



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: October 11, 2013
Case No.: 2002.1129E
Project Title: San Francisco Marina Renovation Project
EIR: San Francisco Marina Renovation Project Final EIR
SCL No. 2003122131, certified January 11, 2007
Zoning: P (Public)
Height and Bulk: OS (Open Space)
Block/Lots: 0900/003
Lot Size: Approximately 39 acres
Project Sponsor: San Francisco Recreation and Park Department
Lead Agency: San Francisco Planning Department
Staff Contact: Elizabeth Purl – 415.575.9028
elizabeth.purl@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

REMARKS

The project sponsor, the San Francisco Recreation and Park Department, has submitted an Environmental Evaluation application to the Planning Department ("Department") which amends its previously-approved Marina Renovation Project at the San Francisco Marina (see Planning Commission Motion No. 17357), located on the City's northern waterfront between Fort Mason and the Presidio. The proposed change would affect the vacant former U.S. Navy Degaussing Station building and consists of renovation and reuse of the building site as a restaurant, rather than as an office as approved. The entire Marina Renovation Project, including the proposed change in use, is hereafter referred to as the "modified project."

Background

On January 11, 2007 the San Francisco Planning Commission certified the San Francisco Marina Renovation Project Final Environmental Impact Report EIR (FEIR). This certification was upheld by the Board of Supervisors on March 20, 2007. An Addendum to the FEIR, addressing amendments to certain project components in the marina's West Harbor, was prepared on February 25, 2010. The proposed project (as amended) evaluated in the FEIR and Addendum included both waterside and landside improvements at the marina. Waterside project components entailed installation of three new breakwaters and removal of two existing breakwaters; reorientation and replacement of floating docks and boat slips, including new gangways and gates; a reduction in the number of slips from 668 to 628; addition of two hand boat launches; pile replacement; utility upgrades; and maintenance dredging. Landside improvements included construction of a 1,000-square-foot maintenance building; renovation of the vacant Degaussing Station building for use as the Harbor Office; renovation of the existing Harbor Office for use as tenant restrooms and showers; upgrade and expansion of the 1,970-square-foot East Harbor restroom facilities by about 600 square feet; and installation of information signage. The project also included improvements to the East Harbor parking area, which included a new boat hoist for trailer boat launching, a trailer boat storage area with space for 24 boats, and installation of parking access control gates.

The amended project considered in the 2010 Addendum differed from the approved project in that it would accommodate 48 additional boats compared to the approved project through the use of side/end ties on floating docks, increasing the total number of slips in the East and West Harbors from 668 to 676. It would also include a 300-foot-long floating breakwater near the harbor entrance at the tip of the North Jetty rather than a fixed 185-foot breakwater; a reduction in the extent of the planned east-west breakwater; increased rip-rap volume used for repairs following removal of moles and construction of new landings; and an increase in the volume of maintenance dredging. The 2010 Addendum concluded that the amended project would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and that the analyses conducted and the conclusions reached in the certified FEIR remained valid.

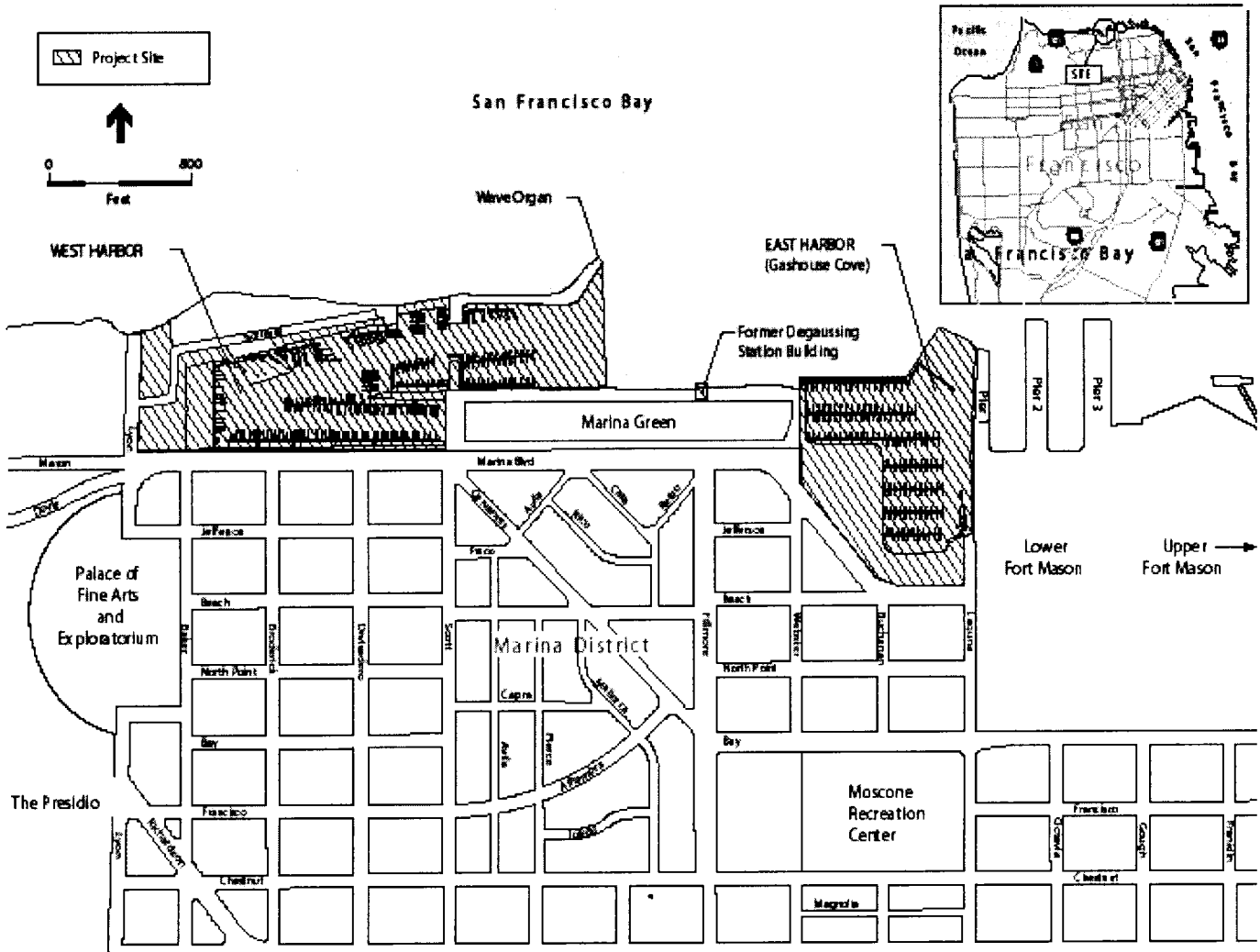
The current proposal, the subject of this addendum, falls within the range of feasible alternatives included in the FEIR. In particular, the FEIR included “No Project” Alternative and a “Removal of the Former Degaussing Station and Expansion of the Harbor Office” Alternative, which discussed the effects of maintaining and expanding the Harbor Office at its current location, as is now proposed, as well as demolishing the former Degaussing Station. The physical components included in the modified project generally resemble the scope of the FEIR’s preferred project, as further explained below.

PROJECT DESCRIPTION

Project Location and Project Site

The marina is located along the northern waterfront of San Francisco adjacent to the Marina Green, between Crissy Field on the west and Fort Mason on the east (see **Figure 1, Project Location**). The roughly 1,100,000-square-foot (39-acre) water area of the project site includes the West Harbor portion of the marina, which is bounded by Marina Boulevard and the western end of Marina Green to the south, Yacht Road and the outer jetty to the north, the harbor entrance to San Francisco Bay to the east, and Yacht Road to the west; and the East Harbor, bounded by Marina Boulevard and Scott Street to the south, Fort Mason to the east, the East Harbor breakwater and the open waters of the Bay to the north, and the eastern end of the Marina Green to the west. Landside project areas include the Little Marina Green, West Harbor restrooms, maintenance building, refreshment kiosk, and Harbor Office/restroom building in the West Harbor area and the East Harbor open space area (Marina Green Triangle) and restroom near the East Harbor. The former Degaussing Station is a small, isolated portion of the project site located roughly halfway between the West Harbor and East Harbor along the seawall north of the Marina Green, and is surrounded by areas that are not part of the project site. The West Harbor and East Harbor are not included as part of the project components analyzed in this addendum, as no changes to the approved project are proposed that would affect these project components.

Land uses in the vicinity of the Marina Renovation Project site are characterized by recreational/cultural and open space uses along the waterfront and residential and neighborhood commercial uses inland. The Crissy Field portion of the Golden Gate National Recreation Area (GGNRA) is located immediately west of the project site. The Palace of Fine Arts and Exploratorium are located to the southwest. The Marina residential neighborhood and Marina Green Park abut the project site to the south, and the east side of the site is bounded by Fort Mason, part of the GGNRA. The project site is bounded by San Francisco Bay to the north and northeast.



SOURCE: Environmental Science Associates

Figure 1
Project Location

Project Characteristics

The modified project entails renovation and reuse of the former Degaussing Station as a restaurant, rather than as the Harbor Office as originally proposed. No changes to the amended project components analyzed in the FEIR and Addendum within the West Harbor or East Harbor are under consideration. The modified project's scope includes moving the existing 643-square-foot building approximately 14 feet to the south and construction of an addition with 430 square feet, for a total building area of 1,073 square feet. The restaurant would have a covered outdoor dining area enclosed with glass windscreens on its west side, with an area of 576 square feet, and an open outdoor dining area surrounded by a low fence/windbreak would extend west from the building and cover approximately 697 square feet, for a total outdoor area of about 1,273 square feet. The restaurant footprint, including the building with addition and both covered and open-air outdoor dining areas, would cover about 2,346 square feet. The existing building height of 18 feet would not be increased; the rooftop cupola would be retained and an equipment well screened by a 2-foot-high parapet would be added to the roof. Interior modifications would be made to install a kitchen, a counter-service area, an accessible public restroom, and associated service areas. **Figure 2, Proposed Site Plan**, shows the proposed modifications.

The restaurant would have counter-style service with 25 indoor seats and up to 50 outdoor seats for a total capacity of up to 75 customers. Operating hours are assumed to be approximately 7 a.m. to 9 p.m., with limited service during breakfast.

As part of the modified project, the existing chain-link fencing surrounding the building would be removed and the Bay Trail, which currently skirts the building and fenced area to the south, would be extended in a continuous, straight pathway along the seawall to the north of the new building location. Other project components include improved connections to water, wastewater, and electrical utilities; Americans with Disability Act (ADA) access modifications to provide a ramp from the Bay Trail to the adjacent parking lot; bicycle racks for up to 12 bicycles; and landscaping consisting of trellised plantings around the building and perimeter fencing. The project would remove one parking space from the existing marina parking lot to accommodate the ADA-compliant ramp, which would replace an existing roughly 4-foot-wide curb cut that currently provides access to the sidewalk.

Construction would occur in a single phase and is projected to last approximately five months.

The modified project would require approval by the Recreation and Parks Commission and approval of the lease by the Board of Supervisors prior to approval of the building permits. It would also require San Francisco Bay Conservation and Development Commission (BCDC) approval.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the

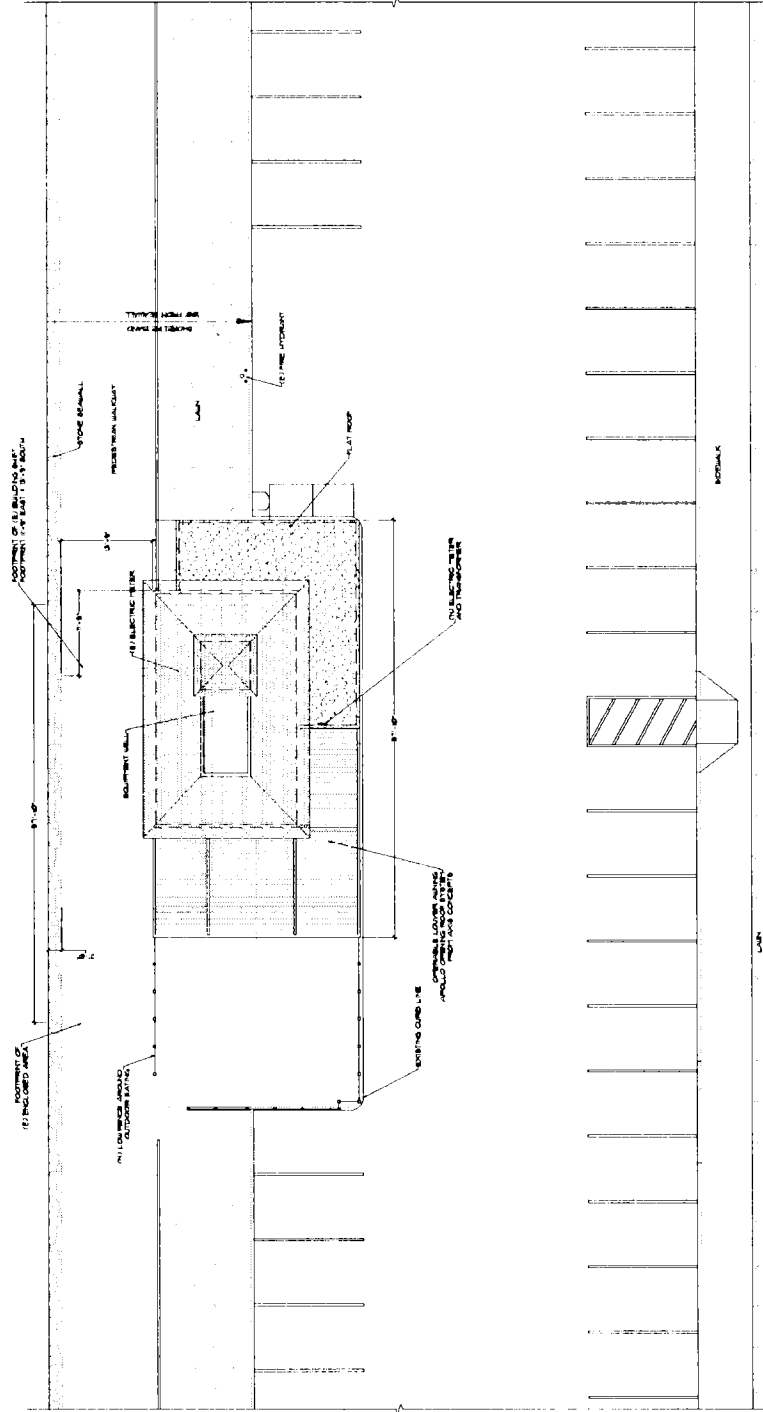


Figure 2
Proposed Site Plan

Source: The Midglen Studio/Woodhouse Fish Co.

conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

The previously approved project was the subject of an Environmental Impact Report (EIR), certified by the Planning Commission on January 11, 2007. An appeal of the certification of the Final EIR (FEIR) was filed and the Board of Supervisors overturned the appeal and upheld the FEIR on March 20, 2007. An Addendum to the FEIR, addressing amendments to certain project components in the marina's West Harbor, including an increase in boat slips and changes related to breakwaters, rip-rap, and dredging as described above, was prepared on February 25, 2010.

The FEIR's Initial Study analyzed the potential impacts of the project as originally proposed and found that it would not have a significant effect on the environment. The FEIR analyzed potential impacts in the areas of: Land Use, Aesthetics, Population and Housing, Cultural Resources, Transportation and Circulation, Noise, Air Quality, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources.

The FEIR's Initial Study identified the following mitigation measures related to renovation and reuse of the former Degaussing Station, adopted as conditions of approval: MM-2 Construction Air Quality, to reduce fugitive dust effects during construction work; MM-3 Environmental Site Assessment/Health and Safety Plan, to determine the presence of possible onsite soil contamination; and MM-4 Archeology, to cease work if cultural resources are accidentally discovered. The Initial Study identified these measures for the entirety of work at the marina, and all measures would be implemented prior to or during construction activities at the former Degaussing Station. With regard to Measure MM-2, Construction Air Quality, this measure is deemed no longer applicable. Since certification of the FEIR, the Board of Supervisors passed Ordinance 176-08 (effective July 30, 2008) which requires sponsors to prepare and implement a dust control plan under review by the Department of Public Health. This ordinance includes all substantive elements and actions called for in Measure MM-2.

One FEIR mitigation measure is applicable for reuse of the former Degaussing Station: GEO-1, requiring preparation of a geotechnical report to be reviewed and finalized by the Department of Building Inspection prior to undertaking any renovations of the former Degaussing Station in order to reduce the risk of seismic hazards to an acceptable level. The geotechnical analysis is required to be submitted and reviewed by the Department of Building Inspection prior to issuance of a building permit. The FEIR found that the project as previously approved, with implementation of this mitigation measure and other mitigation measures identified in the FEIR, would not result in significant, adverse effects on the environment, and the 2010 Addendum found that the revised project, which made changes to the West Harbor element of the project only and did not involve the former Degaussing Station, would not alter this conclusion.

Since certification of the EIR, no changes have occurred in the circumstances under which the original project alternatives or the project as currently proposed that would change the severity of the project's physical impacts, and no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Further, changes to the proposed project, as demonstrated below, would not result in any new significant environmental impacts or a substantial increase in the significance of previously identified environmental effects. The effects of the project would be

substantially the same as reported in the San Francisco Marina Renovation Project FEIR as they relate to the renovation and reuse of the former Degaussing Station. The following discussion provides the basis for this conclusion.

Land Use and Recreation

The primary difference between the approved project and the project as modified entails reuse of the former Degaussing Station as a counter-service restaurant, rather than as the Harbor Office as previously contemplated. The Harbor Office would remain in its current location; renovation of the building housing that office and the associated restroom/shower expansion has been completed. The modified project would place a new restaurant use in the project area, adjacent to the San Francisco Marina parking lot and the Marina Green and about halfway between the East and West Harbors. This new use would be relatively small and would be expected to serve primarily existing marina and park users. It would be similar in scale and operations to other food-service establishments in nearby recreational areas, such as the East Beach Café and Warming Hut in the adjacent GGNRA. Consistent with the findings of the FEIR, such reuse would be compatible with surrounding uses; surrounding uses and activities would be expected to continue and would interrelate with each other as they do presently.

Similar to the approved project, the modified project would not adversely alter the existing variety of recreational and open space uses on the site so as to divide or disrupt the existing community. The project would include a minor modification to the Bay Trail, creating a straight pathway of uniform width along the Bay shore to replace the existing pathway that narrows and makes four 90-degree turns as it skirts the building. This alteration would not impede use of the Bay Trail and would be an improvement over existing conditions. Further, the modified project would not disrupt the physical arrangement of the Marina Green, nor adversely affect ongoing recreational uses on the Marina Green or in other nearby recreational areas. Because most restaurant customers are expected to be existing marina, park, and recreational facility users, the modified project would not substantially increase the use of the Marina Green, San Francisco Marina, or nearby Crissy Field or Palace of Fine Arts recreational spaces such that substantial physical deterioration would occur as compared to the original project. In sum, changes proposed under the modified project, similar to the FEIR, would not result in adverse land use and recreation impacts either individually or cumulatively.

Aesthetics

The modified project would result in minor changes to the former Degaussing Station building that would not have substantial effects on visual character and views, similar to the approved project as evaluated in the FEIR. The proposed building configuration and appearance would be similar to existing and approved conditions. The building would be moved approximately 15 feet south and the Bay Trail would be realigned to run straight along the seawall north of the building. An extension of about 430 square feet would be added along the eastern and southern sides of the building and covered and open outdoor dining areas with a total area of about 1,273 square feet would be added to the west side of the building. As noted above, the existing building height of 18 feet would not be increased; a parapet extending about 2 feet above the current roofline (about 4 feet lower than the height of the existing cupola) would be added in the central portion of the roof to shield rooftop ventilation equipment. As seen from the Marina Green, the building would extend approximately 12 feet further to the east and the outdoor dining area would extend about 11 feet further to the west than the current footprint of the building and surrounding fenced area. These alterations would be visible from nearby public viewpoints, such as nearby portions of the Marina Green, but would be unobtrusive especially from mid-range and

more distant viewpoints and would not substantially alter the visual character of the area compared to existing and anticipated conditions as discussed in the FEIR. Views in the project area are dominated by the Bay, the existing marina, and boats on the water. While the building additions associated with the modified project would partially block small portions of these views from some angles and from close-in viewpoints, the new building area would be very small compared to the broad expanse of existing views in the area and post-project views would not be substantially different from those already available.

The modified project, like the approved project, would include new lighting. The proposed restaurant would have interior lighting and new exterior lighting for safety, signage, and outdoor dining area illumination. The windows along the south side of the building (facing the Marina Green and Marina Boulevard) would be equipped with shades or blinds that would be required to be closed at night, reducing visible illumination from the building interior. Exterior lights, including signage lights, would be downward-directed and shaded to minimize lightspill into the surrounding area. Low path lights would be provided for safety within the outdoor dining area; they would be mounted on posts about 4 feet above the ground and downward-directed with shades to prevent lightspill. Interior lights and exterior dining area lights would automatically be turned off after the restaurant closed at night, with lights-out expected by approximately 10 p.m. The modified project thus would reintroduce night lighting in an area that is now dark at night but, with the use of shades or blinds, shielding, and automatic lights-out after hours, it would not create a substantial source of nighttime light.

The modified project would thus alter the visual character and nighttime light conditions at the former Degaussing Station building and from nearby public and private vantage points, but not in a demonstrably adverse way. Views of the existing building would continue to be a component of the marina area's visual landscape, and the small increase in building area would not substantially degrade or obstruct important scenic resources or create substantial light and glare, similar to the conclusions reached in the FEIR.

The remainder of the San Francisco Marina Renovation Project would be carried out as approved and other project components would not be affected by the proposed reuse of the former Degaussing Station building. Similar to the project analyzed in the FEIR, the modified project would not substantially or adversely degrade public views or scenic vistas, result in a degradation of the visual quality or character of the site or surroundings or create substantial new sources of light or glare. Project and cumulative aesthetic effects would be less than significant, similar to the conclusions reached in the FEIR.

Transportation

Traffic

Automobile traffic is currently generated by people traveling to and from various uses in the marina area, including boating-related activities and other recreational uses such as sightseeing and activities on the Marina Green. Much of the existing traffic in the area is not related to uses on the project site. Automobile traffic at the marina is also generated by commuters searching for parking on weekdays, overflow parking from special events at Fort Mason on evenings and weekends, and parking overflow from adjacent neighborhood uses. The FEIR transportation analysis examined primarily boater-related traffic associated with the proposed project and concluded that impacts to vehicular service levels would be less than significant, and the 2010 Addendum confirmed this conclusion. The analysis assumed that the former Degaussing Station would be renovated for use as the Harbor Office, and that therefore no

additional traffic would result from this project component as it would merely move existing employees from one location to another within the marina.

For purposes of conservative analysis, potential traffic effects of the modified project were examined using the trip generation rates for composite restaurant use in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October, 2002) and an assumption that all restaurant-related trips would be single-destination new trips. Under these conditions, the modified project would generate an additional 989 daily person-trips compared to existing conditions. (Person-trips include trips made by vehicle, transit, and walking or bicycling.) The *Guidelines* provide a peak-hour factor of 13.5 percent for trips that would be expected to occur in the p.m. peak hour. Therefore, in this worst-case scenario, the modified project would generate about 134 new person-trips (using all transport modes) in the p.m. peak hour and approximately 46 p.m. peak-hour vehicle trips if all restaurant-related trips were new trips. This relatively low number of new trips would not have the potential to substantially affect levels of service at local intersections. However, given the nature and location of the proposed use as a casual, counter-service restaurant, it is likely that actual trip generation would be substantially lower. For the purposes of this analysis, based on the availability of restaurants along nearby Chestnut Street as alternative destinations for diners and the existing heavy use of the Marina Green, the Planning Department estimates that at least 65 percent of restaurant-related trips during the peak hour would be pass-by trips – that is, trips that were already being made past or to the project area and that include a stop at one or more additional destinations, rather than unique single-destination trips. The proposed restaurant is expected to draw customers primarily from the existing Marina Green visitors, boater community, Bay Trail users, soccer field users, etc. Most restaurant patrons would thus be persons already in the area. The proposed restaurant use would therefore be expected to have a high pass-by rate as it would capture primarily this existing traffic (both vehicle and pedestrian/bicycle/transit), rather than creating a new destination that would generate single-purpose vehicle trips. Using a 65 percent pass-by rate, the proposed restaurant is expected to generate about 47 p.m. peak-hour person-trips or about 16 p.m. peak-hour vehicle trips. Given the minor increase in traffic expected by the project as modified, and recognizing that many restaurant-related trips would be existing trips, impacts to vehicular service levels would be less than significant, similar to the conclusions reached in the FEIR.

Transit

As discussed above, most restaurant patrons are expected to be persons already in the area, including those who arrive by transit. Even if all restaurant-related transit trips were new trips, the modified project would generate only about 78 additional daily person-trips using transit, including 11 p.m. peak-hour trips. This represents a minimal increase in transit use compared to existing conditions and would not have a measurable effect on transit ridership. Thus, similar to the conclusions reached in the FEIR, the modified project would not cause a substantial increase in transit demand which cannot be accommodated by existing and proposed transit capacity.

Parking

Under the approved project, the number of parking spaces in the West and East Harbors would not change substantially and existing parking restrictions would remain in effect. According to the Marina's Harbor Master,¹ approximately 1,100 spaces are within both the East and West Harbors, with

¹ Personal communication, Larry White, Harbor Master, February 19, 2010.

approximately 700 of the spaces located east of Scott Street. The Harbor Master also estimates that upwards of two-thirds of the Marina's available parking spaces are occupied by 9 a.m. on most weekdays; during weekend days, parking is essentially at functional capacity. No additional parking would be created under the modified project; one space would be removed to accommodate an ADA-compliant ramp providing access from the existing parking lot to the Bay Trail. One standard parking space adjacent to the proposed ramp would be converted to a handicapped-accessible space.

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *Guidelines*. Assuming a worst-case scenario in which each of the additional vehicle trips under the modified project would be a single-destination, new trip, up to 32 additional parking spaces per day over FEIR approved conditions would potentially be needed by restaurant patrons. The proposed project would not include off-street spaces. Thus, the project would have an unmet parking demand of up to 32 spaces. As discussed above, trip generation is likely to be much lower than this worst-case condition and actual parking demand is therefore also likely to be substantially lower, given that restaurant visitors are likely to be primarily drawn from persons already in the marina area. Similar to existing conditions, this additional parking demand might not be accommodated during peak periods, special events (e.g., at Fort Mason) or possibly when nearby projects, such as the Doyle Drive replacement project are under construction (see discussion below).

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis in the FEIR accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this

occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

While the proposed project would not provide off-street parking spaces to meet the anticipated parking demand, the resulting parking deficit would not result in a significant impact in this case. At this location, the unmet parking demand would be relatively small compared to existing demand and could generally be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity, including the large off-street parking lot surrounding the project site. Additionally, the project site is well served by public transit, pedestrian, and bicycle facilities. As noted above, it is anticipated that most restaurant patrons would already be in the area, rather than driving to the area for the specific purpose of visiting the proposed restaurant, and therefore would not contribute substantially to the existing excess parking demand that occurs intermittently in the marina area under peak conditions. Any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

In summary, the proposed project would not result in a substantial parking deficit and create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Therefore, parking impacts would be less than significant, similar to the conclusions reached in the FEIR.

Construction

During the projected five-month construction period, there would be temporary and intermittent truck trips to and from the project site. Construction is anticipated to occur on weekdays only, and staging of construction equipment and material would occur on site or in the adjacent parking area. There is adequate space for construction staging adjacent to the project site and staging would not affect the surrounding street network. Materials are expected to be delivered by truck using Marina Boulevard and to occur primarily during the morning hours. The intensity and nature of construction delivery and activity would vary over the construction period, and effects of added truck traffic on area roadways would likewise vary but are expected to be minimal because of the small scale and short duration of construction. The temporary impact on traffic flow would therefore be less than significant. During project construction, construction workers would use off-street parking spaces in the adjacent parking lot, which on weekdays may be generally available.

Doyle Drive is the portion of US Route 101 located within the Presidio that winds 1.5 miles along the northern edge of San Francisco that connects the San Francisco peninsula to the Golden Gate Bridge. As described in the FEIR, the project to replace Doyle Drive, now known as the Presidio Parkway Project, may overlap with ongoing construction activities in the marina's West Harbor. The construction of the Presidio Parkway is taking place in two primary phases. The first phase has been completed. During Phase II (ongoing-2014), traffic will be shifted onto new southbound structures and a temporary bypass adjacent to Doyle Drive. One local ramp, northbound 101/Doyle Drive to southbound Highway 1/Park Presidio, will be closed. Although construction activities associated with the modified project, including the reuse of the Degaussing Station, may overlap with the Presidio Parkway project, combined effects are anticipated to be minimal given that West Harbor construction is nearing completion, most materials deliveries for the ongoing West Harbor work would be delivered via barge, and the scale and duration of

construction at the former Degaussing Station would represent only a slight increase over current conditions. Contractors would need to accommodate ongoing construction activities in preparation of the phasing and construction management plans.

Similar to conclusions reached in the FEIR, the modified project's construction-related impacts would be temporary, intermittent, and less than significant.

Air Quality

The FEIR found that the project as approved would not violate ambient air quality standards, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors, or alter wind, moisture, or temperature so as to substantially affect public areas. The approved project (as amended) analyzed in the FEIR and the 2010 Addendum was found not to exceed mobile and stationary emissions thresholds for criteria pollutants.

The modified project would slightly increase vehicle trips to the project site and associated air emissions. It is not located within an air pollution hot spot, and the proposed reuse of the former Degaussing Station is well below the screening level size threshold for criteria air pollutants and precursors and GHG emissions. Operational emissions at the project site thus would not exceed the Air District's significance thresholds for criteria pollutants.

As noted above, the air quality mitigation measures set forth in the 2006 FEIR would no longer apply to the proposed project, as the City adopted a Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The Construction Dust Control Ordinance was adopted with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). The San Francisco Building Code Section 106A.3.2.6.3 requires a "no visible dust" requirement with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Building Code requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI.

Below are the following regulations and procedures set forth in Section 106A.3.2.6.3 of the San Francisco Building Code's General Dust Control Requirements:

- Water all active construction areas sufficiently to prevent dust from becoming airborne. Increased watering frequency may be necessary whenever wind speeds exceed 15 mile per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible;
- Provide as much water as necessary to control dust (without creating run-off) in an area of land clearing, earth movement, excavation, drillings, and other dust-generating activity;
- During excavation and dirt-moving activities, wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday;

- Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques; and
- Use dust enclosures, curtains, and dust collectors as necessary to control dust in the excavation area.

Compliance with the San Francisco Building Code’s General Dust Control Requirements would ensure that the project’s fugitive dust impacts would be less than significant.

The modified project would therefore result in less-than-significant project and cumulative effects related to air quality and greenhouse gas emissions, similar to the findings in the FEIR for the approved project and the 2010 Addendum.

Other Environmental Topics

The Initial Study for the San Francisco Marina Renovation Project determined that for the following topics, any environmental effects associated with the project would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures adopted as conditions of project approval: population and housing, noise, recreation, utilities and service systems, public services, biological resources, mineral and energy resources, and agricultural resources. The FEIR did not discuss these issues further. As discussed on pg. 6 of this addendum, the Initial Study’s mitigation measures would be implemented prior to or during construction, as applicable to the effect they are intended to address. The significance conclusions reached in the Initial Study would not change based on the project modifications and all mitigation and improvement measures from the Initial Study and the FEIR would be applied to the modified project, as appropriate.

The FEIR determined that the project as approved could have a significant impact on historic resources related to the Fair’s Seawall and the West Harbor office, and identified mitigation measures to avoid or reduce these potential impacts. The former Degaussing Station, which was built in 1943 and reconstructed in the same location in the 1980s, was evaluated by the U.S Navy in 1995 and again during preparation of the FEIR and was determined not to be a historic resource due to its lack of historic significance and physical integrity. The modified project as it relates to the reuse of the former Degaussing Station therefore would not affect a historic resource, and would not affect other project components. There would be no change the conclusions of the FEIR regarding historic resources.

The FEIR determined that the project as approved could have a significant impact related to soils, geology, and seismicity due in part to reoccupancy of the former Degaussing Station, which is located in an area subject to liquefaction. As discussed above, Mitigation Measure GEO-1 would apply to the modified project and would reduce impacts to a less than significant level. The modified project would not affect other project components, and there would be no change the conclusions of the FEIR regarding soils, geology, and seismicity.

The FEIR determined that the project as approved and as amended could have a significant impact related to hydrology and water quality and to hazardous materials and waste due to dredging and other work in the waters of the Bay where contaminated sediments may be present. Mitigation was identified in the FEIR to reduce or avoid these potential impacts. The proposed reuse of the former Degaussing Station would not involve any work in the waters of the Bay, and would therefore not increase impacts

