

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Consenting to the proposed revisions to the Candlestick Point Hunters Point Shipyard Phase 2 Transportation Plan and Hunters Point Shipyard Phase 2 Development Infrastructure Plan, as these documents relate to matters under the SFMTA's jurisdiction, and the transportation-related mitigation and improvement measures, and adopting findings under the California Environmental Quality Act (CEQA).



**SUMMARY:**

- In 2010, the SFMTA Board of Directors adopted findings to support the Candlestick Point Hunters Point Shipyard Phase 2 Redevelopment Project (Project).
- The development project includes new housing, commercial and Research & Development (R&D) space, a retail center, entertainment venues, and new parks.
- The Shipyard developer, FivePoint, proposes to implement a modified version of the R&D Variant.
- The revised Transportation Plan supports the same goal of limiting auto use. Changes to the Transportation Plan include: modifications to phasing of roadway and transit infrastructure; changes to roadway alignment and cross-sections; potential water taxi service; stronger Transportation Demand Management (TDM); and a change in location of the Transit Center.

**ENCLOSURES:**

1. SFMTAB Resolution
2. CPHPS EIR and Addenda (Planning Department Case No. 2007.0946E): [EIR/Addenda](#)
3. OCII Commission resolutions: [2018](#), [2016](#), [2014](#)
4. Revised Project Mitigation Monitoring and Reporting Program: [MMRP](#)
5. Revised Draft Transportation Plan and Appendix: [Transportation Plan & Appendix](#)
6. Revised Draft Hunters Point Shipyard Phase 2 Infrastructure Plan: [HPS2 Inf Plan](#)
7. Economic and Fiscal Analysis: [Economic and Fiscal Analysis](#)

**APPROVALS:**

|   | <b>DATE</b>      |
|---|------------------|
| DIRECTOR   | <u>4/25/2018</u> |
| SECRETARY  | <u>4/24/2018</u> |

**ASSIGNED SFMTAB CALENDAR DATE:** May 1, 2018

**PURPOSE**

This calendar item seeks SFMTA Board consent to the proposed revisions to the Candlestick Point Hunters Point Shipyard Phase 2 Transportation Plan, the Hunters Point Shipyard Phase 2 Infrastructure Plan, the transportation-related mitigation and improvement measures, and adopting findings under CEQA, California Public Resources Code Sections 21000 et seq.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This proposed project supports the following goals and objectives in the SFMTA's Strategic Plan.

Goal 2. Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

Objective 2.4: Improve parking utilization and manage parking demand.

Goal 3. Improve the environment and quality of life in San Francisco

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.

Objective 3.2: Increase the transportation system's positive impact to the economy.

Objective 3.3: Allocate capital resources effectively.

Objective 3.4: Deliver services efficiently.

Objective 3.5: Reduce capital and operating structural deficits.

**Transit First Policy Principles**

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

## DESCRIPTION

The Candlestick Point Hunters Point Shipyard Phase 2 development project, located in the southeast corner of San Francisco, is a mixed-use, transit-oriented development. An extensive set of transportation measures are included to support the sustainable development and transportation goals of the SFMTA and the City and County of San Francisco. These include bus rapid transit (BRT) facilities, an extensive bicycle network, and a robust transportation demand management (TDM) program.

The Office of Community Investment and Infrastructure (OCII) and the developer, FivePoint, propose revisions to the 2010 development project, Transportation Plan, and Infrastructure Plan, which were initially approved by the SFMTA and the Board of Supervisors.

### 2010 Board Action

In 2010 the SFMTA Board of Directors adopted findings under CEQA to support the Candlestick Point Hunters Point Shipyard Phase 2 Redevelopment Project (HPS Phase 2 Project), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, and consented to the Interagency Cooperation Agreement (ICA) between the City and the former Redevelopment Agency. The project is located on two sites: 1) Candlestick Point (CP) and 2) Hunters Point Shipyard Phase 2 (HPS Phase 2). Hunters Point Shipyard Phase 1 (HPS Phase 1), is located just north of HPS Phase 2, and was approved separately through its own EIR (Environmental Impact Report). HPS Phase 1 is not included in this review.

As the HPS Phase 2 Project proposes land use and transportation changes, the SFMTA Board is now asked to consent to these proposed revisions to the HPS Phase 2 Transportation Plan and the HPS Phase 2 Infrastructure Plan.

### HPS Phase 2 Development Project

*Approved (2010) Development Project.* The approved HPS Phase 2 development project included:

- 10,500 new housing units
- More than 2.5 million square feet of commercial/R&D space
- Regional retail center
- Entertainment venues
- Over 300 acres of new parks
- Opportunity site for a stadium for the San Francisco 49ers
- Extensive investments in infrastructure
- A multi-modal transportation system developed in close consultation with the SFMTA

However, the 2010 EIR also provided CEQA clearance for an R&D Variant with 5,000,000 square feet of R&D space, compared to 2,500,000 square feet with the Project. The R&D Variant assumed that the 49ers Stadium would not be constructed, and, instead, additional R&D uses emphasizing emerging technologies would be developed at HPS Phase 2.

***Changes in the Modified 2018 Development Project.*** The 2018 R&D Variant proposes the following changes in HPS Phase 2 development, compared to the 2010 approved project:

1. Increase R&D/office space by 1,765,000 square feet; Increase retail at HPS Phase 2 by 201,000 square feet;
2. Increase residential units in HPS Phase 2 by 804 units, as compared to the 2010 Project, resulting in 3,454 residential units at HPS Phase 2 (including 172 units previously approved for HPS Phase 1);
3. Provide for new land uses, including a school and hotel;
4. Adjust the location and acreage of parks and open space, providing for an increase of approximately 1.3 acres of new parks (inclusive of CP and HPS Phase 2) as compared to the 2010 Project; and
5. Update the Phasing Plan and Schedule of Performance.

The 2018 Modified Project Variant at CP generally includes the following modifications to the 2010 Project:

1. Provide for 7,218 housing units at CP, which would be a decrease of 632 units as compared to the 2010 Project; and
2. Include an updated phasing plan, which would re-order CP Phase 2 construction sub-phases to proceed with development in an easterly rather than northerly direction.

Overall, the number of residential units would increase from 10,500 units to 10,672 units, which includes the 172 units previously approved in HPS Phase 1, but not constructed.

## **Transportation Plan**

***Approved (2010) Transportation Plan.*** The Transportation Plan is one of several plans and reports implementing the proposed Development Plan. The Transportation Plan presents goals, principles, and strategies to meet the travel demand needs. The Plan seeks to provide residents, employees, and visitors of the two neighborhoods with high-quality transportation infrastructure and services.

A robust expansion of Muni service is planned, including:

- A new transit center at the Shipyard
- New bus rapid transit (BRT) from both Candlestick Point and Hunters Point to Muni, BART and CalTrain stations
- New downtown express shuttles from both Hunters Point and Candlestick Point (HPX, CPX)
- Extension of existing transit routes into the site (29-Sunset, 24-Divisadero, 44-O'Shaughnessy, and 48-Quintara)

The SFMTA retains the ability to modify the transit program as needed based on funding availability and other considerations.

The Plan includes an extensive bicycle network, including a cycle track and other separated bike facilities connecting Candlestick Point with Hunters Point and also connecting to existing and planned bike facilities in the surrounding neighborhoods.

Transportation Demand Management (TDM) policies include:

- Full time transportation coordinator to manage real time transportation needs for residents, employees and visitors
- Required purchase of Muni Pass for all households
- Annual monitoring to review effectiveness of plan at achieving goal of maximum 45% of all person-trips by auto at project build-out

All parking for visitors and employees in commercial areas is to be paid. Residential parking is to be unbundled from residential units, so residents have the option not to pay for parking at all.

***Proposed (2018) Transportation Plan Changes.*** The 2018 Modified Project Variant would incorporate changes to the approved Transportation Plan related to various aspects of HPS Phase 2 as follows:

- **Roadway location, function, configuration phasing, and cross-section.** Refinements to roadway cross sections would encourage slow-speed auto traffic and better accommodate transit, bicyclists, and on-street parking based on recent SFMTA and *Better Streets Plan* design guidance.
- **Street network changes:** Include a re-orientation of the street grid in Shipyard South, the extension of Donahue Street to connect the southern and northern areas of HPS Phase 2 directly, and the addition of transit-only lanes on Lockwood Street and Donahue Street.
- **Transit Lines and Transit Center:** The extension of existing transit lines and the proposed new transit lines remain generally consistent with what was described in the 2010 FEIR and Transportation Plan. However, the Hunters Point Shipyard Transit Center would be moved two blocks to the northeast and a modified bicycle network is proposed; both of these changes occurred in consultation with the SFMTA.
- **Bicycle Network.** The bicycle network continues to feature a cycle track (realigned off of Crisp Avenue through the open space to the south) and other separated bike facilities connecting Candlestick Point with Hunters Point and also connecting to existing and planned bike facilities in the surrounding neighborhoods.
- **Pedestrian network.** The reconfigured pedestrian network includes two new pedestrian bridges over Dry Dock 4.
- **Water Taxi:** The Transportation Plan also proposes possible addition of privately operated water taxi. The water taxi landing would be located about two blocks from the Transit Center.
- **TDM Plan:** The TDM policies are largely unchanged from the approved 2010 Transportation Plan. However, enhancements to the TDM policies include:
  - Exempting households below 60% of Area Median Income from the requirement to purchase the transit pass;
  - Monitoring parking and transportation network company activity as part of the Transportation Coordinator's responsibilities; and
  - Identifying reduction of parking ratios as a potential tool to implement should the Project not meet its mode share goals. (While approximately 20,560 new off-street parking spaces and about 2,847 on-street parking spaces are permitted under the revised Transportation Plan, 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 consider needed adjustments.)

- **Parking Ratios:** Parking ratios would remain consistent with the previous Transportation Plan. However, with the transfer of 172 units of housing and changes to the mix of development square footage, the maximum parking supply (on-street and off-street in CP and HPS2 combined) would total about 23,407 spaces compared to 18,917 in the 2010 Project and 22,912 in the 2010 R&D Variant, according to EIR Addendum 5.

## **HPS Phase 2 Infrastructure Plan**

***Approved (2010) Infrastructure Plan.*** The HPS Phase 2 Infrastructure Plan defines the Public Infrastructure for the HPS Phase 2 Development. It defines infrastructure improvements to be provided specifically by the Developer for the HPS Phase 2 Area and off-site work needed to support development of the HPS Phase 2 Area. The HPS Phase 2 Infrastructure Plan, along with the the approved 2014 Subdivision Regulations for the Candlestick Point Hunters Point Shipyard Project (Project Subdivision Regulations), establish the design standards, criteria and specifications of infrastructure in the Project, including streets, low pressure water, recycled water, auxiliary water supply system, joint trench, street lighting, street furniture, separated storm and sewer systems, low impact design (LID) storm water treatment features, open space parcels, and other infrastructure.

***Proposed (2018) Infrastructure Plan Changes.*** Proposed changes to the HPS Phase 2 Infrastructure Plan include changes in roadway realignment, changes in street cross-sections, addition of traffic signals, capacity for bus battery charging at the Transit Center, addition of transit-only lanes on Lockwood Street and Donhue Street, and elimination of the previously planned overhead wire extension on the 24-Divisadero.

## **Transportation-Related Environmental Mitigation Measures**

Under the 2010 FEIR, FivePoint and the SFMTA are responsible for implementing and monitoring progress on a number of transportation-related mitigation measures, which cover the TDM program, the transit service program, various on-site and off-site roadway improvements, and bicycle measures. A major transit delay monitoring program will require either roadway improvements (e.g., exclusive transit lanes) or additional vehicles to mitigate future measured Muni delays. These requirements also include major off-site transportation improvement responsibilities for FivePoint, such as contributing "fair share" payments toward improvements to the US 101/Harney Way interchange, a potential Geneva Avenue extension, a Bayshore multimodal center, and other regional improvements. These mitigation measures are detailed in the attached Mitigation Monitoring and Reporting Program.

Since the 2010 FEIR was adopted, the successor agency to the Redevelopment Agency, referred to as the Office of Community Investment and Infrastructure (OCII), with the involvement of San Francisco Planning Department, has issued several Addenda, which have included recommended limited adjustments in the mitigation measures from the 2010 version. Key changes to the transportation-related mitigation measures include:

***Mitigation Measure (MM) Transportation (TR)-16: Widen Harney Way.*** The original mitigation measure called for a widened Harney Way to include a two-way cycle track, on the southern portion of the project right-of-way, along with bus rapid transit (BRT) lanes. Under Addenda 1, 4 and 5, improvements would correspond to increased travel needs as the project builds out, based on updated development phasing. Addendum 1 also refined the design. The 2018 modifications propose to link construction of Harney Way Phase 1B with the revised “trigger” point for implementation of the BRT.

***MM TR-17: Implement the Project’s Transit Operating Plan.*** The original mitigation measure called for implementation of the initially proposed Transit Operating Plan. Under Addendum 5, transit phasing and frequencies are proposed for modification to align with the revised development timeline.

***MM TR-23: Physical Improvements or Additional Vehicles to Maintain Muni Headways.*** The original Candlestick Point Infrastructure Plan called for Gilman Avenue between Arelious Walker Drive and Third Street to be reconfigured with two travel lanes and parking lanes on each side of the street, requiring sidewalks to be reduced from 15 to 12 feet on both sides of Gilman Avenue, with a potential mitigation measure to convert mixed-flow traffic lanes to transit lanes or add vehicles to limit delays to the 29 Sunset line. As part of 2010 FEIR Addendum 4, the proposed basic configuration of Gilman Avenue between Arelious Walker and Third Street was revised to retain a single traffic lane in each direction, with on-street parking, center turn lanes, and installation of new traffic signals at all intersections. Addendum 5 proposes no changes to the proposed Addendum 4 Gilman Avenue configuration.

***MM TR-VAR1: R&D Variant Mitigation Measure for additional traffic impacts at the intersection of Crisp and Palou avenues.*** The original mitigation measure for the R&D and Housing/R&D Variants required the Project Applicant to contribute its fair share to striping the southbound approach at Crisp and Palou to provide a dedicated left-turn lane and a shared through/right-turn lane and prohibiting on-street parking on Griffith Street between Palou and Oakdale avenues. Addendum 5 revises this mitigation measure to require striping the southbound approach at Crisp and Palou to provide a dedicated right-turn lane and a shared through/left-turn lane, and also constructing the westbound approach on Crisp Avenue to provide two dedicated left-turn lanes and one shared through/right-turn lane.

More details on the mitigation measures and changes are provided in the Addenda (Enclosure 2).

## **STAKEHOLDER ENGAGEMENT**

The development project has undergone an extensive outreach effort leading up to approval and detailed design. Since 2007, this has included over 250 community outreach meetings.

More recently, the proposed redesign of the Shipyard and Candlestick Point has undergone an extensive outreach process. The Hunters Point Shipyard Citizens Advisory Committee has hosted several updates for the community, including meetings on January 11, 2018 (entire CAC), on February 8, 2018 (Planning, Development & Finance Subcommittee), and on April 2, 2018 (entire CAC) that focused particularly on transportation issues. The OCII Commission has

also hosted multiple hearings and information sessions on the development project. The San Francisco Planning Commission provided an update, soliciting public comments on March 22, 2018.

The SFMTA has participated actively in this broader community engagement process, but also through its own community input venues. When the SFMTA Policy and Governance Committee discussed the development project and Transportation Plan changes on March 23, 2018, public comment was considered. Also, the SFMTA Citizens Advisory Council Operations and Customer Service Committee on April 10, 2018 considered the development and transportation changes.

## **ALTERNATIVES CONSIDERED**

The Project is a mixed-use development project and not specifically a transportation project, although it includes components and mitigation measures that are transportation-related. Alternatives to the Project that were considered and rejected are summarized in the 2010 FEIR and addenda.

## **FUNDING IMPACT**

### **2010 Fiscal and Economic Analysis**

In 2010, the SFMTA Board considered a fiscal and economic analysis by Economic & Planning Systems, Inc. to determine the impacts of the development project on the SFMTA finances. This analysis indicated that transportation improvements described above will be funded through a combination of developer capital, land-secured public financing, and new revenues generated by the Project, including on-site and off-site infrastructure, transit operations and maintenance, transit facilities and rolling stock. This indicated that an estimated \$300 million worth of on-site and off-site transportation infrastructure would be furnished by the development project. However, the staff report stated that the Project-generated revenues are best estimates and there is no written instrument that sets aside or guarantees any such revenues to the SFMTA.

### **Revised (2018) Fiscal and Economic Analysis: Overview**

The 2010 analysis was updated by the same consulting firm, Economic & Planning Systems, Inc., in March 2018. This revised analysis (attached to this item) concludes that with the more intensive land uses and with changing conditions, the financial impacts of the development project would be more positive for the SFMTA than forecast in the 2010 analysis. In particular:

1. At project buildout (assumed to be 2035), development project-related annual General Fund revenues to the City (estimated \$80.8 million) are forecast to be more than twice as high as annual Project-related General Fund expenditures (estimated \$40.2 million).
2. With the exception of 2021, City revenues are forecast to exceed annual operating costs to serve the Project.
3. At Project buildout, the net annual General Fund surplus is forecast to be 75% higher than the equivalent estimates under the 2010 analysis (in 2017 constant dollars)
4. At Project buildout, the Project-related annual revenues (\$29.9 million) are projected to be greater than Project-related annual transit expenditures (\$26.5 million).



5. Transit revenues are expected to exceed costs in every year of the development project through buildout year, with the exception of 2021, 2027 and 2028.
6. At Project buildout (2035), a positive cumulative transit surplus of approximately \$36 million is forecast.
7. At Project buildout the net annual transit surplus will be much higher than the equivalent estimates in the 2010 analysis (in 2017 constant dollars).

### **SFMTA Project Revenues**

The primary sources of increased revenue to the SFMTA include: General Fund increases through higher property and business taxes; required Fast Pass purchases from most households; other fare revenues; Prop K sales tax; and revenues from parking meters, the off-street parking tax, and parking fees/fines.

### **SFMTA and Developer Transportation Costs**

Under the 2010 approvals, the SFMTA will be responsible for major increased costs, both capital and operations/maintenance, primarily Muni and paratransit fleet increases and the storage/maintenance facilities to accommodate additional vehicles.

The developer will be responsible for the initial capital costs of new traffic control devices, all on-site roadway design and construction, on-site transit facilities, and required mitigation measures. Mitigation measures include: contributing a “fair share” toward improvements to the US 101/Harney Way interchange, a potential Geneva Avenue extension, a Bayshore multimodal center, and other regional improvements.

The SFMTA will be responsible for all the operations and maintenance costs of Muni/paratransit service and traffic control devices. San Francisco Public Works will generally be responsible for the costs of maintaining streets once accepted by the City and County of San Francisco. The developer will be responsible for continuing support of the project’s Transportation Demand Management Program, both its operations and offices.

The Fiscal and Economic Analysis assumes that the costs of new vehicles and storage/maintenance space for these vehicles will be covered by cumulative project revenues through buildout, but this does not address the SFMTA’s need to acquire 77 additional buses and 19 light rail vehicles, plus storage/maintenance facility space for the buses, well before they can be fully funded by the development project. The SFMTA must either finance fleet and facility enhancements itself or obtain alternative funding.

## **ENVIRONMENTAL REVIEW**

### **Environmental Impact Report (EIR)**

On June 15, 2010, the SFMTA Board of Directors in Resolution 10-091, considered the Project FEIR, (San Francisco Planning Case Number 2007.0946E; San Francisco Redevelopment Agency Case Number ER06.05.07), and adopted findings in support of its approval actions for the Project, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA (CEQA Findings). On April 9, 2018, the OCII, issued an

Addendum (Case Number [2007.0946E]) [Addendum No. 5] to the FEIR, which concluded that proposed changes would not cause new significant impacts not identified in the Project FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. A copy of the CEQA determination may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

**EIR Addenda**

Since the certification of the FEIR in 2010, OCII has prepared several addenda in consultation with the Planning Department to address Project changes. Addenda No. 1 and 4, among other issues, addressed proposed revisions in transportation-related mitigation measures concerning Harney Way and the 29-Sunset transit line. (Addenda Nos. 2 and 3 analyzed proposed changes to the Project, which are no longer being pursued) For purposes of this approval, the Board is requested to adopt the mitigation measures revised by Addenda 1 and 4, and additional CEQA Findings related to approval of changes to the Transportation Plan and modifications to additional mitigation measures identified in Addendum 5.

Addendum No. 5 concluded that the proposed modifications to these mitigation measures would not result in new or more severe impacts.

The Board is now requested to adopt additional CEQA Findings based on analyses in EIR addenda 1, 4, and 5 that recommend proposed revisions to certain mitigation measures, and in the case of Addendum 5, support the Board consenting to revisions to the Transportation Plan and Infrastructure Plan.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The revised Project was approved by the OCII on April 17, 2018 and by the Planning Commission, April 26, 2018. It will also be considered for approval this summer by the Board of Supervisors.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors consent to the proposed revisions to the Transportation Plan and Infrastructure Plan and the transportation-related mitigation measures, and adopt findings under CEQA.

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

RESOLUTION NO. \_\_\_\_\_

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, 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 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.

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Secretary, Municipal Transportation Agency Board