

ATTACHMENT

110-03209-002

Agenda Item No. **4(f)**
Meeting of December 15, 2009

MEMORANDUM

TO: Agency Commissioners

FROM: Fred Blackwell
Executive Director

SUBJECT: Public Hearing on the Adequacy of the Draft Environmental Impact Report for the Candlestick Point – Hunters Point Shipyard Phase II Development Plan Project; Bayview Hunters Point and Hunters Point Shipyard Redevelopment Project Areas

EXECUTIVE SUMMARY

The Commission is scheduled to hold a public hearing on Tuesday, December 15, 2009 to hear public testimony on the adequacy of the Draft Environmental Impact Report (“DEIR”) for the proposed Candlestick Point – Hunters Point Shipyard Phase II Development Plan Project (the “Project”). As required by the California Environmental Quality Act (“CEQA”), the hearing is solely to hear public testimony on the adequacy of the DEIR in evaluating the likely adverse environmental effects of the proposed Project. No Commission action is scheduled. Pursuant to CEQA requirements and prior to consideration of the proposed Project, the Commission will need to certify that it has reviewed and considered the information contained in the FEIR, that the FEIR reflects the Commission’s independent judgment and analysis, and that the FEIR has been completed in accordance with CEQA.

The DEIR was transmitted to the Commission on November 12, 2009. The public comment period for the DEIR began on Thursday, November 12, 2009, and ends on Monday, December 28, 2009. The Planning Commission will also hold a public hearing on the DEIR, on Thursday, December 17, 2009.

Following the public hearing(s), Agency and the Planning Department staff will prepare and publish a “Comments and Responses Document” of the public comments from the hearings and written comments received during the public comment period on the DEIR, along with staff responses to the comments. It may also include changes to the DEIR. The Agency Commission and the Planning Commission will consider the DEIR and the Comments and Responses Document together as the Final Environmental Impact Report (“FEIR”) at a public meeting and, if deemed adequate, will certify the FEIR.

DISCUSSION

A DEIR has been prepared on the proposed Project on an approximately 702 acre area east of US-101 in the Bayview Hunters Point community in the waterfront area from south of India Basin to Candlestick Cove. Attachment 1 illustrates the location of the Project within Bayview Hunters Point. The proposed Project analyzed in the DEIR includes a mixed-use community with a wide range of land uses, including residential, retail, office, research and development, civic and

community uses, and parks and recreational open space. A major component of the Project would be a new stadium for the San Francisco 49ers.

Project Location

As shown on Attachment 1, the Project has two major sub-components: Candlestick Point and Hunters Point Shipyard Phase II. The Candlestick Point site comprises approximately 281 acres and includes the Candlestick Point Activity Node and the Alice Griffith public housing site in the Bayview Hunters Point Redevelopment Project Area. Current land uses in Candlestick Point include Candlestick Park stadium, which is owned by the City and County of San Francisco and leased by the 49ers, and associated parking lots and access roadways. Additional parking is provided on the adjacent Candlestick Point State Recreation Area (“CPSRA”). The Candlestick Point site also includes the Alice Griffith public housing site and several privately-owned parcels near Gilman Avenue and Arelious Walker Drive, and on Jamestown Avenue. Approximately 120 acres of the 154-acre CPSRA are included within this portion of the Project site.

The Shipyard Phase II site comprises 421 acres of dry land in the Hunters Point Shipyard Redevelopment Project Area. The Phase II site currently contains many structures associated with ship repair, piers, dry-docks, ancillary storage, administrative, and other former Navy uses, largely from the World War II era. Most structures are vacant, although several former Navy buildings are currently leased and occupied, primarily by the approximately 300 artists located in various buildings and a San Francisco Police Department facility. Hunters Point Shipyard Phase I is not part of the proposed Project. The Phase I development is proceeding under the Phase I Disposition and Development Agreement (“DDA”) that was originally adopted by the Commission on December 2, 2003 and amended over time. The Phase I development is part of the redevelopment project that was evaluated in the Hunters Point Shipyard Reuse FEIR that was certified by the Commission on February 8, 2000 and two addenda, including Addendum 1 published on November 19, 2003 and Addendum 2 published on July 13, 2006.

Proposed Project

The proposed Project would consist of nine land areas or “districts”, including five in Candlestick Point and four in HPS Phase II as shown on Attachment 2. A variety of land uses are proposed for the districts, with varying allowable heights for buildings. The Project as proposed includes: development of 10,500 residential units with an associated population of 24,465 residents; 885,000 gross square feet (“gsf”) of retail; 150,000 gsf of office; 2.5 million gsf of Research & Development uses; a 220-room, 150,000-gsf hotel; 255,000 gsf of artist studio space and an arts center; 100,000 gsf of community services; 240 acres of new parks, sports fields, and waterfront recreation areas, as well as 97 acres of new and improved State parkland; a 69,000-seat 49ers stadium; a 10,000-seat performance arena; and a 300-slip marina. The permanent employee population associated with the Project would be 10,730.

Shoreline improvements would be provided to stabilize the shoreline. The Project would include structured and on-street parking. Additionally, new transportation and utility infrastructure would serve the Project, including a bridge across Yosemite Slough.

The Project includes amendments of the *Bayview Hunters Point Redevelopment Plan* and the *Hunters Point Shipyard Redevelopment Plan* and Design for Development, as well as revisions to the San Francisco General Plan, *Planning Code*, and Zoning Map.

Variants of the Proposed Project

There are five variants of the Proposed Project, which are detailed in Chapter IV in Volume III of the DEIR. Most of the features of the variants would be similar to the features of the Project. None of the variants would alter the Project Objectives. In Chapter IV, the variants are analyzed at a project-level of detail, which is equal to the Project analysis included in Chapter III in Volumes II and III of the DEIR.

Two variants address the scenario of the 49ers leaving Candlestick Park with no football stadium constructed at the Shipyard Phase II site. Those two variants include a different land use program at Shipyard Phase II as compared to the Project, including additional research and development uses in place of the stadium (No Stadium – Additional R&D Variant) and relocating some of the proposed residential units from Candlestick Point to the Shipyard in place of the stadium (No Stadium - Housing Variant). A third variant (Candlestick Point Tower Variant) would have the same land use program and overall development as the Project, but would have three options for different locations and heights for residential towers at Candlestick Point. A fourth variant (Utilities Variant) would include enhanced utilities features including an automated solid waste collection system, decentralized wastewater treatment, and district energy. The fifth variant (49ers/Raiders Shared Stadium) addresses the scenario of a shared stadium where both the 49ers and Oakland Raiders would play at the new stadium at the Shipyard.

Alternatives to the Project

In accordance with CEQA, a discussion of alternatives to a proposed project must be included in an EIR. The alternatives to be selected would be those that could feasibly attain most of the basic objectives of a project and avoid or substantially reduce any of the identified significant effects of the project.

Four alternatives, in addition to the No Project Alternative required by CEQA, were evaluated in the DEIR. Each of these alternatives differs from the Project in one or more of the following ways:

- In the treatment of the Yosemite Slough bridge, either by changing the design or removing the bridge proposal,
- In the intensity of development,
- In the location and type of land uses,
- In the treatment of the CPSRA, either by changing the proposed reconfiguration or removing it from the Project, and
- In the treatment of the 49ers Stadium.

These five alternatives are listed in Volume I of the DEIR (Executive Summary) and described in Chapter VI in Volume III of the DEIR. The alternatives considered include the following:

Alternative 1: No Project

This alternative assumes that no new development would occur at Candlestick Point and that the Shipyard Phase II site would be developed with new uses consistent with the existing *Hunters Point Shipyard Redevelopment Plan*. The EIR discussion compares the impacts of approving the Project with the impacts of not approving the Project.

Alternative 2: No Yosemite Slough Bridge

Alternative 2 would have the same land use program proposed with the Project, including the new stadium at the Shipyard and the State Parks reconfiguration agreement, but would not include the Yosemite Slough bridge. This alternative was selected to avoid potential impacts to biological and scenic resources associated with bridge construction and operation.

Alternative 3: Reduced Project Development; 49ers stay at Candlestick Park; No New Stadium at the Shipyard; Limited State Parks Agreement

Alternative 3 would be a reduced development alternative with about half of the housing units proposed with the Project. The 49ers would stay at Candlestick Park, residential development at Candlestick Point would be decreased and retail and arena uses would not be developed. Replacement of the Alice Griffith Public Housing site would occur and consist of 1,210 housing units. Minor improvements would be made to the CPSRA under a Limited State Parks Agreement. Housing would be increased at the Shipyard Phase II site, while other uses would be similar to the proposed Project. A new Yosemite Slough bridge would be constructed that would serve only transit, bike, and pedestrian traffic. This alternative was selected to provide an alternative to the Project that reduces construction-related impacts generally, and operational impacts associated with traffic, air quality, noise, demand for public services, biological resources, and other growth-related impacts.

Alternative 4: Reduced Project Development; Historic Preservation; 49ers leave Candlestick Park; No New Stadium at the Shipyard, no Marina, and no Yosemite Slough Bridge

Alternative 4 would also be a reduced development alternative with about 30 percent less housing units than proposed with the Project. This alternative includes preservation of three potentially historic structures at the Shipyard Phase II site. The 49ers leave Candlestick Park and the new stadium at the Shipyard, the marina and the Yosemite Slough bridge would not be built; however, the State Parks reconfiguration agreement would occur. This alternative was selected to provide an alternative to the Project that would reduce the area subject to development and would avoid significant impacts to potentially historic resources at the Shipyard. This alternative would also reduce traffic, noise, air quality, demand for public services, biological resources, and other growth-related impacts.

Alternative 5: Reduced Project Development; 49ers leave Candlestick Park; No New Stadium at the Shipyard, no State Parks Agreement, and no Yosemite Slough Bridge

Alternative 5 would have the same land use program proposed with the Project, except that the 49ers leave Candlestick Park, and the new stadium at the Shipyard and the Yosemite Slough bridge would not be constructed. The total number of housing units would be the same as for the Project; however, this alternative would not include the CPSRA boundary reconfiguration, and the land area available for development would be smaller. As a result, some housing units would be shifted from Candlestick Point to the Shipyard Phase II site. This alternative was selected to reduce construction impacts generally and to avoid impacts to biological resources associated with bridge construction and operation.

In addition to the above 5 alternatives, other alternatives were considered but eliminated from further analysis in the DEIR, including:

- Alternative locations for the new 49ers stadium in the City of Brisbane and on Port of San Francisco property,
- Alternative locations for the 49ers stadium within the Shipyard Phase II site along with alternative land use plans,
- Alternative land use plan for Candlestick Point,
- Develop Candlestick Point with only parks and open space,
- Alternative locations for the Project within San Francisco, and
- Alternative locations for the Project outside of San Francisco.

DEIR Environmental Review

The DEIR assesses the probable adverse environmental impacts of development that is projected to occur under the proposed Project by the year 2030. The environmental effects, which are discussed in Chapter III in Volumes II and III of the DEIR, are grouped into a number of impact categories: land use and plans; population, housing, and employment; transportation and circulation; aesthetics; shadows; wind; air quality; noise and vibration; cultural resources and paleontological resources; hazards and hazardous materials; geology and soils; hydrology and water quality; biological resources; public services; recreation; utilities; energy; and, greenhouse gas emissions.

The DEIR identifies 36 probable significant and unavoidable environmental impacts in three general categories: construction-related, event-related (due to 49er games and secondary events at the new stadium at the Shipyard, and events at the arena at Candlestick Point), and due to Project operation. There are four construction-related impacts, including

- One impact from construction traffic,
- One impact from construction vibration,
- One impact from construction noise, and
- One impact on potential historical resources at the Shipyard.

There are seven event-related impacts, including

- Three impacts due to event traffic,
- Three impacts on transit due to event-related traffic, and
- One impact from event noise at the stadium at the Shipyard.

There are 25 impacts due to Project operation, including

- Eight impacts from project and cumulative traffic,
- Five impacts of project and cumulative traffic on the US-101 freeway,
- Nine impacts of project and cumulative traffic on transit,
- One impact of project and cumulative traffic on bicycles,
- One impact of project-related traffic noise, and
- One impact of project-related emissions of criteria air pollutants.

As required by CEQA, both the Agency Commission and Planning Commission must hold hearings during the public review period to receive public comments on the adequacy of the DEIR in

evaluating the likely adverse environmental effects of the proposed Project. The public comment period began on Thursday, November 12, 2009, and ends on Monday, December 28, 2009. Public hearings on this DEIR have been scheduled before the Agency Commission on December 15, 2009 and before the Planning Commission on December 17, 2009.

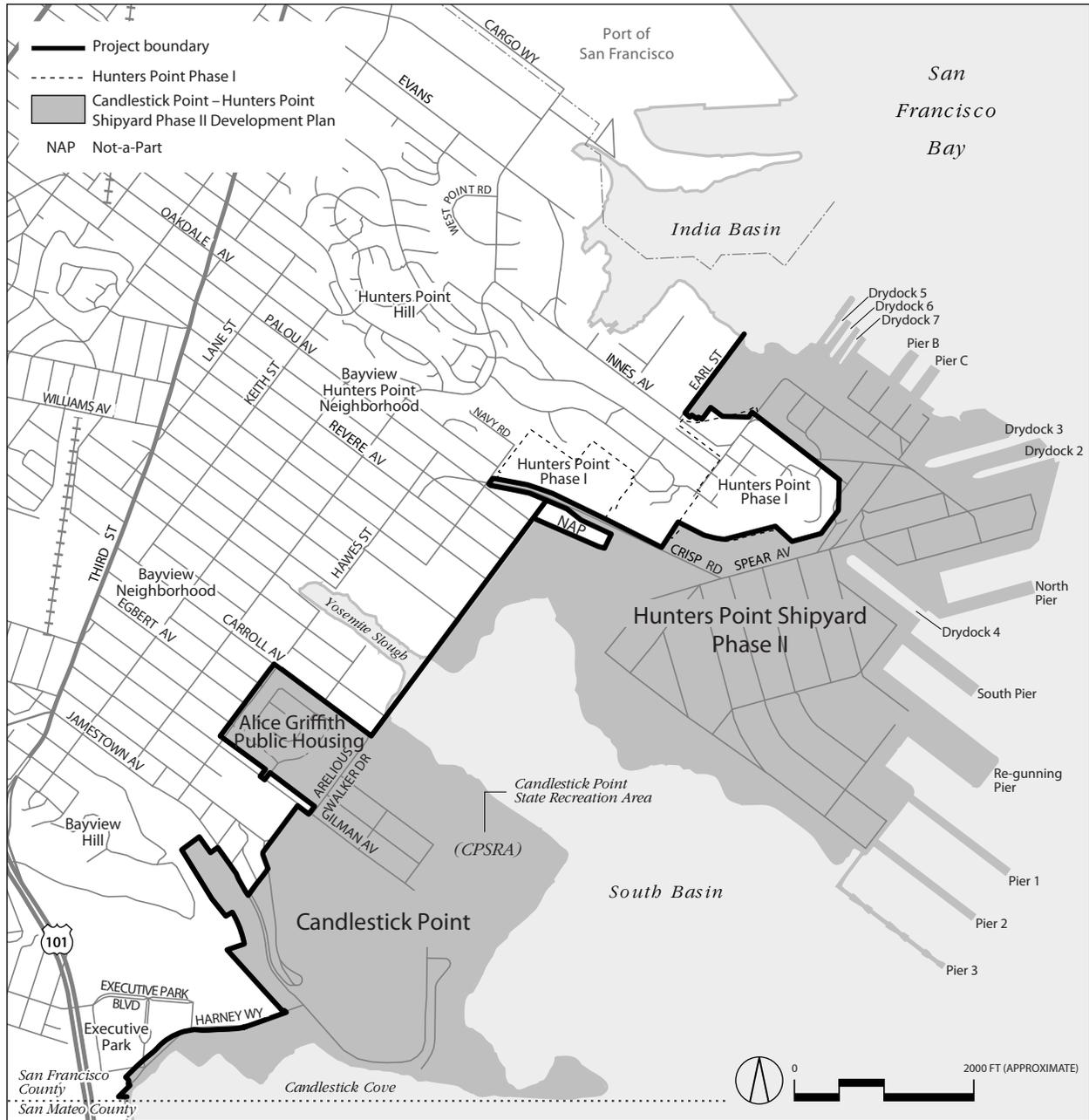
After the public hearings, Agency and the Planning Department staff will prepare and publish a Comments and Responses Document that includes the oral comments received at the public hearings and written comments received during the public comment period, staff responses to the comments, and any changes to the DEIR. The Comments and Responses Document, together with the DEIR, will comprise the FEIR. The Agency Commission and the Planning Commission will consider the FEIR at a public meeting and, if deemed adequate, will certify the FEIR. After certification, the Agency Commission, the Planning Commission, and then the Board of Supervisors may take action on the proposed Project, including the proposed amendments of the *Bayview Hunters Point Redevelopment Plan* and the *Hunters Point Shipyard Redevelopment Plan*.

Originated by Stanley Muraoka, Environmental Review Officer



Fred Blackwell
Executive Director

Attachment 1: DEIR Figure II-2, Project Site and Context
Attachment 2: DEIR Figure II-3, Proposed Districts



SOURCE: San Francisco Redevelopment Agency, Lennar Urban, 2009.

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FIGURE II-2



Candlestick Point — Hunters Point Shipyard Phase II EIR
PROJECT SITE AND CONTEXT

