that they can notify or warn the public of such impending plumes/exposure.

Comment C.14 Chapter III.K, Page 106, Paragraph 18. This section does not address emissions within Candlestick Point SRA. Recommend adding a section describing the SRA, which is within 100 – 1000 feet of the project area.

D. Infrastructure

Comment D.1 Chapter II.E, Page 46, Paragraph 2 & 3. We recommend that the auxiliary water supply system, new sanitary sewer and reclaimed water piping be extended to the Candlestick Point SRA. This paragraph should be revised to clarify whether this will be the case.

Comment D.2 Chapter IV, Page 182, Paragraph 1. We are concerned about potential effects of the Membrane Bioreactors (MBR) planned to boarder the SRA as part of the sanitary sewer system serving the project. Because California State Parks has little experience with these facilities, we worry that they may create unpleasant odors or require maintenance or sludge disposal that affect park visitors. The risk of these impacts should be assessed and any necessary mitigation measures prepared in cooperation with California State Parks. 86-4

E. Land Use

Comment E.1 Chapter III.B, Page 34, Paragraph 4. There is a statement here that pedestrian access is limited. From what perspective was this statement concluded? Access once inside Candlestick Point SRA is not limited. This statement should read, "Pedestrian access from surrounding residential areas to the Candlestick Point SRA and San Francisco Bay is limited". 86-5

Comment E.2 Figure II-17 in Vol. II, pg 86 shows a timeline for development of parks on Candlestick Point SRA and HP Shipyard Phase II that extends through 2021 and 2025. California State Parks appreciated the City and Redevelopment Agency's suggestions about potential phasing of Candlestick Point SRA improvements. Decisions about improvement schedules at the SRA , however, will be made by California State Parks upon completion of the updated general plan for the SRA. The EIR should be revised to clarify that Figure II-17's suggestions for Candlestick Point SRA's improvement are for illustrative purposes only, and may be altered as needed by California State Parks.

Comment E.3 Chapter III.E, Page 55, Paragraph 4. The creation or expansion of beaches or tidal habitat will be determined during the public general plan process for the Candlestick Point SRA. Please add this statement in this paragraph.

Comment E.4 Chapter III.E, Figure II-4. This figure conflicts with Figure II-9. Figure II-14 should depict the Bay Trail route around Yosemite Slough as an alternate route with the proposed route on the bridge. Please make this change on all maps that depict the Bay Trail around Yosemite Slough.

Comment E.5 Chapter III.P, Page 2, Paragraph 5. The description of Candlestick Point SRA should be revised to include a description of the Yosemite Slough area of the park unit. The SRA lands to the northeast of Yosemite Slough include a now defunct auto salvage yard, old warehouse, and two business locations that are currently occupied by a sound studio and a cabinet shop. California State Parks leases the buildings to these tenants on a month to month basis.

Comment E.6 Chapter III.P, Page 27, Bullet 7. Any references in the EIR to conveying Parcels E and/or E2 to California State Parks should be removed. This option is not a part of the project or any current land exchange alternatives.

86-5 cont'd.

F. Natural Resources The assessment of impacts to natural resources needs to be revised to evaluate the effects of the project on California State Parks' Yosemite Slough restoration project. This long-planned and fully-permitted project will restore twelve acres of tidal wetlands adjacent to Yosemite Slough to enhance local wildlife habitat, provide nature study opportunities, and compensate for wetlands damaged by improvements to BART and San Francisco's airport. The California State Parks Foundation, the State Coastal Conservancy, and a variety of other local organizations are partners in the restoration project. California State Parks will be pleased to provide whatever information about the Yosemite Slough restoration project is needed to properly assess how the redevelopment project may affect it and to evaluate alternatives or mitigation measures to reduce adverse impacts. Impacts that should be considered include fill of restored habitats (see comment F2 below), impacts during bridge construction, including noise and other disturbances, impacts to tidal habitats and wildlife caused by the shading from the bridge, impacts from vibration, noise, lighting, and other disturbances associated with traffic on the completed bridge, and any fragmentation of habitat attributable to the separation of the restoration area from South Basin's tidal waters and bayshore as a result of the bridge.

86-6

Discussion of mitigation measures that involve planting or restoring native vegetation within Candlestick Point SRA need to make clear that California State Parks retains the final authority over the size and location of restored habitat areas, the selection of species to be planted, and the management of land and water within the SRA. Our environmental scientists look forward to coordinating with the City and Redevelopment Agency in the development of final plans for habitat restoration and management in and adjoining the SRA.

Comment F.1 When habitat enhancement or creation within Candlestick Point SRA is proposed to mitigate the project's effects on natural resources, the plant lists must be approved by California State Parks. If these plantings are conducted in proximity to (but outside of) the SRA and non-native species are planted, the species should be carefully chosen so that they do not naturalize or spread to State Parks' property.

Comment F.2 Chapter III. M, Page 4, Paragraph 1, California State Parks is a partner with the California State Parks Foundation and others in the Yosemite Slough restoration project and should be identified as such in this section of text.

Comment F.3 Chapter III. N. The project boundary and a portion of the access road depicted in Figure N-6 on page 66 encroach into the California State Parks Yosemite Slough restoration project. If the figure is accurate, there could be negative impacts to the wetlands and upland habitats created as part of the restoration project. These impacts should be more carefully evaluated and alternatives to avoid them or measures to lessen them should be suggested.

Comment F.4 These vegetation communities should be more accurately described, including consistently following the naming and classification system cited. Non-native annual grassland is not a vegetation community under the system cited in the DEIR. It should be **California annual grassland** or one of the types under non-native grassland. The type of salt marsh occurring on the site should also be defined under the classification system cited.

In addition, there is no seasonal freshwater wetland community type in the system referenced. The reference noted in Chapter III.N, Page 5, Paragraph 1 is not accurate; it is noted as being from the "Wildlife and Habitat Data Analysis Branch" but is from the Vegetation Classification and Mapping Program of the Biogeographic Data Branch according to the DFG document dated September 2003.

86-6 cont'd.

Comment F.5 Eelgrass beds are noted in the text as a vegetation community occurring on the site, but are not identified in Table III. N-1. If eelgrass mitigation is proposed within Candlestick Point SRA, California State Parks will expect to be consulted regarding site selection and the habitat creation methods to be employed.

Comment F.6 Chapter III.N, Page 67, Paragraph 4. This paragraph should be expanded to present impacts to the wetlands to be created within the California State Parks' Yosemite Slough Restoration project. Impacts of the project to the Yosemite Slough Restoration project should be evaluated, including effects from shadowing tidal waters below the proposed bridge.

Comment F.7 Chapter IV, Page 45, Paragraph 6 and Page 46, Paragraph 3. The location where these adverse impacts will occur should be identified through a map or description.

Comment F.8 The text in Appendix N3, Pages, 33-34 and 65, should be revised to make clear that habitat and ecology parks proposed at Candlestick Point SRA are concepts only, and that final decisions about the SRA's use and management will be made as part of development of the SRA's general plan. Pages 69 & 73 of Appendix N3 should make clear that California State Parks is not responsible for financing habitat enhancement measures that the EIR proposes within the SRA to mitigate the project's impacts to natural resources.

California State Parks does not encourage the use of nesting boxes on its lands. Please remove any recommendations for nesting boxes at Candlestick Point SRA.

G. Parking Careful management of parking in the project area will be required to maintain parking for State Park visitors during stadium events and other times when other parking demands are high.

Comment G.1 Chapter II. B, Page 11, Paragraph 1. The parking count in this paragraph is incorrect. There are 275 parking spaces serving the developed portion of Candlestick Point SRA and 251 parking spaces associated with the non-functioning boat ramp. Please correct these numbers in this paragraph.

86-7

Comment G.2 Chapter II. D & E. This paragraph should note that Candlestick Point SRA parking will be impacted by arena and stadium events. If these impacts cannot be effectively managed, outdoor recreation at the SRA may be restricted during these events. To mitigate these potential impacts, the City and venue operators should coordinate parking management plans for arena and stadium events with California State Parks to address Candlestick Point SRA parking lot impacts.

H. Recreation Residential development needs to be carefully coordinated with park improvements to avoid adverse impacts to recreation. SRA improvements funded by the redevelopment project will contribute to the project's recreation benefits.

86-8

Comment H.1 Table II-2 in Chapter II.E (Page 8) should be revised to clarify proposed uses for State Park land. The text should make clear that these proposed uses are just conceptual, and that these may be among several alternatives considered in the Candlestick Point SRA General Plan amendment process.

Comment H.2 Chapter II.B, Page 12, Paragraph 4, This paragraph inaccurately describes California State Parks' general plan process and the resource commitments that California State Parks makes when developing its parks. A General Plan Amendment (GPA) is required when the existing General Plan does not propose the facilities or other uses or management actions that will be needed at a park because of changes in the unit's setting, surrounding land uses, or changing recreation patterns, or when other changes make an existing general plan outmoded.

The paragraph's second sentence inaccurately links the requirement of a GPA with the proposed new uses on the lands removed from State Parks' ownership. This is not the case, since these lands will no longer be owned by California State Parks. The GPA currently underway for Candlestick Point SRA will not address the proposed uses on the lands removed from the park and developed as part of the project. The paragraph's third sentence again inaccurately describes the process and need for a GPA. The GPA process will determine the facilities proposed for Candlestick Point SRA. The suggested facilities identified in the DEIR will be reviewed as one of several alternatives for the SRA's development during the GPA process. Since the boundary of the park unit will be altered and facility needs are significantly different than when the last GPA was prepared in 1987, the current GPA process will, through a public input process, identify the facilities and future management processes proposed for the park. Please correct any references to this type of statement throughout the DEIR. All references that utilize terms for such proposed facilities should be worded as "could" or "may" when referencing the Candlestick Point SRA facilities.

86-8 cont'd.

Comment H.3 Chapter II.P, Page 11, Paragraph 1-4. Any assessment on the project's impacts to existing Candlestick Point SRA facilities, trails, etc. needs to take account of their existing condition. Almost all facilities within Candlestick Point SRA are in various conditions of disrepair, so that increased use will increase the need for replacement and expanded facilities.

Comment H.4 Chapter II.P, Page 15, Paragraph 2-4, Impact RE-2 and Chapter II.P, 5, Page 29. Text in these sections needs to be revised to reflect the importance of carefully phasing residential construction with park improvements to avoid adverse effects on recreation. The project will result in increased use of Candlestick Point SRA and its associated facilities, some of which are currently in various states of disrepair. Increased use of these facilities will accelerate their deterioration and overburden existing facilities, including trails and other improvements. These effects can be avoided by careful coordination of park improvements and residential development.

Comment H.5 Chapter II.P, Page 30, Paragraph 1. The first sentence of this paragraph should be reworded to read, "…..residents or employees of the Project site would choose to use adjacent parks….." as the term could give the impression that the City parks included in the project would provide sufficient park space for residents of the project. On the contrary, they will also use Candlestick Point SRA.

Comment H.6 Appendix D, Page 295, Paragraph 6. Bicycles could also use the Class I Bay Trail around Yosemite Slough.

Comment H.7 Appendix G, The project does have the potential to increase winds within Candlestick Point SRA, as mentioned in the body of the EIR. Windsurfing wind speeds at the windsurfing launch area may decrease due to the project, which is a direct impact upon recreation within the SRA. Increasing wind speeds in other parts of the SRA as a result of the project could alter recreation if they create zones where it is uncomfortable for the public to picnic, play, rest, or gather, due to the increased wind. The cumulative effects of shade from residential towers and increased wind in an area may combine to create areas within the SRA that are poorly suited for recreational use. California State Parks looks forward to working with the City and Redevelopment Agency to find solutions to these impacts.

86-8 cont'd.

I. Sea Level Rise The project needs to provide sufficient flexibility to respond to the rise in sea levels associated with climate change.

Comment I.1 II.E, Page70, Paragraph 1. The EIR should describe the ability of the geologic hazard abatement district to fund improvements along the Candlestick Point shoreline that protect park facilities as well as other project improvements.

86-9

Comment I.2 II.E. Adaptive management options for a 55" rise in sea levels should provide sufficient flexibility to maintain bay views for park visitors and minimize impacts to recreation. These could include variation in the location or width of any berms that may be needed to reduce flooding.

Comment I.3 III. M, Page 10, Paragraph 1. We do not concur that California State Parks is responsible for flood management within the project area. The shore protection structures and storm drains at Candlestick Point were constructed to contain landfill, reduce shoreline erosion, and discharge stormwater, but are not intended to provide flood protection for the project area.

J. Stormwater Discharge California State Parks welcomes the project's attempts to incorporate innovative stormwater management systems in the project's design. The issue is of special concern to us, because nearshore waters at Candlestick Point SRA already suffer from periodic declines in water quality, including periods when beach use and other water-contact recreation is restricted because of poor water quality. Because we have little experience with management of innovative stormwater systems within a State Park, we have a variety of concerns that require additional attention in the EIR, and suggest that alternative stormwater management strategies also be evaluated to assess their benefits to Candlestick Point SRA. Stormwater facilities to be located within the SRA, like other project features proposed within State Parks' lands, will require review and approval by California State Parks.

86-10

Comment J.1 III. K, Page 92. Any discharges of stormwater from the project area through Candlestick Point SRA to the bay or Yosemite Slough and discharges that would be distributed to infiltration or biotreatment systems, like swales, wetlands, or detention basins, within the SRA, will need the review and permission from California State Parks. Additional impact analysis may be needed at that time. Any discharge through, across, or within the SRA will require Right of Entry Permits or easements from California State Parks.

Comment J.2 III. P, Page 17. California State Parks looks forward to working with the City and Redevelopment Agency to design drainage facilities that assure that the recreational experience at Candlestick Point SRA is not diminished, and that public health and safety or biological resources are not compromised. Stormwater treatment and conveyance structures and facilities should be designed to maximize pretreatment outside of State Park lands prior to discharge to or across the SRA. The EIR should describe adaptive management measures that can be taken when extreme weather events exceed the stormwater facilities' design capacity.

Comment J.3 III. M. California State Parks will need to be involved in developing any Storm Water Pollution Prevention Plans (SWPPPs) for the project that affect the lands of Candlestick Point SRA, including the selection of best management practices or other SWPPP improvements that may affect the SRA.

Comment J.4 III. M, Page 10. The pretreatment of stormwater runoff within the project area should be maximized prior to its being conveyed and discharged to the bay through Candlestick Point SRA. In addition, the EIR should examine the feasibility of discharging runoff via outfalls extending offshore, so that nearshore water quality is unaffected, rather than relying on swales, wetlands and holding ponds within Candlestick Point SRA for stormwater management.

Comment J.5 Appendix M1, Page 6, Table M6. The EIR should clarify whether the stormwater reduction (228 CFS or 48%) will occur as a result of BMPs within the project site or from conveyance of stormwater to the project area's separate sewer system. **86-10 cont'd.**

The EIR should also explain what responsibility the City or Redevelopment Agency will assume for events when runoff from the project damages Candlestick Point SRA through erosion or flooding. California State Parks will expect the City and/or Redevelopment Agency to assume responsibility for any damages to the SRA associated with storm water runoff, for violations of water quality standards attributable to stormwater facilities located within the SRA, and for the improvement and management of stormwater facilities to meet changes in water quality regulation

Comment J.6 Appendix M1, Page 10, Paragraph 3. A program to monitor trash and pollutants in stormwater prior to its discharge to the SRA should be proposed.

Comment J.7 Appendix Q3, Page 2 of 5. This report should describe the locations within the SRA where existing stormwater flows will be diverted to the combined sanitary sewer. As noted above, California State Parks will expect the City and/or Redevelopment Agency to assume responsibility for water quality when stormwater from the SRA is diverted to the combined sanitary sewer and discharged to the Bay.

The document should clarify what portion of storm water flow will be treated before being discharged into the Bay and where these treated waters will be discharged, as well as the portion that will not be treated and those discharges' locations.

Comment J.8 Appendix Q3, Page 3 of 5, Bullet 1. The RV Park and SRA are not one in the same. The RV Park is a completely separate, privately-owned entity. Remove any mention of the RV Park being associated with the State Park.

Comment J.9 Appendix Q3, Page 5 of 5, Paragraph 1. One measure that should be explored to decrease stormwater flows and to maximize pretreatment of stormwater runoff prior to its discharge to the SRA is installing subsurface stormwater infiltration galleries underlying the project's roadways. This and other stormwater treatment opportunities outside the SRA should be explored prior to conveying stormwater flows to the SRA.

86-10 cont'd.

K. Traffic and Circulation State Parks would like to see more analysis and information to assess how proposed changes in traffic and circulation may affect Candlestick Point SRA. These effects could occur in several ways: from traffic-related noise and vibrations, degraded local air quality, or other disturbances that degrade use of adjoining recreation areas; from traffic on busy streets or transit routes that interferes with access to the SRA by bicyclists or pedestrians; or by congestion, inadequate transit connections, or poor wayfinding systems that impede visitors access to the SRA. Fuller attention to this issue at a scale suited to assessing effects on the SRA is needed before decisions about traffic and circulation issues can be made. After analysis of how traffic and circulation issues affect the SRA is completed, California State Parks stands ready to work with the City and Redevelopment Agency to recommend mitigation measures to reduce adverse impacts.

86-11

Comment K.1 Appendix D, Figure 28. This figure does not provide sufficient information about how vehicle access to the SRA will be established through the project area. How will visitors seeking access to SRA parking lots and day use areas be facilitated by the project roadways? A way-finding system should be developed in cooperation with California State Parks and incorporated into the project's street signage plan to provide park visitor with clearly visible cues about how to access the SRA.

Comment K.2 Chapter III.B, Page 35, Paragraph 5. We are concerned that pedestrian and bicycle access to the SRA from neighboring areas will be deterred by the width and traffic volumes at the intersections at Arelious Walker Drive/Carroll Avenue and Harney Way/Executive Park Boulevard. California State Parks is willing to work with the City and Redevelopment Agency to examine traffic calming features, pedestrian and bicycle friendly designs, or grade separation options that mitigate this impact.

L. Yosemite Slough Bridge The analysis of the Yosemite Slough Bridge is among those aspects of the EIR where insufficient information is provided to assess the project's effects. A poorly designed bridge could damage Yosemite Slough and its soon-to-be-restored wetlands, impede access along the Bay Trail, impair views within the SRA, and alter recreational use on public lands adjoining the bridge's right-of-way. With careful design and management, on the other hand, it is possible that a bridge crossing the slough, especially if it is required to support a stadium at Hunters Point, could provide new recreation opportunities without significantly damaging the SRA.

86-12

Among those impacts not adequately assessed is the potential for bridge traffic, especially on days when the stadium is in use, to interfere with access from the Yosemite Slough sections of the SRA to other recreation areas west of the bridge. The bridge's wide, congested roadway will create a formidable barrier to pedestrians or bicyclists attempting to cross from the slough to the bayshore along South Basin. The extent of these conflicts should be assessed, and opportunities to mitigate adverse impacts by providing passage for pedestrians along an alternate route crossing beneath the bridge or by applying pedestrian and bicycle-friendly designs and traffic-calming measures.

Similarly the potential for the bridge to impede kayaks and other paddlecraft from passing beneath the bridge from Yosemite Slough to South Basin needs assessment. This assessment should consider the effects of rising bay levels caused by climate change.

Finally, a figure should be provided depicting how the bridge will alter the views from the Yosemite Slough restoration area to Double Rock and the South Basin. Bridge features that create alternate viewing opportunities to mitigate any adverse effects should be identified.

86-12 cont'd.

Comment L.1 III. B, Page 24, Paragraph 2. As noted in our comments on natural resources, the EIR does not provide sufficient information to conclude that the Yosemite Slough bridge will not detract from biological resource values. More detailed analysis of all the impacts from the bridge to the slough and SRA needs to be prepared.

Comment L.2 III. F, Page 38, Paragraph 5. The impacts of noise, lighting, views and vibration from bridge construction and bridge traffic on a restored slough and on shorebird use of Double Rock needs to be assessed. Double Rock should be identified on all plans associated with the bridge alternatives. These effects should be analyzed for all alternatives and variants. After these effects by the bridge and the associated traffic are identified, California State Parks stands ready to work with the City and Redevelopment Agency to develop measures to mitigate adverse effects.

Comment L.3 IV. M, Page 4. Based on the presently available information, it appears that if a stadium is not built on Hunters Point, then alternatives that do not include a bridge over Yosemite Slough can minimize effects to the SRA. Alternate BRT lines routed through the neighborhood would, as identified in the EIR, add 5 minutes to BRT travel times while avoiding potential bridge impacts – seemingly a reasonable balance between circulation and park protection.

Comment L.4 Appendix N2, Page 1 of 7. Measures to mitigate effects of the coffer dams to be used during bridge construction, including impacts to the shores of Yosemite Slough, should be proposed. Candlestick Point SRA is willing to work with the City and Redevelopment Agency regarding possible mitigation measures for these impacts.

Comment L.5 Appendix N2, Page 6 of 7. Use of rock that is colored to match existing soils at the bridge's southern and northern abutments can mitigate visual impacts.

Many maps within the EIR indicate that temporary access roads and contractor lay down areas may extend into the SRA. If the bridge would extend into portions of the SRA beyond what is depicted on EIR maps, these maps need to be changed accordingly. California State Parks stands ready to work with the City and Redevelopment Agency to define mitigation measures to lessen the impacts to wetlands.

M. Growth-inducing impacts The EIR lacks an assessment of how the project may induce changes in land use outside the project area. One particular concern for California State Parks is the lands adjoining the south and east sides of Yosemite Slough. The likelihood of the project to induce gentrification in these areas or to spur changes in land use seems high. Without proper planning, growth induced by the project next to Yosemite Slough could cause a variety of effects to this portion of the SRA by impeding access, changing views and the built environment, and increasing stormwater runoff to the slough. Planning

86-13

studies that anticipate these changes and propose land uses and mitigation measures that lessen potential growth's adverse effects on Yosemite Slough should be initiated. 86-13 cont'd.

N. Miscellaneous Topics

Comment N.1 Chapter III.C.1, Page 4, Paragraph 3. This paragraph should be revised to note that California State Parks, with a grant from the California Integrated Waste Management Board, removed rubble and debris from 10 acres here in 2009. 86-14

Comment N.2 Chapter III.E, Page 50, Figure II-10. The area where the Yosemite Slough Bridge meets land near the abutment area on the north side of Yosemite Slough is not identified in SB-792 as lands to be exchanged and should be removed from this map. California State Parks is willing to discuss conveyance options for the bridge locations if the project includes this element. 86-15

Comment N.3 III.E, Page 28, Paragraph 1. Throughout the entire EIR whenever the term "community planning process" is used in reference to the Candlestick Point SRA General Plan process, it should be changed to read "public planning process". 86-16

Comment N.4 III.J, Page 21, Paragraph 1. This section includes the statement; "The Candlestick Point site does not contain historic resources." Candlestick Point SRA General Plan amended in May of 1987 pg. 15, last paragraph states "It is possible that hulks remain in the bay mud under portions of the Candlestick Point fill. Although the pattern of the use of hulks for fill base had been generally abandoned prior to the filling at Candlestick Point, it is possible that there were already abandoned hulks in the mud when the area was filled. Due to the possibility that the remains of the ships having historical value might remain under filled areas at Candlestick Point SRA..." Further the 1987 Candlestick Point SRA General Plan goes on to state remote testing or other reliable methods are used prior to excavation. California State Parks will utilize these approaches within the SRA and recommends that archeological monitoring be implemented for all excavations on lands with potential of affecting this resource. 86-17

Comment N.5 III.K, Page 91, Paragraph 3. The intent of the second sentence in the third paragraph is unclear. It reads: "In addition, there are environmental conditions that would also reduce the potential for adverse impacts." Please clarify this statement. Are there potential adverse impacts that would be reduced on human populations or on the environment? By "environmental conditions" are you referring to project conditions and/or mitigations that would avoid or reduce impacts to the environment or existing conditions at the site (such as climate, etc.),. 86-18

Comment N.6 III.O, Page 1, 7-8. California State Parks' law enforcement system at Candlestick Point SRA will be greatly impacted by a park unit that will have the potential of 24 hour/365 day operation. This impact should be noted in this section. Reference should be made in this section to the potential coordination of City law enforcement with California State Parks' law enforcement for shared patrol and interface in and around the SRA. 86-19

During construction improvements within the SRA, security of the construction site, equipment and materials will be the responsibility of the construction contractor, please add this statement to this section.

Game day increased traffic enforcement outside of the SRA will not be the responsibility of California State Parks law enforcement. 86-19 cont'd.

Comment N.7 III.P, Page 6, Paragraph 3. The determination that the reconfiguration of Candlestick Point SRA would comply with the LWCFA has not yet been determined and this sentence should be stricken from the EIR. 86-20

Comment N.8 Page 32, Paragraph 3. The last sentence of this paragraph mentions that as least $10 million of funding would be provided for future operations and maintenance of the Candlestick Point SRA. This sentence should be revised to quote the correct language referencing this topic in SB 792. 86-21

Comment N.9 Appendix N3, Page 27, Paragraph 2. There needs to be the additional recognition that a "Key Issue" is also to provide opportunities for interpretation, for people to explore nature, learn about global climate change (relevant here as the project includes strategies to address sea level rise) and acquire environmental literacy. 86-22

Comment N.10 Appendix N3, Page 32. This section should include the text, "provide for discovery and personal connection with the natural and cultural resources, to achieve environmental literacy, and learn about" 86-23

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Letter 86: California State Parks (1/12/10)

Response to Comment 86-1

Refer to Master Response 3 (Impacts of the Proposed Project on Yosemite Slough [Biological Resources]), specifically subheading Consideration of Yosemite Slough and the Yosemite Slough Restoration Project in the Draft EIR, regarding inclusion of the Yosemite Slough within the Project boundary.

With regard to comment A regarding Air Quality and subcomments A.1, A.2, and A.5, refer to Response to Comment 47-42 (California State Parks Foundation) for a discussion of air monitoring and dust mitigation related to construction activities. Mitigation measure MM HZ-15 (based on *San Francisco Health Code*) requires recordkeeping of dust monitoring results and establishing a hotline for surrounding community members who may be potentially affected by Project-related dust.

The comment recommends monitoring for DPM; however, there is no current technique to directly collect and analyze DPM. DPM is the particulate component of diesel exhaust from diesel-fueled combustion sources. DPM generally consists of elemental carbon (EC), sulfates, silicates, and various organic compounds adsorbed on the particulate. DPM is often used as a surrogate for emissions of all toxic air contaminates from diesel-fueled compression-ignition internal combustion engines, regardless of whether it is a solid or gaseous phase constituent. Since there is no current technique for monitoring DPM, EC often serves as a surrogate. To quantify EC as a surrogate for DPM, ambient $PM_{2.5}$ (particulate matter with aerodynamic diameter < 2.5 micrometers [µm]) is collected on a filter and analyzed using thermal/optical methods to determine EC content. Then a multiplying factor is applied to the resulting EC concentration to estimate ambient DPM concentration.

There are also inherent limitations in attempting to quantify excess cancer risk through monitoring for DPM. As discussed earlier, it is impossible to directly monitor DPM; therefore EC is used as a surrogate. However, EC can originate from a variety of natural and anthropogenic sources not associated with the combustion of diesel fuel. For example, EC can be generated during forest fires or as a component of wood smoke. As such, using EC to approximate DPM can dramatically overestimate potential health impacts. In addition, the ratio used to estimate DPM concentrations from measured EC concentrations can vary quite significantly depending on the type of source of the DPM, the engine operating conditions (e.g., load factors), and a variety of other factors. Therefore, defining an appropriate multiplier to accurately estimate DPM concentrations is extremely difficult, especially when DPM comes from a variety of types of sources of DPM, such as would be expected from construction equipment. The quantification of DPM using EC as a surrogate in ambient air monitoring may result in significant uncertainties for estimating potential health impacts. Instead, comparing health risks (based on modeled air emission concentrations) to the designated BAAQMD CEQA significance thresholds is the best available methodology for evaluating potential health impacts, consistent with BAAQMD CEQA guidance.

With regard to subcomment A.3, analytical results for chemicals in soils within the CP area were available from two investigations conducted by Geomatrix Consultants, Inc. (Geomatrix): *Site Investigation and Risk Evaluation Report for the Proposed San Francisco 49ers Stadium and Mall Site: North Park and Last Port Areas* (Geomatrix 1998a) and *Addendum 1 to the Site Investigation and Risk Evaluation Report for the Proposed San Francisco 49ers Stadium and Mall Site: North Park and Last Port Areas* (Geomatrix 1998b). As part of their

evaluation, Geomatrix evaluated potential onsite construction worker exposure and risks during construction/development. As estimated risks to the construction workers at occupational dust levels were below levels of significance, they concluded that all off-site populations, which would include park visitors, would also be below levels of concern. As discussed in Response to Comment 47-42 (California State Parks Foundation), the Dust Control Plan (DCP) for the Project will require specific actions to control dust to the extent deemed necessary by the SFDPH to achieve no visible dust at the property boundary.

The analyses conducted to evaluate $PM_{2.5}$ impacts were based on annual average traffic estimates from the Project, which do take into account traffic on the 10 to 12 game days per year and evaluates major roadways where this traffic occurs. As such, the impact of game day traffic was evaluated in Appendix H3 of the Draft EIR, Attachment IV, and shown to be less than significant.

With regard to subcomment A.6, Appendix H3 of the Draft EIR, Attachment III, addresses potential operational emissions (emissions of toxic air contaminants [TAC]) from proposed R&D areas including any portion of Parcel E that might be designated for R&D. Parcel E-2 and most of Parcel E will be open space areas. As the estimated air concentrations and corresponding risk would decrease with distance from the R&D areas, the estimated air concentrations and corresponding risks for receptors even farther away (e.g., Candlestick Point SRA) would be lower than those predicted for nearby receptors in this evaluation, as stated in the Draft EIR on pages III.H-33 to -34. Refer to Master Response 19 (Proposed BAAQMD Guidelines), which provides an assessment of localized cumulative effects of TAC and $PM_{2.5}$ within the Project site and 1,000 feet outside of the Project site based on the most recent BAAQMD guidance.

Response to Comment 86-2

Refer to Response to Comment 47-48 with regard to shadow effects on Candlestick Point State Recreation Area.

Response to Comment 86-3

As described on pages III.K-6 to -8, there have been three environmental assessments of Candlestick Point, including the State Recreation Area conducted since 1998, the most recent in March of 2009. Extensive soil and groundwater sampling was conducted. As a result of these assessments, the DEIR concludes, on page III.K-53 that there are no sites with known contamination requiring remediation at Candlestick Point. The EIR also concludes that the low-levels of hazardous materials detected in the sampling and general knowledge of the types of materials that can be in bay fill lead to the conclusion that there is a potential for exposure to hazardous materials from development activity in the Bay fill areas of Candlestick Point, including CPSRA. MM HZ-1a requires that, prior to engaging in development activity at CPSRA, the Project Applicant must conduct an environmental assessment and, if necessary, implement a site mitigation plan, equivalent to what is required by *San Francisco Health Code* Article 22A (sometimes called the "Maher Ordinance'). In response to the comment, the text in mitigation measure MM HZ-1a, page III.K-55 of the Draft EIR, has been revised as follows (new text is shown as underlined):

MM HZ-1a Article 22A Site Mitigation Plans. *(Applies only to Candlestick Point.) Prior to obtaining a site, building or other permit from the City for development activities involving subsurface disturbance at portions of Candlestick Point bayward of the high tide line, the Project Applicant shall comply with the requirements of San Francisco Health Code Article 22A. If the site investigation required by Article 22A (or, in the case of development activity in CPSRA, which is not subject to*

> *Article 22A, a comparable site investigation that is carried out to comply with this measure, and which involves notification to California State Parks if a site mitigation plan is prepared), indicates the presence of a hazardous materials release, a site mitigation plan must be prepared. The site mitigation plan must specify the actions that will be implemented to mitigate the significant environmental or health and safety risks caused or likely to be caused by the presence of the identified release of hazardous materials. …*

The commenter that California State Parks has no interest in accepting title to any lands within HPS Phase II is noted. This comment will also be forwarded to the decision-makers for their information prior to approval or denial of the Project.

Comment C.1

As stated on pages II-54 and II-55 of the Draft EIR:

> The estimate of earthwork grading requirements for HPS Phase II was based on a profile along the edge of development of Parcels B and C, which allows for overland flow and piped storm drainage flow. Earthwork at the 49ers stadium location and parking lot would be raised and graded by providing five feet of embankment over existing ground surface. This allows for buried pipeline with limited penetration of the existing soil. There would be some excavation on site. The material would be imported from Candlestick Point or other off-site sources.

Therefore, on HPS Phase II, soil would need to be imported, rather than exported, and any excavation would be localized for the purpose for installing utilities. No HPS Phase II soils would be used for grading adjustments within the CPSRA. In response to this comment, text in the Draft EIR has been revised in Chapter II (Project Description) on page II-54, as follows:

> The estimate of earthwork grading requirements for Candlestick Point was based on a profile along the edge of development, which allows for overland flow and piped storm drainage flow. All earthwork is assumed to be used on site for Project grading and for grading improvements to the State Park land, or is exported to HPS Phase II. Hunters Point Shipyard soil shall not be used for grading adjustments within CPSRA. …

Additionally, text in the Draft EIR has been revised in Section III.K (Hazards and Hazardous Materials) on page III.K-54 as follows:

> The requirement for a site assessment prior to obtaining a grading permit for new construction would be triggered by Article 22A for sites at Candlestick Point located bayward of the 1851 high tide line, which are the Candlestick Point North and Candlestick Point South districts, comprising the bulk of the area previously investigated in 1998. Compliance with Article 22A requirements would ensure current conditions are assessed in the area previously investigated in 1998, and that they are assessed in light of the specific planned depths of excavation. As stated below on page III.K-68, Hunters Point Shipyard soil shall not be used for grading adjustments within CPSRA, but may be reused on the Shipyard to the extent permissible under the Navy remedial program.

And in Section III.K on page III.K-68:

> Various construction activities at HPS Phase II, such as grading, trenching, compacting, and excavating, would result in soil being handled and moved. The excavated soil may be used as fill elsewhere at HPS Phase II, to the extent permissible under the restrictions discussed below, but would not be reused at CPSRA or any other off-site locations.

Comment C.2

This comment does not raise environmental issues or comment on the adequacy of the Draft EIR. The request should be made directly to the Project Applicant.

Comment C.3

The description the commenter requests of contingency measures is not appropriate for the Current Conditions discussion on page III.K-7 of the Draft EIR where the commenter asks it be added. There is a description of contingency measures in the discussion of Impact HZ-1a and Impact HZ-2a (Draft EIR, pages III.K-53 and -54; III.K-58 and -59), which address the potential at Candlestick Point for harmful exposure to contaminants from known and unknown sources of contamination as a result of soil and groundwater disruption from construction activities. Implementation of the associated mitigation measures MM HZ-1a and MM HZ-2a.1 renders the potential impact less than significant. The mitigation measures include contingency plans to address unexpected hot spots and prevent exposure to workers, the public, and the environment.

Comment C.4

With respect to groundwater monitoring at HPS, as explained in Section III.K.2 (Setting), pages III.K-11 through -26, as part of the ongoing remediation of HPS, extensive groundwater monitoring networks exist throughout the various parcels. Furthermore, mitigation measure MM HZ-1b requires that, before any development activity that disturbs soil or groundwater may occur, SFDPH must verify that the activities would be done in compliance with all applicable restrictions from environmental documents, including requirements set forth in Land Use Control Remedial Design Documents, Risk Management Plans, and health and safety plans, which include protocols for the management and monitoring of groundwater.

Comment C.5

In the event development activity within SRA indicates a hazardous material release, the contingency plan created pursuant to mitigation measure MM HZ-2a.1 and approved by the SFDPH would be implemented. Implementation of the contingency plan would involve site control procedures, and appropriate notification. Refer to Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues), which revises MM HZ-2a.1 to specify that the notification required in the contingency plan must include nearby property owners, which includes California State Park staff. Also note the revision to MM HZ-1a described above in the response to the opening paragraph of this comment adding an express requirement to notify California State Parks staff if the required environmental site assessment on CPSRA property identifies conditions requiring preparation of a site mitigation plan.

Comment C.6

Impact HZ-4, on page III.K-64 of the Draft EIR, addresses the potential for underground utility lines at Candlestick Point to serve as conduits that convey toxics and expose workers, the public, or the environment to hazardous materials. As discussed above, MM HZ-1a requires the implementation of a site mitigation plan if the environmental assessment required before development activity is conducted at Candlestick Point identifies contamination requiring mitigation, and MM HZ-2a.1 requires implementation of an unknown contaminant contingency plans if unknown contaminants are otherwise discovered at

candlestick point (or HPS). If the conditions addressed by these required plans could potentially be spread through utility lines or other subsurface improvements, the plans would specify measures to prevent the conveyance of toxics through such conduits. Such measures may include backfilling portions of trenches with segments of concrete, compact clay, or a cement and bentonite mixture. These less-permeable materials may be placed at 200-foot intervals or at the edges of known areas of groundwater contamination.

Comment C.7

As stated in Impact HZ-7, the specific control measures that will be implemented to protect workers, the public, and the environment from hazardous materials in stormwater runoff will be developed to account for the specific characteristics of each site, contaminant type and concentrations, potential exposure pathways, and populations that could be at risk. The control measures will be part of a site specific Storm Water Pollution Prevention Plan (SWPPP). Mitigation measures MM HY-1a.1 and MM HY-1a.2 provide examples of Best Management Practices (BMPs) that will be employed as part of the SWPPP. The BMPs range from scheduling practices, to sediment and erosion control, and waste management. By way of example, some of the soil and erosion control BMPs include, but are not limited to stabilizing and re-vegetating disturbed areas immediately after construction; installing temporary slope breakers during rainy season on slopes greater than 5 percent where the base is less than 50 feet from a water body; using filter fabric or other measures to prevent sediment from entering storm drain inlets; and detaining and treating stormwater using sedimentation basins, sediment traps, baker tanks, and other measures to ensure discharges meet water quality objectives. Further, monitoring and reporting requirements are likely to include SWPPP inspections, written reports, and monitoring of the water quality of discharges from the site to assess the effectiveness of control measures. For more information on the exact requirements and regulatory structure, refer to mitigation measures MM HY-1a.1 and MM HY-1a.2, as well as Impact HZ-7.

Comment C.8

As discussed above, contingency plans developed pursuant to mitigation measure MM HZ-2a.1 will address unexpected contaminants and health risks, and implementation of the plans will involve site control procedures and appropriate notification. Refer to Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues), which revises MM HZ-2a.1 to specify that the notification required in the contingency plan must include nearby property owners, which includes California State Park staff. Also note the revision to MM HZ-1a described in the response to the opening paragraph of this comment adding an express requirement to notify California State Parks staff if the required environmental site assessment on CPSRA property identifies conditions requiring preparation of a site mitigation plan.

Comment C.9

As stated in Impact HZ-9 on pages II.K-77 and -78 of the Draft EIR, before any work begins on the Yosemite Slough bridge, a removal action workplan would be submitted to and approved by the FFA Signatories and the California Department of Public Health for excavation of any potentially radiologically contaminated areas, to ensure that there are no significant risks from radiological exposure. If unexpected radiological contaminants are later found during bridge construction, the applicable unknown contaminant contingency plan, approved by SFDPH under mitigation measure MM HZ-2a.1, would be implemented, and California State Parks would be notified as nearby property owner per the revisions made to that

mitigation measure in Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues).

Comment C.10

Refer to Master Response 10 (Pile Driving through Contaminated Soils) and mitigation measure MM HZ-5a for a discussion of the precautions that will occur prior to and throughout pile driving to ensure the process does not mobilize and spread contamination. Note also that USEPA is one of the FFA signatories that must approve the removal action workplan to excavate radiologically contaminated soil before any construction work at Yosemite Slough may take place.

Comment C.11, Comment C.12

Parcel E shoreline is proposed to be used as open space. As discussed in Impact HZ-10b, construction along the Parcel E shoreline would likely consist of installing natural-looking shoreline protection using fill and Articulated Concrete Block (ACB) mats. Under mitigation measure MM HZ-10b, before undertaking any such shoreline improvement, the Agency or Project Applicant must prepare design documents that describe how the Navy-installed cover and riprap will be evaluated to determine if their integrity could be compromised by the shoreline improvements, and how construction activities would be performed to mitigate environmental risk, including risk of redistribution of toxins and mobilization of contaminated groundwater. The Agency or Project Applicant must demonstrate to SFDPH that it will comply with all requirements incorporated into the design documents, as well as the work plans, health and safety plans, and any other document or plan required under the AOC, including the CERCLA documents, in order to obtain a permit for construction. A preliminary conceptual groundwater monitoring approach will be finalized in the Parcel E Remedial Design, and will probably be consistent with monitoring approaches presented in Parcel C and Parcel D Feasibility Study reports.[122] At Parcel E-2, ongoing monitoring programs include Storm Water Discharge Management Program, Landfill Cover Inspection and Maintenance Program, Basewide Groundwater Monitoring Program, and Landfill Gas Control and Monitoring Program (refer to Draft EIR, page III.K-23). Other measures to reduce the potential impact of shoreline improvement construction, as indicated in mitigation measure MM HZ-10b, include the implementation of mitigation measures MM BI-4a.1, MM BI-4a.2, MM BI-5b.4, MM BI-12b.1, MM HY-1a.1, and MM HY-1a.2. As discussed above, the latter two mitigation measures will help ensure toxins are not redistributed through stormwater runoff, and include monitoring and reporting BMPs. Refer to the specific mitigation measures for more detail.

Comment C.13

In Master Response 16 (Notification Regarding Environmental Restrictions and Other Cleanup Issues) , MM HZ-15 is revised to include an express requirement to notify property owners (which would include California State Parks) when monitoring results indicate asbestos levels that have exceeded the standards set forth in the asbestos dust mitigation plan.

[122] *See* Draft Feasibility Study Report for Parcel E, Appendix C (July 2009).

Comment C.14

The sole purpose of Impact HZ-18 on pages III.K-105 to -107 is to discuss the potential of the Project to result in a human health risk due to the potential disturbance of hazardous substances, including hazardous air emissions, within one-quarter mile of a school. This discussion is included in the Draft EIR because, as indicated on page III.K-48 of the Draft EIR, one of the significance criteria related to hazards and hazardous materials is whether the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of a school. The potential for the Project to result in exposures to hazardous materials at other types of nearby properties (like CSPRA) is addressed throughout the Impacts discussion in the hazards section: for example, in Impact HZ-8 on pages III.K-71 to -77; Impact HZ-15 on pages III.K-97 to -100; and Impact HZ-16 on pages III.K-101 to -103.

Response to Comment 86-4

With regard to the auxiliary water supply system, the separated sanitary sewer system, low-pressure water system, and reclaimed water systems will extend appropriately sized services to Candlestick Point SRA. The AWSS is a dedicated fire protection system that serves to back up the low-pressure water fire protection system. The AWSS main locations will be designated by the SFFD.

With regard to a membrane bioreactor (MBR) system, the Draft EIR presents a graphic that depicts potential locations for an MBR system (refer to Figure IV-22 [Utilities Variant Location of Decentralized Wastewater Treatment Plants], which is provided on page IV-183 of the Draft EIR). However, all of these locations are preliminary; other locations could be identified, and locations that are depicted on Figure IV-22 may be eliminated from further consideration. This EIR does not analyze the impacts of an MBR in a particular location. If Variant 4 is approved with an MBR system, such a system would only be allowed as a secondary use, and the specific siting and type of MBR system would be subject to future review and discretionary approval by the Agency, including the necessary review required under CEQA. As described in Appendix T2 of the Draft EIR, in general, odors from MBR facilities can be easily mitigated by using odor control devices such as scrubbers and ensuring that the tanks, treatment works and buildings are well sealed.

Response to Comment 86-5

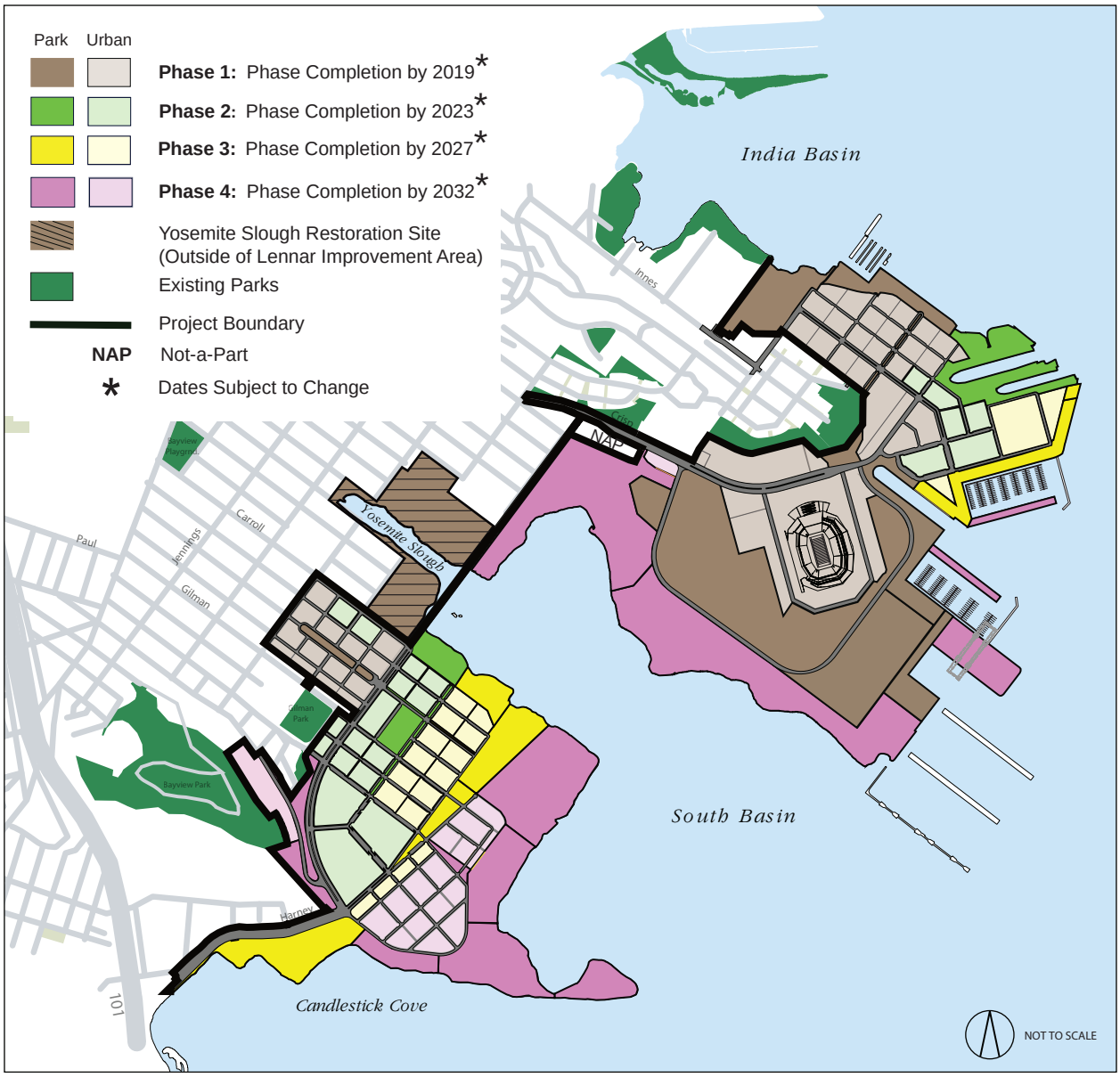
In response to the comment, Section III.B (Land Use and Plans), Draft EIR page III.B-34, second full paragraph, has been revised as follows:

> … Pedestrian access to the CPSRA and the San Francisco Bay <u>from surrounding land uses</u> is limited. …

In response to the comment, Figure II-17 (Proposed Building and Parks Construction Schedule) indicates that the completion dates are estimated and subject to change. CPSRA improvements outside of the control of Lennar Urban may be completed as determined appropriate by California State Parks.

In response to the comment, Chapter II (Project Description), Draft EIR page II-55, fourth paragraph, a new last sentence is added:

> … several locations. <u>The creation or expansion of beaches or tidal habitat will be determined during the public general plan process for the CPSRA.</u>



SOURCE: Lennar Urban, 2010.

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PROPOSED BUILDING AND PARKS CONSTRUCTION SCHEDULE

FIGURE II-17

In response to this comment, Figure II-9 (Proposed Parks and Open Space) correctly reflects the proposed Bay Trail route.

In response to this comment, Draft EIR page III.P-2, last partial paragraph, a new third and fourth sentence are added:

> … underutilized (totaling approximately 73 acres). The CPSRA lands to the northeast of Yosemite Slough include a now defunct auto salvage yard, old warehouse, and two business locations that are currently occupied by a sound studio and a cabinet shop. CDPR leases the buildings to these tenants on a month-to-month basis. The southern portions …

In response to this comment, Draft EIR page III.P-27, seventh bullet, last sentence has been revised:

> … environmental education. The 44.9-acre Grasslands Ecology Park at Parcel E and the 37.2-acre Grasslands Ecology Park at Parcel E-2 on HPS Phase II are contiguous to CPSRA ~~and may be offered to the CDPR by the Agency~~.

Response to Comment 86-6

In reference to comments pertaining to potential impacts of the Yosemite Slough bridge, refer to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for a discussion of these potential effects, including the potential impacts of the bridge on migratory and resident birds that could use the restoration site.

Potential temporary impacts to avian species, including those species that would use the Yosemite Slough restoration site, are addressed in Impact BI-2 of the Draft EIR.

The commenter is correct in pointing out that a portion of the Yosemite Slough Bridge and approach road on HPS Phase II will impact upland and wetland habitats of the Yosemite Slough Restoration Project. Refer to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for a discussion of the impacts to wetlands of the restoration project (only temporary impacts to new restored wetlands are expected to occur), and to the new Figure III.N-7 (also provided in Master Response 3) for a map showing the potential effects of the Yosemite Slough bridge on wetlands of the restoration site. Master Response 3 also provides a discussion of mitigation for these temporary impacts to new restored wetlands of the Yosemite Slough Restoration Project.

Comments indicating that California State Parks retains the final authority over any mitigation, habitat enhancements, and planting lists for activities within CPSRA are noted and the authority of California State Parks over such activities on its lands are acknowledged.

Similarly, the commenter suggests that text in Appendix N3 of the Draft EIR, the Draft Parks, Open Space, and Habitat Concept Plan, be revised to indicate that habitat and ecology parks shown on CPSRA are concepts only; that the SRA's general plan will make final decisions regarding use and management of the SRA; and that nesting boxes will not be used in the SRA. The Draft Parks, Open Space, and Habitat Concept Plan has not been finalized. The commenter's request to include language related to the fact that the habitat and ecology parks shown on CPSRA are proposed concepts only, as the SRA's general plan will make final decisions regarding use and management of the SRA, and that nesting boxes will be provided on HPS Phase II will be forwarded to the Project Applicant and the Lead Agencies for review and consideration.

SOURCE: Lennar Urban, RHAA, 2009; PBS&J, 2010.

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Candlestick Point — Hunters Point Shipyard Phase II EIR

PROPOSED PARKS AND OPEN SPACE

FIGURE II-9

The commenter suggests that the Draft Parks, Open Space, and Habitat Concept Plan be revised to state that California State Parks is not responsible for financing habitat enhancement measures that the EIR proposes within the CPSRA to mitigate the Project's impacts to natural resources. This Plan does not discuss habitat restoration for mitigation purposes or otherwise suggest that State Parks would be responsible for financing any habitat enhancement measures that are required as mitigation of the Project's impacts.

The commenter's suggestions that vegetation communities be more accurately described and that a consistent naming and classification system be used are noted. As stated on Draft EIR page III.N-5, second full paragraph:

> … The vegetation communities are defined according to CDFG Wildlife and Habitat Data Analysis Branch List of California Terrestrial Natural Communities,[647] H.T. Harvey & Associates' wetland delineation for HPS Phase II and Candlestick Point,[648] and PBS&J's Biological Technical Report prepared for the Project.[649]

Thus, no single naming/classification system for these communities was used. In response to the comment concerning the correct citation for the CDFG's vegetation classification system, the following revisions have been made to the text and footnote in the first paragraph under the Vegetation Communities heading from page III.N-5 of the Draft EIR:

> The vegetation communities are defined according to CDFG's Vegetation Classification and Mapping Program of the Biogeographic Data Branch ~~Wildlife and Habitat Data Analysis Branch List of California Terrestrial Natural Communities~~,[647] H.T. Harvey & Associates' wetland delineation for HPS Phase II and Candlestick Point, and PBS&J's Biological Technical Report prepared for the Project.

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[647] California Department of Fish and Game (CDFG), *The Vegetation Classification and Mapping Program: List of Terrestrial Natural Communities Recognized by the California Natural Diversity Database*, ~~Wildlife and Habitat Data Analysis Branch,~~ Sacramento, California, September 2003 edition.

Response to Comment 86-7

In response to the comment, the text in Section III.B (Land Use), beginning on page III.B-10, has been revised as follows:

> The Facilities Element lists the following types of recreational uses for the park: trails (hiking, jogging, and bicycling), group picnic areas, family picnic areas, group campgrounds, fishing piers, wind surfing facilities, a sand beach, a quiet area in the southeastern point, scenic overlooks, and a cultural program center. Maritime facilities proposed in the CPSRA General Plan include a non-powered boat/wind surfing rental facility; a boating center for boat classes and education; a boat access facility that includes a four-lane launching ramp; a ~~200~~251-space parking area for car-boat trailers; a boat service station; and a ferry landing. A family dinner restaurant and family picnic rest stop are proposed for the Last Port area to the west of Hermit's Cove, off Harney Way.
>
> The facilities and land uses called for in the current CPSRA General Plan have only been partly realized. Current uses in the park include hiking, limited bicycling, day use picnicking, group picnicking, jogging, nature viewing, three sand beaches, undeveloped windsurfing, two piers used by fishermen, and three restroom buildings. The park also includes a park staff/maintenance facility, ~~140~~275 parking spaces for the developed portion of the park and a community garden. However, substantial portions (73 acres) of the park remain undeveloped (refer to Section III.P [Recreation]). Of this, approximately 40 acres of the park are used for parking for football games and other events at Candlestick Park.

Mitigation measure MM TR-38 requires the stadium operators to develop and maintain a Transportation Demand Management Plan for the stadium. One required element of that plan, as indicated on page III.D-133 of the Draft EIR, is for the stadium operator to work with CPSRA to develop measures to ensure that game day spectators do not park in CPSRA day use parking lots.

Response to Comment 86-8

A more specific description of proposed, conceptual uses for CPSRA land is provided in Section III.P (Recreation). This section clarifies at pages III.P-6 and -7 that uses at CPSRA will be determined through the General Plan Amendment process.

In response to the comment, the text in Section III.B (Land Use and Plans), the fourth paragraph on page III.B-12, has been revised as follows:

> Pursuant to SB 792, no CPSRA General Plan Amendment is required for the reconfiguration of the recreation area. However, before new facilities would be developed, a CPSRA General Plan Amendment would be required to reflect the boundary changes and the proposed new uses that would located on park lands ~~removed from the park~~ following the reconfiguration. The proposed improvements described in Draft EIR Section III.P (Recreation) will be reviewed as one a several alternatives for the development of CPSRA. …

The proposed reconfiguration of CPSRA includes proposed improvements to the park's facilities, which would reverse the impacts of current disrepair. As discussed in Impact RE-2, the improvements and provision of new parkland throughout the Project site will prevent deterioration of existing facilities.

The text on Draft EIR pages III.P-30 and -31 discusses the importance of concurrency between residential development and park improvement. Mitigation measure MM RE-2 ensures that park development will keep pace with residential development and that the Project site's parkland ratio will remain high enough to prevent overuse and deterioration of facilities.

The cited paragraph is intended to discuss parks outside the Project site. Thus, in response to the comment, the first paragraph, first sentence, Section III.P, page III.P-30, has been revised as follows:

> Despite the availability of sufficient park acreage on the Project site, new residents or employees of the Project site may also choose to use existing ~~nearby~~ parks outside of the Project site (refer to the Setting section for discussion of nearby parks), which could result in the deterioration or degradation of those existing resources. …

The comment regarding bicycle use of the Bay Trail is noted.

Section III.F (Shadows) discusses shadow effects on CPSRA on pages III.F-8, -10, -14, -18, -23, and -26 and in the accompanying figures. This discussion shows that new shadow on CPSRA would be limited. Almost all of the new shade created by the Project and falling on CPSRA would be experienced in afternoon periods in the winter months of November through January, when park use is likely to be reduced and cooler temperatures and shade are an accepted part of the winter environment. Shadow impact on CPSRA would be less than significant. Wind effects at CPSRA are discussed on page III.G-7. Mitigation measure MM W-1a would reduce any impacts to a less-than-significant level.

Response to Comment 86-9

Refer to Response to Comment 82-18 for a discussion of the ability of the community facilities district (CFD) or similar funding mechanism to fund improvements along the Candlestick Point shoreline that protect park facilities as well as other Project improvements.

Refer to Master Response 8 (Sea Level Rise) and Responses to Comments 36-2, 57-1, and 58-3 for a comprehensive discussion of the sea level rise documents reviewed, the levels of sea level rise taken into account for various Project components, and the plan to provide flood protection if higher levels of sea level rise occur. At the time of construction of the adaptive management measures to account for additional increases in sea level rise, approvals from regulatory agencies will be required and designs will be reviewed to ensure that to the maximum extent possible public views of the bay will be maintained.

With respect to responsibility of CPSRA for flood management within the Project area, the Draft EIR is referring to CPSRA's responsibility for the land under their jurisdiction within the Project area (Candlestick Point parks).

Response to Comment 86-10

The Draft EIR includes a project-level analysis that quantifies potential water quality impacts, identifies feasible mitigation measures, and is adequate for CEQA requirements. Best management practices for stormwater management, as described in mitigation measures MM HY-1a.1, MM HY-1a.2, and MM HY-6a.1, would be designed to benefit water quality and aquatic resources, which could provide benefit to the CPSRA. While the commenter requests that alternative stormwater management strategies are evaluated, the analysis contained in Section III.M (Hydrology and Water Quality) of the Draft EIR provides feasible mitigation measures to reduce all impacts to a less-than-significant level. No additional analysis of stormwater management techniques is required.

The commenter requests that California State Parks be provided the opportunity to review and approve the stormwater facilities to be located within the CPSRA, and it is acknowledged that CDPR would approve any improvements to CPSRA land. The details of that process would be set forth in the Park Reconfiguration Agreement between the Agency and CDPR.

Mitigation measure MM HY-6a.1, starting on page III.M-82 of the Draft EIR, requires the Project Applicant to prepare a Storm Water Control Plan (SCP) and a Stormwater Drainage Master Plan (SDMP). The treatment control best management practices identified in the SCP shall be designed in accordance with the SFPUC's San Francisco Stormwater Design Guidelines. Also in accordance with the San Francisco Stormwater Design Guidelines, the Project SCP shall incorporate to the extent feasible, low impact development principles that include site design and treatment control measures, which would treat runoff close to the source.

Appendix A (BMP Fact Sheets) of the San Francisco Stormwater Design Guidelines include the design criteria for treatment control BMPs, including how the BMPs should be designed to bypass flows in excess of the required design storm. The infrastructure design for the stormwater treatment bypass would be included in the SDMP. In response to the comment J.2, and to ensure that extreme flow events are managed by the BMPs, the text in mitigation measure MM HY-6a.1, starting on page III.M-83, has been revised as indicated above.

In response to the comment J.3, the text in mitigation measure MM HY-1a.2, starting on page III.M-61 of the Draft EIR, has been revised as follows (the following represents only the first paragraph of the mitigation measure, and the remaining part of the mitigation measure has not been changed):

> *MM HY-1a.2* Stormwater Pollution Prevention Plan: Separate Storm Sewer System. *Consistent with the requirements of the SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (Construction General Permit), the Project Applicant shall undertake the proposed Project in accordance with a project-specific Storm Water Pollution Prevention Plan (SWPPP) prepared by Qualified SWPPP Developer, who shall consult with California State Parks on those elements of the SWPPP that cover the Candlestick Park State Recreation Area, including selection of best management practices and other SWPPP improvements. The SFRWQCB, the primary agency responsible for protecting water quality within the project area, is responsible for reviewing and ensuring compliance with the SWPPP. This review is based on the Construction General Permit issued by the SWRCB.*

As described in mitigation measure MM HY-6a.1, the Project Applicant shall submit a SCP in accordance with the San Francisco Stormwater Design Guidelines to the SFPUC for approval. The use of swales, wetlands, and other stormwater treatment measures to control pollutants to the maximum extent practicable to protect water quality satisfies the requirements of the San Francisco Stormwater Design Guidelines (described on pages III.M-47 through III.M-48), which satisfy the requirements of the Municipal Stormwater General Permit (described on pages III.M-37 through III.M-38). Implementation of mitigation measure MM HY-6a.1 would reduce the impacts to nearshore water quality in the Bay resulting from stormwater runoff to a less than significant level. Therefore, the Draft EIR is not required to examine other stormwater management approaches (including the feasibility of discharging runoff via outfalls extending offshore).

As shown in Table III.M-5, on page III.M-96, the change in Project flows from the existing stormwater runoff flows results from the Project impervious area being reduced from 72 percent in the existing condition to 54 percent for the Project condition. The flows in Table III.M-5 are discharges to the separate stormwater drainage system, except for flows from Candlestick Point, identified in parenthesis, which represent existing stormwater flows to the combined sewer system. The decrease in the peak runoff rate at Candlestick Point of 228 CFS or 48% with Project implementation is not a function of whether the discharge is conveyed to the combined sewer or separate storm drain systems, but rather is due to the reduction in impervious area resulting from Project implementation. The effects of BMPs have not been accounted for because the Project SCP has not yet been developed.

In response to the comment, the title of Table III.M-5 (Estimated Existing and Project Stormwater Peak Flow Rates and Runoff Volumes Without BMPs), Draft EIR page III.M-96, has been revised as follows:

Also in response to the comment, the following sentence has been added to the first paragraph under Impact HY-10, Draft EIR page III.M-96:

> … Because of the increase in permeable surface area, infiltration would be expected to increase, resulting in a corresponding decrease in runoff volumes. Grading would reduce slopes at both sites, slowing runoff rates. The runoff flow rates and volumes do not account for the effect of Project BMPs.

Table III.M-5 Estimated Existing and Project Stormwater Peak Flow Rates and Runoff Volumes Without BMPs [Revised]

Storm Event	Existing (cfs)[b]	Project (cfs)[c]	Project Increase[a] (cfs)	Project Increase[a] (%)
Candlestick Point				
5-Year	477 (130)[d]	249 (0)[d]	-228	-48%
10-Year	545	284	-261	-48%
100-Year	783	408	-375	-48%
Hunters Point Shipyard[e]				
5-Year	644	448	-196	-30%
10-Year	730	509	-221	-30%
100-Year	1,052	733	-319	-30%
2-year 24-hour (acre-feet)				
Candlestick Point	36	20	-16	-44%
HPS Phase II	64	39	-24	-38%

SOURCE: PBS&J 2009

a. A negative number denotes a reduction in Project flow rates compared to existing conditions.
b. Existing flows are based on 72 percent impervious surfaces (505.3 acres).
c. Project flows are based on 54 percent impervious surfaces ~~9~~(379.1 acres).
d. Values in parenthesis denote the amount of total Candlestick Point site runoff flowing to the combined sewer system.
e. Off-site flow from HPS Phase I is not included in these runoff calculations. Required HPS Phase I diversions into the HPS Phase II separate stormwater sewer system would be 108 cfs.

The City through SFPUC would assume responsibility for operation and maintenance of any stormwater drainage facilities that were primarily for the benefit of the larger development Project but out of necessity located within the CPSRA. This would be accomplished through a City utility easement. In response to the comment, the text in mitigation measure MM HY-6a.1, starting on page III.M-82, has been revised as indicated above.

Appendix M1 of the Draft EIR, page 10, paragraph 3 summarizes the data sources for pollutant concentrations in stormwater runoff that were used to estimate the change in annual pollutant loads resulting from the Project without the incorporation of BMPs for stormwater management (Table III.M-3 on page III.M-81 of the Draft EIR, and Table III.M-4 on page III.M-87 of the Draft EIR).

The California State Park's recommendation to include a program to monitor trash and pollutants in stormwater prior to its discharge to the CPSRA will be forwarded to the decision makers for their consideration prior to approval or denial of the Project.

As stated on page III.Q-30 of the Draft EIR, with Project implementation, Candlestick Point would not contribute stormwater to the combined sewer system. Therefore, existing flows within the CPSRA would not be diverted to the combined sanitary sewer, but would discharge into a newly constructed separate stormwater drainage system. Stormwater runoff treatment requirements for the Project are described in mitigation measure MM HY-6a.1, starting on page III.M-82 of the Draft EIR. Stormwater runoff discharge locations would be provided in the SCP and SDMP, and preparation of these documents is discussed in mitigation measure MM HY-6a.1. As indicated above, the City through the SFPUC would assume responsibility for operation and maintenance of any stormwater drainage facilities located within the CPSRA that are primarily for the benefit of the larger development Project.

In response to the comment, the text on pages 2 to 3 (of 5) of Appendix Q3 of the Draft EIR has been revised as follows:

> Currently, the CP site contributes sanitary sewage to the CSS via gravity sewers from three locations: the stadium, the Alice Griffith housing development, and the RV Park on ~~State Park grounds~~ Gilman Avenue. The existing sanitary flows from these three sources are as follows:
>
> - …
> - The existing sanitary flow from the ~~State Park~~ RV Park is based on average monthly meter data for the period January, 2007 through September, 2009 provided by SFPUC (via email from Hayden Kam, September 30, 2009).

As stated above, CDPR would have the opportunity to review and comment on the components of the SCP and SDMP that would convey stormwater discharges into the CPSRA. The use of stormwater best management practices at Candlestick Point that rely on infiltration will be evaluated during development of the Project-specific Stormwater Control Plan (SCP). Mitigation measure MM HY-6a.1, as described starting on page III.M-82 of the Draft EIR, requires preparation of a Project-specific SCP.

Response to Comment 86-11

Figure 28 in the Transportation Study (Appendix D of the Draft EIR) illustrates the geographic distribution of Project-generated traffic and is not intended to describe vehicle access to the CPSRA parking lots. Draft EIR Chapter II (Project Description) includes information and figures regarding proposed access to the CPSRA: Figure II-11 (Proposed Street Network), Figure II-12 (Proposed Roadway Improvements), and Figure II-14 (Proposed Bicycle Routes). (Figure II-12 has been revised in Response to Comment 7-1 to clarify the two separate proposed projects at the new US-101 interchange and to eliminate Phase I and Phase II improvements.) As presented in the Chapter II, Draft EIR pages II-35 to II-39, Project transportation improvements would provide new roadway, pedestrian, and bicycle facilities that as illustrated in the figures would serve as access to the CPSRA. (Refer also to Transportation Study (Appendix D) Figure 4, which presents the proposed roadway improvements; Figure 7, which presents proposed transit improvements; Figure 8, which presents proposed bicycle and bay trail improvements; and Figure 9, which presents proposed pedestrian improvements.) The Draft EIR does not identify specific access points for parking at the CPSRA. As described in Draft EIR Chapter II, page II-28; Section III.B (Land Use and Plans), pages III.B-10 to 12; and Section III.P (Recreation), page III.P-6 to 7, the CPSRA General Plan Amendment will provide a public process to evaluate past uses and determine future uses and facilities, including parking and other visitor access. The Project proposals that would provide new vehicle, pedestrian and bicycle improvements along the CPSRA frontage would facilitate safe and convenient access to driveways and parking at CPSRA.

Way-finding signage and similar features to facilitate visitor access to CPSRA would be part of the CPSRA General Plan Amendment process and as well as the refinement of streetscape plans for the Project.

The Project would include new open space with direct access to the CPSRA, as noted on Draft EIR page II-30, and Figure II-9 (Proposed Parks and Open Space), showing that Bayview Gardens/Wedge Park, Mini-Wedge Park, and boulevard parks at Candlestick Point would lead directly to CPSRA.(Revised Figure II-9 is presented in Response to Comment 86-5.) Further, the proposed configuration of Harney Way, which would likely continue to provide access to CPSRA, would include a number of pedestrian

amenities designed to improve shoreline access. The reconstruction would include two new signalized intersections, at Thomas Mellon Drive and Executive Park East. Each of these new signalized intersections would provide new crosswalks across Harney Way and allow controlled crossings for pedestrians. The reconstructed Harney Way has also been designed in two phases—the first being a narrower, interim phase, and the second being a slightly wider ultimate phase when traffic volumes warrant—such that pedestrian crossing distances remain as short as possible for as long as possible. Section III.D (Transportation and Circulation), Figure III.D-7 and Figure III.D-8 show both phases of Harney Way plans, with pedestrian and bicycle access to CPSRA on those segments of roadway. Figure III.D-12 (Project Parking Supply) also notes that general on-street parking would be available on parts of the CPSRA frontage.

Project features, including the Bay Trail and Yosemite Slough Bridge would provide access to shoreline open space from US-101 on the south to India Basin north of HPS. Other public open space, such as Bayview Park, is not directly accessible from candlestick point because of steep topography and lack of trails. Figure III.D-11 (Project Pedestrian Circulation Plan) illustrates a proposed improved trail to Bayview Park from outside the Project site at Key Avenue.

Overall, Project impacts to pedestrian and bicycle conditions were found to be less than significant and no mitigation measures, such as grade-separated access to CPSRA, would be required.

Refer to Response to Comment 47-38 through 47-40 for further discussion regarding the increase in roadway noise levels due to implementation of the Project and the potential impacts that such an increase would have on CPSRA users. As described in the responses, such increases in roadway noise levels would result in less-than-significant impacts to users of the CPSRA. With respect to local air quality impacts, refer to Draft EIR Section III.H (Air Quality); Section F (Draft EIR Revisions) of this Comments & Responses document for text changes related to air quality; Responses to Comments 47-42, 47-44, 82-2, and SFRA1-20; and Master Response 19 (Proposed BAAQMD Guidelines).

Response to Comment 86-12

The proposed bridge design includes pedestrian connections to the bridge from the Bay Trail around Yosemite Slough. South of Yosemite Slough, the Bay Trail would veer to the south of the edge of the slough by about 250 feet to the signalized intersection of Arelious Walker Drive and Carroll Avenue. Pedestrian- and bicycle-actuated signals and crosswalks would be provided at the intersection. A separate path would also be provided to connect with overlook decks on either side of the bridge, to the 12-foot wide Class I bicycle lane and 7-foot-wide sidewalk on the east side of the bridge, and to the 40-foot wide bicycle/pedestrian pathway on the west side of the bridge. North of Yosemite Slough, the Bay Trail would veer to the south of the proposed Bay Trail alignment to a pedestrian- and bicycle-actuated crossing of Yosemite Slough Bridge about 150 feet north of the slough. The crossing would also connect with the Class I bicycle path and the sidewalk that would be provided on the east side of the Yosemite Slough Bridge and to the 40-foot-wide bicycle/pedestrian parkway.

The bridge has been designed to facilitate passage of non-motorized recreational vessels, such as canoes and kayaks. The clearance at the middle of the span would be over 18 feet at mean tide levels, which would be adequate for this type of use. During 100-year flood events, the clearance would decrease to just under 13 feet.

Accounting for projected sea-level rise of 36 inches for the Project development, the clearance would decrease by 36 inches, but would remain over 15 feet at mean tide levels and over 10 feet during 100-year flood events. This would be adequate for kayaks, canoes, and other non-motorized "paddle craft." Further, in a July 27, 2009 letter from the U.S. Coast Guard (Coast Guard) to the City,[123] the Coast Guard indicated that no bridge permit would be required because the bridge design would allow the existing use (or potential use) of the slough by vessels up to the size of small motorboats.

Additional graphics have been included (refer to Section F [Draft EIR Revisions] of this document) to provide further clarification regarding the views from the Yosemite Slough. The bridge will include pedestrian/bicycle paths on both sides to provide viewing opportunities for pedestrians and bicyclists.

Refer to Master Response 3 (Impacts of the Project on Yosemite Slough [Biological Resources]) for discussion of the bridge's impacts to biological resources. Refer to Master Response 3 and Responses to Comments 47-41 for a discussion of vibration from bridge construction and traffic on the slough. Refer to Master Response 4 (Purpose and Benefits of Yosemite Slough Bridge) for discussion of the negative consequences of routing the BRT around Yosemite Slough.

In response to the comment suggesting that effects of coffer dams be mitigated, text has been added to mitigation measure MM BI-4a.2 on page III.N-63 of the Draft EIR to indicate how temporarily impacted wetlands and other jurisdictional waters should be restored following construction. Refer to Master Response 3 for this text change.

The comment is acknowledged. The aesthetic issues of bridge colors, materials and surfacing have not been defined to date. The bridge abutments could utilize any number of surfacing material and colors. If they are concrete, integral coloring or aggregate could be used to match or complement the existing site's rock/soil color. It may be preferable to use a light-colored surface under the bridge where the Bay Trail passes underneath to make the undercrossing lighter and more inviting. This will be determined as bridge plans are finalized.

If, as Project plans are finalized, any temporary access roads or contractor laydown areas differ from those depicted in the Draft EIR; additional environmental documentation may be required.

Response to Comment 86-13

Growth-inducing impacts were fully evaluated on pages V-10 through V-14 of the Draft EIR. Pages V-10 through V-11 of the Draft EIR state that:

> Growth can be induced in a number of ways, including the elimination of obstacles to growth or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of Project approval.
>
> In general, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the criteria identified below:
>
> - The project establishes a precedent-setting action (e.g., a change in zoning or general plan amendment approval)

[123] Letter from the U.S. Coast Guard to Peg Devine, Department of Public Works, City and County of San Francisco. July 27, 2009.

- The project results in the urbanization of land in a remote location (leapfrog development)
- The project removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area)
- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.)

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth-inducing projects: (1) are located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure, such as sewer and water facilities or roadways; or (2) encourage premature or unplanned growth.

With respect to growth related to the CP-HPS Project, it would most likely occur as a result of economic growth, and page V-14 of the Draft EIR concludes the following:

Therefore, the positive revenue stream and the resulting increased economic viability of the Project site could result in indirect growth-inducing impacts.

However, the Project would implement a number of smart-growth principles, including:

- Mixed uses that promote living and working in the same area to limit vehicle miles traveled
- Uses oriented around existing and proposed transit to discourage use of the personal vehicle
- Transit connectivity so other City residents can take advantage of the opportunities offered by the Project
- Pedestrian and bicycle pathways to encourage these alternative methods of transportation
- Bicycle racks and pedestrian seating in prominent locations to encourage walking and cycling activities
- A mix of recreational uses to provide for the recreational needs of the community

Implementation of these features would limit indirect growth-inducing impacts by providing all necessary services within one development. Provision of most, if not all, needed services and amenities within the Project would reduce the need to develop such uses elsewhere in the City.

Further, the City and Agency have a planning and entitlement process for all development projects to ensure that environmental impacts are addressed, including impacts related to access, views, visual quality, and water quality. This process would apply to any future development projects in the vicinity of the Yosemite Slough, and the agency would continue to work with the California State Parks if any future development would potentially impact the CPSRA. Any future development in the vicinity of the Yosemite Slough would also be required to analyze that development's consistency with the City's plans and policies, including but not limited to the City of San Francisco's General Plan and the BVHP Area Plan which provide for protection and consideration of impacts to the CPSRA from future development. Further as the Draft EIR includes a cumulative analysis of all impact areas, the combination of the Project with all reasonably foreseeable development has also been addressed in Chapter III (Environmental Setting, Impacts, and Mitigation Measures) under each issue area.

Response to Comment 86-14

Chapter III.C.1, page III.C-4, paragraph 3, does not contain the language to which the commenter refers (Chapter III.C relates to population, employment, and housing).

However, Chapter III.P, beginning at page III.P-2 under "CPSRA," contains the following language, which has been changed as follows:

> CPSRA (120.2 acres), on the shoreline of Candlestick Point, was acquired … underutilized (totaling approximately 73 acres). The CPSRA lands to the northeast of Yosemite Slough include a now defunct auto salvage yard, old warehouse, and two business locations that are currently occupied by a sound studio and a cabinet shop. CDPR leases the buildings to these tenants on a month-to-month basis. The southern portions … Until recently, the Last Rubble area was characterized by large piles of rubble and debris, remnants of the site's previous use as a dumping ground. California State Parks, with a grant from the California Integrated Waste Management Board, removed 10 acres of rubble and debris in 2009. ~~The California Integrated Waste Management Board completed a rubble and debris removal project in April 2009.~~ As a result of this, the majority of the rubble and debris was either removed or crushed on site. Yosemite Slough is part of the CPSRA, but is not within the Project site except for at its neck, where the proposed bridge would be constructed.

Response to Comment 86-15

As shown on Figure II-10 (Proposed CPSRA Reconfiguration), Draft EIR page II-29; Figure III.P-3 (Proposed CPSRA Reconfiguration), page III.P-18; and Figure III.P-8 (Aerial View of CPSRA within the Project Site [Excluding the Yosemite Slough]), page III.P-24, the change in CPSRA boundary on the north side of Yosemite Slough required to accommodate the proposed bridge would be very small, removing approximately 0.8 acre from the park. Any such reconfiguration would "substantially conform" to the diagram included in Senate Bill 792 (SB 792), as required by Section 26(a)(4) of the statute. The Project is, therefore, consistent with SB 792. The precise locations of the future boundaries of CPSRA and the proposed bridge have not yet been determined. The Agency and the City look forward to working with the California Department of Parks and Recreation in developing the details of the reconfiguration.

Figure II-8 and Figure III.P-3 have been revised and presented in Response to Comment 50-23 to correct the legend and clarify the park boundaries around the stadium site.

Response to Comment 86-16

In response to the comment, the second sentence of the first paragraph under Table II-7, Draft EIR page II-28, is revised as follows:

> … Prior to construction of park improvements, the California Department of Parks and Recreation (CDPR) must undertake a ~~community~~ public planning process and complete an update to the general plan.

In response to the comment, the second sentence in the first paragraph under the Ecological Enhancement of Parks and Open Space Areas heading on page II-33 is revised as follows:

> … The following ecological enhancement measure would be implemented in open space areas outside the CPSRA. At the CPSRA, ecological enhancements would be identified during the CDPR ~~community~~ public planning process and CPSRA general plan update described above and could include the enlisted measures or other measures …

Response to Comment 86-17

The comment cites the Draft EIR discussion on page III.J-21 on historic resources at Candlestick Point. Page III.J-21 refers only to historic architectural resources, not archaeological resources, including maritime remains, as discussed below.

Section III.J, page III.J-20, notes the potential for buried ship resources at the Project site, including at Candlestick Point:

> Buried ship resources may include shipwrecks, abandoned hulks, and ships that were converted into residences during the 1930s. Numerous ships have been found buried in San Francisco, most of which were buried as the city's shoreline was extended during land filling operations. A search of the California State Lands Commission's online shipwreck database revealed six ships that wrecked in or in close proximity to Hunters Point. Fragments of these wrecks and their cargo may have washed ashore or used as landfill and may be buried within the Project site as the shoreline was filled in. Few shipwrecks that date to the nineteenth century have been archaeologically studied and documented. Most of the studies have involved only the portion of the wreck that was encountered or the bottom of the hulls. Documentation of complete vessels is extremely rare. Although these deposits may not be complete specimens or in their original location, remains of shipwrecks, abandoned hulks, and ship cargo may be able to answer important research questions relating to maritime trade, ship wrecks, abandonment, or reuse of the wreck.[249]
>
> Waterfront infrastructure resources may include wharves, retaining walls, driven piles, ship-breaking yards, and hardware related to the construction of these resources.
>
> Any sites that contain onshore or offshore maritime archaeological deposits that have the potential to adequately address research questions such as those presented in the Archaeological Research Design and Treatment Plan for the Project[250] would be considered significant archaeological resources.

Impact CP-2a (Impact at Candlestick Point on Archaeological Resources), Draft EIR page III.J-36, also recognizes the potential for effects on maritime resources:

> **Impact CP-2a** **Construction at Candlestick Point would not result in a substantial adverse change in the significance of archaeological resources, including prehistoric Native American, Chinese fishing camp, and *maritime-related archaeological remains* [emphasis added]. (Less than Significant with Mitigation) *[Criterion J.b]***

The Archaeological Research Design and Treatment Plan for the Project noted in the Draft EIR as part of the mitigation measure would ensure appropriate treatment for any discovered maritime remains at Candlestick Point.

Response to Comment 86-18

The sentence on page III.K-91 noted by the commenter refers to existing natural conditions that reduce the severity of potential impacts on the environment. Further down on the same page in the discussion specifically regarding dust control, the Draft EIR states:

> … natural environmental conditions would also be a factor in minimizing the potential for contaminated dusts to adversely affect ecological systems. Avian species could be exposed to windblown dust through inhalation and ingestion during preening and prey consumption. Although various avian species use Candlestick Point for nesting and foraging, the mobility of the bird species results in their use of a relatively large home range and foraging range. Due to this mobility, avian species would not be present in one foraging area for an extended period of time in which they could receive substantial exposure to contaminants in dust. …

Refer to pages III.K-91 through III.K-92 for further discussion of this and similar examples.

Response to Comment 86-19

The City is interested in exploring opportunities for coordination between the Police Department and CPSRA law enforcement personnel. Similarly, neither the City nor the developer intends to ask State Parks personnel to provide security for construction sites or law enforcement services outside of CPSRA. Specific law enforcement policies are, however, outside the scope of environmental review.

CEQA requires analysis of whether increased demand for law enforcement services would result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Refer to Draft EIR pages III.O-8 through -12 for discussion of impacts related to police services. Thus, particular law enforcement policies are not relevant to the content of the EIR. Moreover, while the Project and the proposed improvement of CPSRA may increase demand for State Park law enforcement services, any new personnel would be housed in the facilities proposed to be constructed as part of the park improvements. Impact RE-1 discusses the environmental effects of constructing such facilities, and concludes that such impacts would be less than significant.

Response to Comment 86-20

Refer to Response to Comment 47-63 for a discussion of the *Land and Water Conservation Fund Act*.

Response to Comment 86-21

In response to the comment, the text in Section III.P, page III.P-32, has been revised as follows:

> …Moreover, the agreement between CDPR and the City or the Agency, providing for the reconfiguration of CPSRA, would also provide ~~at least $10 million in~~ substantial funding for operation and maintenance of the park. The precise amount of operations and maintenance funding to be provided has not yet been determined, but per the requirements of SB 792, it is likely to be at least $10 million. This funding will further enable~~ing~~ the park to accommodate increased demand.

Response to Comment 86-22

The Draft Parks, Open Space, and Habitat Concept Plan has not been finalized. The commenter's request to include language related to providing opportunities for interpretation and for people to explore nature, learn about global climate change, and acquire environmental literacy will be forwarded to the Project Applicant and the Lead Agencies for review and consideration.

Response to Comment 86-23

The Draft Parks, Open Space, and Habitat Concept Plan has not been finalized. The commenter's request to include language related to providing for discovery and personal connection with the natural and cultural resources and to achieve environmental literacy will be forwarded to the Project Applicant and the Lead Agencies for review and consideration.