

**MEMORANDUM**

**TO:** Agency Commissioners

**FROM:** Fred Blackwell, Executive Director

**SUBJECT:** Conditionally approving the combined Basic Conceptual and Schematic Designs for residential projects on Blocks 53 and 54 at Hunters Point Shipyard and adopting environmental findings pursuant to the California Environmental Quality Act; Hunters Point Shipyard Redevelopment Project Area

**EXECUTIVE SUMMARY**

In accordance with the Agency and HPS Development Co. LP's, ("Lennar") Hunters Point Shipyard ("Shipyard") Phase 1 Horizontal Disposition and Development Agreement's ("DDA") Vertical Design Review and Document Approval Procedure, ("VDRDAP"), Lennar has submitted a combined Basic Concept and Schematic Designs ("Schematic Designs") for residential condominium developments on Blocks 53 and 54. These parcels are bounded by Friedell Street to the northwest, Coleman Street to the southeast, Hudson Avenue to the east, Jerrold Avenue to the west, and Innes Avenue in between them. Also to the northwest is the half-acre Agency parcel on Block 54 on which 50 units or more of 100 percent affordable housing will be developed beginning late next year.

The proposed project includes: *(15% of the aggregate number of non-Agency units will be affordable. Affordable units will be evenly distributed across parcels and housing types)*

- **Block 53:** 1) twenty-four for-sale townhome style housing units, and 2) sixty-nine for-sale flat-style condominium housing units.
- **Block 54:** 1) thirty for-sale townhome style housing units, and 2) thirty-six for-sale flat-style condominium housing units.

<b>BLOCK</b>	<b>Units</b>	<b>Garage (Sq Ft)</b>	<b>Avg Total Living Space or NSA<sup>1</sup> (Sq Ft)</b>	<b>Total OS (Sq Ft)</b>	<b>Total GBA<sup>1</sup> (Sq Ft)</b>	<b>Off Street Parking</b>	<b>Affordable Units (15%)</b>
<b>Block 53</b>	93	32,838	90,480	20,149	142,032	117	<b>14</b>
<b>Block 54</b>	66	18,168	68,574	14,493	106,189	96	<b>10</b>
<b>TOTAL</b>	<b>159</b>	<b>51,006</b>	<b>159,054</b>	<b>34,642</b>	<b>248,221</b>	<b>213</b>	<b>24</b>

1. NSA= Net Salable Area, GBA= Gross Building Area, OS= Open Space (private & common)

2. The buildings comply with the 55' height limits for these blocks

3. The maximum area coverage for both blocks is 75 percent

4. Permitted density on both blocks is 73 units per acre, permitting a total of 251 units, however the development is 159 units total which is 45.6 units per acre

The Shipyard's Citizens Advisory Committee ("CAC") reviewed and approved the Schematic Designs at its June and July 2009 meetings.

Both developments are authorized under the Shipyard's Design for Development ("D for D"), approved by the Commission on September 30, 1997 by Resolution No. 193-1997 and amended on January 18, 2005 by Resolution No. 179-2003.

On February 8, 2000, the Agency Commission adopted Resolution No. 11-2000, certifying the Final Environmental Impact Report ("EIR") for the Hunters Point Shipyard Redevelopment Plan. The Commission also adopted Resolution No. 12-2000, adopting findings pursuant to CEQA, along with a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program. Subsequent to the certification of the Final EIR, refinements to the Shipyard development program resulted in the publishing of two addenda to the Final EIR, on November 19, 2003 and on July 13, 2006. The addenda concluded, based on the findings of the Final EIR, that the revisions to the Project would not create any significant environmental impacts not already studied in the Final EIR and that the conclusions reached in Final EIR remained valid.

Agency staff has reviewed the Schematic Designs submitted by Lennar and finds them to be within the scope of the Project analyzed in the Final EIR and subsequent addenda and no additional environmental review is required.

*Staff recommends adoption of environmental findings pursuant to the California Environmental Quality Act and conditional approval of the Combined Basic Conceptual and Schematic Designs for Blocks 53 and 54 subject to the conditions contained in this memorandum.*

## **BACKGROUND**

On April 7, 2009 the Commission conditionally approved by Resolution No. 36-2009, the combined Basic Conceptual and Schematic Designs for residential projects on Blocks 50 (twenty-five for-sale townhome housing units) and 51 (sixty-three for-sale condominium units). As authorized under the D for D and the Shipyard's Redevelopment Plan, the Commission also granted a density bonus on Block 51 enabling Lennar to build 63 units, a 25 percent increase over the permitted density of 51 units. This density bonus was granted in exchange for one (1) additional affordable unit ("Density Bonus Affordable Unit") in a future phase of development in Phase 1 of the Shipyard. This Density Bonus Affordable Unit will not be built on Blocks 53 and 54, but in a future Phase 1 block.

Infrastructure construction for Blocks 50 and 51 is substantially complete including the construction of the concrete road base and utilities adjoining the parcels. Installation of the roadways and utilities to serve Blocks 53 and 54 are nearing completion and will be followed by inspections to certify completeness by the end of this year.

## **DISCUSSION**

### Basic Design Concept

The design approach for both Blocks 53 and 54 has many varying components. Innes Avenue is the central spine that leads from the Shipyard gateway at Blocks 50 and 51 to the Innes Court and Hilltop Point Park. The intersection of Innes and Coleman becomes another gateway opening out onto to these public open spaces.

Each building is individually developed which provided for the modulation required by the D for D and enables several ideas to come through. The first was to provide additional planting space at the sidewalk level at some locations where the buildings stepped back providing for a better pedestrian experience. In addition, this allowed for the buildings to be broken down and viewed as a conglomeration of parts that are held together through their overall design strategy and materiality. The street wall is maintained at the corners of the blocks to provide strong identity, while at the pedestrian level, the entries to the units are stepped back to provide more openness for pedestrians.

Overall, the general design and layout of the blocks maximizes view corridors and access to natural light. The interior spaces of the units are designed to be efficient but comfortable in size while maximizing utility. The open spaces have been designed to maintain the view corridors while also maintaining security and privacy for the homeowners.

### Materials

Block 53, consisting of two large flats buildings and four smaller townhome structures, will be finished primarily in cement plaster siding, with corrugated metal, wood fiber board, glass and resin panel accents at prominent features. Paint colors range from warm gray, to soft green and khaki with varying accent colors at smaller trim materials. Awnings with wood fiber board soffits and trellises act to provide a feeling of warmth at individual unit entries. Concrete planters along the sidewalk edge house lush, permeable planting and soften the transition between street and home.

Block 54 consists of four three-story flats buildings, two townhome structures, and a mews consisting of 18 individual townhomes. The buildings are primarily sheathed in cement plaster siding with corrugated metal, wood fiber board, and resin panel accents. Metal and wood railings frame the balconies and terraces scattered throughout the block. The mews is paved in permeable concrete and smaller pavers to provide a quiet, intimate atmosphere.

Basic Program Information: *(15% of the aggregate number of non-Agency units will be affordable. Affordable units will be evenly distributed across parcels and housing types)*

(Attachment B contains the block’s detailed housing data)

<b>BLOCK</b>	<b>Units</b>	<b>Garage (Sq Ft)</b>	<b>Avg Total Living Space or NSA<sup>1</sup> (Sq Ft)</b>	<b>Total OS (Sq Ft)</b>	<b>Total GBA<sup>1</sup> (Sq Ft)</b>	<b>Off Street Parking</b>	<b>Affordable Units (15%)</b>
<b>Block 53</b>	93	32,838	90,480	20,149	142,032	117	<b>14</b>
<b>Block 54</b>	66	18,168	68,574	14,493	106,189	96	<b>10</b>
<b>TOTAL</b>	<b>159</b>	<b>51,006</b>	<b>159,054</b>	<b>34,642</b>	<b>248,221</b>	<b>213</b>	<b>24</b>

Notes:

1. NSA= Net Salable Area, GBA= Gross Building Area, OS= Open Space (private & common)
2. The buildings comply with the 55’ height limits for these blocks
3. The maximum area coverage for both blocks is 75 percent
4. Permitted density on both blocks is 73 units per acre, permitting a total of 251 units, however the development is 159 units total which is 45.6 units per acre

**Block 53**

Phasing

Block 53 is estimated to begin construction in September 2010. It will be constructed in a single phase beginning with Block 53JV (see Attachment A “Context Map”).

Design Approach

The townhome developments on Blocks 53A and 53JV will provide architectural variety at the pedestrian level using scale and setbacks. Where it was feasible under the constraints caused by existing and proposed topography, the garage doors are accessed from behind using a private driveway. This provides for additional open green space at the view corridor midblock as required by the D for D. At the rear side, the drive access is set back from the units to provide combined private outdoor space and private car access. The four units that have garage access from the street have private backyards.

The podium buildings on Block 53B use material variation, the block modulation, and the hilly slope to step the buildings up Innes Avenue to provide visual interest and design accents. The massing is also broken down and minimized through the use of these techniques. There are two main building entries further reducing the scale and adding interest. In addition, there are several building stoops from the street that lead directly into units.

**Block 54**

Phasing

Block 54 will be the first block of this development is estimated to begin construction in July 2010 and will be constructed in a single phase. Block 54 also contains a half-acre portion reserved for Agency assisted development on which 50 units or more of 100 percent affordable housing will be developed beginning late next year.

Design Approach

The Block 54 townhomes, fronting Coleman Street are split into two buildings, each composed of six three-story units. The end units at Innes Ave. and Hudson Ave. feature prominent corner bays designed to provide a strong presence and define the shape of the block. Along Coleman Street, the units jog in and out to provide visual relief as well as space for planting to soften the transition between sidewalk and building. The rears of

the units front a tree-lined residential driveway and many units are furnished with decks allowing residents to have individual outdoor spaces.

The Block 54 Flats consist of podium buildings have similar design elements but each façade is distinctly different providing for a rich and varied streetscape without being visually distracting. Traditional light wells at the middle and sides of the buildings provide for views and break up the massing of the buildings. Common outdoor spaces are provided at the back of the buildings and are grouped together to provide air, light, and the feel of a larger seamless open space.

The Block 54 Mews is at the heart of the block. It is defined by a pedestrian oriented private road that has the feel of a courtyard. The intimate scale of this corridor will accommodate both garage and pedestrian access safely, and the cobble stone paving and landscaping will give the feel of an open space amenity. The units here step in and out to provide the modulation and variety on the street and to give a sense of smaller potential gathering areas along the larger street. Corner windows allow each unit to look up and down the street. The Mews also looks south towards a central focal point on Block 53B at Innes and north through a view corridor to the water. All of the Mews units have private backyards.

#### **Affordable Housing Development**

Under the terms of the Shipyard's DDA 27 to 40 percent of the housing units within the Phase 1 development will be affordable. Fifteen percent of the non-Agency housing units to be developed will be affordable and 100 percent of the Agency housing units to be developed will be affordable. As required, the non-Agency affordable housing units will be spread equitably through the development of each of the blocks. As non-Agency blocks, Blocks 53 and 54 will contain affordable for-sale units, (see chart below).

<b>BLOCK 53= 93 UNITS</b>	<b>BLOCK 54= 66 UNITS</b>
15% will be affordable= 14 units*	15% will be affordable= 10 units*
70% of the affordable units must be offered to low-income buyers (80% Area Median Income)= 10 units	70% of the affordable units must be offered to low-income buyers (80% Area Median Income)= 7 units
30% of the affordable units must be offered to very low-income buyers (50% Area Median Income)= 4 units	30% of the affordable units must be offered to very low-income buyers (50% Area Median Income)= 3 units

\* *These affordable units will be sold as part of the Agency's Limited Equity Program.*

#### **Citizens Advisory Committee**

The Shipyard's CAC reviewed and approved the Schematic Designs at its June and July 2009 meetings and they expressed support for the project.

#### **California Environmental Quality Act**

On February 8, 2000, the Agency Commission adopted Resolution No. 11-2000, certifying the Final EIR for the Hunters Point Shipyard Redevelopment Plan. The Commission also adopted Resolution No. 12-2000, adopting adopted findings pursuant to

CEQA, along with a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

Subsequent to the certification of the Final EIR, 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. The addenda concluded, based on the findings of the Final EIR, that the revisions to the Project would not create any significant environmental impacts not already studied in the Final EIR and that the conclusions reached in Final EIR remained valid.

The DDA approved in December 2003 required Lennar to submit Schematic Plans for the Shipyard's development in accordance with the VDRDAP, pursuant to and in furtherance of the Redevelopment Plan. Agency staff has reviewed the Schematic Designs submitted by Lennar and finds them to be within the scope of the Project analyzed in the Final EIR and subsequent addenda and no additional environmental review is required pursuant to State CEQA Guidelines Sections 15180, 15162, and 15163.

#### **Staff Recommendation for Conditional Approval**

Staff recommends adoption of the environmental findings pursuant to CEQA for the Schematic Designs. Staff believes that the Block 53 and 54 Schematic Design submissions are in compliance with the Shipyard's Redevelopment Plan and the D for D. Final approval of the development proposals for Blocks 53 and 54 will occur when the Commission approves Vertical Disposition and Development Agreements ("VDDA") for these parcels.

Staff recommends approval of the Block 53 and 54 Schematic Designs. However, as is typical, there are a few remaining design issues to be resolved in subsequent design stages, including the Design Development phase. Unless noted specifically, the following conditions of approval apply broadly to both Blocks 53 and 54:

1. Future phases of development of the plans, elevations, sections and details shall clarify the articulation and visual interest depicted in the renderings included in this application. The information shall include but not be limited to elaboration of facade planes, depth of windows, and the variety and integration of materials, colors and textures and other details that will support said articulation and visual interest.
2. Encroachment of projecting elements into adjacent properties shall be controlled by easements or otherwise made conforming.
3. The applicant will cooperate with the Agency during the development of the design for Block 54 so that Lennar and the Agency's developments are coordinated.
4. Improve and enhance connections to the common usable open space from within buildings. Specifically, further develop the design of the common space between Buildings 4 and 5 in order to provide better access from the second floor rear

decks and provide greater detail and information regarding these open space amenities.

5. Further develop the design of publicly exposed building walls in order to provide visual interest to those directly exposed to the walls; consider articulation and landscaping or other solutions.
6. Minimize the visual impact of mechanical equipment by integrating it into the design of the building and or creating visual interest to these roof features.
7. To maintain modulation, portions of some façades on the Block 54 Flats will maintain their current setback depths of up to three feet which will break the façade into segments and will achieve the desired major variations of the front building wall.

*(Originated by Thor Kaslofsky, Project Manager)*

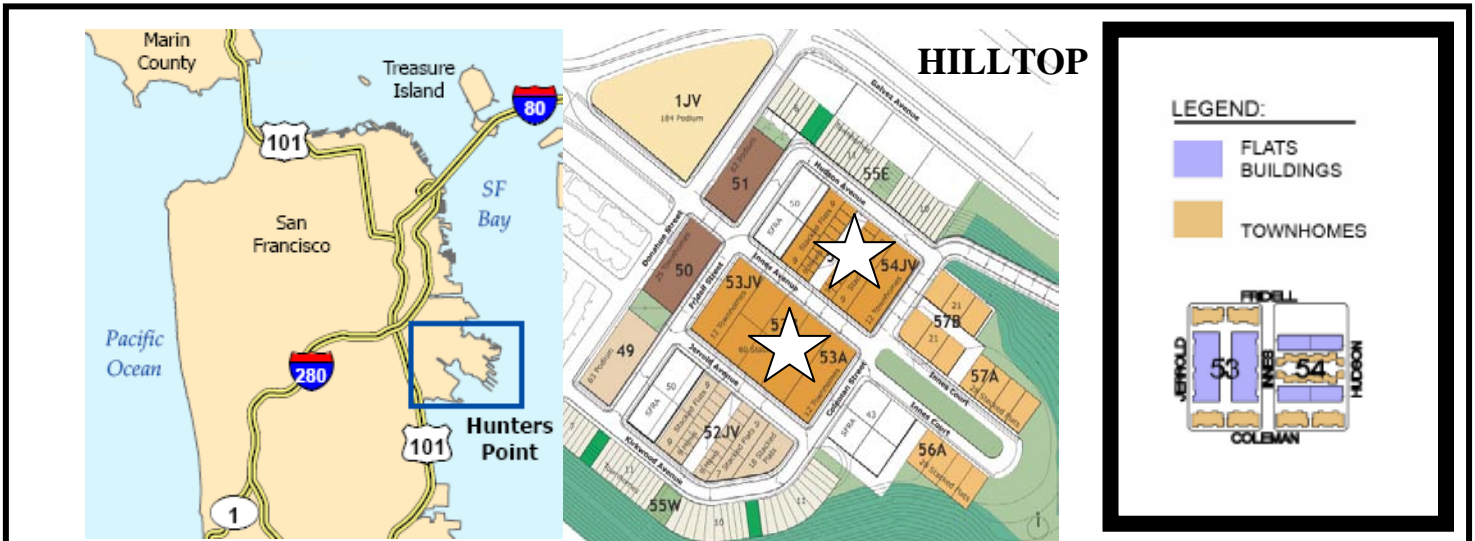
Fred Blackwell  
Executive Director

Attachments:

- A. Context Map for Blocks 53 and 54
- B. [Housing Data Chart](#)
- C. Combined Basic Conceptual and Schematic Designs for Block 53 and 54
  - a. [Part I](#)
  - b. [Part II](#)
  - c. [Part III](#)

# Attachment A

## Context Map for Blocks 53 and 54



**Attachment B**  
Block 53 and 54 Housing Data Chart

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PDF under separate cover

## **Attachment C**

**Combined Basic Conceptual and Schematic Designs for Block 53 and 54**

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UNDER SEPARATE COVER

## **RESOLUTION NO. 126-2009**

### **CONDITIONALLY APPROVING THE COMBINED BASIC CONCEPTUAL AND SCHEMATIC DESIGNS FOR RESIDENTIAL PROJECTS ON BLOCKS 53 AND 54 AT HUNTERS POINT SHIPYARD AND ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT AREA**

#### **BASIS FOR RESOLUTION**

1. On December 2, 2003, the Agency Commission adopted Resolution No. 179-2003 authorizing the Hunters Point Shipyard ("Shipyard") Phase 1 Horizontal Disposition and Development Agreement (as amended, "DDA") between the Redevelopment Agency of the City and County of San Francisco ("Agency") and HPS Development Co., L.P. ("Lennar" or "Developer").
2. In accordance with the DDA's Vertical Design Review and Document Approval Procedure ("VDRDAP"), Lennar has submitted combined Basic Concept and Schematic Designs ("Schematic Designs") for residential condominium developments on Blocks 53 and 54. These parcels are bounded by Friedell Street to the northwest, Coleman Street to the southeast, Hudson Avenue to the east, Jerrold Avenue to the west, and Innes Avenue in between. Also to the northwest is a half-acre Agency parcel on Block 54 on which 50 units or more of 100 percent affordable housing which will be developed beginning late next year.
3. The proposed project on Block 53 includes 1) 24 for-sale townhome style housing units, and 2) 69 for-sale flat-style condominium housing units. Block 53 will provide approximately 90,480 square feet of livable space in addition to 20,149 square feet of private and shared open space. The development also includes 117 off-street parking spaces.
4. The proposed project on Block 54 includes 1) 30 for-sale townhome style housing units, and 2) 36 for-sale flat-style condominium housing units. Block 54 will provide approximately 68,574 square feet of livable space in addition to 14,493 square feet of private and shared open space. The development also includes 96 off-street parking spaces.
5. Both the Block 53 and 54 developments are authorized under the Shipyard's Design for Development ("D for D"), approved by the Agency Commission on September 30, 1997, by Resolution No. 193-1997 and amended on January 18, 2005, by Resolution No. 7-2005.

6. Agency staff has reviewed the Schematic Designs, and finds them to be in compliance with the permitted uses and development standards described in the D for D and the Hunters Point Shipyard Redevelopment Plan (“Redevelopment Plan”).
7. The Shipyard Citizens Advisory Committee reviewed and approved the Schematic Designs at its June and July 2009 meetings.
8. Installation of the roadways and utilities to serve Blocks 53 and 54 are nearing completion and will be followed by inspections to certify completeness by the end of this year.
9. Agency staff recommends approval of the Schematic Designs proposed by the Developer, subject to successful resolution of the following design comments and concerns:
  - a) Future phases of development of the plans, elevations, sections and details shall clarify the articulation and visual interest depicted in the renderings included in this application. The information shall include, but not be limited to, elaboration of facade planes, depth of windows, and the variety and integration of materials, colors and textures, and other details that will support said articulation and visual interest.
  - b) Encroachment of projecting elements into adjacent properties shall be controlled by easements or otherwise made conforming.
  - c) Lennar will cooperate with the Agency during the development of the design for Block 54 so that Lennar and the Agency’s developments are coordinated.
  - d) Improve and enhance connections to the common usable open space from within buildings. Specifically, further develop the design of the common space between Buildings 4 and 5 in order to provide better access from the second floor rear decks and provide greater detail and information regarding these open space amenities.
  - e) Further develop the design of publicly exposed building walls in order to provide visual interest to those directly exposed to the walls; consider articulation and landscaping or other solutions.
  - f) Minimize the visual impact of mechanical equipment by integrating it into the design of the building and/or creating visual interest to the roof features.
  - g) To maintain modulation, portions of some façades on the Block 54 flats will maintain their current setback depths of up to three feet, which will break the façade into segments and will achieve the desired major variations of the front building wall.

10. On February 8, 2000, the Agency Commission adopted Resolution No. 11-2000, certifying the Final Environmental Impact Report (“Final EIR”) for the Redevelopment Plan. The Agency Commission also adopted Resolution No. 12-2000, adopting adopted findings pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*) (“CEQA”), along with a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.
11. Subsequent to the certification of the Final EIR, 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. The addenda concluded, based on the findings of the Final EIR, that the revisions to the Project would not create any significant environmental impacts not already studied in the Final EIR and that the conclusions reached in Final EIR remained valid.
12. The Final EIR is a program EIR under State CEQA Guidelines Section 15168 and a redevelopment plan EIR under State CEQA Guidelines Section 15180. The addenda to the Final EIR were prepared pursuant to State CEQA Guidelines Section 15164.
13. Agency staff has considered and reviewed the Final EIR and addenda, and has determined that the Schematic Designs implement the Redevelopment Plan, consistent with State CEQA Guidelines Sections 15180, 15162, and 15163.
14. The Final EIR, addenda, and related documents have been and continue to be available for review by the Agency Commission and the public and are part of the record before the Agency Commission.
15. The environmental findings adopted in accordance with CEQA by the Agency Commission in Resolution No. 12-2000 were and remain adequate, accurate and objective and are incorporated herein by reference as applicable to the current proposed action.
16. In accordance with the Redevelopment Plan and the DDA, Agency staff has reviewed the proposed Schematic Designs together with the Final EIR and all addenda thereto, and other information contained in the Agency’s files, and finds them to be acceptable.

## FINDINGS

The Agency finds and determines that the Schematic Designs for Blocks 53 and 54 are within the scope of the Project analyzed in the Final EIR and addenda and require no additional environmental review pursuant to State CEQA Guidelines Sections 15180, 15162, and 15163 for the following reasons:

- A. The Schematic Designs do not incorporate substantial changes the Project analyzed in the Final EIR and addenda, and will not require any further Final EIR revisions due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- B. No substantial changes have occurred with respect to the circumstances under which the Project analyzed in the Final EIR and addenda was and will be undertaken that would require further revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR.
- C. No new information of substantial importance to the Project analyzed in the Final EIR and addenda has become available which would indicate any of the following: (i) the Schematic Designs will have significant effects not discussed in the Final EIR and addenda; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible that would reduce one or more significant effects have become feasible; or (iv) mitigation measures or alternatives that are considerably different from those in the Final EIR will substantially reduce one or more significant effects on the environment.

## **RESOLUTION**

**ACCORDINGLY, IT IS RESOLVED** by the Redevelopment Agency of the City and County of San Francisco (1) that it has reviewed and considered the Final EIR together with the addenda thereto and any additional environmental documentation in the Agency's files and hereby adopts the CEQA findings set forth in the previously adopted resolutions that have been incorporated herein by reference and those findings set forth above; and (2) that the Schematic Designs for Blocks 53 and 54 are conditionally approved subject to Agency staff's approval of the proposal to be submitted by the Developer for resolution of the design conditions stated in the foregoing portions of this Resolution, together with such refinements as the Executive Director may approve which do not substantially alter the Schematic Design concept.

### **APPROVED AS TO FORM:**

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James B. Morales  
Agency General Counsel