

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 3 – 2016

Adopted January 19, 2016

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING AMENDMENTS TO THE OPEN SPACE AND STREETSCAPE MASTER PLAN AND STREETSCAPE AND OPEN SPACE SCHEMATIC DESIGN PLANS FOR PHASE 1 OF HUNTERS POINT SHIPYARD; HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA

- WHEREAS, The Hunters Point Shipyard/Candlestick Point Project (the “Project”) is divided into two phases, called “Phase 1” and “Phase 2”, each with a separate disposition and development agreement (“DDA”). The DDAs, together with a number of related binding agreements attached to or referenced in the text of the DDAs, establish a comprehensive set of enforceable obligations that collectively govern the completion of the Project. The DDAs are binding contractual agreements that provide for the transfer of land from OCII to developers, the developers' and OCII's rights and obligations relating to the construction of specified improvements, and the financing mechanisms for completing the Project; and,
- WHEREAS, On December 2, 2003, the San Francisco Redevelopment Agency's (“SFRA”) Commission approved the Phase 1 DDA with HPS Development Co, LP Lennar-BVHP, LLC (“Lennar”, now HPS Development Co. LP). Since then the Phase 1 DDA has been amended six times (The Phase 1 DDA, as so amended is referred herein as the “Phase 1 DDA”); and,
- WHEREAS, The former Agency and CP Development Co., LP ("Phase 2 Developer") entered into a DDA for the Phase 2 Project, dated June 3, 2010 (the "Phase 2 DDA") by Resolution No. 69-2010; and,
- WHEREAS, On December 14, 2012, the California State Department of Finance issued a Final and Conclusive Determination under California Health and Safety Code § 34177.5 (i), that the Phase 1 DDA and the Phase 2 DDA are enforceable obligations that survived the dissolution of the Redevelopment Agency; and,
- WHEREAS, The Phase 1 DDA obligates Lennar to construct the infrastructure necessary to support the vertical development of 1,498 residential units in the Phase 1 development, and 26 acres of open space and parks; and,
- WHEREAS, The Commission certified the Hunters Point Naval Shipyard Final Environmental Impact Report (“Final EIR”) and adopted findings as required by the California Environmental Quality Act (“CEQA”) on February 8, 2000. Thereafter, the

SFRA Commission adopted updated CEQA findings in 2003, 2004, 2005 and 2006 when it took various approval actions related to the Hunters Point Shipyard Redevelopment Project, including approval of the Phase 1 development. Refinements were made to the Shipyard development program resulting in Addendum No. 1 to the Final EIR published on November 19, 2003 and Addendum No. 2 to the Final EIR published on July 13, 2006; and,

WHEREAS, In accordance with the Phase 1 DDA, Lennar prepared an Open Space and Streetscape Master Plan (“Master Plan”). The Master Plan provides conceptual and schematic plans for open space and streetscape in the Phase 1 development of the Hunters Point Shipyard (“Shipyard”), which encompasses the Hilltop and Hillside portions sites, also known as Parcel A of the Shipyard; and,

WHEREAS, On January 16, 2007, the SFRA Commission conditionally approved the Master Plan by Resolution No. 6-2007. The Master Plan’s streetscape design contemplated a network of new residential streets, utilities, sidewalks, lighting, signage, street furnishings, trees, and planting schemes that tied together the different housing types at the Shipyard as articulated in the Hunters Point Shipyard Redevelopment Plan (“Redevelopment Plan”); and,

WHEREAS, Subsequently, the Streetscape Schematic Design and the Open Space Schematic Design Plans (together “Schematic Design”) were drafted in accordance with the Horizontal Design Review and Document Approval Procedure for Infrastructure Development (“H-DRDAP”) and the Hunters Point Shipyard Design for Development (“D for D”). The SFRA Commission adopted the Streetscape Schematic Design at its meeting on May 1, 2007 by resolution 39-2007 and the SFRA Commission adopted the Open Space Schematic Design at its meeting on October 2, 2007 by resolution 111-2007; and,

WHEREAS, Lennar is now requesting several amendments (“Amendments”) to the Master Plan and Schematic Designs due to proposed changes in open space programming that shall, among other objectives, ensure better conformance with the San Francisco Planning Department’s *Better Streets* guidelines (“Better Streets”) and conform the Phase 1 street network to the Phase 2 street network. These Amendments include: 1) replacing the Galvez Steps with the Galvez Outlook and Coleman Promenade; 2) constructing a Storehouse Plaza; 3) conforming the streetscape design and plantings to conform with Better Streets and to change tree species; and 4) removing the S-Curve street that connects Innes Avenue to Galvez Avenue to conform with the Phase 2 street network design; and,

WHEREAS, The Commission certified the Candlestick Point–Hunters Point Shipyard Phase 2 Development Plan Final EIR (“Phase 2 Final EIR”) on June 3, 2010, which analyzed the Phase 2 development of the Shipyard; and,

WHEREAS, The Phase 2 Final EIR analyzed the impacts to traffic at nearby intersections and transit operations resulting from the removal and reconfiguration of the S-Curve

located in Phase 1 and as presented in the Amendments. The Phase 2 Final EIR concluded that nearby intersections would operate at acceptable levels and that impacts due to the reconfiguration would be less than significant; and,

WHEREAS, The replacement of the Galvez Steps with the Galvez Overlook and the Coleman Promenade, the construction of the Storehouse Plaza, and streetscape and planting changes are exempt from the provisions of CEQA pursuant to CEQA Guidelines Sections 15301(c), 15303, and 15304, because they are minor alterations of existing streets and sidewalks, new construction of accessory structures, minor alterations of land, and new or replacement landscaping; and,

WHEREAS, In accordance with the Redevelopment Plan and the H-DRDAP, Phase 1 and Phase 2 Final EIR with all addenda thereto, OCII staff has reviewed the Amendments, and finds them to be acceptable and recommends approval of the Amendments, and now therefore be it

RESOLVED, The Amendment related to the relocation of the S-Curve located in Phase 1 proposed by this Resolution is within the scope of the Phase 2 Final EIR and will further the implementation of the Project as described, and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the environmental analysis. The Final EIR for the Project and any supporting documents have been made available to OCII and the public, are on file with the Commission Secretary; and,

RESOLVED, The Amendments related to the replacement of the Galvez Steps with the Galvez Overlook and the Coleman Promenade, the construction of the Storehouse Plaza, and streetscape and planting changes would not result in new significant impacts and therefore require no further environmental review, as they are exempt from the provisions of CEQA pursuant to CEQA Guidelines Sections 15301(c), 15303, and 15304; and,

RESOLVED, Based on review of the proposed Amendments and the information provided herein, the Commission approves the Amendments to the Master Plan and Schematic Design.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of January 19, 2016.



Commission Secretary