



Addendum 2 to Environmental Impact Report

<i>Date of Addendum:</i>	October 30, 2023
<i>Date of EIR Certification:</i>	March 16, 2023
<i>EIR Case No.</i>	2019-023037ENV
<i>EIR Title:</i>	Waterfront Plan
<i>Project Case No.</i>	2023-009039ENV
<i>Project Title</i>	Relocation of Observation Wheel to Fisherman's Wharf
<i>Project Address:</i>	Seawall Lot 301
<i>Project Sponsor:</i>	David Beaupre, Port of San Francisco Pier 1, The Embarcadero San Francisco, CA 94111 (415) 215-5465
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REMARKS

Background

A final environmental impact report (EIR) for the subject project, Case No. 2019-023037ENV, was certified on March 16, 2023.¹ The Port of San Francisco's Waterfront Plan analyzed in the EIR updates and amends the 1997 Waterfront Land Use Plan, which sets long-term goals and policies to guide the use, management, and improvement of 7.5 miles of properties owned and managed by the Port's jurisdiction, from Fisherman's Wharf to India Basin. The EIR analyzed the physical environmental impacts of the proposed goals, policies, and objectives of future waterfront improvements, and includes land use growth assumptions determined by the San Francisco Planning Department, and the resulting physical development that could occur under the Waterfront Plan. Land use objectives proposed by the Waterfront Plan are particular to each of the five waterfront subareas: Fisherman's Wharf, Northeast Waterfront, South Beach, Mission Bay and the Southern Waterfront. One of the Waterfront Plan goals is to host a diverse and rich array of commercial, entertainment, civic, cultural, open space, and recreational activities that complement a working waterfront, provide economic opportunity, and create waterfront destinations for all San Franciscans and visitors to enjoy. Overall, the land use objectives increase intensity of use, diversify uses, and enhance public access and transportation infrastructure throughout the waterfront.

¹ San Francisco Planning Department, *Waterfront Plan Final Environmental Impact Report*, Planning Department Case No. 2019- 023037ENV, State Clearinghouse No. 2020080458, certified March 16, 2023. Available online at: https://sfplanning.org/environmental-review-documents?title=Waterfront&field_environmental_review_categ_target_id=All&items_per_page=10, accessed September 25, 2023.

Proposed Modifications

The Port proposes to install and operate an illuminated observation wheel, along with temporary, portable support structures and facilities, in Fisherman's Wharf (to be relocated from Golden Gate Park) for a period of six months. For the analysis of potential environmental effects in this addendum, the period of operation is assumed to be three years.²

The subject property is Seawall Lot 301, a triangular-shaped lot located on San Francisco Port property that is bounded to the north by the Embarcadero, to the south by Jefferson Street, and to the west by Taylor Street. There are two buildings on the western side of Seawall Lot 301: the Boudin Bakery building at 160 Jefferson Street, and the Chowder Hut at 2890 Taylor Street. A surface parking lot occupies the east side of the property.

The wheel and other structures to support its operation would be placed at the east end of the parking lot.³ The wheel would be installed on a base structure (approximately 58 feet by 43 feet) with a total height of 138 feet. The wheel would contain 36 fully-enclosed gondolas, with each gondola holding up to six people. The wheel is equipped with LED lights that change color.⁴ The observation wheel would operate daily from 10:00 am to 10:00 pm with slight adjustments within these permitted hours for weather, weekends, and special events. The observation wheel would be installed prior to the start of the 2023 Asia-Pacific Economic Cooperation (APEC) conference in San Francisco.⁵

In addition to the observation wheel, the modified project would include the following temporary, portable structures and facilities: a retail and photo pickup tent; concrete planter box barricades; an operations office⁶; bicycle, scooter and stroller parking; a storage container; a portable diesel generator with temporary fencing⁷; an emergency back-up generator; a prefabricated employee break room; ticketing counter/kiosk; a photo capture tent; an ADA-accessible ramp; temporary security fencing; and a queuing area for approximately 250 people. All structures brought to the proposed lease area in service of the observation wheel would be portable and temporary in nature.

The proposed foundation for the wheel would be four 13-foot square concrete footings that would extend approximately two feet below the existing grade. The proposed shallow foundation would be temporary (up to six months).⁸ The estimated volume of excavation is approximately 36 cubic yards; no grading is proposed.

² This addendum analyzes the operation of the wheel for a longer term (three years) in case the Port pursues a lease after the first six months.

³ The lease area would be approximately 10,836 square feet.

⁴ The wheel is not equipped with strobe lighting and the lighting system does not have a strobe function, nor is there intention to add strobe effects at any time during operation of the wheel.

⁵ The APEC conference starts on November 12, 2023.

⁶ The operations office is a 40-foot by 8-foot metal shipping container that would be located on the exit side of the platform of the ride. The office houses the ride control room and operator's booth.

⁷ The project electrical engineer is working with PG&E to determine if suitable public power is available. The proposed observation wheel would initially run on a diesel-powered generator and would switch to public power immediately if public power is available. The exact timeframe of when this would happen is unknown.

⁸ It is anticipated that changes to the foundation would be required for the operation of the wheel after six months.

The observation wheel approval is a six-month special event license which would be approved administratively by Port staff; no Port commission action is required.

Section 31.19(c)(1) of the San Francisco Administrative Code 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."

Analysis of Potential Environmental Effects

This addendum evaluates whether the environmental impacts of the modified project are addressed in the FEIR that was certified on March 16, 2023. As shown in the analysis below, the modified project, which is the subject of this addendum, would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, or require new mitigation measures. Additionally, no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Therefore, as discussed in more detail below, the modified project would not change the analysis or conclusions reached in the FEIR.

Historical Resources

The FEIR determined that implementation of the Waterfront Plan would result in a less-than-significant impact with mitigation on historical resources.⁹ The proposed observation wheel would be installed on the eastern portion of the lot where there is currently a surface parking lot. There are two buildings on the western side of Seawall Lot 301, the Boudin Bakery building at 160 Jefferson Street (constructed circa 1970), and the Chowder Hut at 2890 Taylor Street (constructed circa 1970). Both buildings on Seawall Lot 301 were identified in the survey, *Port of San Francisco Historic Resources Data Base*, completed by Architectural Resources Group in November 1996 but were not determined to be eligible as historic resources at that time. As such, there are no identified historic resources on the subject property.

Because the proposed wheel would be placed on the portion of Seawall Lot 301 that is currently a surface parking lot, the two existing buildings on the site would not be altered by the proposed project. There would be no demolition of identified or potential historic resources on the site. Additionally, because the proposed project is temporary and reversible, after three years the site would be returned to its original condition. Therefore, the proposed project would not have the potential to cause an impact to historic resources on the site.

The project site is located across the street from the Embarcadero Historic District.¹⁰ The Embarcadero Historic District was listed in the National Register of Historic Places (and therefore the California Register of Historical Resources) in 2006. The district spans a three-mile stretch along the waterfront and consists of over 20 piers and remnants of piers, a bulkhead wharf in 21 sections, a seawall, the Ferry Building, the Agriculture Building, and a collection of smaller buildings.

⁹ The FEIR included mitigation measures related to streetscape or street network improvements that would require moving an auxiliary water supply system hydrant, and best practices for using heavy-duty construction equipment and construction monitoring program.

¹⁰ The proposed project would not be located within the boundaries of the Embarcadero Historic District.

The three components within the boundaries of the Embarcadero Historic District that are closest to the project site include the Bulkhead Wharf Section B, a 1,000-foot-long structure that stretches from the foot of Powell Street to the foot of Taylor Street; Pier 43 (Car Ferry Headhouse), a pier with a slip and headhouse located at the foot of Powell Street; and the Franciscan Restaurant, a two-story restaurant located west of Pier 43 at Pier 43 1/2. These three elements are just north of the project site across the Embarcadero. Bulkhead Wharf Section B and the Franciscan Restaurant are both non-contributors to the Embarcadero Historic District, while Pier 43 is a contributor.

The height of the observation wheel would not be fully compatible with the surrounding area and the Embarcadero Historic District. But because it would be installed across the street from the historic district on a parking lot that is not a contributor to the surrounding setting of the historic district, and because its placement is temporary and reversible, it does not have the potential to result in a significant impact on the Embarcadero Historic District. At the end of three years, the observation wheel and accessory structures would be removed, and the site would revert back to a surface parking lot and the setting would return to its previous condition.

Therefore, the proposed temporary installation of the observation wheel would not cause a substantial adverse change in the significance of any historic resources.

The construction and operation impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental impacts. In addition, the modified project would not require new mitigation measures, and none of the FEIR historical resources mitigation measures would apply.

Archeological and Tribal Cultural Resources

The FEIR determined that implementation of the Waterfront Plan would result in a less-than-significant impact with mitigation on archeological and tribal cultural resources.

The planning department conducted preliminary archeological review for the modified project and determined that the proposed installation of the observation wheel could expose and cause impacts on unknown archeological resources.¹¹ Based on the conclusions of the preliminary archeological review and the geotechnical report for the proposed temporary foundation¹², **FEIR Mitigation Measure M-CR-2a, Procedures for Accidental Discovery of Archeological Resources for Projects Involving Soil Disturbance** would apply to the modified project. If changes to the foundation are required for the operation of the wheel after six months, the planning department would identify which of the mitigation measures below would be required:

- **M-CR-2a, Procedures for Accidental Discovery of Archeological Resources for Projects Involving Soil Disturbance**
- **M-CR-2b, Archeological Monitoring Program**
- **M-CR-2c, Archeological Testing Program**
- **M-CR-2d, Treatment of Submerged and Deeply Buried Resources**

¹¹ San Francisco Planning Department, *Preliminary Archaeological Review*, Port Observation Wheel, October 30, 2023.

¹² Soil Engineering Construction, *Geotechnical Evaluation*, Skystar Observation Wheel, October 23, 2023.

Construction impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental impacts. In addition, the modified project would not require new mitigation measures.¹³

Aesthetics

The FEIR determined that implementation of the Waterfront Plan would result in a less than significant impact related to aesthetics. The approximately 117-acre Fisherman's Wharf subarea extends from the east end of Aquatic Park to the east side of Pier 39, an area of shoreline located roughly between Hyde and Kearny streets. Current land uses in the Fisherman's Wharf subarea include commercial and industrial fishing, maritime activities, and retail, restaurant, and entertainment uses, including many tourism-related businesses.

The proposed wheel would add a new vertical element to the project site, which would change the aesthetic character of the project site which is currently a parking lot. The change would be temporary and would not degrade the visual character or quality of public views of the project site or its surrounding area. The installation of the wheel would be located on the south side of The Embarcadero, and the promenade along the waterfront edge would continue to offer abundant views of the bay, Alcatraz Island, and historic ships and fishing operations.

The proposed wheel could modestly interrupt or alter some existing long-range views of the bay that are currently available in the surrounding area. Changes to private views would differ based on proximity to the project site, quality of the view currently experienced, and relative sensitivity of the viewer. Such views could be perceived as an undesirable consequence for affected residents who are used to the existing visual conditions. However, CEQA does not consider impacts to private views to be part of the environment. Thus, the proposed project's impact on private views would not be considered a potentially significant environmental impact.

Existing sources of evening light in the area surrounding the project site include streetlights on adjacent streets, exterior lights from nearby commercial structures, and sources of light from vehicles traveling along roadways. The proposed wheel would be located within Fisherman's Wharf, which is a popular tourist attraction and is not in an area used by local astronomers for night sky observing. Light from the wheel would not reach Ocean Beach or adjacent western coastal areas of San Francisco, which have a much lower outdoor lighting intensity than Fisherman's Wharf.¹⁴

While the lights from the observation wheel could be perceived as an annoyance to some and may encourage some to avoid the Fisherman's Wharf area, this would not be considered a significant impact under CEQA. The operation of the wheel would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

¹³ The full text of FEIR archeological mitigation measures (pages 188-219) can be located here: [M-Files Web \(sfgov.org\)](https://www.sfgov.org/mfilesweb), accessed October 30, 2023.

¹⁴ Lands End is the core of the city's dark sky zone and is used as a gathering area by local astronomers for night sky observing. This visitor use is promoted by and is a management emphasis under the National Park Service (NPS) Management Policy on Dark Skies.

Additionally, light from the wheel would not reach residential areas¹⁵ and would not interfere with activities such as sleep. While the lights would be perceived as an annoyance to some and may encourage some to avoid the Fisherman's Wharf area, this would not be considered a significant impact under CEQA. The effects of evening lighting within the urban context of San Francisco, and within the tourist area of Fisherman's Wharf would not substantially impact people or properties in the project vicinity.

The construction and operation impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental impacts. In addition, the modified project would not require new mitigation measures.

Biological Resources

The FEIR determined that implementation of the Waterfront Plan would result in a less-than-significant impact with mitigation on biological resources.¹⁶ Since the installation of the observation wheel would not involve the removal of trees or the loss of foraging habitat, or in-water construction¹⁷, the project would not have any direct impacts on biological resources. To analyze the potential indirect impacts related to the operation of the wheel, the department reviewed biological assessments that were completed for past projects that share similar characteristics to the wheel.

The department reviewed the biological resources analysis from the Beach Chalet Soccer Fields Renovation EIR (Beach Chalet EIR).¹⁸ This project involved the installation of ten 60' tall light poles that would operate most evenings until 10 pm. The Beach Chalet EIR provided a thorough discussion of the ways in which night lighting can induce bird strikes, as well as disorient and 'trap' migratory birds. The Beach Chalet EIR concluded that potential light impacts on migratory birds and nesting birds would be less than significant. The EIR also found that the Beach Chalet project would have less-than-significant impacts related to nighttime lighting on biological resources.

As part of the approval process for the Beach Chalet project, the California Coastal Commission requested the preparation and implementation of an avian monitoring plan to identify any potential adverse impacts to birds resulting from the use of night lighting by the Beach Chalet project. Following construction of the Beach Chalet project, 20 avian surveys were conducted in 2016 at the Beach Chalet athletic facility. The surveys found no evidence of avian stress or mortality, and the surveys indicated that the use of lights at the fields does not appear to be an avian navigation hazard since there was no evidence of behavior modification or mortality. The report concluded that the lights are minimally impacting to avian species.

The department also reviewed the biological assessment that was prepared for the Bay Bridge Lights project, which involved the installation of 25,000 LED lights moving in a wave-like and flickering pattern with a long-term nightly operation. While the observation wheel has substantially more LED lights than the Bay Bridge Lights project, the LED lights for both projects are not static.¹⁹ The report stated that nocturnal migrants collide with towers and other structures that are illuminated with constant white light,

¹⁵ The nearest residential use is approximately 420 feet from the proposed location of the observation wheel.

¹⁶ The FEIR included the following mitigation measures: worker environmental awareness program training; special-status plant species surveys; nesting bird protection measures; avoidance and minimization measures for bats; fish and marine mammal protection during pile driving; avoidance of pickleweed mat sensitive natural community; and avoidance of impacts on wetlands and waters.

¹⁷ The observation wheel would be installed approximately 100 feet from the bay and its subtidal habitat.

¹⁸ [Beach Chalet Athletic Fields Renovation Draft EIR \(sfplanning.s3.amazonaws.com\)](https://sfplanning.s3.amazonaws.com), accessed October 5, 2023.

¹⁹ The observation wheel contains one million colored LED lights.

and that these birds also collide with illuminated windows on buildings during migration. This phenomenon is most pronounced in eastern and central North America and, with respect to towers, typically occurs when guy wires are used to secure the towers. Strobe lights and colored lights (especially green) substantially reduce the collision rates on migrants with illuminated structures. The report concluded that the movement patterns associated with the lighting scheme would not lead to the attraction and disorientation (and collision) of migrants that are associated with single source, constant white lighting. Given the amount of artificial light associated with development in the Bay Area, the report concluded that the installation of the lights would not add significantly to the overall lighting in the region and the impact would be less than significant.²⁰

Operation of the observation wheel in Fisherman's Wharf would not significantly impede the use of migratory corridors. Migratory flights typically range as low as 300 feet to as high as 10,500 feet. The height of the observation wheel would be approximately 138 feet. Many bird collisions are induced by artificial nighttime lighting, particularly from large buildings. The tendency of birds to move toward lights at night when migrating, and their reluctance to leave the sphere of light influence for hours or days once encountered, has been well documented. It has been suggested that structures located at key points along migratory routes may present a greater hazard than those at other locations. The type of light used may affect its influence on the birds; for example, studies have indicated that blinking lights affect migrating birds substantially less than nonblinking lights.

The observation wheel would not appear as a point source of light from above and is not expected to appear as a distinct and isolated light source due to the proximity of other lighted areas in Fisherman's Wharf, surrounding roads, and nearby neighborhoods. Given the typical altitude at which migrating birds fly, and that studies that were reviewed in the Beach Chalet EIR suggest that night-flying birds are attracted to point-sources of light, it is unlikely that the lighting associated with the proposed project would interfere with a migratory corridor or provide a hazard for migratory birds through the phenomenon of light "entrapment."

Additionally, the operation of the wheel is unlikely to affect nesting birds. The project site, which is a paved parking lot, and the area immediately adjacent to the project site would not serve as potential nesting and roosting habitat for raptors and other birds. Furthermore, birds that typically nest in urban environments would be accustomed to existing light sources in Fisherman's Wharf, as well as from surrounding streets and neighborhoods, and would not be deterred by the observation wheel. Potential indirect impacts to nesting birds resulting from the operation of the wheel would be less than significant.

Furthermore, the San Francisco Recreation and Parks Department's Natural Resources Division has not observed any impacts to biological resources from the operation of the observation wheel in Golden Gate Park.²¹

The construction and operation impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental

²⁰ Caltrans found the Bay Lights project to be categorically exempt from environmental review under Class 1.

²¹ Email communication from Stacy Bradley, Director of Capital and Planning, San Francisco Recreation and Parks Department, to Don Lewis, Planning Department, October 13, 2023.

impacts. In addition, the modified project would not require new mitigation measures, and none of the FEIR biological resources mitigation measures would apply.

Transportation and Circulation

The FEIR found a significant and unavoidable transportation impact related to cumulative construction-related transportation impacts, cumulative public transit delay, and commercial vehicle and/or passenger loading.²²

The proposed project would relocate the observation wheel from Golden Gate Park to a temporary location at Fisherman's Wharf, requiring approximately three weeks of construction. Any changes to the transportation circulation network in the project site vicinity due to construction of the proposed project would be temporary and of limited duration and subject to SFMTA's San Francisco Regulations for Working in San Francisco Streets (also referred to as the Blue Book) and the construction-related requirements in the San Francisco Public Works Code. In addition to Blue Book and public works regulations, contractors are responsible for complying with the City, state, and federal codes, rules, and regulations, including the California Manual of Uniform Traffic Control Devices.

According to the wheel operator, the average ridership in Golden Gate Park was approximately 60 people per hour with a daily average of about 564 people (approximately 16,920 riders per month). Existing trips to the observation wheel would shift from Golden Gate Park to Fisherman's Wharf. The operator anticipates that ridership at Fisherman's Wharf could double, up to approximately 30,000 riders per month. Ridership would be distributed throughout the day with the peak time occurring on Saturdays from noon until 8:00 pm. Given this, the proposed project is not expected to generate a substantial number of net new trips to the project site during the weekday p.m. peak hour. Furthermore, given the site's location, it is expected that the majority of future users would be visitors to the Fisherman's Wharf area who are already in the project vicinity.

The proposed project would not create new curb cuts, change the existing streetscape, or include any other design features that could create hazardous conditions for people walking, bicycling, or driving or public transit operations, interfere with accessibility for people walking or bicycling, or result in inadequate emergency access in the project site vicinity. The Muni route that operates adjacent to the project site (F Market Wharves) uses a transit-only lane and would not experience additional delay due to new vehicle trips at the project site. Along the water side of The Embarcadero, passenger loading/unloading zones are provided at curbside locations between Powell and Taylor streets in the Fisherman's Wharf. Additional nearby loading zones are located on Mason Street and Powell Street. There is also a designated tour bus-only zone located on the north side of Beach Street between Powell Street and The Embarcadero, where tour buses can drop-off, pick up or wait for passengers. The proposed project's loading demand is unlikely to exceed the loading supply because, as stated above, there are conveniently located loading zones near the project site. In addition, people riding the observation wheel would likely already be in the Fisherman's Wharf area and thus would not be dropped off solely for the purpose of visiting the observation wheel. Even if the project's passenger loading demand were to exceed the loading supply, it would not disrupt circulation for transit, vehicles, and people walking and bicycling, and create potentially hazardous

²² The FEIR included two transportation mitigation measures related to driveway and loading operations plans for projects that are more than 100,000 square feet and to reduce transit delay in the South Beach subarea.

conditions. This is because the streets adjacent to the project site have a low volume of vehicles and F Market Wharves operates in a transit-only lane.

Because the majority of new trips to the observation wheel would not be substantial and are expected to be generated by people already visiting Fisherman's Wharf and the project would not make any changes to the street network, impacts related to vehicle miles traveled induced automobile travel would be less than significant.

The construction and operation impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental impacts. In addition, the modified project would not require new mitigation measures, and none of the FEIR transportation and circulation mitigation measures would apply.

Air Quality

The FEIR determined that implementation of the Waterfront Plan would result in a significant and unavoidable impact related to criteria air pollutants, particulate matter (PM_{2.5}), and toxic air contaminants on sensitive receptors.²³ The project site is located in an air pollutant exposure zone with the nearest residential use approximately 420 feet away. Since the proposed construction activities would be considered limited in scope and duration (approximately three weeks), the ambient health risk to sensitive receptors from construction air pollutants would not be considered substantial.

The proposed observation wheel would initially run on a diesel-powered generator and would switch to public power as soon as public power is available. The exact timeframe of when this would happen is unknown.²⁴ Because the project site is in the air pollutant exposure zone and it is unknown how long the proposed wheel would be powered by a diesel generator, the ambient health risk to sensitive receptors from toxic air contaminants is considered substantial. **FEIR Mitigation Measure M-AQ-4c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps** would apply to the modified project.

The construction and operation impacts associated with the modified project would not result in new environmental impacts or substantially increase the severity of the previously identified environmental impacts. In addition, the modified project would not require new mitigation measures. The full text of the FEIR mitigation measure is provided below.

Mitigation Measure M-AQ-4c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps. The project applicant shall implement the following measures. These features shall be submitted to the Port Chief Harbor Engineer and Port Environmental Regulatory Compliance staff, in addition to an Environmental Planning Air Quality Specialist for review and approval, and shall be included on the project drawings submitted for the construction-related

²³ The FEIR included several mitigation measures related to the following: clean construction equipment, super-compliant VOC architectural coatings during construction, educate residential and commercial tenants concerning low-VOC, consumer products, reduce operational emissions, best available control technology for projects with diesel generators and fire pumps, electric vehicle charging, design land use buffers around active loading docks, reduce exposure to toxic air contaminants, and implement truck route plan.

²⁴ The project electrical engineer is working with PG&E to determine if suitable public power is available.

permit(s) or on other documentation submitted to the San Francisco Planning Department prior to the issuance of any building permits:

1. All diesel generators and fire pumps shall have engines that meet or exceed California Air Resources Board Tier 4 Final emission standards (California Code of Regulations title 13, section 2423).
2. Non-diesel-fueled emergency generator technology (e.g., battery technology) shall be installed if it is commercially available, subject to the review and approval of the City fire department for safety purposes, and is demonstrated to reduce criteria pollutant emissions.
3. Permanent stationary emergency diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by Bay Area Air Quality Management District (air district) in its permitting process. Additional restrictions limiting the hours per year that generators may be tested may also be required, as determined necessary by the San Francisco Planning Department.
4. For each new diesel backup generator or fire pump permit submitted for a project, including any associated generator pads, engine specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the Port Chief Harbor Engineer. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators or fire pumps shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator or fire pump is located shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the planning department within three months of requesting such information.

Other Environmental Topics

The FEIR found that the implementation of the Waterfront Plan would have less-than-significant impacts with mitigation for the following topics: noise and vibration, hydrology and water quality (for in-water work), wind, and paleontological resources. None of the FEIR mitigation measures for these topics would apply to the modified project. The FEIR found that the implementation of the Waterfront Plan would have less-than-significant impacts related to land use and planning, population and housing, greenhouse gas emissions, shadow, recreation, utilities and service systems, public services, geology and soils (except for paleontological resources), hazards and hazardous materials, mineral resources, energy, agriculture and forest resources, and wildfire. No new mitigation measures would be required for the modified project. The modified project would not change the analysis or conclusions reached in the FEIR.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified by the planning commission on March 16, 2023, remain valid and that no supplemental environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, 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 information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

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



Lisa Gibson
Environmental Review Officer

October 30, 2023

Date of Determination

cc: San Francisco Port
Distribution List