

MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 180501-074

WHEREAS, The Candlestick/Hunters Point Shipyard Phase 2 development project (Project) intends to provide additional affordable and market-rate housing, employment, recreational and economic opportunities to the Bayview/Hunters Point neighborhood and all San Francisco; and,

WHEREAS, The Project's Transportation Plan and Transit Operating Plan, which propose a phased, comprehensive and multi-modal transportation network to serve the Project and adjacent areas, has been developed with extensive guidance and input from SFMTA and provides the basis of the transportation analysis in the Project's environmental review process as well as a financial analysis of transportation-related expenditures and revenues; and,

WHEREAS, The Project's Infrastructure Plan, an attachment to the Disposition and Development Agreement (DDA), defines the Public Infrastructure for the Hunters Point Shipyard Phase 2 (HPS2) Development; defines Infrastructure improvements to be provided specifically by the Developer for the HPS2 Area, and off-site work needed to support development of the HPS2 Area; and,

WHEREAS, Developer FivePoint, in conjunction with City and County agencies and departments, proposes changes to both the development plan and the Transportation Plan to adjust to changing economic circumstances; and,

WHEREAS, The Amended Transportation Plan identifies reduction of parking ratios as a potential tool should the Project not meet its mode share goals; developer FivePoint, OCII, and the SFMTA will monitor changes in the parking supply and loading facilities in relationship to achievement of the Project's mode share goals, and implement needed adjustments; parking ratios would remain generally consistent with the 2010 Transportation Plan, with the exception of proposed reductions in the the HPS Phase 2 neighborhood retail rate tied to development phasing, with a maximum of 2.0 spaces per 1,000 square feet by buildout, and regional retail reduced to a maximum of 2.7 spaces per 1,000 square feet; grocery store parking rates would be specified as an additional category at a maximum of 2.7 spaces; and,

WHEREAS, On June 3, 2010, the Planning Commission and the San Francisco Redevelopment Agency Commission, respectively, reviewed and adopted the Final Environmental Impact Report for the Project (the FEIR) in Planning Department File No. 20007.0946E, and on July 13, 2010, the Board of Supervisors approved Motion No. 10-0110, affirming the Planning Commission's certification of the FEIR; and,

WHEREAS, On June 15, 2010, the SFMTA Board of Directors in Resolution 10-091 adopted findings pursuant to CEQA, including mitigation measures, a statement of overriding considerations and a mitigation monitoring and reporting program (CEQA Findings) related to SFMTA Board of Directors approval actions for the Project; copies of this Resolution and supporting materials are available from the Secretary to the SFMTA Board and on the SFMTA's website, and the Resolution and supporting materials are incorporated herein by reference as

though fully set forth; and,

WHEREAS, The Office of Community Investment and Infrastructure (OCII or Successor Agency) has determined in Addendum No. 5 for the Project that the actions contemplated at this time related to modifications to the Project (the Modified Project) will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effect that would alter the conclusions reached in the FEIR; a copy of Addendum No. 5 and supporting materials are available from the Secretary to the SFMTA Board and available on the San Francisco Planning Department website, and the findings in Addendum No. 5 and supporting materials are incorporated herein by reference as though fully set forth; and,

WHEREAS, On April 17, 2018, the Commission on Community Investment and Infrastructure (CCII) adopted CCII Resolution No. 11-2018, by which CCII determined that the analysis conducted and the conclusions reached in the FEIR as to the environmental effects of the Project, together with further analysis provided in Addendum No. 5, plus the analysis regarding revisions to mitigation measures in two earlier addenda, Addendum No. 1 and Addendum No. 4 to the FEIR, remain valid and can be relied upon for approval of the Modified Project in compliance with the CEQA; and,

WHEREAS, As part of Resolution No. 11-2018, the CCII made findings regarding the modifications to 16 previously adopted mitigation measures as recommended in Addendum No. 5 and as further set forth in Resolution No. 11-2018 and approved the modifications to the adopted mitigation measures; for two of these mitigation measures, Mitigation Measure Transportation (TR)-16, Widen Harney Way, and Utility (UT)-2, Auxiliary Water Supply System, the language reflects minor changes CCII previously approved based on Addendum No. 1 and Addendum No. 4 as reflected in CCII Resolutions Nos. 1-2014 and 13-2016; in addition, CCII Resolution No. 13-2016 approved modifications to Mitigation Measure TR-23.1, Maintain Proposed Headways of the 29 Sunset, to assure that transit travel times would be consistent with the FEIR analysis; a copy of Resolution No. 11-2018 and supporting materials, including without limitation Addendum No. 1 and Addendum No. 4, and copies of Resolution Nos. 1-2014 and 13-2016 are available from the Secretary to the SFMTA Board and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The FEIR files, including addenda, are available from the Planning Department and have been made available to this Board and the public, along with the additional CEQA findings adopted by CCII in furtherance of the actions contemplated by this Resolution; and,

WHEREAS, The SFMTA Board has reviewed and considered the CEQA Findings, including the statement of overriding considerations that it previously adopted in Resolution No. 10-091, the findings in Addendum No. 5, the findings in CCII Resolution No. 11-2018, and the findings in CCII Resolutions Nos. 1-2014 and 13-2016 concerning amendments to adopted mitigation measures; now, therefore be it

RESOLVED, That the SFMTA Board of Directors finds that the actions contemplated by this ordinance are included in the actions identified in the Office of Community Investment and Infrastructure Resolution 11-2018 for purposes of compliance with CEQA; and be it further

RESOLVED, That the SFMTA Board of Directors hereby adopts the additional CEQA Findings in OCII Resolution 11-2018 as its own, including approving the modifications to the 16 adopted mitigation measures recommended for modification in Addendum No. 5, and to the extent any mitigation measures are within the SFMTA's jurisdiction to monitor or implement, the SFMTA Board of Directors consents to these measures; and be it further

RESOLVED, That the SFMTA Board approves the modifications previously approved by CCII to Mitigation Measures Transportation (TR)-16, TR-23.1, and Utility (UT)-2 for the reasons set forth in CCII Resolution Nos. 1-2014 and 13-2016; and be it further,

RESOLVED, That subject to approval from the Board of Supervisors, the SFMTA Board of Directors does hereby consent to the proposed revisions to the Candlestick Point Hunters Point Shipyard Phase 2 Transportation Plan (including the parking requirement and parking implementation strategy changes in the Amended Transportation Plan) and Hunters Point Shipyard Phase 2 Infrastructure Plan; and, be it further

RESOLVED, That, subject to appropriation of any necessary funds, this Board authorizes the SFMTA Director of Transportation, to take any and all steps (including, but not limited to, the execution and delivery of any and all agreements, notices, consents and other instruments or documents) as he or she deems necessary or appropriate, in consultation with the City Attorney, in order to consummate and perform its obligations under the Interagency Cooperation Agreement in accordance with this Resolution and legislation by the Board of Supervisors, or otherwise to effectuate the purpose and intent of this Resolution and such legislation; and, be it further,

RESOLVED, That, by adopting the CEQA Findings to support the Candlestick Point Project and Phase 2 of the Hunters Point Shipyard Project, by consenting to changes to the Transportation Plan and the Infrastructure Plan, the SFMTA Board does not intend to in any way limit, waive or delegate the exclusive authority of the SFMTA as set forth in Article VIIIA of the City's Charter.

I hereby certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting on May 1, 2018.



Secretary, Municipal Transportation Agency Board