



SAN FRANCISCO PLANNING DEPARTMENT

Addendum 2 to Environmental Impact Report

Date: December 24, 2014
Case No.: 2010.0493E
State Clearinghouse No.: 2011022040
Project Title: **Pier 27 Facility Operations Building & Cruise Terminal Plaza (referenced as the Northeast Wharf Plaza in the EIR)**
EIR Certification Date: December 15, 2011; effective January 24, 2012
Locations: Piers 27-29
Zoning: M-1, Northeast Waterfront Special Use District
Project Sponsor: Port of San Francisco
Lead Agency: San Francisco Planning Department, Environmental Planning
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BACKGROUND

On December 15, 2011, the San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed 34th America's Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza Projects (Planning Department Case No. 2010.0493E) under Planning Commission Motion No. 18514 in fulfillment of the requirements of the California Environmental Quality Act (CEQA). On December 16, 2011, the Port of San Francisco (Port) approved both the 34th America's Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza projects and adopted CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) for both projects. (Port Resolution Nos. 11-75, 11-76, 11-77, 11-78, 11-79, and 11-80).

INTRODUCTION

The 34th America's Cup and James R. Herman Cruise Terminal/Northeast Wharf Plaza are two related but independent projects that were covered under the same EIR. The Port of San Francisco, project sponsors for the James R. Herman Cruise Terminal and Northeast Wharf Plaza, has proposed modifications to the Northeast Wharf Plaza, now referred to as the Cruise Terminal Plaza project subsequent to certification of the EIR. This Addendum 2 applies only to the Cruise Terminal Plaza project.

This Addendum 2 is prepared in accordance with local CEQA procedures under Chapter 31 of the San Francisco Administrative Code. 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 therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, this Addendum 2 provides written documentation for the case record that the proposed modifications to the Pier 27 Facility Operations Building and Cruise Terminal Plaza project do not warrant additional environmental review.

The Planning Department has determined that neither an Addendum to an EIR (per CEQA Guidelines Section 15164) nor a Subsequent EIR (per CEQA Guidelines Section 15162) are applicable to the modifications to the Cruise Terminal Plaza project because, for the reasons discussed below, there would be no substantial changes that involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

PROJECT SUMMARY

The James R. Herman Cruise Terminal and Plaza

Subsequent to the issuance of the FEIR, the 34th America's Cup events were completed in 2013, and the James R. Herman Cruise Terminal/Northeast Wharf Plaza construction is substantially complete, receiving its first cruise ship call on September 19, 2014 with a Grand Opening to the public on September 25, 2014.

PROPOSED MODIFICATIONS TO THE CRUISE TERMINAL AND CRUISE TERMINAL PLAZA

Pier 27 Facility Operations Building

The design of the Cruise Terminal facility underwent multiple rounds of review by the Port prior to arriving at the design concept that was included in the EIR. The Cruise Terminal requires a Facilities Operations Building, to house forklifts and equipment required to load and service cruise ships. The original Cruise Terminal Facility was larger in size and incorporated the Facilities Operations on the Pier 27 side of the pier. Due to budget constraints, the size of the Cruise Terminal was reduced and the Facilities Operations Building was shifted into a portion of the Pier 29 shed; this smaller Cruise Terminal was included in the EIR. After constructing the smaller Cruise Terminal building, the Port had remaining contingency funds that enable the Facilities Operations to be returned to the Pier 27 side of the pier. The Port seeks to revise the project to include the Facilities Operations to the Pier 27 side of the pier. The Facilities Operations Building is a 3,671 square-foot structure, located immediately northeast of the Cruise Terminal. It has the same architectural design, building materials and finishes as the Cruise Terminal building. The revised Cruise Terminal site plan that includes the Facilities Operations building is shown in Figure 1.

The Port retained Architectural Resources Group (ARG) to conduct a Historic Resource Evaluation and Secretary of the Interior's Standards for Compliance Review for the original, larger Cruise Terminal building that included the Facilities Operations functions.¹ ARG determined that the larger terminal appear to comply with the Secretary of the Interior Standards for Rehabilitation. The Port's Historic Preservation Planner concurs with ARG's conclusions and determination

Therefore, although located within the Embarcadero Historic District, the impact of these revisions would be considered less than significant and no mitigation is required.

¹ Architectural Resources Group 2011. Historic Resource Evaluation & Compliance Review, International Cruise Terminal and Northeast Wharf Plaza, Pier 27, San Francisco, CA, April 25.

Pier 29 Annex Building Public Restrooms

The Cruise Terminal Plaza design in the EIR included public restrooms in a new structure, constructed between the main plaza and the Ground Transportation Area (GTA). The Port now proposes to provide the public restrooms by altering the Pier 29 Annex Building, which served as offices for the Belt Railroad and is also reference as the Beltline Building.

The Pier 29 Annex Building is a two-story, approximately 3,000 square-foot structure, designed as a Mission Revival- and Prairie-Style office building, and is a contributing resource to the Port of San Francisco Embarcadero Historic District. The restrooms would be located in the ground floor northeast corner of the Beltline Building. Full renovation of the Beltline Building is proposed (as analyzed in the EIR) and would include an Americans with Disabilities Act (ADA) access ramp to the first floor, and a required stairway to the second floor.

The remaining ground floor would be used for small commercial space for food or retail service and outdoor patio within the plaza, stairwell and circulation to the second floor; the second floor would remain as an office.

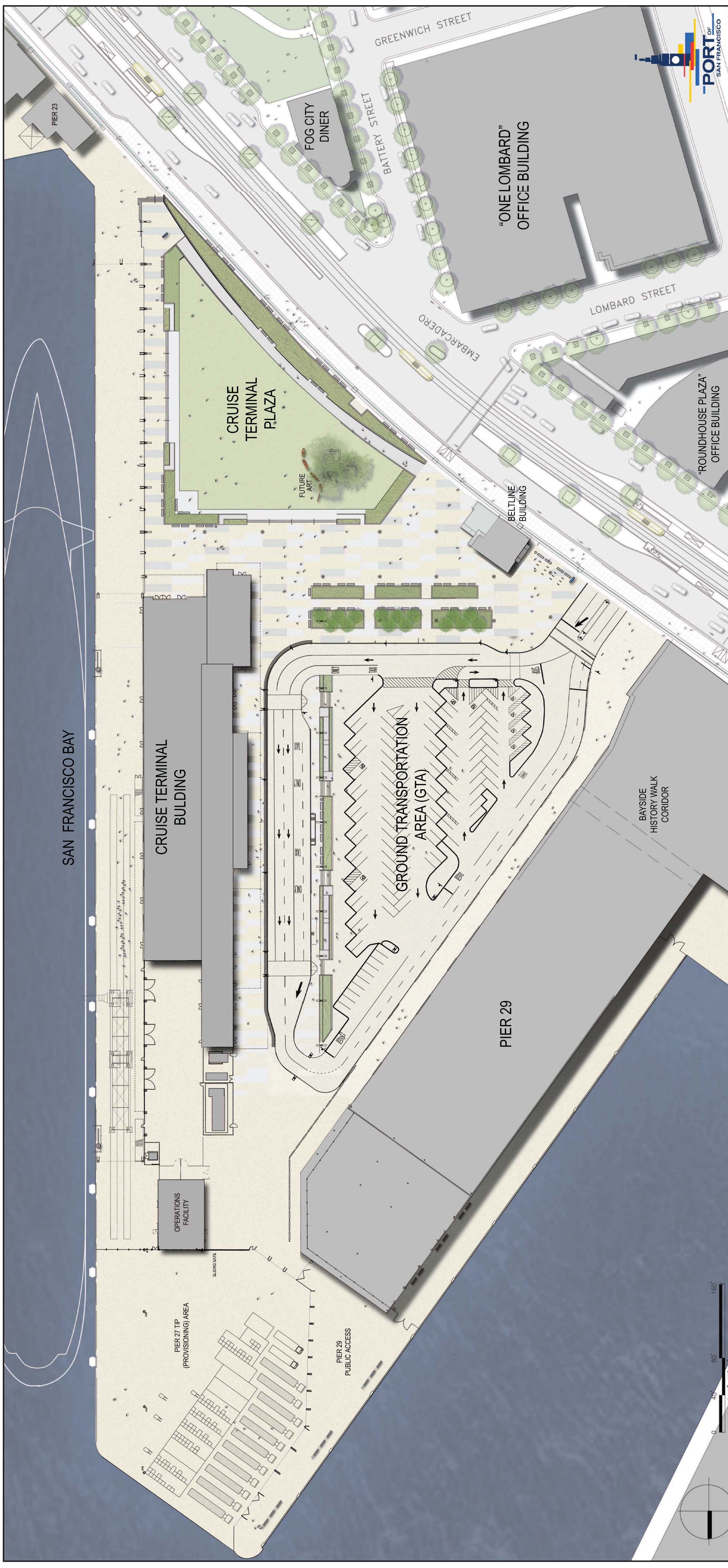
Figure 1 shows the revised site plan for Cruise Terminal Plaza.

The Port retained Architectural Resources Group (ARG) to conduct a Historic Resource Evaluation and Secretary of the Interior's Standards for Compliance Review for the proposed alterations to the Beltline Building.² ARG determined that the proposed improvements appear to comply with the Secretary of the Interior Standards for Rehabilitation, provided the final details of the materials of the stair, ramp, and railings are completed compatible with, yet differentiated from, the existing building for full compatibility. The Port's Historic Preservation Planner concurs with ARG's conclusions and determination.³

Therefore, although located within the Embarcadero Historic District, the impact of these revisions would be considered less than significant and no mitigation is required.

² Architectural Resources Group 2014. Historic Resource Evaluation & Compliance Review Pier 29 Annex, San Francisco, CA, September 30.

³ Paez, Mark, Port of San Francisco 2014. Email correspondence, December 18.



Pier 27 Cruise Terminal and Public Spaces

December 2014

Use of Ground Transportation Area for Parking on Non-Cruise, Non-Event Days

The Pier 27 Ground Transportation Area (GTA) is permitted to be used for industrial truck loading operations to supply and manage cruise ship provisioning. It is estimated that the number of cruise calls would average around 80 calls per year at Pier 27, and may generate the need for up to 80 industrial truck trips when the vessel requires full provisioning services. In addition, the GTA supports operations and inspections, cruise passenger arrivals and departures of buses, taxis and privately-owned vehicles. Cruise ships typically carry 2,600-3000 passengers generating the most intensive transportation demands. Port and SFMTA transportation operations require the use of SFPD officers and cruise operations personnel to manage egress to and from the terminal and passenger assistance, and safe vehicle crossing of the Embarcadero Promenade.

The GTA parking and vehicle striping plan has been designed to also service special event loading, staging, catering and visitor parking needs. The Port anticipates a diverse mix of special events serving private, non-profit, commercial, community and maritime functions. There are approximately 125 self-park passenger car spaces in the GTA; parking capacity may be increased through valet services requiring increased parking management staffing.

The Port proposes to allow use of the GTA for visitor parking on days when there are no cruise calls or special events. Parking would be priced and managed to service demand by waterfront visitors, and to deter commuter parking.

The Final EIR trip generation analysis of cruise ship calls is based on an assumed 3,000 passenger vessel capacity. The associated trip generation projections presented in the EIR Tables 5.6-17 and 5.6-18 on pp. 5.6-65 to 5.6-66 range from 205 vehicle trips in the weekday a.m. peak hour to 565 trips during a Saturday midday peak hour. This reflects a higher intensity of trip activity than would be generated by visitor parking, which has a typical turnover rate of 3 to 4 hours, based on existing patterns observed by Port parking operators.

Thus, the effects of using the GTA for visitor parking on days when there are no cruise calls or special events would not change any of the traffic or circulation impact conclusions in the FEIR or require any new mitigation measures. Additionally, there are no changed circumstances or new information that would change the FEIR's traffic and circulation impact findings.

CONCLUSION

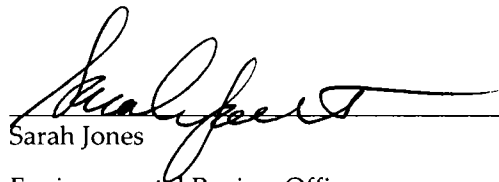
Based on the foregoing, the Planning Department concludes that the analyses conducted and the conclusions reached in the EIR certified on December 15, 2011, and effective January 24, 2012, remain valid, and that no supplemental environmental review is required for the proposed modifications to the Cruise Terminal project. The modified Pier 27 Operations Building and Cruise Terminal Plaza project would neither cause new significant impacts nor result in the substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Pier 27 Cruise Terminal project that would cause significant environmental impacts to which the modified project would contribute considerably, and no new information has been put forward which shows that the modified project would cause significant environmental impacts. Consequently, the project changes

do not require major revision of the EIR, and the project sponsors may implement the proposed modifications without additional CEQA review, consistent with California Public Resources Code Section 21166 and California Code of Regulations (CEQA Guidelines) Section 15164. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

December 23, 2014



Sarah Jones
Environmental Review Officer

cc: Diane Oshima, Port of SF

Bulletin Board / Master Decision File
Distribution List