



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Mitigated Negative Declaration

Addendum Date: September 20, 2012
Case No.: 2010.0256E
Project Title: Fisherman's Wharf Public Realm Plan
FMND Adopted: August 30, 2011
Project Sponsor: San Francisco Planning Department, Citywide Policy Planning
Neil Hrushowy, Urban Designer/Planner – (415) 558-6471
Lead Agency: San Francisco Planning Department
Staff Contact: Monica Pereira – (415) 575-9107
monica.pereira@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

Background

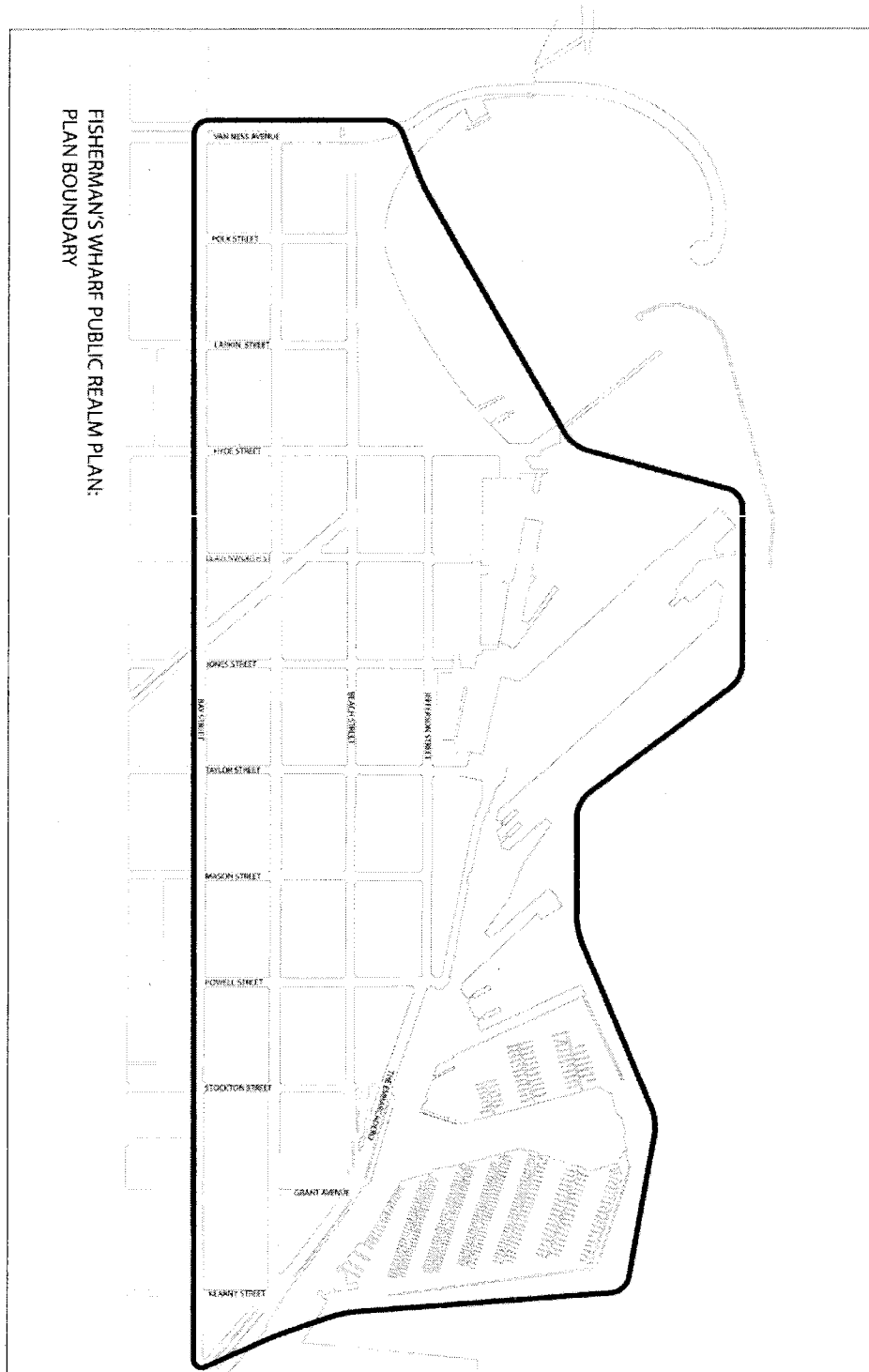
The project sponsor, the San Francisco Planning Department (Department), proposes to amend the Final Mitigated Negative Declaration (FMND) for the Fisherman's Wharf Public Realm Plan, known hereinafter as either "FWPRP" or "modified project" (see Planning Department Case File 2010.0256E) to modify the proposed Traffic Circulation Plan, Parking Signage Program, Passenger and Freight Loading Management, Streetscape Improvements on Jefferson Street (SI-1), and Streetscape Improvement Projects SI-2, SI-4, SI-6, and SI-8 (see **Table 1** for additional information).

The FWPRP, as analyzed in the FMND (FMND project), would be located within the City's northern waterfront in the north portions of the North Beach and Russian Hill neighborhoods in the City and County of San Francisco. The FWPRP's general boundaries are San Francisco Bay to the north, The Embarcadero to the east, Bay Street to the south, and Van Ness Avenue to the west (see **Figure 1**).

The FWPRP is a document that would guide changes to the public realm and building design in the Fisherman's Wharf neighborhood. The FWPRP, as analyzed in the FMND, would adopt design guidelines, minor zoning changes and policies to the plan area. It would implement a parking signage program, a traffic circulation plan, a passenger and freight loading management, two (2) neighborhood gateway improvement projects, nine (9) streetscape improvement projects, and three (3) open space improvement projects to the plan area. The FMND project would include the following design elements: realignment of streetcar rails on Jefferson Street, street trees, raised crosswalks, curb extensions, high visibility crosswalks, permeable paving, stormwater planters and other landscape improvements, pedestrian seating, informational stationary signage, and pedestrian lighting.

SPACE INTENTIONALLY LEFT BLANK

Figure 1: Plan Area



Proposed Modifications to Project

Subsequent to the adoption of the FMND, the proposed project design was modified. The FMND project is compared to the modified project in **Table 1** presented below, followed by a summary of the modified project components.

Table 1 Comparison of the Project Analyzed in the Final MND and the Modified Project Analyzed in the Addendum			
No.	Location/Improvement Name	FMND Project (August 2011)	Modified Project (Summer 2012)
1	Neighborhood gateway treatments	The Plan includes two neighborhood gateways: (1) Jefferson Street, just west of Powell Street, and (2) The Little Embarcadero just north of the intersection of Jefferson Street/The Little Embarcadero/The Embarcadero. Plan-proposed gateways would be pedestrian-oriented, and of varying scales. They could include architectural elements such as archways or distinctive vertically-oriented signs, open spaces, paving patterns and features, planting design, or public art.	Same as FMND project.
2	Minor zoning adjustments	Allow for an additional 5 feet of building height only to be applied to the ground floor. ¹ Implement new zoning restrictions that prohibit adult entertainment establishments.	Same as FMND project.
3	Parking Signage Program	Implement a parking signage program to divert westbound traffic approaching from The Embarcadero off of Jefferson Street and on to Bay, North Point and Beach streets.	Implement a parking signage program to divert westbound traffic approaching from The Embarcadero off of Jefferson Street and on to Beach Street, and from Van Ness Ave towards parking facilities.
4	Traffic Circulation Plan	Roadway closure to private vehicles on Jefferson Street during peak periods (11am-7pm daily). Two different traffic circulation variants were considered; one would close westbound Jefferson between Taylor and Jones, while the other would close westbound Jefferson both between Taylor and Jones and also between Powell and Mason. Vehicle closure(s) enforced via retractable bollards and signage. Maintain pedestrian, bicycle and streetcar access at all times.	Convert Jefferson Street to two-way traffic from Powell Street to Hyde Street, and convert Hyde Street to two-way traffic from Beach Street to Jefferson Street. Roadway closed to westbound private vehicles on Jefferson Street for the single block between Powell and Mason streets, only during peak periods (12-6pm, weekends and holidays, June-August). Required left or right turn for westbound traffic at Powell Street to be communicated by signage and enforced by a traffic officer (also known as a Parking Control Officer, or PCO). Maintain pedestrian, bicycle, streetcar and emergency vehicle access at all times.
5	Passenger and Freight Loading Management	Prohibit tour buses (eight or more passengers) from circulating on Jefferson Street at all times. Remove 540 linear feet of existing passenger loading zones (on Powell,	Trucks and tour buses are permitted to circulate on all blocks of Jefferson Street at all times, except for the westbound block between Powell and Mason during peak periods as outlined above in the Traffic Circulation Plan. Tour buses (eight or

¹ This height increase cannot be used to increase the intensity of development, i.e., an additional story.

Table 1 Comparison of the Project Analyzed in the Final MND and the Modified Project Analyzed in the Addendum			
No.	Location/Improvement Name	FMND Project (August 2011)	Modified Project (Summer 2012)
		<p>Leavenworth and Hyde streets between Jefferson and Beach streets) which require circulation via Jefferson Street, and convert into general on-street parking and sidewalk bulb-outs. Create 325 linear feet of new all-day passenger loading zones on the block bounded by Taylor, North Point, Mason and Beach streets, and create 235 linear feet of new all-day passenger loading zones on the east and west sides of Taylor Street between Jefferson and Beach streets. Prohibit all trucks (vehicles with six or more wheels) on the entirety of Jefferson Street from 11am-7pm daily. Modify hours of operation of 19 existing metered freight loading spaces (on Jefferson Street, and on Mason and Leavenworth streets between Jefferson and Beach streets) to not be in effect from 11am-7pm daily.</p>	<p>more passengers) would only be permitted to travel one block on Jefferson Street; these vehicles would be required to turn off Jefferson Street at the first opportunity.</p> <p>Trucks and tour buses three tons or less in weight would be permitted to travel eastbound or westbound on Jefferson Street. Trucks and tour buses over three tons in weight would only be permitted to travel westbound on Jefferson Street, and would be prohibited from turning right onto eastbound Jefferson Street. Vehicles over three tons in weight would also be prohibited on northbound Hyde Street between Beach and Jefferson Street.</p> <p>On-street commercial loading would be permitted on Jefferson Street on both the north and south sides of the street at designated loading zones between 10pm-11am, every day.</p> <p>Active passenger pick-up and drop-off for personal vehicles would be allowed at all times on Jefferson Street, on both the north and south sides of the street. Tour buses (eight or more passengers) would not be permitted to load or unload on Jefferson Street.</p> <p>An on-street passenger loading pocket would be created on the south side of Jefferson Street, from Hyde Street to 100 feet to the east.</p>
6	SI-1 Jefferson Streetscape Improvements (between Powell Street and Hyde Street)	<p>Convert Jefferson Street into a shared public way. Add streetscape improvements, pocket parks, contra-flow bike lane² and traffic calm Jefferson Street. Convert semi-exclusive streetcar transit lane into fully-exclusive transit lane. Provide on-street loading pockets for passenger and freight loading. Shift streetcar tracks several feet to the south on western half of block between Taylor and Jones streets.</p>	<p>Reconstruct Jefferson Street into a two-way street with no on-street parking. Narrow the roadway to 24 feet, widen the north sidewalk, and add streetscape improvements, including street lights, bike parking and new paving. Convert semi-exclusive streetcar transit lane into fully-exclusive transit lane without any modifications to the existing location of the streetcar tracks. Reconfigure all intersections to accommodate the conversion to two-way traffic and establish a new 15 mph speed limit between Powell and Hyde streets.</p>
7	SI-2 Beach Street (between The Embarcadero and Polk Street)	<p>Traffic calming and streetscape improvements along the sidewalks and the parking lane on the north side of the street, and at intersections, from</p>	<p>Same as FMND project with the following refinements:</p> <ul style="list-style-type: none"> Establish new turning movements at the Hyde/Beach intersection to enable

² A contra-flow bicycle lane allows bicyclists to travel the opposite direction of motor vehicle traffic on a one-way street.

Table 1 Comparison of the Project Analyzed in the Final MND and the Modified Project Analyzed in the Addendum			
No.	Location/Improvement Name	FMND Project (August 2011)	Modified Project (Summer 2012)
		The Embarcadero to Polk Street. Would not affect vehicle movements or capacity and would coordinate with the proposed historic streetcar extension to Fort Mason.	two-way traffic on Hyde Street, but prohibit vehicles over three tons from turning onto northbound Hyde Street.
No.	Location/Improvement Name	Improvement Summary	
8	SI-3 North Point (between Polk Street and The Embarcadero)	Traffic calming and streetscape improvements along the sidewalks and the parking lanes, and at intersections. Between Columbus Avenue and Polk Street, design would emphasize the predominantly residential character of the street, while the segment between Columbus Avenue and The Embarcadero would reflect the more commercial character of the street. Would not affect vehicle movements or capacity.	Same as FMND project.
9	SI-4 Powell, Mason, Jones and Leavenworth streets (between Jefferson and Bay Streets)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at intersections, on Powell, Mason, Jones and Leavenworth streets. Would not affect vehicle movements or capacity.	Same as FMND project with the following refinements: <ul style="list-style-type: none"> • Establish accessible parking spaces. • Establish additional southbound travel lane on Powell Street between Jefferson and Beach streets (increase from one to two southbound travel lanes). • Prohibit vehicle turn movements from northbound or southbound Powell Street onto westbound Jefferson Street during peak periods.
10	SI-5 Hyde Street (between Beach and Bay streets)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at intersections on Hyde Street between Beach and Bay streets. Would not affect vehicle movements or capacity.	Same as FMND project.
11	SI-6 Hyde Street (between Jefferson and Beach streets)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones on single block of Hyde Street between Jefferson and Beach streets. Reduce from two to one vehicle lanes. Retain one-way southbound directionality for cars, but establish Class II bike lanes in both directions.	Establish two-way traffic. Add traffic calming improvements and streetscape improvements along the sidewalk and at intersections on Hyde Street between Jefferson and Beach streets. Establish accessible parking spaces, a new passenger loading zone and adjust tour bus loading zones and metered parking zones.
12	SI-7 Larkin Street (between Beach and Bay streets)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at	Same as FMND project.

Table 1 Comparison of the Project Analyzed in the Final MND and the Modified Project Analyzed in the Addendum			
No.	Location/Improvement Name	FMND Project (August 2011)	Modified Project (Summer 2012)
		intersections on Larkin Street between Beach and Bay streets. Would not affect vehicle movements or capacity.	
13	SI-8 Taylor Street (between Jefferson and Bay streets)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at intersections on Taylor Street from Jefferson to Bay streets. Would not affect vehicle movements or capacity.	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at intersections on Taylor Street from Jefferson to Bay streets. Establish an accessible parking space and establish yellow zone between Jefferson Street and Beach Street. Prohibit vehicle turn movements from northbound or southbound Taylor Street onto eastbound or westbound Jefferson Street during peak periods.
14	SI-9 Bay Street (between The Embarcadero and Polk Street)	Traffic calming and streetscape improvements along the sidewalks and the parking lane zones, and at intersections on Bay Street from The Embarcadero to Polk Street. Would not affect vehicle movements or capacity.	Same as FMND project.
OPEN SPACE IMPROVEMENTS			
15	OS-1 Joseph Conrad Square	Convert this block of Columbus Street to a pedestrian plaza closed to traffic between 11:00 AM and 12:00 Midnight. Add streetscape improvements to the existing square.	Same as FMND project.
16	OS-2 Aquatic Park and Jefferson Street	Convert surface parking on Jefferson Street, between Hyde Street and Aquatic Park into a pedestrian plaza while maintaining vehicular access to, and parking for, the swim and boat clubs.	Same as FMND project.
17	OS-3 Columbus Avenue, Leavenworth Street and North Point Street Intersection	Convert excess right-of-way at the skewed intersection of Columbus Avenue and North Point Street into a public plaza.	Same as FMND project.

Summary of Proposed Modifications to Project

Parking Signage Program

Under the FMND project, a parking signage program would divert westbound traffic approaching from The Embarcadero off of Jefferson Street and onto Beach Street, and from Van Ness Avenue towards the parking facilities. The proposed signage program would include approximately three Gateway Signs, 12 Wayfinding Signs, and 26 Garage Signs. The modified Parking Signage Program differs from what was analyzed in the FMND by adding signage on Van Ness Avenue, directing traffic eastbound onto Bay Street and then towards parking facilities located on Bay, North Point and Beach streets (Please see Table 1, Item No. 3).

Traffic Circulation Plan

As described in the FMND, two different traffic circulation variants were proposed for Jefferson Street and both variants would close the street, to private vehicles access, during peak periods (11AM – 7PM) daily. One variant would close westbound Jefferson between Taylor and Jones, while the other would close westbound Jefferson both between Taylor and Jones and also between Powell and Mason. Vehicle closure(s) would be enforced via retractable bollards and signage. The pedestrian, bicycle and streetcar access would be maintained at all times.

Similar to the FMND project, the modified project Traffic Circulation Plan would work in parallel with the Parking Signage Program; it would maintain full access for pedestrians, bicycles, streetcars and emergency vehicles at all times. However, the modified project would involve modifications along Jefferson Street and Hyde Street as described below.

With the modified project, Jefferson Street (from Powell to Hyde streets) and Hyde Street (from Jefferson to Beach streets) would be converted to two-way operation, with one travel lane in each direction. All on-street parking would be removed on Jefferson Street. The plan would include closure of westbound Jefferson Street to vehicular traffic during peak periods (weekends and holidays only, 12pm to 6pm, June through August), while during off-peak periods, full vehicular access would be maintained. Cars driving west on The Embarcadero would be required to turn left or right at Powell Street during peak periods, and the roadway closure would be enforced by a Parking Control Officer (PCO). Cars would be able to access westbound Jefferson Street from Mason, Jones or Leavenworth streets, and would be able to access eastbound Jefferson Street from Hyde, Leavenworth, Jones or Mason streets. Also during peak periods (noon – 6pm) on weekends throughout the year, cars driving north or south on Powell Street or Taylor Street would be prohibited from turning left or right onto Jefferson Street. (See **Table 1, Item No. 4**).

Passenger and Freight Loading Management

The FMND project is superseded by the modified project described below and analyzed in this Addendum.

Under the modified project, trucks and tour buses would be permitted to circulate on all blocks of Jefferson Street at all times (except for the westbound block between Powell and Mason, during peak periods, as outlined in the Traffic Circulation Plan). Tour buses (eight or more passengers) would only be permitted to travel one block on Jefferson Street; signage would be posted requiring these vehicles would to turn left off Jefferson Street at the first opportunity.

Trucks and tour buses under three tons in weight would be permitted to turn left or right onto and off of Jefferson Street at all intersections. Trucks and tour buses greater than three tons would be permitted to only travel westbound on Jefferson Street. This would be enforced by prohibiting vehicles greater than three tons from executing a northbound right turn onto Jefferson Street at the intersections with Mason, Taylor, Jones, and Leavenworth streets. Also, vehicles greater than three tons would be prohibited from traveling on northbound Hyde Street on the block between Beach and Jefferson streets.

On-street commercial loading would be permitted on Jefferson Street at designated loading zones before 11am and after 12pm, every day. Trucks stopped at designated loading zones would block the travel lane; passing vehicles would need to maneuver around using the opposing travel lane. To prevent

stopped trucks from blocking both lanes simultaneously, these commercial loading zones would be staggered apart from each other along the north and south curbs.

Active passenger pick-up and drop-off for personal vehicles would be allowed at all times on Jefferson Street, on both the north and south sides of the street. Tour buses (eight or more passengers) would not be permitted to load or unload on Jefferson Street. Personal vehicles stopped along Jefferson Street would block the travel lane; passing vehicles would need to maneuver around using the opposing travel lane. An on-street passenger loading pocket would be created on the south side of Jefferson Street, from Hyde Street to 100 feet to the east. The tour bus loading zone on the east side of Hyde Street between Jefferson and Beach streets would be removed, and replaced with a passenger loading zone and metered parking. On the west side of this block, metered parking would be removed and replaced with an expanded tour bus loading zone (Please see **Table 1, Item No. 5**).

Streetscape Improvement Projects SI-1, SI-2, SI-4, SI-6 and SI-8

SI-1. Jefferson Streetscape Improvements (Between Powell Street and Hyde Street)

Under the FMND project, Jefferson Street would be reconstructed between Powell and Hyde streets into a traffic-calmed roadway with a single finished grade (i.e. there would have been no curbs). Jefferson Street would be converted into a shared public way with streetscape improvements, pocket parks, an eastbound contraflow bicycle lane, and designated on-street loading pockets for passenger and freight loading. In the FWPRP, the one-way westbound orientation of Jefferson Street would remain, but there would be a reduction from two to one travel lane, with all on-street parking along Jefferson Street removed. The FWPRP's FMND project design also included the conversion of the semi-exclusive streetcar transit lane into a fully-exclusive transit lane, as well as the reconstruction of the streetcar tracks several feet to the south on the western half of the block between Taylor and Jones streets. The FMND project would include street paving material that would be arranged in a pattern to demonstrate a non-traditional vehicle area. A combination of landscaping³, public seating, outdoor cafes, flexible performance spaces, public art, pedestrian lighting, bike racks, traffic signals, and bulb outs⁴ would be used to create a visually rich and active space.

Differing from the FMND project, the modified project would convert Jefferson Street from one-way travel to two-way travel. The modified project would reconfigure all intersections to accommodate the conversion from one-way to two-way traffic on Jefferson Street. Bicycles would travel in both directions sharing the lane with other vehicles. On the block between Taylor and Jones streets, sharrows would direct westbound bicycles to avoid the westbound streetcar tracks.⁵ Also, the modified project would establish a new 15 mph speed limit between Powell and Hyde streets.

Also, unlike the FMND project, the modified project would not reconstruct the streetcar tracks on the western half of the block of Jefferson Street between Taylor and Jones streets. Similar to the FMND project, the modified project would upgrade the existing transit lane into a fully-exclusive facility. The modified project would construct a planted median between the existing tracks and westbound travel

³ Landscaping includes flower baskets and planters.

⁴ Installation of bulb outs could require drainage alterations.

⁵ Sharrows are on-street bicycle pavement markings.

lane on Jefferson Street between Powell and Jones streets, whereas the FMND project did not include a planted median. Streetcar tracks, stops and related infrastructure would not be modified.

Additionally, the modified project differs from the FMND project in that the modified Jefferson Street design would create a 24-foot wide roadway with special paving and 15-foot concrete sidewalks on both sides of the street. Between Jones and Hyde streets, where there are no streetcar tracks, there would be a 15-foot flexible zone on the north side to accommodate outdoor dining and other pedestrian amenities. When a vehicle has pulled to the curb to unload goods or passengers, vehicles passing through would need to maneuver into opposing traffic to overtake the stopped vehicle (Please see **Table 1, Item No. 6**).

The intent of the new streetscape design is to create a unified space that visually reads as a floor of an outdoor pedestrian zone. The design is intended to help drivers understand that they are entering a pedestrian- and bike-priority space where they must travel slowly and give way to people walking and cycling. There would be signage clearly stating this hierarchy, but the design would convey to drivers that they must move slowly and carefully.

SI-2. Beach Street (Between The Embarcadero and Hyde Street)

As described in the FMND, this FMND project design is intended to improve the pedestrian comfort and safety along the sidewalk and at intersections and emphasize Beach Street's role as an increasingly important pedestrian destination in the Wharf. The improvements would be restricted to the sidewalk and parking lane on the north side of the street, and it would extend from The Embarcadero to Hyde Street.

The FMND project would include stormwater control measures, flexible use of the parking lane, street trees, pedestrian-scale lighting, street furniture⁶ and special paving in the furniture zone, marked crosswalks and ramps, and pedestrian signals at intersections. Other improvements that could be included would be high-visibility crosswalks, sidewalk planter boxes, and raised crosswalks at Leavenworth and Mason streets.

The modified project would be similar to the FMND project except that it would establish new turning movements at the Hyde/Beach intersection in order to enable two-way traffic on Hyde Street, but prohibit vehicles over three tons from turning onto northbound Hyde Street (please see **Table 1, Item No. 7**).

SI.4. Powell, Mason, Taylor and Leavenworth streets

As described in the FMND, the proposed improvements are intended to improve the connection from the Wharf area with The Embarcadero and south and to strengthen the connection between the Wharf with the Telegraph Hill and North Beach neighborhoods. Implementation of this project could also improve the pedestrian comfort and safety along the sidewalk and at intersections.

The FMND project would include bulb-outs, marked crosswalks and ramps, pedestrian signals, and public space amenities at intersections (such as furnishings and wayfinding signage on bulb-outs),

⁶ Fixtures installed along the roadway, at or above grade level, including lamp posts, pedestrian lighting, fire hydrants, street signs, benches, trash cans, bike racks, newspaper boxes, water fountains, and planters.

pedestrian-scale lighting, flexible use of the parking lane, parking-lane planters, stormwater control measures and street trees. Other improvements that could be included would be high-visibility crosswalks, sidewalk planter boxes and extended bulb-outs.

The modified project differs from the FMND project in that on Powell and Taylor streets, during peak periods, turn movements would be prohibited onto Jefferson Street in order to eliminate turning movement conflicts with pedestrians and improve safety and intersection capacity. The modified project would also include new accessible parking spaces at the intersections for the blocks between Jefferson and Beach streets, at locations where parking is currently prohibited (Please see **Table 1, Item No. 9**).

SI.6. Hyde Street (Between Jefferson and Beach streets)

As described in the FMND, this section of Hyde Street is an important link in the area's pedestrian network and the proposed improvements would focus on strengthening its pedestrian character. The FMND project included improvements to the park edge intended to help knit Fisherman's Wharf together with important adjacent destinations, including Ghirardelli Square and the National Maritime Museum. The FMND project would include: crosswalks, bulb-outs and curb ramps, parking lane planters, stormwater control measures, street trees, pedestrian-scale lighting, and sidewalk planter boxes. In the FMND project, these traffic calming and streetscape elements would be installed along parking lane zones and sidewalks. The FMND project would potentially also include high-visibility crosswalks and extended bulb-outs.

The modified project differs from the FMND project because in the modified project, Hyde Street would be converted from one-way to two-way travel between Jefferson and Beach streets. Also in the modified project the Beach/Hyde intersection would be changed to permit northbound traffic, except for vehicles over three tons in weight. Trucks and tour buses over three tons in weight would be prohibited from traveling on northbound Hyde Street between Beach and Jefferson streets. The tour bus loading zone on the east side of Hyde Street would be removed, and replaced with a passenger loading zone and metered parking. On the west side of this block, metered parking would be removed and replaced with an expanded tour bus loading zone (see **Table 1, Item No. 11**).

SI.8. Taylor Street (Between Jefferson and Bay Streets)

As described in the FMND, traffic calming and streetscape improvements would be implemented on both sides of Taylor Street, on the block between Jefferson and Bay streets. The FMND project would include bulb-outs, marked crosswalks and ramps, pedestrian signals, and public space amenities at intersections (such as furnishings and wayfinding signage on bulb-outs), pedestrian-scale lighting, flexible use of the parking lane, sidewalk planter boxes, parking lane planters, stormwater control measures and street trees. Other improvements could include high-visibility crosswalks, and extended bulb-outs.

Under the modified project, traffic calming and streetscape improvements would be similar to the FMND project; however, the modified project would include two new yellow commercial loading zones that would be established on the west side of Taylor Street, on the block between Jefferson and Beach streets. The two new loading zones would start at 30 feet south of Jefferson Street and extend to 70 feet south of Jefferson Street, and starting at 100 feet south of Jefferson Street and extend to 150 feet south of Jefferson Street. The modified project would also prohibit vehicle turn movements from northbound or southbound Taylor Street onto eastbound or westbound Jefferson Street during peak periods (Please see **Table 1, Item No. 13**).

Figure 2: Jefferson Street – Project Analyzed in the FMND

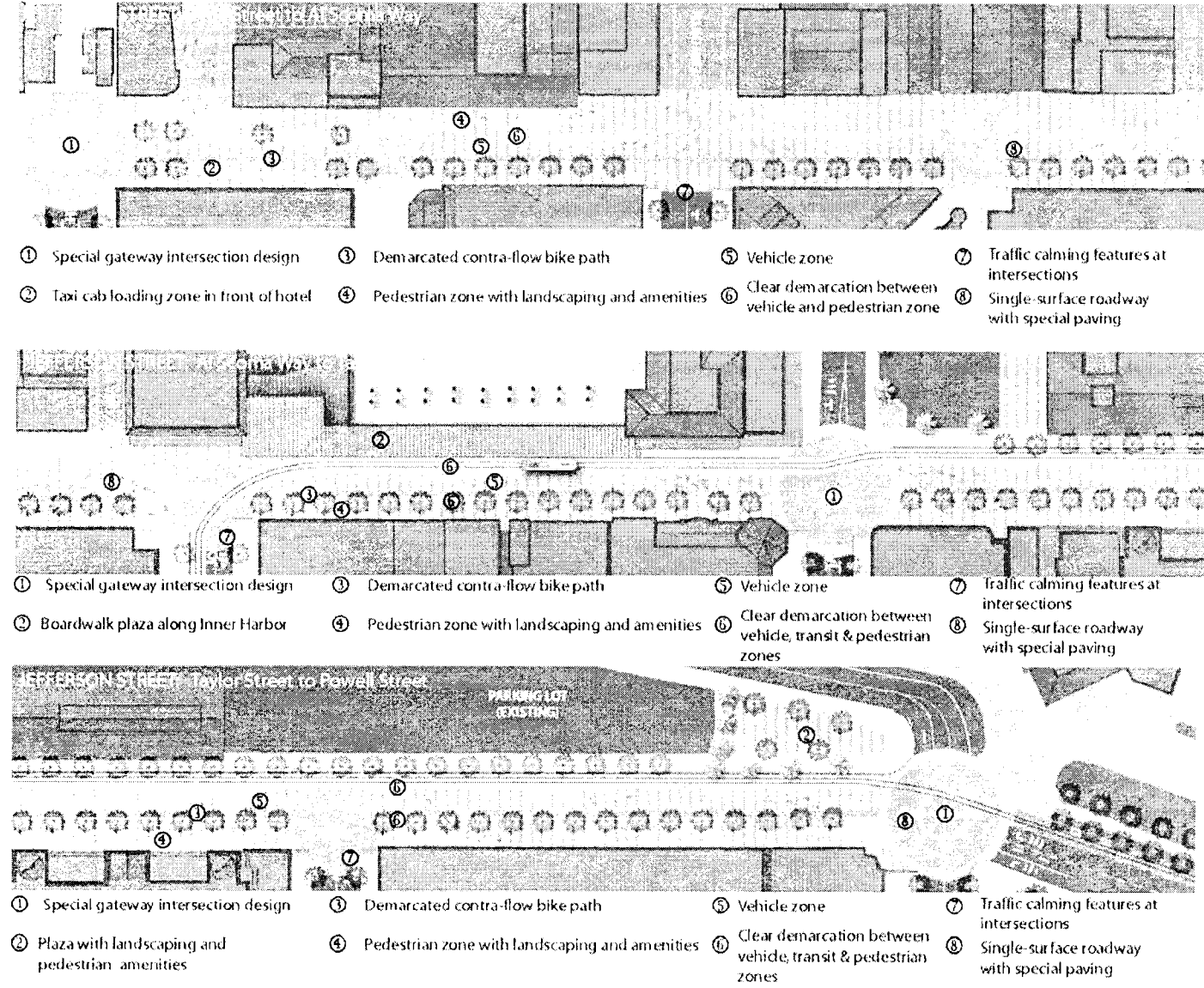
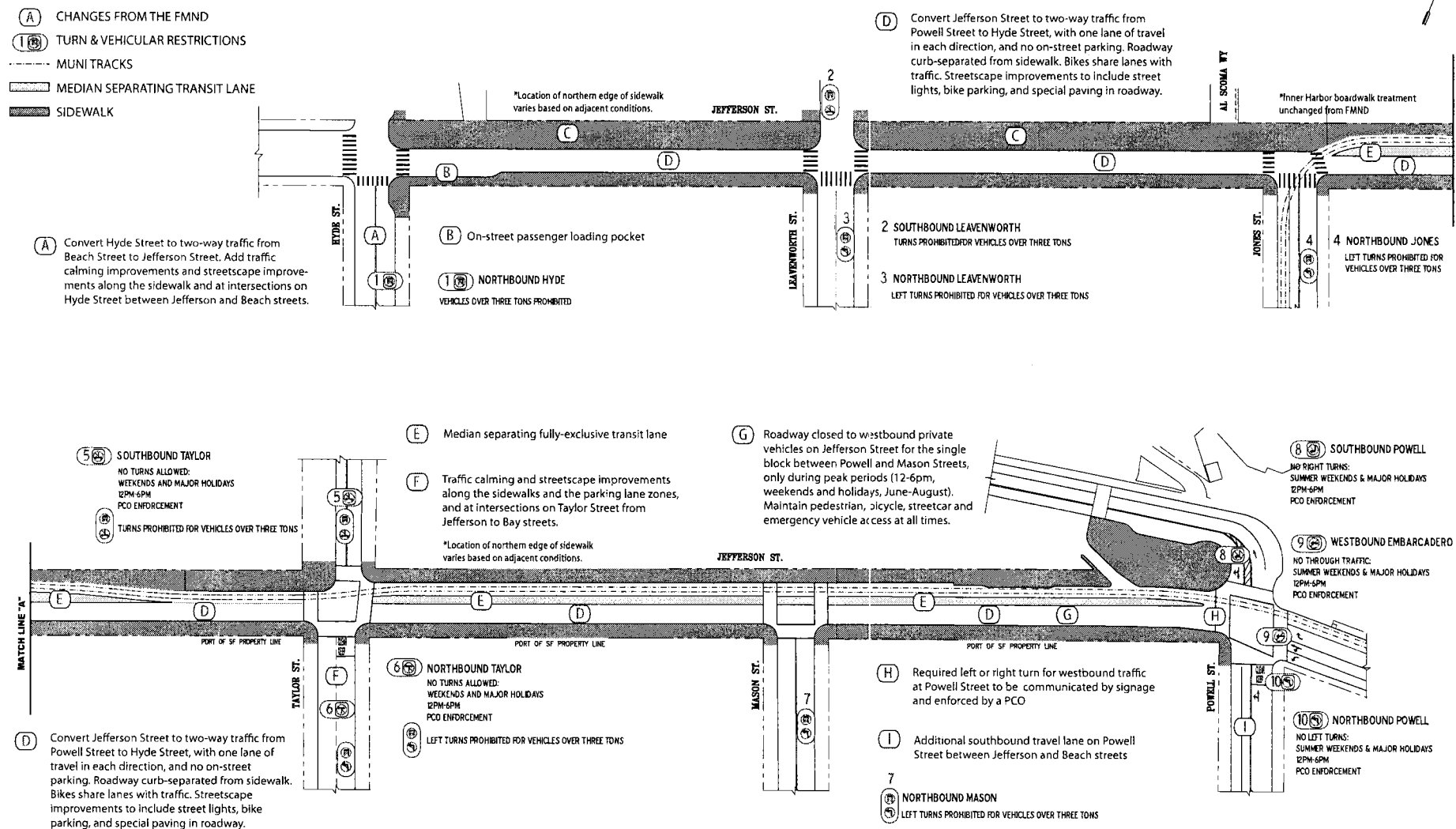


FIGURE 3: JEFFERSON STREET IMPROVEMENTS
MODIFIED PROJECT ANALYZED IN THE ADDENDUM



DRAWING NOT TO SCALE

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 therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 (b) provides for the use of an addendum to an adopted negative declaration if only minor technical changes or additions are necessary or none of the conditions calling for a Subsequent EIR or negative declaration have occurred. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent Negative Declaration, as provided in CEQA Guidelines Section 15162, are not present.

The FMND for the FWPRP evaluated the potential impacts of construction and operation of the project and found that, with implementation of mitigation measures, the project would not have a significant effect on the environment. The FMND analyzed potential impacts in the areas of: land use and planning, aesthetics, population and housing, cultural and paleontological resources, transportation and circulation, noise, air quality, greenhouse gas (GHG) emissions, 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 and forest resources.

To avoid the potential of degrading the quality of the environment and avoid environmental effects that would cause substantial adverse effects on human beings, the FMND identified mitigation and improvement measures for the FWPRP, (see pp. 230 – 244 of the FMND for full descriptions) which will be adopted as conditions of approval; these include: Cultural and Paleontological Resources (MM-CP-1 – CP-4), Transportation and Circulation (MM-TR-1 – TR-19 and I-TR-1 – I-TR-4, I-TR-11 and I-TR-17), Air Quality (MM-AQ-3), Biological Resources (MM-BIO-1), Hazards and Hazardous Materials (MM-HZ-1).

Since publication of the FWPRP FMND, the Planning Department prepared an Environmental Impact Report for the 34th America's Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza (certified December 14, 2011). The 34th America's Cup project sponsors—the City and County of San Francisco (CCSF) and the America's Cup Event Authority—propose to host the 34th America's Cup (AC34) sailing races in San Francisco Bay. A series of AC34 yacht races would be held in San Francisco Bay in 2012 (America's Cup World Series) and in 2013 (Louis Vuitton Cup, America's Cup Challenger Series; potential America's Cup Defender Selection Series; and the Match). Several of the venues proposed for the AC34 events are piers, water areas, and facilities managed by the Port of San Francisco (Port). Various other venues are proposed for spectator-related activities, some of which are under the jurisdiction of other city, state or federal agencies, including Marina Green, Alcatraz Island, San Francisco Civic Center, Union Square, and Justin Herman Plaza.

The FWPRP construction schedule and some components have been modified, in part, to coordinate with the America's Cup events. However, these modifications would not change the severity of the FWPRP

project's physical impacts as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the FMND. Further, the proposed modifications, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the FMND.

Because the FWPRP has been refined since the issuance of the FMND to accommodate design changes and construction phasing on Jefferson Street, the effects of construction activities and project operations on certain resource areas are analyzed in more detail than for other issue areas. Potential environmental effects of the modified project related to Transportation and Circulation, Noise, Air Quality, and Greenhouse Gas Emissions are analyzed below. Issue areas where the modified project analysis compared to the FMND project analysis results in no change to the conclusions are briefly analyzed at the end of this addendum. As indicated herein, the effects of the modified project would be substantially the same as those reported for the FMND. The following discussion provides the basis for this conclusion.

Transportation

A transportation analysis for the FWPRP was prepared by the Department in 2011 as part of the project's CEQA review process. In the FMND, no significant transportation impacts were identified for the FWPRP with implementation of the following Mitigation Measures: MM-TR-1 – TR-19 and Improvement Measures I-TR-1 – I-TR-4, I-TR-11 and IT-17. Similar to the project analyzed in the FMND, no significant transportation related impacts were identified for the modified project and no new mitigation measures were identified.

As analyzed in the FMND, the FWPRP would reconstruct Jefferson Street between Powell and Hyde streets into a traffic-calmed roadway with a single finished grade (i.e. there would be no curbs). The one-way westbound orientation of Jefferson Street would remain, but there would be a reduction from two to one travel lane, with all on-street parking along Jefferson Street removed. There also would be an eastbound contraflow bicycle lane, and designated on-street loading zones.

In the FWPRP, Hyde Street would be converted to two-way travel and traffic signal changes would be required, as well as new turn restrictions onto Hyde Street for vehicles over three tons in weight. Trucks or tour buses over three tons in weight would also be prohibited from traveling on southbound Hyde Street between Beach and Jefferson streets.

Pedestrians

FMND Project:

Under the FMND project, pedestrians would travel along a "single-surface" Jefferson Street, without curbs, which would enable pedestrians to share the entire roadway with vehicles. Pedestrians, including disabled pedestrians, would be able to cross the street at any location. While curbs and sidewalks would not be installed, the north and south sides of the street would be designed as "Pedestrian Safety Zones"

where vehicles would not be permitted, functioning similar to a sidewalk. There would be an expanded outdoor seating area along the north side of the street between Jones and Hyde streets.

The improvements analyzed in the FMND were found to have less-than-significant impact to pedestrians.

Modified Project:

Under the modified project, pedestrians would travel along Jefferson Street with standard curbs and sidewalks, similar to existing conditions. The south sidewalk would remain at the existing 15' width, from Powell to Hyde streets (except immediately east of Hyde Street, where the sidewalk would be 10' wide in order to accommodate a 5-foot by 100-foot on-street passenger loading pocket, as described below under **Passenger Loading**). The north sidewalk would remain at the existing width from Powell to Jones streets (generally 15 feet), while west of Jones Street, the north sidewalk would be widened to approximately 30 feet (15 feet for pedestrian passage, and 15 feet for expanded outdoor seating). Crosswalks with accessible curb ramps would be retained at all intersections.

Conclusion:

Comparable to the project analyzed in the FMND, pedestrians would have expanded space along Jefferson Street for both passage and amenities, and pedestrians would benefit from reduced traffic volumes and speeds. While the entire street would not be designed as a single surface, access for pedestrians with disabilities would be provided at curb ramps at corners, comparable to existing conditions.

Similar to the project analyzed in the FMND, pedestrian impacts resulting from the modified project would be less than significant.

Bicycles

FMND Project

As described in the FMND, eastbound bicycles would share the single westbound travel lane with vehicles, while eastbound bicycles would utilize a marked contraflow bicycle lane. Vehicle traffic volumes would be reduced from existing levels during peak weekend hours due to the closure of Jefferson Street to private vehicles for one block at either Taylor Street or at both Powell and Taylor streets. Vehicle speeds on Jefferson Street would be reduced due to the reduction in the number of travel lanes, on-street loading, traffic calming features, and the reduction of the speed limit to 15 MPH. Bicycle parking bollards would be installed within the sidewalks.

Under the FMND project, including a continuous bicycle facility in both directions on Jefferson Street, the impact to bicycles was found to be less than significant.

Modified Project:

Under the modified project, bicycles would share a single travel lane with vehicles in both directions. Westbound vehicle traffic volumes would be reduced from existing levels during peak weekend hours due to the closure of westbound Jefferson Street to private vehicles for one block at Powell Street. On the block between Taylor and Jones streets, sharrows⁷ would direct westbound bicycles to avoid the westbound streetcar tracks. Eastbound vehicle traffic volumes would be low because eastbound Jefferson Street would not form a continuous vehicle route with The Embarcadero (there would be a required right-turn-only at Powell Street). Vehicle speeds on Jefferson Street would be reduced due to the reduction in the number of westbound travel lanes, the presence of two-way traffic, on-street loading, traffic calming features, and the reduction of the speed limit to 15 MPH. Bicycle parking bollards would be installed within the sidewalks.

Conclusion:

Under the modified project, eastbound bicycles would not have a dedicated bicycle lane as under the FMND project, but would instead share the lane with vehicle traffic. Eastbound vehicle traffic volumes and speeds would be lowered increasing safety on the eastbound bicycle facility.

Similar to the project analyzed in the FMND, bicycle impacts resulting from the modified project would be less than significant.

Transit

FMND Project

Under the FMND project, streetcars would travel along a slightly modified alignment on Jefferson Street. The existing transit-only lane between Powell and Jones streets would be upgraded by installing a concrete curb between the existing transit-only lane and the westbound travel lane. This concrete curb would prevent automobiles from driving in the transit-only lane. Also, the project analyzed in the FMND included the relocation of the streetcar track approximately 10 feet to the south, from approximately 120 feet west of Taylor Street to Jones Street (a distance of approximately 265 feet). This relocation was proposed in order to widen the north sidewalk on this block of Jefferson Street.

The FMND project would upgrade the existing streetcar-only lane so that vehicles could not park or drive along the tracks, and the impact to transit was found to be less than significant.

Modified Project:

Under the modified project, streetcars would travel along an upgraded transit-only lane on Jefferson Street, but no track would be relocated. From Powell to Taylor streets, a planted median would be constructed between the existing streetcar lane and the westbound travel lane, and from Taylor to Jones

⁷ Sharrows are on-street bicycle pavement markings.

streets a concrete curb would be constructed. These features would prevent vehicles from driving in the transit-only lane. The streetcar track approaching Jones Street would not be relocated.

Conclusion:

Comparable to the project analyzed in the FMND, the modified project would enhance the existing transit-only lane on Jefferson Street by preventing vehicles from driving and parking along the tracks and transit impacts resulting from the modified project would be less than significant.

Passenger Loading

FMND Project

Under the FMND project, tour buses (vehicles with eight or more passengers) would not be permitted on Jefferson Street at any time. Existing tour bus loading zones on Mason, Leavenworth and Hyde streets that require circulation via Jefferson Street would be removed. To compensate for the loss of tour bus loading space, new loading zones would be created on North Point, Mason and Taylor streets. Tour bus access and loading zones would be preserved along Beach, Powell, and Taylor streets, and the Little Embarcadero.

Active passenger loading along Jefferson Street would be permitted within the travel lane. The street would be sufficiently wide to enable other vehicles to overtake a stopped vehicle at a low speed. A loading pocket along the south side of Jefferson Street between Hyde and Leavenworth streets would enable passenger vehicles and taxis to load without blocking the westbound travel lane or eastbound bicycle lane.

The FMND project would enable tour bus access and loading zones close to Jefferson Street, and passenger loading would be permitted along Jefferson Street. The impact to passenger loading was found to be less than significant.

Modified Project:

Under the modified project, tour buses would be permitted on Jefferson Street at all times in both directions, but they would only be permitted to travel one block before being required to turn off the street, and they would not be permitted to load passengers along Jefferson Street. Also, tour buses over three tons in weight would not be permitted to travel eastbound along Jefferson Street, or northbound on Hyde Street between Beach and Jefferson streets, due to intersection turn radius constraints (see **Freight Loading** below).

Tour bus loading, passenger loading, and general parking would be reconfigured on Hyde Street between Jefferson and Beach streets. The existing 260-foot tour bus loading zone on the east side of Hyde Street would be removed, and converted into a 100-foot taxi loading zone and 160 feet of metered parking. To compensate for the loss of tour bus loading space on the east side of Hyde Street, additional space would be created on the west side, by converting the existing five general parking spaces into tour

bus loading zone. As a result, the entire west side of Hyde Street between Jefferson and Beach streets would be reserved for tour bus loading.

Similar to the project analyzed in the FMND, active passenger loading along Jefferson Street would be permitted within the travel lane. The street would be sufficiently wide to enable other vehicles to overtake a stopped vehicle at a low speed. Also similar to the project analyzed in the FMND, the modified project would include an on-street loading pocket, 100 feet in length, on the south side of Jefferson Street immediately east of Hyde Street.

Conclusion:

The modified project is comparable to the project analyzed in the FMND regarding passenger loading, except that tour buses would be permitted to travel one block along Jefferson Street rather than an outright prohibition.

Similar to the project analyzed in the FMND, passenger loading impacts resulting from the modified project would be less than significant.

Freight Loading

FMND Project

Under the FMND project, trucks (vehicles with six or more wheels) would not be permitted on Jefferson Street between 11:00 AM and 7:00 PM daily, except for the block between Leavenworth and Hyde streets where trucks would be permitted at all times. Trucks would also be prohibited on streets that require circulation along Jefferson Street (Mason and Jones streets, between Jefferson and Beach streets). Between 7:00 PM and 11:00 AM, trucks would be permitted on Jefferson, Mason and Jones streets, and on-street loading zones within the travel lane along Jefferson Street would be reserved for active freight loading activity.

While truck circulation and loading along Jefferson Street would be restricted during peak hours, freight loading activity generally occurs early in the morning, before the peak-hour restrictions would be in effect. Furthermore, land uses that require all-day truck access (between Leavenworth and Hyde streets) would be accommodated. The impact to truck loading was found to be less than significant.

Modified Project:

Under the modified project, trucks would be permitted to circulate on westbound or eastbound Jefferson Street and access existing loading zones off of Jefferson Street. However, trucks (or tour buses, as described above under **Passenger Loading**) greater than three tons in weight would not be permitted to circulate on eastbound Jefferson Street. This is because eastbound circulation would require trucks to execute a right-turn onto Jefferson Street, and then a right-turn off of Jefferson Street. Trucks larger than three tons would not be able to execute these right-turn movements, as they require a small radius curve that trucks cannot negotiate. Conversely, left-turn movements enable a larger radius curve that these

trucks could negotiate. Therefore, the modified project would prohibit trucks greater than three tons in weight from turning right onto Jefferson Street at the northbound approach of all intersections. Large trucks would only be permitted to turn left onto Jefferson Street, or approach from westbound The Embarcadero. Large trucks would also be prohibited on northbound Hyde Street between Beach and Jefferson streets. Trucks three tons or less in weight would be permitted to circulate in both directions on Jefferson Street, as these smaller vehicles would be able to execute right-turn movements at intersections.

On-street loading zones would be designated within the travel lane on Jefferson Street, on both the north and south sides of the street, similar to the project FMND project. Vehicle traffic would be able to maneuver around stopped trucks at low speeds. Trucks would be permitted to actively load from these spaces during the off-peak hours of 10:00 PM – 11:00 AM. On-street freight loading on Jefferson Street would be prohibited during the peak hours of 11:00 AM – 10:00 PM, but trucks would still be permitted to travel along Jefferson Street during these hours in order to access existing loading zones on Mason and Jones streets.

Trucks would not be permitted to load on Jefferson Street during peak hours, but freight loading activity generally occurs during the morning hours before the peak-hour restrictions would be in effect. Furthermore, trucks would have all-day access to existing truck loading zones close to Jefferson Street.

Conclusion:

The modified project is comparable to the project analyzed in the FMND regarding freight loading, except that trucks would be permitted to travel along westbound Jefferson Street at all times, rather than only during off-peak hours. Trucks heavier than three tons would be prohibited along eastbound Jefferson Street, but this would not diminish truck access compared to existing conditions or the FMND project because eastbound access for any vehicle is not included under those scenarios.

Similar to the FMND project, freight loading impacts resulting from the modified project would be less than significant.

Emergency Vehicle

FMND Project

The project analyzed in the FMND would not result in inadequate emergency access. Any road closure would not apply to emergency vehicles. The detailed design of the street would be reviewed by the San Francisco Fire Department to ensure adequate emergency access.

The impact on emergency vehicles was found to be less than significant.

Modified Project

The modified project would not result in inadequate emergency vehicle access. The proposed road closure at Powell Street would not apply to emergency vehicles, and the PCO stationed at this intersection would permit emergency vehicles to pass. As described above under **Freight Loading**, large vehicles (such as fire trucks) would generally not be able to travel eastbound on Jefferson Street due to the

required curve radius of right turns. However, emergency vehicles are generally unable to travel on eastbound Jefferson Street under existing conditions, because the street is one-way westbound.

Furthermore, the closest San Francisco Fire Department station is located at Greenwich and Stockton streets, to the east of the project site. Emergency vehicles approaching from this station would travel westbound, not eastbound, along Jefferson Street, and would therefore be able to execute a left-turn movement onto Jefferson Street. Therefore, there would be no degradation in emergency vehicle access.

Conclusion

Similar to the project analyzed in the FMND, the modified project would not result in inadequate emergency vehicle access. The impact on emergency vehicles would be less than significant.

Traffic

FMND Project

As described in the FMND, the one-way westbound directionality of Jefferson Street would remain, similar to existing conditions, but the number of westbound travel lanes on Jefferson Street would have been reduced from two lanes to one. Vehicle traffic would be diverted off of westbound Jefferson Street as a result of a new parking and wayfinding signage program, the removal of all on-street parking along Jefferson Street, and the closure of certain blocks of Jefferson Street to vehicle traffic during peak hours. Vehicle speeds would be reduced due to the reduction in the number of travel lanes, on-street loading, traffic calming features, and the reduction of the speed limit to 15 MPH.

Two variants were developed related to the location of the roadway closures: either the block between Taylor and Jones streets would be closed, or that block and also the block between Powell and Mason streets would have been closed. The hours of closure would be 11:00 AM – 7:00 PM, seven days a week, throughout the year. Vehicle access onto Jefferson Street would be available at all times from Leavenworth, Jones, and Mason streets. The closures would be enforced by retractable bollards, gates, or similar devices.

At the time of publication of the FMND, it was not known whether the parking signage program would direct drivers to either Beach Street or North Point Street, or a combination of the two. Therefore, two separate scenarios were analyzed, with vehicles diverting onto either Beach Street or North Point Street.

As shown in Table E.5.4 and E.5.5, the project analyzed in the FMND in combination with several traffic mitigation measures (generally signal timing and lane geometry modifications) would not cause any study intersection to degrade to unacceptable Level of Service (LOS) under Existing plus Project conditions. Additionally, as shown in Table E.5.6 and E.5.7, the FMND project in combination with the traffic mitigation measures would not cause any study intersection to degrade to unacceptable LOS under Cumulative plus Project conditions. The impact to traffic was found to be less than significant.

Modified Project:

Under the modified project, the one-way westbound directionality of Jefferson Street would be rescinded, and Jefferson Street would become a two-way street with one travel lane in each direction between Powell and Hyde streets. Hyde Street between Beach and Jefferson streets would also be converted into two-way operation. Eastbound traffic on Jefferson Street would not be able to connect to eastbound Embarcadero, as The Embarcadero is one-way westbound at Powell Street; eastbound traffic on Jefferson Street would have a required right-turn-only at Powell Street.

Converting Jefferson Street into a two-way street would enhance vehicle circulation. Vehicle trips originating along Jefferson Street and destined to points to the east would no longer be required to circle around the block to depart the street; likewise, vehicle trips destined to Jefferson Street and originating from points to the west would also no longer be required to circle around the block to access the street.

Similar to the project analyzed in the FMND, vehicle traffic would be diverted off of westbound Jefferson Street as a result of a new parking and wayfinding signage program, the removal of all on-street parking along Jefferson Street, the closure of westbound Jefferson Street between Powell and Mason streets during peak hours, and the prohibition of turn movements onto Jefferson Street from Powell or Taylor streets during peak hours. Vehicle speeds would be reduced due to the reduction in the number of westbound travel lanes, the presence of two-way traffic, on-street loading, traffic calming features, and the reduction of the speed limit to 15 MPH.

The modified project would close the block of Jefferson Street between Powell and Mason streets, from 12:00 PM – 6:00 PM, seven days a week. This closure would be enforced by a PCO.

The parking signage and wayfinding program would direct vehicles onto Beach Street, where the predominant supply of off-street parking in Fisherman's Wharf is accessed. Therefore, the LOS analysis presented below assumes traffic diverts onto Beach Street. Additionally, the FMND presented weekday traffic analysis only for study intersections along North Point Street under the North Point Street diversion scenario; because the modified project would not divert traffic only onto North Point Street, this weekday analysis is not repeated below.

Existing Traffic Conditions

Table 1.1 below presents the LOS analysis for the modified project under both Existing and Existing plus Modified Project conditions.

SPACE INTENTIONALLY LEFT BLANK

TABLE 1.1: LEVEL OF SERVICE RESULTS
JEFFERSON STREET INTERSECTIONS, EXISTING PLUS PROJECT CONDITIONS, WEEKEND PEAK HOUR

Intersection	Existing No Project Delay (v/c), LOS	Existing Plus FMND Project ¹ Delay (v/c), LOS	Existing Plus Modified Project Delay (v/c), LOS
1. Embarcadero/N. Point/Kearny	>80.0 (0.89), F	>80 (0.89), F – >80 (0.99), F	>80.0 (0.89), F
2. Embarcadero/Grant/Beach	>80.0 (0.85), F	>55.4, E – >80 (0.89), F	>80 (0.86), F 56.3, E ²
3. North Point/Powell	12.9, B	12.9, B – 19.0, B	12.9, B
4. Beach/Powell	18.2, B	16.8, B – 48.5, D	27.0, C
5. Embarcadero/Jefferson/Powell	32.8, C	33.6, C – 41.2, D	27.3, C
6. North Point/Taylor	14.4, B	14.4, B – 39.1, D	14.4, B
7. Beach/Taylor	15.9, B	15.7, B – >80 (1.02), F	21.6, C
8. Jefferson/Taylor	20.2, C	21.4, C – >80 (1.13), F	20.0, B
9. North Point/Hyde	12.1, B	13.3, B – 34.5, C	12.4, B
10. Beach/Hyde	25.9, B	30.2, C – >80 (0.79), F	>80.0 (0.86), F 46.8, D ³
11. Jefferson/Hyde	9.7 WB, A	7.9 WB, A	8.3 WB, A

Values presented in italics represent LOS with implementation of mitigation measures, as described below.

1. The FMND analyzed two different variants as part of the Traffic Circulation Plan (one variant included a roadway closure on Jefferson only between Taylor and Jones, while the other variant included roadway closures on Jefferson both between Taylor and Jones and also Powell and Mason). Also, the FMND analyzed two different diversion scenarios resulting from the Parking Signage Program (one scenario assumed traffic would divert onto Beach Street, while the other assumed traffic would divert onto North Point Street). As such, the FMND presented four different sets of LOS analysis. The LOS presented in this table represents the range of the four sets of LOS.

2. See Mitigation Measure TR-2.

3. See Mitigation Measure TR-7.

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., WB = westbound). Volume to capacity (v/c) for intersections operating at LOS F is presented. Detailed traffic calculations are included as part of the project file and are available for the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case 2010.0256.

Bold denotes unacceptable intersection operation.

Source: San Francisco Planning Department, 2012.

As shown in Table 1.1, implementation of the modified project would not cause intersection operations to deteriorate to unacceptable operations under Existing plus Modified Project conditions, except at the intersection of Beach/Hyde where the LOS would deteriorate from B to F.

This impact was also identified for the FMND project as shown in Table E.5.4 in the FMND. The cause of the impact, as well as a mitigation measure to improve conditions, is explained on page 135 of the FMND. This mitigation is summarized below:

Mitigation Measure TR-7: Beach/Hyde

Modify the signal timing. By shifting approximately 15 seconds of green time away from the north-south movement and giving it to the east-west movements. As shown in Table 1.1, this mitigation would improve traffic operations to LOS D.

Embarcadero/Grant/Beach Intersection

As shown in Table 1.1, the modified project would cause the LOS to slightly deteriorate at the intersection of Embarcadero/Grant/Beach. The LOS would remain at F between Existing No Project and Existing Plus Modified Project, but the volume to capacity (v/c) ratio would increase from 0.85 to 0.86. This would represent an increase in the v/c ratio of 1.1%, which would generally result in an imperceptible deterioration in traffic conditions.

However, an improvement measure has been developed that would improve operations at this intersection to LOS E, as shown in Table 1.1. This improvement measure is summarized below:

Improvement Measure TR-2: Embarcadero/Grant/Beach

Reconfigure the northwestbound approach and the signal timing. The left lane of the northwestbound approach would be modified from a shared left-through lane into a left-only lane. By restriping the lane as such, the signal phasing could be changed from a split phase into separate signal phases for the northwestbound straight and left turn movements.

As shown in Table 1.1, this improvement measure in combination with the modified project would improve traffic operations at the Embarcadero/Grant/Beach intersection to LOS E. With these changes, traffic volumes proceeding westbound would not materially change compared to prior conditions, and instead would shift from The Embarcadero to Beach Street at this intersection. Therefore, the proposed project as modified would not contribute to adverse traffic conditions.

In summary, implementation of the modified project in combination with the identified mitigation measure would not result in any traffic impacts under Existing plus Modified Project conditions.

Cumulative Traffic Volumes

Table 2 below presents the LOS analysis for the Modified project under both Cumulative and Cumulative plus Modified Project conditions. As described in the FMND, cumulative conditions represent 15% growth in traffic volumes.

TABLE 2: LEVEL OF SERVICE RESULTS
JEFFERSON STREET INTERSECTIONS, CUMULATIVE (YEAR 2030) PLUS PROJECT CONDITIONS, WEEKEND PEAK HOUR

Intersection	Cumulative No Project Delay (v/c), LOS	Cumulative Plus FMND Project ¹ Delay (v/c), LOS	Cumulative Plus Modified Project Delay (v/c), LOS
1. Embarcadero/N. Point/Kearny	>80 (1.04), F	>80, F (1.04) – >80, F (1.14)	>80 (1.04), F
2. Embarcadero/Grant/Beach	>80 (0.98), F	>80, F (0.88) – >80, F (0.99)	>80 (0.99), F 67.5, E ²
3. North Point/Powell	14.0, B	14.0, B – 29.1, C	14.0, B
4. Beach/Powell	20.6, C	18.9, B – 72.2, E	49.0, D
5. Embarcadero/Jefferson/Powell	38.6, D	39.9, D – 53.5, D	34.1, C
6. North Point/Taylor	16.9, B	16.9, B – 72.3, E	16.9, B
7. Beach/Taylor	17.8, B	32.9, C – >80 (1.18), F	32.9, C
8. Jefferson/Taylor	23.9, C	23.4, C – >80 (0.92), F	21.5, C
9. North Point/Hyde	13.2, B	14.3, B	13.4, B
10. Beach/Hyde	36.2, D	>80 (0.92), F –	>80.0 (1.00), F 48.6, D ³
11. Jefferson/Hyde	10.5 WB, B	8.0 WB, A	9.0 WB, A

1. The FMND analyzed two different variants as part of the Traffic Circulation Plan (one variant included a roadway closure on Jefferson only between Taylor and Jones, while the other variant included roadway closures on Jefferson both between Taylor and Jones and also Powell and Mason). Also, the FMND analyzed two different diversion scenarios resulting from the Parking Signage Program (one scenario assumed traffic would divert onto Beach Street, while the other assumed traffic would divert onto North Point Street). As such, the FMND presented four different sets of LOS analysis. The LOS presented in this table represents the range of the four sets of LOS.
2. See Mitigation Measure TR-2.
3. See Mitigation Measure TR-7. As presented in the FMND, implementation of Mitigation Measure TR-7 results in LOS C at intersection No. 10. The modified project results in LOS D at the same intersection. This change in LOS is due to the addition of the new northbound departure at the intersection of Hyde/Beach. Specifically, the new westbound-right and eastbound-left turn movements add delay.

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., WB = westbound). Volume to capacity (v/c) for intersections operating at LOS F is presented. Detailed traffic calculations are included as part of the project file and are available for the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case 2010.0256.

Bold denotes unacceptable intersection operation.

Source: San Francisco Planning Department, 2012.

As shown in Table 2, implementation of the modified project would not cause intersection operations to deteriorate to unacceptable operations under Cumulative plus Modified Project conditions, except at the intersection of Beach/Hyde.

This impact was also identified for the FMND project as shown in Table E.5.6 of the FMND. The cause of the impact, as well as a mitigation measure to improve conditions, is explained on page 143 of the FMND. This mitigation is the same as the mitigation described above under Existing plus Modified Project conditions. Also, as described above under Existing Plus Modified Project conditions, an improvement measure has been developed that would improve operations at Embarcadero/Grant/Beach to LOS E conditions.

Implementation of the modified project in combination with the identified mitigation measures from the FMND would not result in any traffic impacts under Cumulative plus Modified Project conditions.

Conclusion

The project analyzed in the FMND did not create any significant traffic impacts that could not be mitigated. Similar to the FMND project, traffic impacts resulting from the modified project in combination with mitigation measures from the FMND would be less than significant.

Parking

FMND Project:

Under the project analyzed in the FMND, all on-street parking on Jefferson Street would be removed, a total of approximately 80 parking spaces. No off-street parking, or access to off-street parking, would be removed.

Modified Project:

Under the modified project, all on-street parking on Jefferson Street would be removed, similar to the FMND project. No off-street parking, or access to off-street parking, would be removed.

Conclusion:

The modified project would have the same less-than-significant effect on on-street parking, specifically, the removal of all on-street parking along Jefferson Street.

Noise

As stated in the FMND, the FWPRP is located in an area of existing noise levels below approximately 75 Ldn that are considered, in the *General Plan's* Land Use Compatibility chart, as "areas that are satisfactory

for certain recreational uses". The analysis in the FMND showed that the operation of the original project would be compatible with the existing ambient noise environment of the plan area and the project would be exposed to ambient noise primarily due to traffic and construction activities.

Although no mitigation measures related to noise impacts were identified in the FMND for the project, the FMND analysis called for the FWPRP to comply with Article 29 of the San Francisco Police Code and Title 24 building code regulations to ensure that the project would not generate noise levels that exceed established standards or result in a substantial permanent increase in ambient noise levels.

Like the project analyzed in the FMND, operation of the modified project would be primarily related to pedestrian use and would not include mechanical equipment which could generate noise; therefore, the modified project operations would be compatible with the existing ambient noise level.

Similar to the FMND project, the modified project would also be exposed to traffic noise levels. According to scientific acoustics studies, traffic volumes in a given area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. As with the FMND project, implementation of the modified project would not result in any new substantial increase in traffic volume to the roadway network; accordingly, no substantial change in the intersections' traffic volume under either proposed or modified project conditions would be expected. Thus, the modified project's exposure to traffic noise levels would be less than significant.

Similar to the project analyzed in the FMND, the modified project construction work would comply with Article 29 and Title 24, which would ensure that the modified project would not generate noise levels that exceed established standards or result in a substantial permanent increase in ambient noise levels.

Air Quality

As analyzed in the FMND, the project would not violate ambient air quality standards, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors or have a significant impact on cumulative air quality in the Bay Area. The modified project, which proposes the same type of streetscape improvements with modifications to accommodate configuration of sidewalks, the provision of bicycle facilities, the alignment of streetcar tracks, restrictions on tour buses and trucks, the orientation of traffic lanes, and the phasing of construction on Jefferson Street, would not significantly change the project's air quality impacts with respect to either construction or operational effects.

For construction activities, the air quality Mitigation Measure **MM-AQ-3** (see FMND pp. 183 and 240), set forth in the 2011 FMND would still apply to the modified project. Implementation of the modified project along with Mitigation Measure **MM-AQ-3** would result in less-than-significant project and cumulative impacts related to air quality, similar to the findings in the FMND.

Greenhouse Gas Emissions

Effective 2010, the State revised Appendix G of the CEQA Environmental Checklist to include two criteria that relate to Greenhouse Gas Emissions (GHG). These criteria require that a project's impacts on

Greenhouse Gas Emissions be evaluated in the context of whether the modified project would generate greenhouse gas emissions that may have a significant impact on the environment, and whether the project would conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gases.

The FMND found that the project's impacts related to GHG emissions would be reduced through compliance with City regulations that are part of San Francisco's GHG reduction plan which is considered a "qualified greenhouse gas reduction strategy". These regulations include the City's Clean Construction Ordinance and Construction Recycled Content Ordinance. The Clean Construction Ordinance would require construction vehicles to use at least a 20% blend of biodiesel (B20); and use construction equipment (25 hp or more) with engines that either meet US EPA Tier 2 standards for off-road engines, *or* use the most "effective verified diesel emission control strategy", also known as "best available control technology". The use of cleaner fuel would offset some construction related GHG emissions. The Construction Recycled Content Ordinance would require that materials used for the implementation/construction of individual streetscape projects be of local recycled material. Standard SFDPW specs specify fly ash content in concrete and allow for recycled content in aggregates for paving.

Consistent with the project analyzed in the FMND, the modified project also includes landscaping which could result in an increase in GHG emissions from landscape maintenance activities and irrigation. Increase in water use generates indirect GHG emissions from the energy required to pump, treat, and convey water. However, street trees and vegetation also serve as carbon sinks by sequestering CO₂ from the atmosphere. In addition, individual streetscape projects would be designed with vegetation that is appropriate to San Francisco, reducing the amount of maintenance activities and irrigation required to sustain streetscape vegetation. Thus, the modified project would not contribute significantly to global climate change and would result in a less than significant impact; similar to the FMND project.

Other Environmental Topics

The project modifications would have not effects on the impact analysis or conclusion previously reached in the FMND for the FWPRP project in the following areas: aesthetics, population and housing, cultural and paleontological resources, 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 and forest resources. The modified project would not result in any new or substantially more severe impacts in these resource areas than disclosed in the FMND. The FMND, including the significance conclusions reached therein, remains applicable to the modified project and all mitigation measures from the FMND would apply to the modified project.

Conclusions

Based on the foregoing, the Department concludes the analyses conducted and the conclusions reached in the August 30, 2011 Final Mitigated Negative Declaration remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the Final Mitigated Negative Declaration, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new

**Addendum to Mitigated Negative Declaration
September 20, 2012**

**CASE NO. 2010.0256E
Fisherman's Wharf Public Realm Plan**

information has become available that shows that the project would cause significant environmental impacts. 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.

September 20, 2012


BILL WYCKO
Environmental Review Officer

cc: Bulleing Board/Master Decision File
Distribution List