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Addendum to Environmental Impact Report

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Addendum Date:	December 11, 2013
Case No.:	2007.0946E
Project Title:	Candlestick Point-Hunters Point Shipyard Phase II
EIR:	2007.0946E, certified June 3, 2010
Project Sponsor:	CP Development Co., LP
Lead Agency:	San Francisco Planning Department/Office of Community Investment and Infrastructure
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REMARKS

Background

On June 3, 2010, the San Francisco Planning Commission and the Redevelopment Agency Commission certified the Final Environmental Impact Report (FEIR) for the Candlestick Point – Hunters Point Shipyard Phase II Project (Project), San Francisco Planning Department file number 2007.0946E and San Francisco Redevelopment Agency file number ER06.05.07. On July 14, 2010, the San Francisco Board of Supervisors affirmed the Planning Commission's certification of the Final EIR (Motion No. M10-110) and adopted findings of fact, evaluation of mitigation measures and alternatives, and a statement of overriding considerations (File No. 100572) and adopted a Mitigation Monitoring and Reporting Program (MMRP) in fulfillment of the requirements of the California Environmental Quality Act (CEQA). The Project is the integrated redevelopment of 702 acres in the Candlestick Point area and the Hunters Point Shipyard Phase II area with a major mixed-use project including open space, housing, commercial (office, regional retail, and neighborhood retail) uses, research and development, artist space, a marina, new infrastructure, community uses, entertainment venues, and a new football stadium.

Between June 3, 2010 through August 3, 2010, the Planning Commission, Redevelopment Agency, Board of Supervisors, and other City Boards and Commissions adopted various resolutions, motions and ordinances relating the Project approval and implementation, including but not limited to: (1) General Plan amendments; (2) Planning Code amendments; (3) Zoning Map amendments; (4) Bayview Hunters Point Redevelopment Plan amendments; (5) Hunters Point Shipyard Redevelopment Plan amendments; (6) Interagency Cooperation Agreements; (7) Design for Development documents; (8) Health Code, Public Works Code, Building Code, and Subdivision Code amendments; (9) Disposition and Development Agreement, which included (among other documents) as attachments a Project Phasing Schedule, a Transportation Plan, and an Infrastructure Plan; (10) Real Property Transfer

Agreement; (11) Public Trust Exchange Agreement; (12) Park Reconfiguration Agreement; and (13) Tax Increment Allocation Pledge Agreement.

Subsequent to the certification of the FEIR and the approvals listed above and as part of the first major phase and sub-phase applications, the project sponsor has proposed changes to the Project Phasing Schedule and corresponding changes to the schedules for implementation of related transportation system improvements in the Transportation Plan, including the Transit Operating Plan, and Infrastructure Plan and other public benefits.

Project Summary

The Project covers approximately 702 acres along the southeastern waterfront of San Francisco consisting of 281 acres at Candlestick Point (Candlestick) and 421 acres at Hunters Point Shipyard (HPS Phase II). The FEIR evaluated and the City approved the Project as described in Chapter II and several variants. At the time of Project approval, it was not known whether the 49ers football team would move to Santa Clara or require a new stadium to be built as part of the Project. Consequently, the Board of Supervisors approved several development options including the Project with the stadium and two non-stadium variants. Specifically, the Board approved: (1) the Project with a stadium as described in Chapter II of the FEIR with the Candlestick Tower Variant 3D, Utility Variant 4, and Shared Stadium Variant 5; (2) the Project without the stadium plus the R&D Variant 1, the Candlestick Tower Variant 3D, and the Utility Variant 4; (3) the Project without the stadium plus the Housing/R&D Variant 2a, the Candlestick Tower Variant 3D, and the Utility Variant 4; and (4) Sub-alternative 4A, which provides for the preservation of four historic structures located in the Hunters Point Shipyard and which could be implemented with either the stadium Project or non-stadium Variants.[1]

Following the Project approval in 2010, the 49ers decided to move to, and are constructing a stadium in, the City of Santa Clara. Consequently, the project sponsor has decided to proceed with the Project without the stadium plus the Housing/R&D Variant 2a, and the Candlestick Tower Variant 3D. For purposes of this Addendum, the Project is defined as the non-stadium Project with the Housing/R&D Variant 2a, including the Candlestick Tower Variant 3D.

No decision has been made with respect to implementing the Utility Variant 4; therefore, this variant is not included in the current Major Phase 1 and sub-phase applications and will not be discussed in this Addendum. Implementation of the Housing/R&D Variant 2a at this time includes Sub-alternative 4A, but as Major Phase 1 does not include development affecting the four historic structures under Sub-alternative 4A, this sub-alternative will not be discussed in this Addendum.

This Addendum evaluates proposed changes to the Project Phasing Schedule; related adjustments to the timing of construction of parks, open space and other public benefit

[1] Board of Supervisors CEQA Findings pp.2-4, July 14, 2010. This document is on file and available for review as part of Case File No. 2007.0946E

improvements; related changes to the implementation of transportation system improvements, including the provision of some interim transit service that would serve the Project until permanent transit service is warranted when the project is further built-out; reconfiguration of Arelious Walker Drive to provide a more walkable roadway; improvements in the bicycle network; and other minor modifications to roadway configurations as described below. No changes to the kinds, locations, densities or intensities of development at build out of the Project are proposed under this Addendum. In addition, this Addendum addresses minor revisions proposed to Mitigation Measures TR-16 Widen Harney Way and UT-2 Auxiliary Water Supply System as described below. The proposed changes to the Project described in this Addendum are subject to approval by the City and County of San Francisco's Commission on Community Investment and Infrastructure through its actions on the Major Phase 1 Plan Submission and the Streetscape Plan pursuant to Disposition and Development Agreement with CP Development Co., LP for the Candlestick Point and Phase 2 Hunters Point Shipyard Project Area.

PROPOSED PROJECT MODIFICATIONS

Project Phasing Schedule

The project sponsor is proposing changes to the Project Phasing Schedule because: (1) the HPS Parcel B site will not be available for development until later than previously anticipated due to delays in the transfer of this site from the Navy to the developer; and (2) the Candlestick Park stadium site will be available for development sooner than previously anticipated due to the 49ers football team's move to a new stadium in Santa Clara in 2014.

In response to these changes, the project sponsor proposes the following changes to the Project Phasing Schedule:

- Demolition of Candlestick Park stadium and construction of the Candlestick Point Regional Retail Center in Major Phase 1 instead of Major Phase 3 as shown in the 2010 Project Phasing Schedule.
- Development of all of the research and development blocks on Parcel C in HPS Phase II in Major Phase 3 instead of splitting this development between Major Phase 2 and 3 as shown in the 2010 Project Phasing Schedule.
- Development of all improvements in the HPS Phase II South area in Major Phase 4 instead of splitting this development among Major Phases 2, 3, and 4 as shown in the 2010 Project Phasing Schedule.

Under the modified Phasing Schedule, construction activities at Candlestick Point would occur from 2014 through 2035 rather than 2012 through 2031 as described in the FEIR (see **Table 2** below). Off-site roadway, utility, and shoreline improvements would be constructed beginning in 2014 rather than 2013 (see **Table 4** below). The number of construction workers on the site on any given day would vary from a low of 28 during the final stages of vertical development to a maximum of 297 workers during the peak years of development rather than the range of 70 to 328 as anticipated in the FEIR (see **Appendix A**, p. 42 – Construction Activities by Phase). The

number of truck trips on any given day would vary from a low of 8 truck trips to a maximum of 148 during site preparation at Alice Griffith (8 to 96 in the FEIR). The number of on-site equipment would be about 148 pieces during the height of construction activity (68 in the FEIR).

Under the modified Phasing Schedule, construction activities in HPS Phase II would occur from 2014 through 2034 rather than 2011 through 2031 as described in the FEIR (see **Table 3** below). Off-site roadway, utility, and shoreline improvements would be constructed beginning in 2014 rather than 2013 (see **Table 5** below). The number of construction workers on the site on any given day would vary from a low of 25 workers during the final stage of vertical development to a maximum of 483 workers during the peak years of development rather than 15 to 455 as described in the FEIR (see **Appendix A**, p. 42 – Construction Activities by Phase). The number of truck trips on any given day would vary from a low of 4 trucks trips to a maximum of 508 truck trips, primarily during the peak year of grading and infrastructure development (4 to 288 in the FEIR). The number of on-site equipment would be about 262 pieces during the height of construction activity (65 in the FEIR).

Tables 1-5 and **Figures 1 and 2** compare the 2010 Project Phasing Schedule with the proposed 2013 Project Phasing Schedule.

In addition to the changes to the Project Phasing Schedule described above, the project proponent proposes corresponding changes to the schedule for implementation of the project-related public benefit improvements. As with the proposed changes to the Project Phasing Schedule, all of the public benefits identified in the FEIR for the non-stadium Project with the Housing/R&D Variant 2a would be constructed, but the timing of implementation of these improvements would change to reflect the changes in the phasing of the overall development. **Tables 4 and 5** and **Figures 1 and 2** below show the proposed changes in the timing of implementation of the project-related public benefits under the revised Project Phasing Schedule.

Auxiliary Water Supply System

Mitigation Measure UT-2 Auxiliary Water Supply System (MM UT-2) requires construction of new Auxiliary Water Supply System (AWSS) loops within Candlestick Point and HPS Phase II to connect with the City's AWSS fire-fighting water system. However, instead of the AWSS loops specified in MM UT-2, the project sponsor is proposing an alternative design for the project AWSS system. The proposed changes to the AWSS design would include a different piping layout than previously contemplated and the addition of two Portable Water Supply Systems (PWSS) instead of loop systems. The PWSS is a portable fire hydrant system that provides the SFFD with the ability to extend the AWSS as needed. The PWSS also provides the SFFD with the flexibility to use these portable systems throughout the City. The proposed AWSS in the Candlestick Point development would include the purchase of two PWSS setups for the SFPD. The SFFD has determined that the addition of the two PWSS would allow the

proposed pipe network to be reconfigured and reduced and still provide the equivalent coverage required under MM UT-2.[2] In addition, the SFFD would have the additional flexibility to use the portable system in other areas of the City.

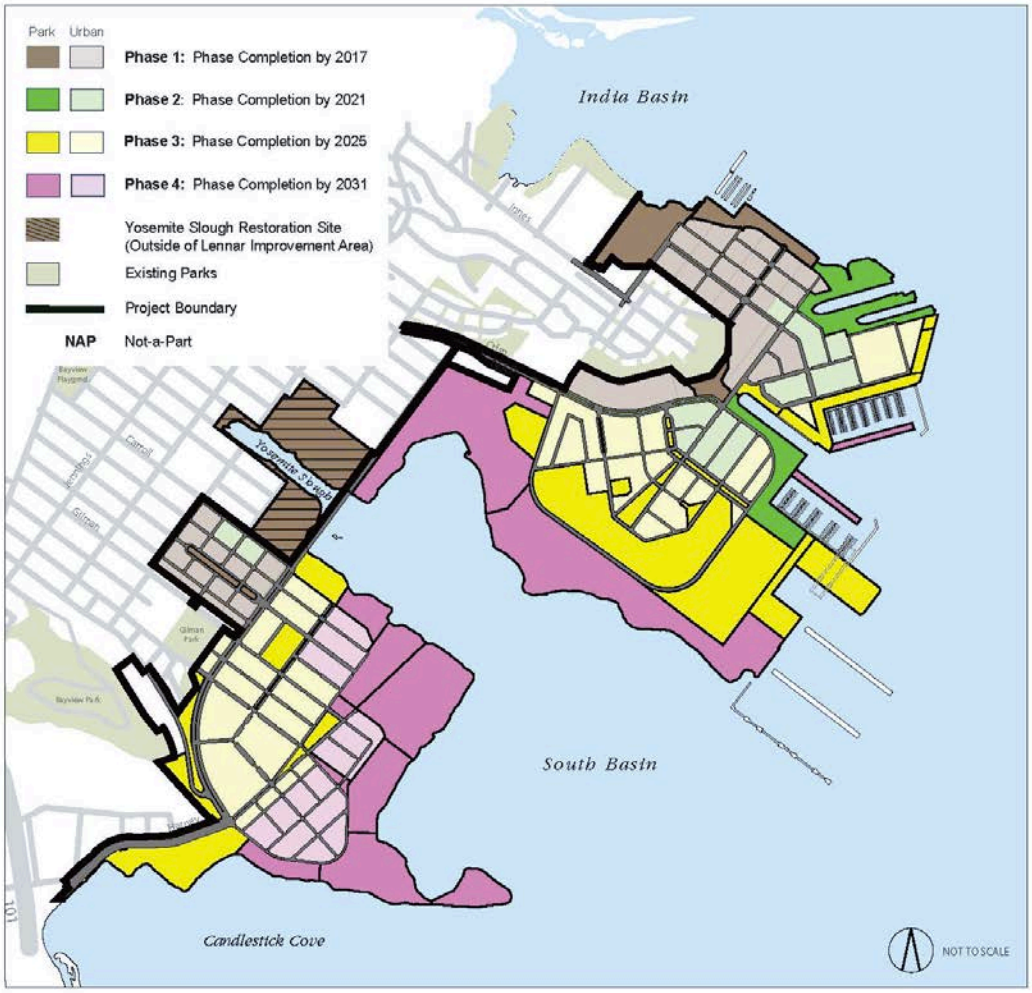


FIGURE 1 – NON-STADIUM VARIANT 2A 2010 PHASING SCHEDULE[a]

[a] Note: The phase completion years shown in Figure IV-10a Housing/R&D Variant (Variant 2A) Building and Park Construction Schedule [New] on page C&R 752 of the FEIR are incorrect due to a typographical error. The phase completion years in Figure 1 above are corrected to match the FEIR project description for Variant 2A.

[2] Chief Ken Lombardi, San Francisco Fire Department, Candlestick Park – Hunters Point Shipyard Phase 2 Revised AWSS Layout, November 26, 2013. This document is on file and available for review as part of Case File No. 2007.0946E.

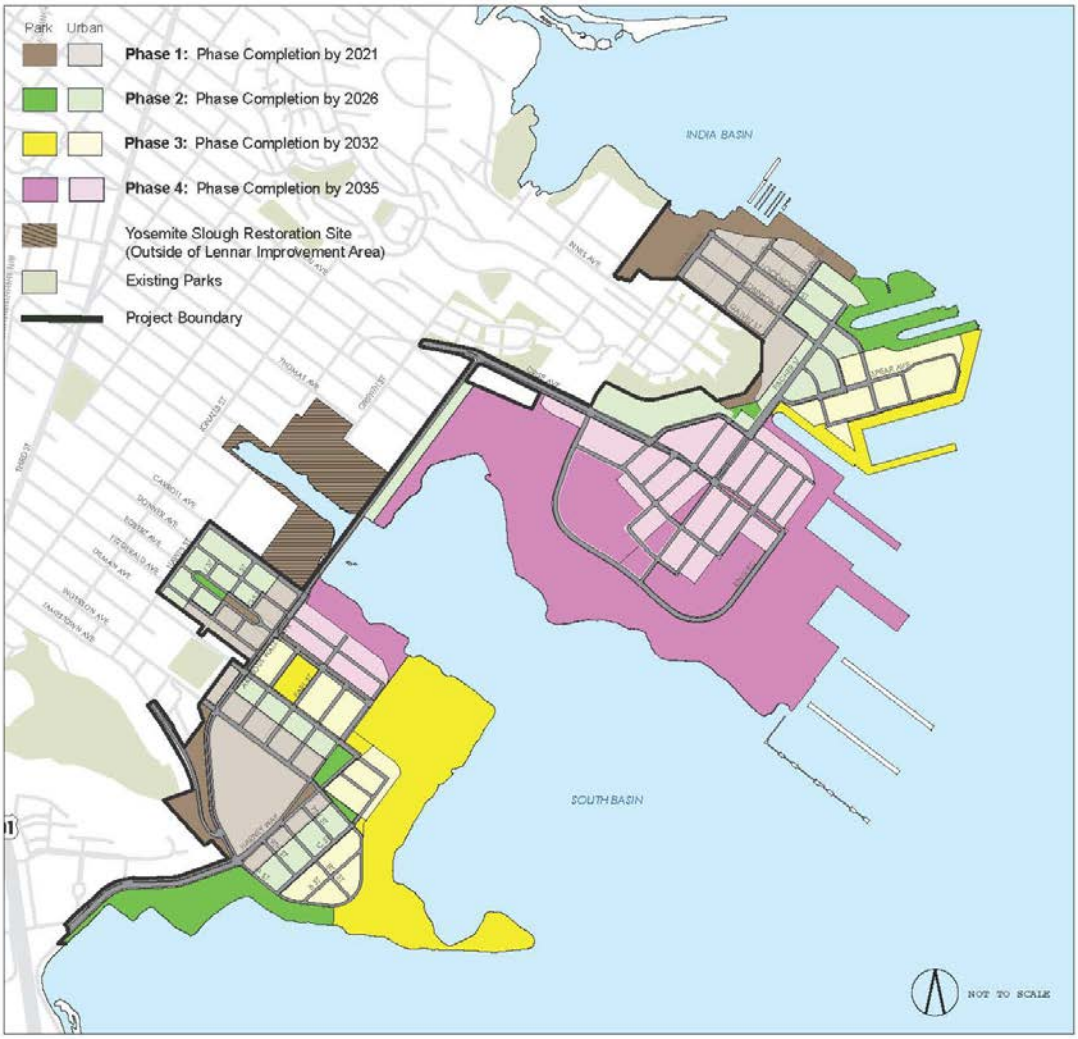


FIGURE 2 – NON-STADIUM VARIANT 2A 2013 PHASING SCHEDULE

TABLE 1 – SUMMARY OF PROPOSED PROJECT PHASING SCHEDULE MODIFICATIONS

	Major Phase 1		Major Phase 2		Major Phase 3		Major Phase 4		Totals	
	2010 Phasing 2011-2017	2013 Phasing 2014-2021	2010 Phasing 2016-2021	2013 Phasing 2018-2026	2010 Phasing 2020-2025	2013 Phasing 2024-2032	2010 Phasing 2024-2031	2013 Phasing 2026-2035	2010 Phasing 2011-2035	2013 Phasing 2014-2035
Housing (units)	3,158	2,874	1,248	3,166	3,149	2,165	2,945	2,295	10,500	10,500
Office (sf)	0	150,000	0	0	150,000	0	0	0	150,000	150,000
Research & Development (sf)	593,000	0	1,355,122	627,000	1,051,878	1,823,000	0	550,000	3,000,000	3,000,000
Arena (seats)	0	10,000	0	0	10,000	0	0	0	10,000	10,000
Arena (sf)	0	75,000	0	0	75,000	0	0	0	75,000	75,000
Hotel (rooms)	0	220	0	0	220	0	0	0	220	220
Hotel (sf)	0	150,000	0	0	150,000	0	0	0	150,000	150,000
Neighborhood Retail (sf)	73,000	145,000	52,000	76,000	70,000	9,000	55,000	20,000	250,000	250,000
Regional Retail (sf)	0	635,000	0	0	635,000	0	0	0	635,000	635,000
Artist's Studio / Art Centre (sf)	255,000	255,000	0	0	0	0	0	0	255,000	255,000
Community Facilities (sf)	10,253	50,000	0	0	89,747	0	0	50,000	100,000	100,000

TABLE 2 – PROPOSED PROJECT PHASING SCHEDULE MODIFICATIONS CANDLESTICK POINT

	Major Phase 1		Major Phase 2		Major Phase 3		Major Phase 4		Totals	
	2010 Phasing 2013-2017	2013 Phasing 2014-2019	2010 Phasing 2016-2021	2013 Phasing 2018-2026	2010 Phasing 2020-2025	2013 Phasing 2025-2032	2010 Phasing 2024-2031	2013 Phasing 2031-2035	2010 Phasing 2013-2035	2013 Phasing 2014-2035
Housing (units)	998	1,529	128	1,936	2,154	2,055	2,945	705	6,225	6,225
Office (sf)	0	150,000	0	0	150,000	0	0	0	150,000	150,000
Research & Development (sf)	0	0	0	0	0	0	0	0	0	0
Arena (seats)	0	10,000	0	0	10,000	0	0	0	10,000	10,000
Arena (sf)	0	75,000	0	0	75,000	0	0	0	75,000	75,000
Hotel (rooms)	0	220	0	0	220	0	0	0	220	220
Hotel (sf)	0	150,000	0	0	150,000	0	0	0	150,000	150,000
Neighborhood Retail (sf)	0	125,000	0	0	70,000	0	55,000	0	125,000	125,000
Regional Retail (sf)	0	635,000	0	0	635,000	0	0	0	635,000	635,000
Artist's Studio / Art Centre (sf)	0	0	0	0	0	0	0	0	0	0
Community Facilities (sf)	0	50,000	0	0	50000	0	0	0	50,000	50,000

TABLE 3 – PROPOSED PROJECT PHASING SCHEDULE MODIFICATIONS HUNTERS POINT SHIPYARD PHASE II

	Major Phase 1		Major Phase 2		Major Phase 3		Major Phase 4		Totals	
	2010 Phasing 2011-2017	2013 Phasing 2014-2021	2010 Phasing 2016-2021	2013 Phasing 2018-2025	2010 Phasing 2020-2025	2013 Phasing 2024-2031	2010 Phasing 2024-2031	2013 Phasing 2026-2034	2010 Phasing 2011-2031	2013 Phasing 2014-2034
Housing (units)	2,160	1,345	1,120	1,230	995	110	0	1,590	4,275	4,275
Office (sf)	0	0	0	0	0	0	0	0	0	0
Research & Development (sf)	593,000	0	1,355,122	627,000	1,051,878	1,823,000	0	550,000	3,000,000	3,000,000
Arena (seats)	0	0	0	0	0	0	0	0	0	0
Arena (sf)	0	0	0	0	0	0	0	0	0	0
Hotel (rooms)	0	0	0	0	0	0	0	0	0	0
Hotel (sf)	0	0	0	0	0	0	0	0	0	0
Neighborhood Retail (sf)	73,000	20,000	52,000	76,000	0	9,000	0	20,000	125,000	125,000
Regional Retail (sf)	0	0	0	0	0	0	0	0	0	0
Artist's Studio / Art Centre (sf)	255,000	255,000	0	0	0	0	0	0	255,000	255,000
Community Facilities (sf)	10,253	0	0	0	39,747	0	0	50,000	50,000	50,000

TABLE 4 - CANDLESTICK POINT PUBLIC BENEFITS

Major Phase 1 CP		Major Phase 2 CP		Major Phase 3 CP		Major Phase 4 CP	
2010 Phasing	2013 Phasing	2010 Phasing	2013 Phasing	2010 Phasing	2013 Phasing	2010 Phasing	2013 Phasing
Alice Griffith Neighborhood Park 1	Bayview Hillside Open Space		Earl Boulevard Park 1 and 2	Candlestick Point Neighborhood Park	Boulevard Park North	Earl Boulevard Park 3	Earl Boulevard Park 3
Alice Griffith Neighborhood Park 2	Jamestown Walker Slope		Wedge Park 2	Boulevard Park North	CP Neighborhood Park	Boulevard Park South	Grasslands North
Gilman Ave	Harney Way		Alice Griffith Neighborhood Park 2	Grasslands North	Boulevard Park South	Grasslands South	Grasslands South
Ingerson Ave	Wedge Park 1		Ingerson Ave	Yosemite Slough Bridge (incl approach)	Wedge Park 3	Grassland Ecology Park North	
Jamestown Ave	Gilman Ave		Jamestown Ave	Last Port	Bayview Gardens	Grassland Ecology Park South	
	Alice Griffith Neighborhood Park 1		Last Port	Earl Boulevard Park 1	The Last Rubble	The Neck	
			The Neck	Wedge Park	The Heart of the Park	Mini-Wedge Park	
			Mini-Wedge Park 1	Earl Boulevard Park 2	The Point	The Last Rubble	
				Bayview Gardens	Wind Meadow	Wind Meadow	
				Bayview Hillside Open Space	Mini-Wedge 2	The Heart of the Park	
				Jamestown Walker Slope		The Point	
				Harney Way			

TABLE 5 - HUNTERS POINT SHIPYARD PUBLIC BENEFITS							
Major Phase 1 HPS		**Major Phase 2 HPS**		**Major Phase 3 HPS**		**Major Phase 4 HPS**	
2010 Phasing	**2013 Phasing**	**2010 Phasing**	**2013 Phasing**	**2010 Phasing**	**2013 Phasing**	**2010 Phasing**	**2013 Phasing**
Building 101 Infrastructure	Building 101 Infrastructure	Heritage Park 1	Yosemite Slough Bridge	Waterfront Promenade South 1a	Waterfront Promenade South 1b	Waterfront Promenade North Pier	Shipyard South Park 1
Artist Replacement Space	Artist Replacement Space	Heritage Park 2	Heritage Park 1	Waterfront Promenade South 1b	Waterfront Promenade South 1a	Waterfront Promenade South Pier	Waterfront Promenade South 2a
Northside Park 1	Innes Avenue	Waterfront Promenade South 2a	Heritage Park 2	Shipyard South Park	Waterfront Promenade North Pier		Waterfront Promenade South 2b
Northside Park 2	Horne Blvd Park 2	Waterfront Promenade South 2b	Shipyard Hillside Open Space	Shipyard Wedge Park			Waterfront Promenade South Pier
Waterfront Promenade North 1	Northside Park 1	Ingalls/Thomas/Carroll/Griffith	Palou Ave	Shipyard Neighborhood Park			Shipyard South Park 2
Horne Boulevard Park 1	Northside Park 2		Ingalls/Thomas/Carroll/Griffith	Community Sports Fields Complex / Maintenance Yard			Shipyard South Boulevard Park
Waterfront Promenade North 2	Horne Blvd Park 2			Shipyard Mini Park			Shipyard Wedge Park 1
Horne Boulevard Park 2	Waterfront Promenade North 1			Multi-Use Fields			Grassland Ecology Park South
Innes Avenue	Waterfront Promenade North 2			Waterfront Recreation and Education Park			Community Sports Fields Complex B
Palou Ave	Horne Boulevard Park 1			Regunning Crane Pier			Multi-Use Fields
Shipyard Hillside Open Space				Shipyard South Boulevard Park			Waterfront Recreation and Education Park
							Regunning Crane Pier
							Shipyard Wedge Park 2 & 3
							Community Sports Fields Complex A
							Maintenance Yard
							Grassland Ecology Park North

As such, MM UT-2 is proposed to be revised as follows.

MM UT-2 Auxiliary Water Supply System. Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) ~~loop~~ within Candlestick Point to connect to the City's planned extension of the offsite system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS ~~loop~~ on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with ~~looped~~ service along Spear Avenue/Crisp Road.

TRANSPORTATION SYSTEM

General Refinements

The project proponent proposes refinements to roadway cross-section dimensions and alignments from those shown in the previously approved Transportation Plan. Refinements to roadway cross sections are proposed to continue to encourage slow-speed auto traffic, but to better accommodate transit, bicyclists, and on-street parking based on recent San Francisco Municipal Transportation Agency (SFMTA) design guidance for travel lane widths. Specifically, proposed changes fall into one of several categories. The categories of modifications, and their potential for creating new impacts, are discussed below:

- **Establish consistent design principles.** The proposed revisions reflect recent direction from SFMTA regarding cross-section dimensions for various street components, such as width of parking lanes, width of travel lanes, and width of bicycle lanes. While some refinements are proposed to specific lane dimensions, all auto and transit travel lanes would continue to be within a range of 10-12 feet, consistent with the range of widths analyzed in the FEIR. Parking lanes would be 8 feet wide, increasing to 9 feet when adjacent to Class II bicycle lanes, which is also within the range of between 7-9 feet for on-street parking described in the FEIR. Class II bicycle lanes would be 6 feet wide, except when adjacent to (9-foot wide) on-street parking, in which case they would be 5 feet wide. Bicycle lanes between 5-6 feet wide are consistent with the range of bicycle lanes described in the FEIR. Sidewalk widths would range primarily from 12-15 feet, throughout the Project, consistent with the range of sidewalk widths described in the FEIR.
- **Establish a more consistent BRT alignment.** The proposed modifications also reflect direction from SFMTA regarding converting the proposed Bus Rapid Transit (BRT) lanes from a two-way, side-running alignment to a center-running alignment, where possible, to be consistent with other priority transit corridors in San Francisco. Generally, this would affect the Hunters Point Shipyard site more than the Candlestick Point site. However, within Candlestick Point, adjacent to the wedge park, the BRT and auto lanes would be re-oriented so that both auto lanes are on the east side of the wedge park and both BRT lanes are on the west side of the wedge park, essentially offering similar benefits as center-running BRT, since the BRT lanes would essentially be

operating in an exclusive roadway. Overall, SFMTA has determined that center-running BRT tends to be quicker and more reliable because left-turns at intersections, which conflict with the center-running BRT, can more easily be controlled by special signal phasing than right turns, which conflict with the side-running proposal. As a result, the changes should, if anything, result in a faster and more reliable BRT route.

- **Reorientation of some streets in Candlestick Point.** The original transportation network analyzed in the FEIR had one east-west residential street in Candlestick Point parallel to and between Ingerson Avenue and Gilman Avenue and one street parallel to and between Egbert Street and Gilman Avenue. The original plan had north-south mid-block breaks (also referred to as alleys) on either side of Earl Street (parallel to Earl Street). However, with the proposed changes to the BRT-only roadway on the west side of the wedge park, the east-west streets would dead-end at the wedge park, potentially forcing autos to turn into the BRT lanes. To respond, the functionality of these streets would be switched, essentially converting these two east-west residential streets into mid-block breaks and the two north-south mid-block breaks described above into residential streets. Overall, this swap would result in approximately the same level of auto capacity in the area and is anticipated to result in only minor, localized changes to auto circulation.
- **Revised bicycle network.** The project modifications include a new cycle track facility that closes a gap in the bicycle network near the project's retail center. The cycle track would extend west of the project site, along Harney Way toward US 101[3] replacing the originally-proposed Class II bicycle lanes on both sides of the street. Illustrations of the revised configuration of the first phase of Harney Way are provided in **Appendix A – Transportation Impact Analysis**. In other locations Class II bicycle lanes are proposed to be converted to Class III routes. See the bicycle impacts section below for further discussion of the proposed changes to the bicycle network.
- **Yosemite Slough Bridge.** The bridge width is proposed to be four feet wider than the previously-approved non-stadium alternative, but substantially narrower than the approved stadium alternative, and therefore, within the range of bridge widths considered in the FEIR. The additional four feet would accommodate bicycle and pedestrian circulation on both sides of the bridge and would accommodate maintenance vehicles on both sides of the bridge. Overall, the additional width would provide more space for bicycles and pedestrians, and better allow for maintenance to occur with minimal disruption to BRT service.

[3] The EIR anticipated that Harney Way would be constructed in two phases. The first phase would construct two auto travel lanes in each direction (with two BRT lanes, on-street bicycle lanes, and a center turn lane). The changes proposed for the initial configuration of Harney Way would not affect auto capacity, but rather use land reserved for potential future expansion to extend the two-way Class I cycle track from the project site west toward the Bay Trail.

- **Reorientation of Street Grid in Hunters Point South.** Streets in the Hunters Point South neighborhood would be re-oriented to allow for the BRT route to penetrate the center of the neighborhood at the intersection of Crisp Avenue / Fischer Street. This modification is anticipated to further promote the use of transit from the Hunters Point South neighborhood. Overall, the size and density of the street grid in Hunters Point South is similar to what was described in the FEIR for Variant 2A, and therefore, transportation capacity is expected to be similar.

Arelious Walker Drive

Although most of the proposed roadway cross-section refinements consist of relatively minor modifications to the roadway network to improve bus circulation, bicycle networks, and pedestrian amenities as described above, one refinement is proposed – to Arelious Walker Drive – that does affect vehicular capacity at build out.

Currently, Arelious Walker Drive is a short roadway between Gilman Avenue and Carroll Avenue that provides access to parking areas for Candlestick Park stadium. As previously proposed in the CP/HPS Phase II redevelopment plan and analyzed in the FEIR, Arelious Walker Drive would be extended south to Harney Way and north to Carroll Avenue after the demolition of Candlestick Park. It would serve as one of the primary auto arterial streets both into and through the Candlestick Point site. As described in the FEIR, Arelious Walker Drive would have two travel lanes, a bicycle lane and on-street parking on the east side (northbound) of the street and three travel lanes, a bicycle lane and on-street parking on the west side (southbound) of the street. The sidewalk on the east side was previously proposed to be 22 feet wide to allow for the addition of a third northbound lane in the future, should traffic conditions warrant. The intersections of Arelious Walker Drive/Gilman Avenue and Arelious Walker Drive/Harney Way would both be signalized as part of the project.

One of the proposed modifications to the Project is to narrow the ultimate cross section of Arelious Walker Drive to include only two travel lanes in each direction separated by a median and to eliminate the previously proposed on-street parking and Class II bicycle lanes. The bicycle lanes would be replaced by a two-way cycle track running through the heart of the project along Harney Way (see bicycle impacts section for more discussion). Two-way BRT lanes would be provided between Egbert Street and Carroll Avenue.

Timing of Traffic Improvements

Candlestick Point

As noted above, development at Candlestick Point is anticipated to occur earlier than originally anticipated. As a result, and to respond to some of the changes in the order of development, revisions to the implementation phasing from the Infrastructure Plan are proposed to better respond to land use phasing. **Table 6** presents the implementation timing for the original project and the proposed modified timing, based on development sub-phases.

TABLE 6 - PROJECT STREET SEGMENT IMPROVEMENTS – CANDLESTICK POINT

Intersection	Improvement	Original Non-Stadium Option[d]		Modified Project	
		Traffic Volume Trigger?[c]	Trigger	Traffic Volume Trigger?[c]	Trigger[e]
Arelious Walker Drive, Shafter Avenue to Carroll Avenue	Construct Yosemite Slough Bridge[a]	No	Implementation of BRT	No	Implementation of BRT
Arelious Walker Drive, Carroll Avenue to Gilman Avenue	Interim Two-Lane Condition (See **Appendix A**)	N/A		No	CP-01 (Adjacency)
	Ultimate Condition (See description above)	No	Implementation of BRT	Yes	CP-06 (Approximately 3,500 PM Peak Hour Vehicle Trips) or Implementation of BRT
Arelious Walker Drive, Gilman Avenue to Harney Way	Construct two travel lanes in each direction with center median/turn lane	No	Implementation of BRT	No	CP-02 (Adjacency)
Harney Way Widening, Arelious Walker Drive to Thomas Mellon Drive	Near Term (See **Appendix A**)	Yes	3,537 PM Peak Hour Vehicle Trips or Implementation of BRT[c]	No	CP-02 (Adjacency)
	Long-Term (See **Appendix A**)	TBD[b]	Per Mitigation Measure MM TR-16	TBD[b]	Per Mitigation Measure MM TR-16
Jamestown Avenue, Arelious Walker Drive to Third Street	Resurface and Restripe	No	Demolition of Candlestick Park	No	CP-09
Ingerson Avenue, Arelious Walker Drive to Third Street	Resurface and Restripe	No	Demolition of Candlestick Park	No	CP-09
Gilman Avenue, Arelious Walker Drive to Third Street	Reconstruct or Resurface and Restripe	No	TBD	No	CP-02
Carroll Avenue, Arelious Walker Drive to Ingalls Street	See Appendix A Figures 2.1.2A – 2.1.2G	Yes	3,131 PM Peak Hour Vehicle Trips (CP & HP)[c]	Yes	CP-04 (Approximately 3,200 PM Peak Hour Vehicle Trips, CP & HP)[c]
Ingalls Street, Carroll Avenue to Thomas Avenue	See Appendix A Figures 2.1.2A – 2.1.2G	Yes	3,131 PM Peak Hour Vehicle Trips (CP & HP)[c]	Yes	HP-06 (Reconstruction of Crisp Avenue)[f]

a. The cross-section for Yosemite Slough Bridge has been modified from what is shown in the FEIR for the Non-Stadium alternative. However, at 49-feet in width, the structure would be smaller than the bridge approved in the Stadium scenario.
b. The isolated intersection analysis conducted for this study shows that the two intersections along Harney Way would operate acceptably with the near-term configuration even with full build out of the project. However, because Harney Way is part of a complex series of roadway improvements and due to the inherent uncertainty in traffic forecasts, a study will be conducted prior to construction of each development phase to determine whether conditions are better or worse than projected. The results of that study will indicate whether additional development can be accommodated under the near-term configuration while maintaining acceptable LOS or whether widening is required.
c. Based on trip rates by land use used in the FEIR for Variant 2A – Housing Variant.
d. As summarized in the project's Infrastructure Plan.
e. Where multiple triggers are provided, the trigger shall be whichever event occurs first. When a sub-phase is listed as the trigger, the improvement shall be fully constructed and operational prior to occupancy of the sub-phase.
f. Although improvements to Ingalls Street were proposed as part of the Candlestick Point development, they, along with improvements to Thomas Avenue and Griffith Street will not be necessary until development levels at Hunters Point Shipyard necessitate the provision of a southern access roadway via Crisp Avenue. Until this time, there will not be a complete route to connect Candlestick Point and the Hunters Point Shipyard and these roadway improvements offer no meaningful benefit.

Within Major Phase 1 at Candlestick Point, the development would occur in five sub-phases, CP-01 through CP-05. CP-01 includes construction of 325 residential dwelling units at the Alice Griffith site, which would generate approximately 100 PM peak hour auto trips, based on the methodology described in the FEIR. As part of this sub-phase, a portion of Arelious Walker would be constructed, between Gilman Avenue and Carroll Avenue. Ultimately, as noted above, Arelious Walker Drive would be constructed to provide two travel lanes in each direction, separated by a median. However, as part of CP-01, only the two lanes west of the median would be constructed. During this initial period, this segment of Arelious Walker would provide one travel lane in each direction. Then, during later phases of development, as noted below, the remaining half of Arelious Walker Drive would be constructed such that two auto lanes would be provided in each direction. The construction of this interim portion of Arelious Walker Drive would be consistent with and would support the final configuration of Arelious Walker Drive. The interim configuration of Arelious Walker Drive is shown in **Appendix A**.

Sub-Phase CP-02 would develop the 635,000-square-foot regional retail center, 150,000 square feet of office space, 220-room hotel, 280 additional residential units, and possibly a 75,000-square-foot arena/performance venue. To support this large amount of new development, the key transportation infrastructure connecting Candlestick Point to external routes would be constructed, including Harney Way between the retail center and Thomas Mellon Drive and Arelious Walker Drive, between Harney Way and Gilman Avenue. This portion of Arelious Walker Drive would be constructed to its ultimate width of four lanes, and would connect to the interim two-lane portion to the north of Gilman. Harney Way would be constructed to its initial configuration with four lanes, as described in the FEIR. Additionally, Gilman Avenue, between Arelious Walker and Third Street would be reconfigured to provide two travel lanes, on-street parking, and 12-foot sidewalks on both sides of the street.

Note that Mitigation Measure MM TR-16 in the FEIR requires Harney Way to be reconstructed prior to the issuance of a grading permit for the first Major Phase of development. Since the first sub-phase in Major Phase 1 in Candlestick Point, CP-01 would not connect to Harney Way and improvements to Harney Way would not affect auto capacity associated with CP-01, reconstruction of Harney Way is not necessary for the first sub-phase of development. Consequently, the project sponsor proposes to revise Mitigation Measure MM TR-16 to provide that Harney Way would be widened prior to the issuance of occupancy permits for the second sub-phase of Major Phase 1, CP-02. Accordingly, Mitigation Measure MM TR-16 is proposed to be modified as follows:

> **MM TR-16** Widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to issuance of the ~~grading~~ occupancy permit for ~~Development Phase 1 of the Project,~~ Candlestick Point Sub-Phase CP-02, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study, with the modification to include a two-way cycle track, on the southern portion of the project right of way. Prior to the issuance of grading permits for Candlestick Point Major Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.

Other than ensuring that other existing east-west streets connect to Arelious Walker Drive, none of the project-proposed improvements to Carroll Avenue, Ingerson Avenue, or Jamestown Avenue would be constructed as part of Sub-Phase CP-02. Carroll Avenue is at the northernmost portion of the Candlestick Point site, and therefore, not likely to be a desirable route to the Candlestick Point retail center, which sits at the southern end of the site. Further, improvements proposed for Ingerson Avenue and Jamestown Avenue are generally streetscape improvements designed to improve the attractiveness of the streets and not to increase auto capacity; therefore, for purposes of discussing traffic impacts, the timing of improvements to these streets is not critical and most of the auto capacity connecting the Candlestick Point site to the external roadway network would be constructed as part of Sub-Phase CP-02 with the described improvements to Harney Way and interim improvements to Arelious Walker Drive.

At this point, prior to occupancy of Sub-Phase CP-02, with the exception of the interim portion of Arelious Walker Drive between Gilman Avenue and Carroll Avenue, all of the major auto

traffic infrastructure in Candlestick Point required to connect project-related traffic to the external roadway network would be constructed, as would most of the off-site capacity enhancements, including Harney Way and Gilman Avenue.

Sub-Phase CP-03 involves construction of the blocks directly opposite the retail center across Ingerson Avenue. No additional transportation improvements are proposed as part of CP-03.

Prior to opening of CP-04, the first three sub-phases would generate about 3,200 vehicle trips, which is approximately the trigger point identified in the project's Infrastructure Plan that would require improvements to the auto route around the Yosemite Slough, that includes Carroll Avenue, Ingalls Street, Thomas Avenue, and Griffith Avenue. The analysis conducted for the Infrastructure Plan was based on the original phasing, which as noted earlier, would develop in the Hunters Point Shipyard site faster than proposed under the 2010 Project Phasing Schedule. As a result, the automobile route around Yosemite Slough was identified as appropriate infrastructure to provide access to Candlestick Point and US 101 from the development at Hunters Point Shipyard. The trigger in the Infrastructure Plan was identified as the appropriate time when the improvements would be necessary.

However, based on the proposed changes to the Project Phasing Schedule, the previously-identified trigger point for the auto route around Yosemite Slough would be met with very little development in the Hunters Point Shipyard and substantially more development in Candlestick Point than previously anticipated. As a result, there is likely to be little auto demand for travel between the Hunters Point site and US 101 or between the Candlestick Point and Hunters Point Shipyard sites, making the auto route around Yosemite Slough less critical at such an early stage. Regardless, improvements to Carroll Avenue between Arelious Walker Drive and Ingalls Street are still proposed to be completed as part of CP-04, generally consistent with the Infrastructure Plan triggers, because development at Candlestick Point would still increase demand for east-west travel to the greater Bayview neighborhood. However, improvements to Ingalls Street, Thomas Street, and Griffith Avenue which primarily serve to connect the Hunters Point Shipyard development with the Bayview neighborhood, Candlestick Point, and US 101, would be constructed at a later point, when development levels in the Hunters Point Shipyard development warrant (refer to next section, which discusses timing of improvements for Hunters Point Shipyard for more detail).

Finally, although improvements associated with Carroll Avenue would be constructed prior to occupancy of Sub-Phase CP-04 under the previously-approved Project Infrastructure Plan, if subsequent technical analysis demonstrates that improvements to Carroll Avenue are not required until later in the development phasing because of the location and types of development proposed, at the mutual agreement of the Planning Department and the Project Sponsor, the timing of these improvements may be further modified.

The remaining auto capacity enhancements on Arelious Walker Drive, between Gilman Avenue and Carroll Avenue would be constructed prior to occupancy of the first sub-phase in Major Phase 2 (CP-06). At the end of Major Phase 1 in Candlestick Point, which represents the condition at which the most traffic would be using the interim portion of Arelious Walker

Drive, the intersection of Arelious Walker Drive and Gilman Avenue would operate within acceptable level of service, as shown in **Table 7** below.

TABLE 7 – INTERIM INTERSECTION OPERATIONS FOR ARELIOUS WALKER DRIVE

Intersection	Arelious Walker/Gilman	
	Delay[2]	LOS[2]
Interim Condition at completion of Major Phase 1	44	D

a. Intersection level of service (LOS) based on weighted average control delay per vehicle, according to the *2000 Highway Capacity Manual*.

As a result, the roadways that facilitate travel between the project site and the external roadway network would generally provide their full capacity prior to any new trips being generated from Major Phase 2 at Candlestick Point. Subsequent Major Phases would only add internal circulation roadways adjacent to new development parcels to connect to the major roadways built as part of Major Phase 1. As a result, auto capacity in the Candlestick Point area would be greater than or similar to what was described in the FEIR throughout Project build out.

Hunters Point Shipyard

Under the proposed changes to the Project Phasing Schedule, development at Hunters Point Shipyard would occur later than previously anticipated. As a result, revisions to the Infrastructure Plan improvement phasing requirements are proposed to align with the changes proposed to the phasing of development. As shown in **Table 8**, similar to the proposed changes at Candlestick Point, all roadway improvements would be implemented at the same triggers or sooner (relative to development levels) as described in the FEIR.

At build out, the primary access routes to the Hunters Point Shipyard site would include the four-lane Innes Avenue and the two-lane Palou Avenue. As shown in **Table 8** above, the primary northern access route to the Shipyard site, Donohue Street and Innes Avenue, would be constructed and connected to the Hunters Point Shipyard North area as part of Major Phase 1. These improvements would be constructed as part of Sub-Phase CP-01, prior to any new trips generated by development in the Hunters Point Shipyard site. This access route accounts for approximately two-thirds of the total auto capacity of the Hunters Point Shipyard site and would be adequate to serve the development proposed as part of Major Phase 1 in Hunters Point Shipyard, due to its relatively large portion of the total planned auto capacity and its proximity to the development proposed as part of Major Phase 1 in Hunters Point Shipyard.

Internal streets proposed as part of Major Phase 1 in Hunters Point Shipyard would connect to Donohue Street and Innes Avenue.

TABLE 8 – STREET SEGMENT IMPROVEMENTS FOR HUNTERS POINT SHIPYARD

Intersection	Improvement	Original Non-Stadium Option[c]		Modified Project	
		Traffic Volume Trigger?[b]	Trigger	Traffic Volume Trigger?[b]	Trigger[d]
Palou Avenue, Griffith Avenue to Third Street	Resurface and Restripe, Streetscape Amenities	Yes	TBD - Based on Transit Phasing	No	HP-06 or Based on Transit Phasing
Thomas Avenue, Ingalls Street to Griffith Street	Resurface and Restripe, Streetscape Amenities	Yes	3,131 PM Peak Hour Vehicle Trips (CP & HP)[a]	Yes	HP-06 (Reconstruction of Crisp Avenue)
Griffith Street, Thomas Street to Palou Street	Resurface and Restripe, Streetscape Amenities	Yes	Reconstruction of Crisp Avenue	Yes	HP-06 (Reconstruction of Crisp Avenue)
Innes Avenue, Donahue Street to Earl Street	Resurface and Restripe, Streetscape Amenities	Yes	1,000 PM Peak Hour Vehicle Trips	No	HP-01
Crisp Avenue, Palou Avenue to Fischer Street (Diagonal Route)	Resurface, Restripe, Realign	No	Adjacency	No	HP-06 (Adjacency) or Based on Transit Phasing
Innes Avenue/Hunters Point Boulevard/Evans Street, Earl Street to Jennings Street	Resurface and Restripe, Streetscape Amenities	Yes	1,000 PM Peak Hour Vehicle Trips	No	HP-01

a. Combined total from CP and HP
b. Based on trip rates by land use used in the FEIR for Variant 2A – Housing Variant.
c. As summarized in the project's Infrastructure Plan.
d. Where multiple triggers are provided, the trigger shall be whichever event occurs first. When a sub-phase is listed as the trigger, the improvement shall be fully constructed and operational prior to occupancy of the sub-phase.

Table 8 also illustrates that the second major auto access route, Crisp Road and Palou Avenue, would be constructed as part of Sub-Phase HP-06, in Major Phase 2 in Hunters Point Shipyard. This sub-phase would be the first development site to be constructed within the southern half of the Hunters Point Shipyard site. Thus, all of the planned auto ingress/egress capacity for the Hunters Point Shipyard site would be constructed and fully operational before any trips associated with Major Phase 3 in Hunters Point Shipyard would be generated and when only approximately 40 percent of the total auto trips associated with the full site build out would be generated. Subsequent phases would build out the internal roadway network adjacent to individual development parcels, all of which would connect to the major access routes. Therefore, similar to Candlestick Point, the major pieces of auto infrastructure would be constructed as part of Major Phases 1 and 2 in Hunters Point Shipyard, and auto capacity would be greater than or similar to what was described in the FEIR during all phases of development.

Transit

At build out, the modified project's transit network would be nearly identical to what was described in the FEIR, although two minor changes are proposed. Specifically, the modified project proposes minor changes to the routes for the 29 Sunset in Candlestick Point and to all routes in the Hunters Point Shipyard associated with a one-block shift of the planned Hunters Point Shipyard Transit Center.

Figure 3 below illustrates the proposed change to the 29 Sunset routing within Candlestick Point. The Project as described in the FEIR called for the 29 Sunset to circulate within the Candlestick Point retail center. Under the proposed project modifications, the 29 Sunset would continue to serve the front of the retail center along Ingerson Avenue, but instead of circulating within the retail center, the route would circulate around the development blocks to the north, so that the 29 Sunset would provide more direct service to the high-density residential buildings proposed near the intersection of Gilman Avenue and Harney Way. This minor routing change is anticipated to increase the Project's transit mode share by bringing transit service closer to more residential units while continuing to provide direct "front-door" service to the retail center.

Figure 4 below illustrates the proposed changes to routes serving the Hunters Point Shipyard. The changes involve moving the Hunters Point Transit Center one block to the north. The 28L BRT route and the 24 Divisadero would travel an additional block along Spear Street to reach the center. Routes approaching the Transit Center from Innes Avenue would travel along Lockwood Street to reach the Transit Center instead of Robinson Street, as originally proposed. Land uses along Lockwood Street and Robinson Street are relatively similar, so no change to transit mode share is expected as a result of this change. In Hunters Point South, transit (the 28L BRT and the 24 Divisadero) would travel along Crisp Avenue into the approximate center of Hunters Point South, instead of around the northern perimeter. By providing service into the center of the Hunters Point South, transit would be more accessible to surrounding development, and transit mode share is expected to increase slightly.

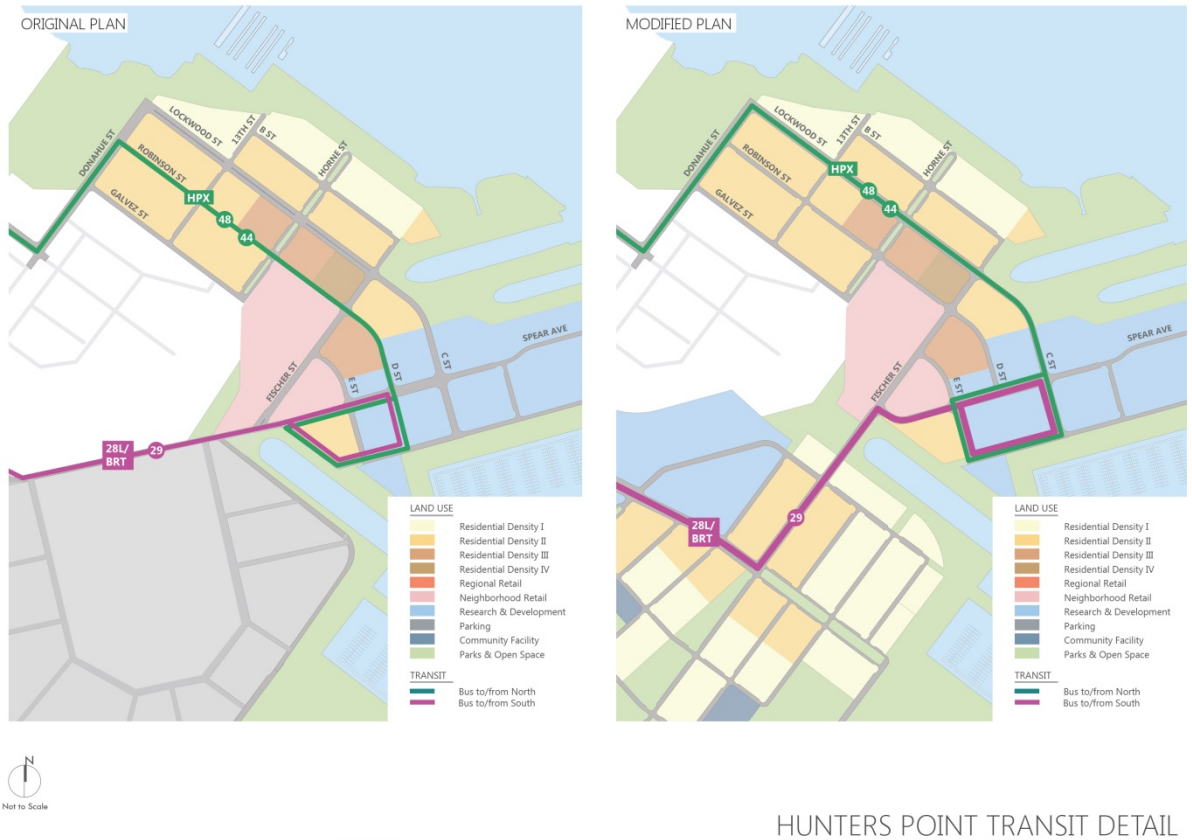
Similar to the Project's roadway infrastructure, the Project's transit network would be implemented at various levels throughout the development in accordance with the Transit Operating Plan. The Project Sponsor proposes to revise the Transit Operating Plan to match the changes to the Project Phasing Schedule to ensure that the appropriate transit service is provided throughout the development. Mitigation Measure MM TR-17 specifies that the Transit Operating Plan may be modified from what was described in the FEIR if modifications result in:

- Similar or higher transit mode share to what was projected in the FEIR
- Adequate capacity to serve projected transit ridership
- Similar or less severe traffic impacts to those identified in the FEIR

CANDLESTICK POINT TRANSIT DETAIL

Figure 3

The original and revised transit phasing are shown in **Table 9** below. **Appendix A** includes a detailed comparison of the approximate number of transit trips (and approximate level of development) that would be in place at the time each level of transit service would be implemented under the original plan and the modified plan. Generally, changes to the transit phasing would delay the provision of transit service to the Hunters Point Shipyard site in response to the corresponding delay in development of this site. In response to the acceleration of planned development in Candlestick Point, transit service at Candlestick Point would be accelerated. The proposed revisions to the Transit Operating Plan have been developed in collaboration with SFMTA service planning staff to ensure that transit service during each phase of the development would remain comparable to that provided under the previously-approved plan.



HUNTERS POINT TRANSIT DETAIL

Figure 4

To serve the retail center, the 29 Sunset would be extended to the retail center and its frequency would be increased from 10 minutes to its ultimate frequency of 5 minutes. However, because of the substantial amount of development proposed in early phases of the modified project compared to the original project, and the different types of land uses to be constructed initially (i.e., a heavier focus on retail in the early phases than originally anticipated), SFMTA has indicated that operating the other routes ultimately planned to serve Candlestick Point, including the CPX Candlestick Point Express and the 28L BRT route, is not possible in the near term. The CPX Candlestick Point Express is not likely to be particularly effective for non-residential uses, which account for the majority of travel-demand generating uses in the early phases of development in Candlestick Point. Similarly, the 28L BRT would not be desirable in early years because the infrastructure connecting it to Geneva Avenue to the west would not be in place.

Instead of the 28L BRT and the CPX, SFMTA has indicated that it would instead extend the 56 Rutland route as an interim measure until the 28L BRT and/or the CPX are implemented. In addition, the 56 Rutland would increase its frequency from every 20 minutes as proposed under the Transit Effectiveness Project (TEP) to every 15 minutes. While the 56 Rutland is a relatively minor route in relation to the overall system, it provides service to regional transit facilities,

including the T Third Street light rail, the Bayshore Caltrain station, and the 9 San Bruno bus lines, which serve Downtown San Francisco, and is therefore an appropriate substitution for part of the CPX and 28L BRT service. Once the CPX and/or the 28L BRT are implemented, the 56 Rutland may be returned to its TEP-proposed route and frequency.

TABLE 9 – TRANSIT PHASING

Route	Frequency	Original Transit Operating Plan		Proposed Revisions	
		Major Phase[a]	Approx. Year	Major Phase[a]/ Sub-Phase	Approx. Year
Hunters Point Shipyard					
Hunters Point Express (HPX)	20	1	2017	2 / HP-04	2023
	12	1	2019	2 / HP-05	2024
23 Monterey	15	1	2017	2 / HP-04	2023
24 Divisadero	10	2	2023	3 / HP-09	2029
	7.5	2	2025	3 / HP-12	2030
48 Quintara	15	1	2015	1 / HP-01	2019
	10	1	2019	2 / HP-05	2024
44 O'Shaughnessy	7.5	1	2017	2 / HP-04	2023
	6.5	1	2019	2 / HP-05	2024
Candlestick Point					
56 Rutland[b]	15	N/A	N/A	1 / CP-02	2017
Private Shopping Center Shuttle[b]	7.5	N/A	N/A	1 / CP-02	2017
Candlestick Point Express (CPX)	20	2	2021	N/A	N/A
	15	2	2022	2 / CP-06	2020
	10	3	2027	3 / CP-14	2030
29 Sunset	10	2	2021	N/A	N/A
	5	2	2022	1 / CP-02	2017
Routes Serving Both Sites					
28L/BRT (Includes Construction of Yosemite Slough Bridge)	8	2	2021	2 / CP-07 and HP-04[c]	2023
	5	2	2022	3 / CP-12 and HP-07[d]	2028
T Third	6	2	2020	No Change - Not triggered by project development	
	5	3	2025		

a. The original Transit Operating Plan contemplated only three Major Phases of development. The revised phasing breaks the development into four Major Phases each for Candlestick Point and Hunters Point Shipyard.
b. Temporary until initiation of CPX and/or BRT
c. Respective sub-phases in CP and HP that reach 20% build out of Major Phase 2
d. Respective sub-phases in CP and HP that initiate Major Phase 3

In addition, the Project Sponsor would include a complimentary shuttle, available for shopping center patrons and employees, to provide service between the project site and the Balboa Park BART station, replicating service that would ultimately be offered by the 28L BRT route. Service would be offered at a 7.5-minute frequency with approximately 30-passenger vehicles. This would be an interim service until the 28L BRT route, the CPX, or other comparable transit service is implemented. Although the shuttle service would initially be oriented to the Balboa Park BART Station, the site's Transit Demand Management (TDM) coordinator would retain the

ability to reroute the shuttle to other regional transit hubs to better match patron and employee demand, with the mutual agreement of the Planning Department.

Figures 5 and 6 summarize the level of transit supply proposed to be implemented over time relative to the expected transit ridership demand, based on the development phasing schedule and the transit implementation triggers described above, for Candlestick Point and Hunters Point Shipyard, respectively. The figures compare this information for the original project (the red line) and the modified project (the blue line). It is important to note that the graphs compare the one-way transit capacity in terms of seats per hour with the two-way transit demand, thus is a basic measure of the overall level of transit service relative to demand. Note also that the information provided for the original project is based on the Stadium Alternative, because year-by-year development phasing was not developed for other Alternatives and Variants. As a result, at build out, the modified transit service appears to provide slightly less transit service than the original project, when actually, the difference is simply the difference between the Stadium Alternative and Non-Stadium Variant 2a – Housing. **Appendix A** provides a year-by-year summary of anticipated development, auto trip generation, and transit trip generation for the Candlestick Point and Hunters Point Shipyard sites, which, along with anticipated transit phasing described in **Table 5**, formed the basis for **Figures 5 and 6**.

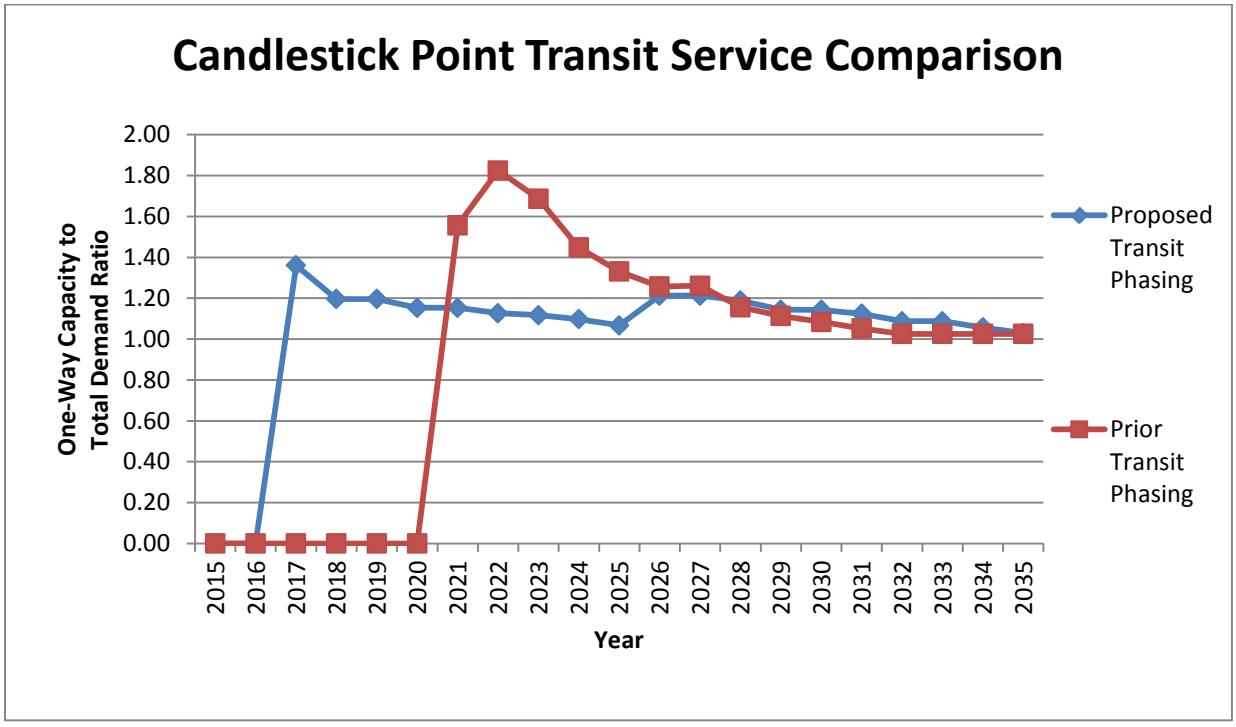


FIGURE 5 – COMPARISON OF TRANSIT SERVICE RELATIVE TO DEMAND DURING PROJECT BUILD OUT AT CANDLESTICK POINT

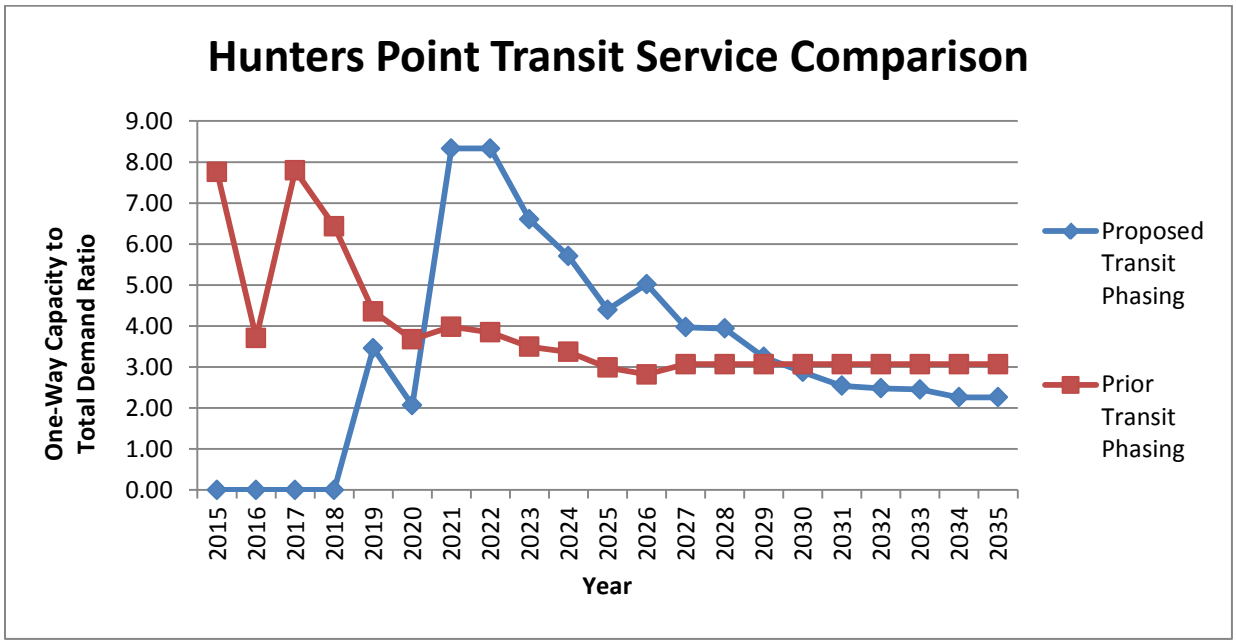


FIGURE 6 – COMPARISON OF TRANSIT SERVICE RELATIVE TO DEMAND DURING PROJECT BUILD OUT AT HUNTERS POINT SHIPYARD

The above figures illustrate that with the proposed changes in development and transit phasing, the level of transit service proposed throughout the development process relative to the types of development anticipated would remain at a similar level as previously contemplated throughout development and at Project build out.

Figure 5 illustrates that with the revised development schedule and revised transit phasing, the level of transit service relative to demand would remain similar to or greater than the identified in the FEIR at build out. Thus, transit would remain an attractive option for travelers in the area.

Figure 6 illustrates that once substantial development begins to occur in Hunters Point, the level of transit service relative to demand would exceed what was anticipated in the FEIR, based on the original development and transit implementation phasing until approximately year 2030. After that, the modified project appears to provide less transit service relative to demand than the original project is because the "original" project shown is the stadium alternative and the modified alternative is the Non-Stadium Alternative Variant 2A, which provides the same level of transit service with slightly higher demand than the Stadium Alternative. As a result, transit service would remain an equally attractive option in Hunters Point under the modified project development and transit phasing as was evaluated in the FEIR.

Therefore, transit capacity would be adequate to serve the expected demand, and the mode split (i.e., the percentage of trips made by transit) would remain similar.

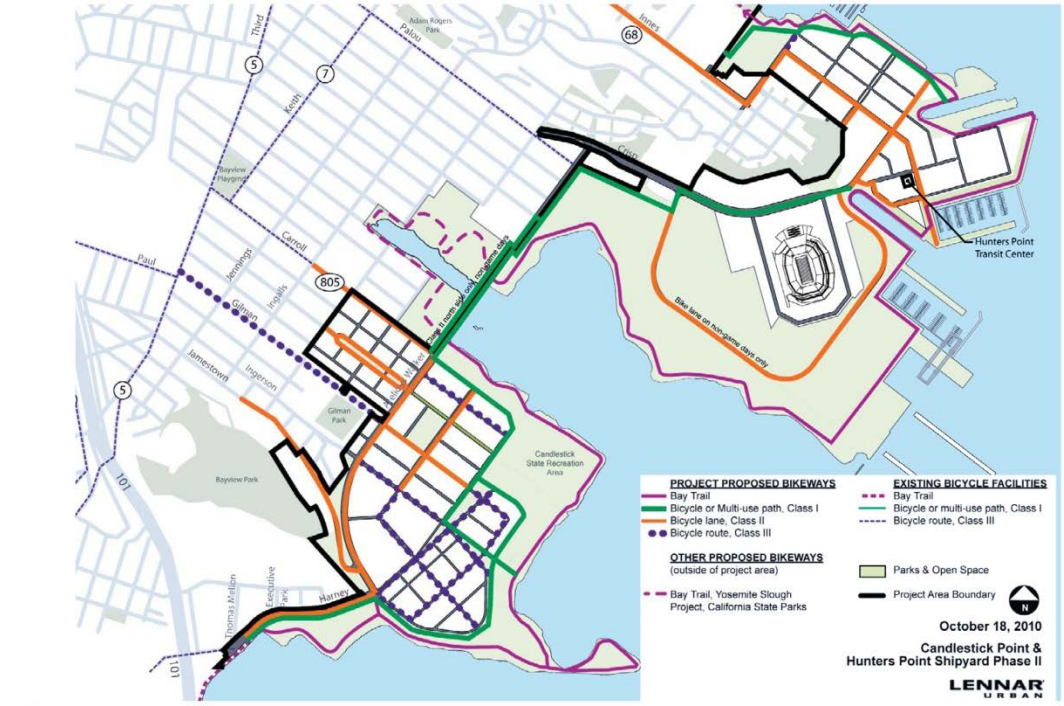
Bicycles

As shown in **Figures 7 and 8**, the modified Project includes refinements to the proposed bicycle network. The changes include replacing the Class II facilities on Arelious Walker Drive with a new, separated, two-way Class I bicycle facility that travels through the heart of the project, and more directly connects the CP and HP project sites. The original bicycle network included Class II facilities on Arelious Walker Drive that connected from the Yosemite Slough Bridge to Harney Way, essentially the only route connecting one end of the Candlestick Point site to the other. The original project also included Class II facilities on Harney Way adjacent to the retail center and the wedge park north of Ingerson Avenue. But, between Ingerson Avenue and Arelious Walker Drive, only Class III facilities were provided, which meant that no dedicated facilities would be provided through the retail core of the project.

The proposed refinements to the bicycle network would replace the Class II facilities on Arelious Walker with a new Class I two-way cycle track that travels through the wedge park and the retail center of the Candlestick Point site. The cycle track would be fully separated from auto traffic, travel along a route with fewer intersection conflicts, and would provide a flatter topographic route. As a result, the proposed cycle track is expected to be more desirable to both commuters and recreational cyclists. The cycle track would continue north through the Hunters Point Shipyard site to the Hunters Point transit center and south along Harney Way toward US 101, where ultimately it could be connected to the Bay Trail and/or other regional facilities. When fully-constructed, the new cycle track facility would provide a dedicated, two-way, Class I facility connecting the Hunters Point Shipyard and Candlestick Point sites to each other and to regional bicycle and transit facilities. Arelious Walker Drive would retain a Class III designation.

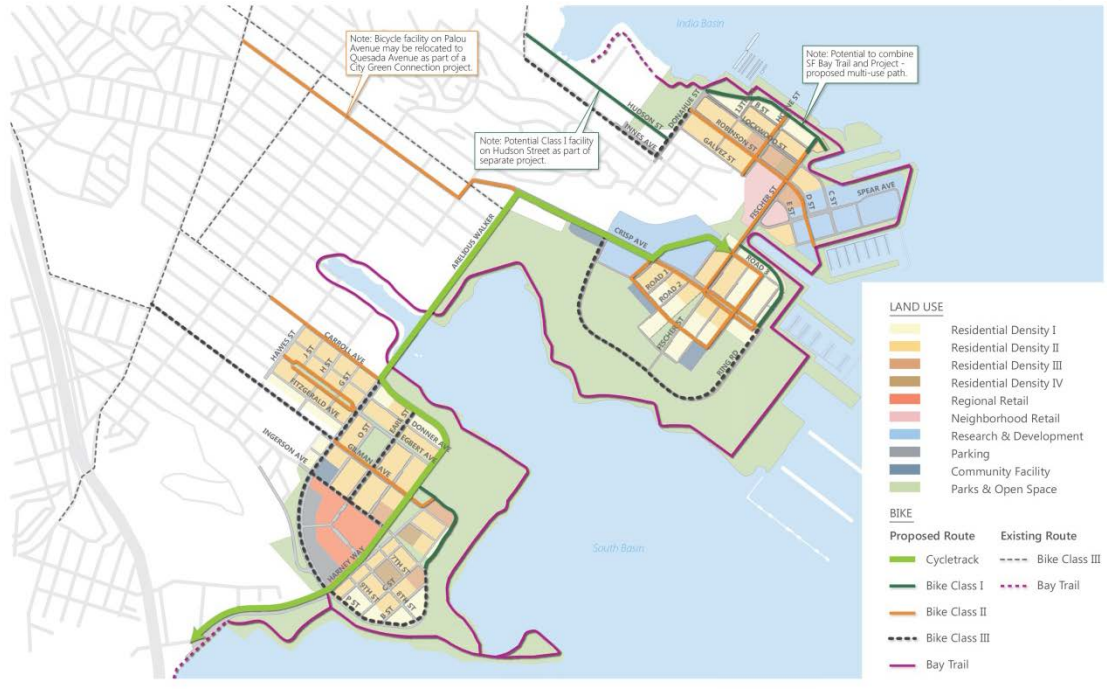
In addition, Class II bicycle lanes would be removed from Earl Street to narrow the street and to maximize the space available for public parks on the west side of the street. The narrower street would shorten crossing distances for pedestrians and as a result, improve pedestrian safety and further encourage walking as a primary mode of transportation (reducing demand for transit and auto travel). Earl Street would retain a Class III designation. Given the low speeds anticipated for this street enabled by the narrowing of the street, provision of corner and mid-block bulbouts, and enhanced "sharrow" pavement markings, bicycles would be more comfortably able to share the travel lane with autos.[4]

[4] The revised bicycle network also corrects an error on the proposed bicycle network figure from the Transportation Study and the EIR. Both documents depicted a proposed Class II bicycle facility on Gilman Avenue, between Arelious Walker and Third Street, although the project actually proposed a Class III facility. The project's Transportation Plan bicycle network figure (which is shown in Figure 7) correctly depicted this corridor as a Class III route, and the FEIR noted that the Draft EIR had incorrectly represented this corridor on the figure. Thus, this is not a project change, but rather a correction of a graphical error.



ORIGINALLY - APPROVED BICYCLE NETWORK

Figure 7



MODIFIED BICYCLE NETWORK

Figure 8

Class III bicycle route designations are proposed to be removed from several streets within the Candlestick Point South neighborhood and from Donner Avenue in the Candlestick Point North neighborhood. Regardless of the bicycle designation, these streets are designed to minimum widths allowed by various City departments in order to encourage traffic to drive slowly. Further, the density of the street grid and dispersion of auto parking throughout the area means that traffic volumes would be dispersed through the network and therefore, relatively low on any individual street. In these cases, the designation of Class III routes was deemed unnecessary because all of the streets in this part of the project would function well for bicyclists to share travel lanes with traffic. Thus, while a comparison of the graphics may suggest substantial changes to the bicycle network, particularly in the CP South neighborhood due to the removal of a number of Class III routes, the only physical difference on these streets associated with a removal of the Class III designation is that "sharrow" pavement markings and bicycle route signage would not be provided; the change in designation would not affect the physical amount of space allocated for bicycles, nor would it substantially affect the interactions between bicycles and autos.

Proposed changes to the bicycle network in Hunters Point Shipyard include extension of a one-block Class II facility on Horne Street from its originally proposed northern terminus at Robinson to the end of Horne Street, where it will intersect with the Bay Trail. Additionally, Class II bicycle lanes have been added throughout the refined Hunters Point Shipyard South neighborhood.

Finally, on-street parking along Innes Avenue in the India Basin neighborhood would be retained, and the proposed Class II bicycle lanes on Innes Avenue would be eliminated. Instead the existing Class III bicycle route and parking would be retained. As part of a separate project, the City is investigating opportunities to provide a parallel Class I facility on Hudson Street; however, this is not required as mitigation for project impacts and is being pursued separately.

Pedestrians

The modified Project generally maintains the project's goals of prioritizing the pedestrian realm through provision of generous sidewalks with streetscape amenities and safety measures, such as bulbouts at key locations. As noted earlier, sidewalks would generally remain between 12 and 15 feet wide, within the range of sidewalks considered in the FEIR. One sidewalk, the west side of Arelious Walker, between Ingerson Avenue and Harney Way, on the opposite side of the street from the retail center, would be reduced to 7 feet; however, this change is expected to be adequate because there are no land uses on the west side of this street, and the design meets minimum ADA requirements. This dimension is analogous to the original project's proposed sidewalk width of 8 feet on the south side of Innes Avenue, near Donohue Street, which is also adjacent to a large hill with no fronting land uses.

Parking

The modified Project may result in slightly fewer parking spaces on-street than the maximum envelope anticipated in the FEIR. However, the resultant parking supply would continue to be

within the range contemplated in the FEIR, specifically between 2,043 spaces (assuming all of these would be on-street and zero off-street would be provided) and approximately 19,000 on- and off-street spaces).

Loading

No changes are proposed to the Project with respect to loading. Buildings, and their loading access, would still be built to the requirements described in the FEIR.

Emergency Access

No changes are proposed that would affect emergency access. As described in the traffic impacts section, roadways would be built with the major spines and connections to the adjacent neighborhood in early phases, with connection roadways adjacent to development parcels constructed as new development parcels are built.

ANALYSIS OF ENVIRONMENTAL EFFECTS

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

California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a subsequent EIR for a project that is already adequately covered in a previously certified EIR. 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 EIR, as provided in CEQA Guidelines Section 15162, are not present.

This Addendum describes the potential environmental effects of the modified project compared to the impacts identified in the FEIR, and explains how the proposed modifications would not result in any new significant environmental impacts or a substantial increase in the severity of previously identified environmental impacts and would not require the adoption of any new or considerably different mitigation measures or alternatives.

Land Use and Plans

The FEIR determined that the Project would not result in any significant land use and plans impacts with respect to: (1) construction impacts; (2) LU-1, the physical division of an established community; (3) LU-2, conflict with plans, policies, or regulations; (4) LU-3, existing land use character; or (4) cumulative impacts.

Given that the proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any land use changes, would not change the density or intensity of the Project uses, and would not change

the Project location, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to land use and plans impacts. All impacts would remain less than significant and no mitigation measures would be required.

Population, Housing and Employment

The FEIR determined that the Project would result in the following less than significant impacts: (1) PH-1, less than significant impacts as the Project would not induce substantial direct population growth during construction; (2) PH-2, less than significant impacts as the Project would not result in indirect population growth during operation, (3) PH-2a, less than significant impacts regarding indirect population growth during operation of Candlestick Point; (4) PH-2b, less than significant impacts regarding indirect population growth during operation of HPS Phase II; (5) PH-3, no impacts regarding the displacement of existing housing units or residents, necessitating the construction of new units elsewhere; (6) PH-3a, no impacts regarding displacement of existing housing units and residents at Candlestick Point, necessitating the construction of new units elsewhere; (7) PH-3b, no impacts regarding displacement of existing housing units and residents at HPS Phase II, necessitating the construction of new units elsewhere; (8) less than significant cumulative population, housing and employment impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development, or population and employment projections. As with the project considered in the FEIR, construction of the modified Project would result in temporary construction job growth. While the timing of construction activities would be different under the proposed changes to the Project Phasing Schedule, the average and maximum numbers of workers on site would not change relative to the numbers of construction workers evaluated in the FEIR. As discussed in the FEIR, it is anticipated that construction employees not already living in the Bayview Hunters Point neighborhood would commute from elsewhere in the Bay Area rather than relocate to the Bayview Hunters Point neighborhood for a temporary construction assignment, and construction hiring policies for the Project would continue to maximize local hiring. Thus, development of the Project under the 2013 Phasing Schedule would not generate a substantial, unplanned population increase, and impacts associated with temporary construction employment on population and housing would continue to be less than significant.

Therefore, there are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on population, housing or employment. Therefore, given that the Project modifications would not result in any changes in population, housing and employment demand, increase in construction activities, or physical changes in the Project location or build out that would implicate the significance criteria for population, employment and housing, the Project modifications would not change or alter any of the FEIR's findings with respect to

population, housing and employment impacts. All impacts would remain less than significant or no impact and no new mitigation measures would be required. Additionally, the FEIR population, housing and employment cumulative impact conclusions would not be altered.

Transportation and Circulation

The FEIR determined that the Project would result in the following less than significant impacts:

Impact TR-9, Effects on LOS and traffic volume at these intersections: Bayshore Boulevard and the intersections of Hester/US-101 Southbound off-ramp, Tunnel Avenue, Arleta Street, Leland Avenue, Silver Avenue, and Old County Road; San Bruno/Silliman Street/US-101 Southbound off-ramp; Sierra Point/Lagoon Way.

Impact TR-19, Effects on transit demand at Downtown Screenlines.

Impact TR-20, Effects on transit demand at Regional Screenlines.

Impact TR-29, Effects on transit demand on the 14X-Mission Express transit route when on I-280.

Impact TR-31, Safety effects on conditions for bicyclists and effects on bicycle accessibility or the ability to accommodate bicycle demand associated with Project uses.

Impact TR-33, Effects on pedestrian facilities.

Impact TR-34, Safety effects for pedestrians and effects on public sidewalk crowding or pedestrian accessibility.

Impact TR-35, Effects on parking needs and ability to accommodate parking with alternative solutions.

Impact TR-36, Effects to on-street parking

Impact TR-37, Effects on loading spaces.

Impact TR-40, Effects on bicycle access on game days.

Impact TR-41, Safety effects for pedestrians and effects on public sidewalk crowding or pedestrian accessibility on game days.

Impact TR-42, Effects on pedestrian access to State Park facilities on game days.

Impact TR-43, Effects on parking needs on game days.

Impact TR-44, Effects on loading capacity on game days.

Impact TR-45, Effects on emergency access on game days.

Impact TR-48, Effects on bicycle circulation during secondary events.

Impact TR-49, Effects on pedestrian accessibility during secondary events.

Impact TR-50, Effects on parking supply for secondary events.

Impact TR-53, Effects on bicycle circulation during arena events.

Impact TR-54, Safety effects for pedestrians and effects on public sidewalk crowding or pedestrian accessibility during arena events.

Impact TR-55, Effects on arena parking needs.

Impact TR-56, Effects on air traffic.

Impact TR-57, Impacts from design features.

Impact TR-58, Effects on emergency access to the Project area.

The FEIR determined that the Project would result in the following less than significant impacts with implementation of mitigation measures:

Impact TR-16: Traffic Impacts on Harney Way.

Impact TR-17: Transit Capacity Impacts.

Impact TR-18: Transit Impacts at Study Area Cordons.

Traffic Impact on Intersections under R&D and Housing/R&D Variants. The R&D and Housing/R&D Variants would worsen traffic conditions at the intersection of Crisp and Palou. The R&D Variant would cause acceptable traffic conditions to become unacceptable at the intersection of Innes and Earl.

The FEIR determined that the Project would result in the following significant impacts that cannot be avoided or reduced to a less than significant level:

Impact TR-1: Effect of Project Construction on Vehicle Traffic and Roadway Construction on Transportation System.

Impact TR-2: Effect of Project on Traffic Volumes

Impact TR-3: Effect of Project Traffic at Certain Area Intersections.

Impact TR-4: Effect of Project Traffic at Tunnel/Blanken.

Impact TR-5: Project Contribution to Traffic at Degraded Intersections.

Impact TR-6: Project Traffic at Freeway Ramps.

Impact TR-7: Project Traffic at Amador/Cargo/Illinois.

Impact TR-8: Project Traffic at Bayshore/Geneva.

Impact TR-10: Project Traffic Effects.

Impact TR-11: Project Traffic at Freeway Segments.

Impact TR-12: Project Traffic Impact at Freeway Ramps.

Impact TR-13: Project Traffic Contribution to Cumulative Impacts at Freeway Ramps.

Impact TR-14: Project Traffic Impact to Diverge Queue Storage at Harney/US 101 Northbound Off-ramp.

Impact TR-15: Project Traffic Contribution to Diverge Queue Storage Impacts.

Impact TR-21: Project Traffic Impacts to 9-San Bruno Transit Line.

Impact TR-22: Project Traffic Impacts to 23-Monterey, 24-Divisadero, 44-O'Shaughnessy Transit Lines.

Impact TR-23: Project Traffic Impacts to 29-Sunset Transit Line.

Impact TR-24: Project Traffic Impacts to 48-Quintara-24th Street Transit Line.

Impact TR-25: Project Traffic Impacts to 54-Felton Transit Line.

Impact TR-26: Project Traffic Impacts to T-Third Transit Line.

Impact TR-27: Project Traffic Impacts to 28L-19th Avenue/Geneva Limited Transit Line.

Impact TR-28: Project Traffic Impacts to 9X, 9AX, 9BX-Bayshore Expresses and 14X-Mission Express Transit Lines

Impact TR-30: Project Traffic Impacts to SamTrans Bus Lines.

Impact TR-32: Project Traffic Impacts to Bicycle Routes.

Impact TR-38: Stadium 49ers Game Site Access and Traffic Impacts.

Impact TR-39: Stadium 49er Game Transit Impacts.

Impact TR-46: Stadium Secondary Event Site Access and Traffic Impacts.

Impact TR-47: Stadium Secondary Event Transit Impacts.

Impact TR-51: Project Site Access and Traffic Impacts from Arena Uses.

Impact TR-52: Transit Impacts from Arena Uses.

As noted above, the proposed Class II bicycle lanes on Innes Avenue would have resulted in removal of on-street parking along Innes Avenue in the India Basin neighborhood. Under the proposed project modifications, the existing Class III bicycle route and parking would be retained. This change would not result in a new significant impact as Class III bicycle routes are standard treatments provided throughout San Francisco as part of the City's bicycle network.

Overall, the project refinements would continue to improve the overall bicycle network in the study area and facilities would be adequate to meet bicycle needs and Impacts TR-31 and TR-32 would remain unchanged. Mitigation Measure MM TR-32 would also still apply, and as part of the requirements of MM TR-32, SFMTA has already initiated conversations with the Project Sponsor regarding a study to consider relocating the existing bicycle route on Palou Avenue to Quesada Avenue, immediately to the south, and part of the City's Green Connections project. As noted in the EIR, this study must be complete prior to issuance of the grading permit for Major Phase 1 at Hunters Point Shipyard.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to transportation travel demand characteristics or substantial changes to construction effects or transportation capacity, either during project construction or at project build out. Construction activities would occur in a slightly different sequence than previously anticipated, but overall activity levels would remain the same as identified in the FEIR (Impact TR-1). The modified Project phasing would provide adequate internal auto capacity throughout the development of the project, and the Project would result in the same auto trip generation and similar roadway capacity as identified in the FEIR at build out (Impacts TR-2 through TR-16). The modified Project transit phasing would continue to offer similar levels of transit service relative to development throughout the project construction period, and would offer the same transit service at project build out as was analyzed in the FEIR (Impacts TR-17 through TR-30). The modified Project's bicycle network would provide a similarly-robust bicycle network compared to what was identified in the FEIR, and would continue to improve and promote bicycling throughout the area (Impacts TR-31 and TR-32). The modified Project would provide similar pedestrian amenities compared to what was analyzed in the FEIR (Impacts TR-33 and TR-34). The project's maximum parking supply would be approximately 600 fewer parking spaces than the maximum identified in the FEIR, but would continue to provide a supply within the range identified in the FEIR (Impacts TR-35 and TR-36). The modified Project would not affect loading (Impact TR-37). Because the modified Project would not include a new football stadium,

Impacts TR-38 through TR-50 would not occur. The modified Project would not affect conditions for the new arena (Impacts TR-51 through TR-55), air traffic (Impact TR-56), hazards due to design features (Impact TR-57), or emergency access (Impact TR-58).

Based on the foregoing and as further presented in **Appendix A**, there are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the revised Phasing Schedule on the capacity, safety, or quality of the transportation network. Therefore, given that the proposed Project modifications would not result in any increase in construction activities or physical changes in the Project build-out that would implicate the transportation significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to transportation impacts. All impacts would remain less than significant, less than significant with mitigation, significant and unavoidable, or significant and unavoidable with mitigation, and no new mitigation measures would be required. Additionally, the FEIR transportation cumulative impact conclusions would not be altered.

Aesthetics

The FEIR determined that the Project would not result in any significant impacts with respect to: (1) AE-1, construction impacts on a scenic vista or scenic resource; (2) AE-2, construction impacts on visual character or quality with implementation of mitigation; (3) AE-3, construction impacts on light or glare that could obstruct day or night views; (4) AE-4, Project impacts on scenic vistas; (5) AE-5, Project impacts on scenic resources; (6) AE-6, Project impacts on visual character; (7) AE-7, Project impacts on light and glare with implementation of mitigation; or (8) cumulative impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes in the location, height or bulk of development identified in the FEIR or create any new sources of light and glare other than those considered in the FEIR. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the revised Phasing Schedule on the visual character and quality of the surrounding area or on scenic vistas. Therefore, given that the proposed Project modifications would not result in any increase in construction activities or physical changes in the Project build-out that would implicate the aesthetic significance criteria, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to aesthetic impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required.

Shadows

The FEIR determined that the Project would result in the following less than significant impacts: (1) SH-1a, less than significant impacts as implementation of the Project at Candlestick Point would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open

space; (2) SH-1b, less than significant impacts as implementation of the Project at HPS Phase II would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space; (3) SH-1, less than significant impacts as implementation of the Project would not result in new structures with the potential to cast shadows on existing or proposed parks and open space in a manner that would have an adverse effect on the use of the open space; (4) less than significant cumulative shadow impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, including parks and towers, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. The Project includes the tower configuration in Tower Variant 3D with no changes and the shadow effects of that variant was thoroughly analyzed in the FEIR and remains valid. Consequently, there would be no changes to the Project's effects related to shadows. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on shadow. Therefore, given that the Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the shadow significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to shadow impacts. All impacts would remain less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR shadow cumulative impact conclusions would not be altered.

Wind

The FEIR determined that the Project would result in the following less than significant impacts: (1) W-1a, less than significant impacts, with implementation of mitigation measure W-1a, as implementation of the Project at Candlestick Point, with mitigation, would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (2) W-1b, less than significant impacts, with implementation of mitigation measures, as implementation of the Project at HPS Phase II would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (3) W-1, less than significant impacts, with implementation of mitigation measures, as implementation of the Project would not include tall structures that would result in ground-level-equivalent wind speed exceeding 26 mph for a single hour of the year in pedestrian corridors and public spaces; (4) less than significant cumulative wind impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the

Project, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR and design guidelines and mitigation measure W-1a to address wind impacts, adopted as part of the Project approvals, would be unchanged by the Project modifications. Consequently, there would be no changes to the Project's effects related to wind. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on wind. Therefore, given that the Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the wind significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to wind impacts. All impacts would remain less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR wind cumulative impact conclusions would not be altered.

Air Quality

The FEIR determined that the Project would result in the following less than significant with implementation of mitigation measures, and significant and unavoidable impacts: (1) AQ-1, less than significant impacts, with implementation of mitigation measures, from construction emission of criteria pollutants; (2) AQ-2, less than significant impacts, with implementation of mitigation measures, from construction emissions of diesel particulate matter; (3) AQ-3, less than significant impacts, with implementation of mitigation measures, from construction emissions of toxic air contaminants; (4) AQ-4, significant and unavoidable impacts from mass emissions of criteria pollutants during project operations; (5) AQ-5, less than significant impact from carbon monoxide emissions due to motor vehicle trips during project operation; (6) AQ-6, less than significant impacts with implementation of mitigation measures from emissions of toxic air contaminants due to operation of research and development uses; (7) AQ-7, less than significant impact from vehicle emissions of $PM_{2.5}$ during project operation; (8) AQ-8, less than significant impacts from odors during project operations; (9) AQ-9 less than significant related to conformity with regional air quality plan objectives; and (10) less than significant cumulative impacts, except for the project's contribution to significant cumulative impacts from emissions of toxic air contaminants and $PM_{2.5}$.

The Project Phasing Schedule, corresponding changes to the timing of construction of public benefits, and implementation of transportation system improvements could have an effect on construction-related air quality impacts. **Appendix B – Screening Air Quality Analysis and Health Risk Assessment for the Refinements to the Candlestick Point-Hunter Point Shipyard Phase II Development Plan** analyzes the air quality effect of changes to the Project Phasing Schedule and corresponding changes to the timing of construction of public benefits and demonstrates that these Project modifications would not result in any new construction-related air quality impacts. As the proposed Project Modifications would not result in any change in the location of the Project, the overall extent of construction or operational activities, the nature of the Project land uses, the density or intensity of the development or Project population and

employment projections, the Project modifications would not affect any other air quality-related impact analyses. Further, there are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the modified Project on air quality. Therefore, given the analysis in **Appendix B** concerning changes in construction timing shows no new impacts would occur, and the fact that the Project would not result in any overall increase in construction activities or changes in the Project location or build out that would implicate the significance criteria for air quality, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to air quality impacts. All Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR air quality cumulative impact conclusions would not be altered.

Noise and Vibration

For purposes of the impact statements summarized below related to noise during Project construction, the FEIR assumes that construction would be carried out in conformance with the requirements of Sections 2907 and 2908 of the Municipal Code. The FEIR determined that the Project would result in the following impacts: (1) NO-1a, less than significant impacts, with implementation of mitigation measures, as a result of construction at Candlestick Point on increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction) and would not occur during recognized sleep hours; (2) NO-1b, less than significant impacts, with implementation of mitigation measures, as a result of construction at HPS Phase II on increased noise levels for both off-site and on- site sensitive receptors; however, the Project's construction noise impacts would be temporary and would also not occur during recognized sleep hours; (3) NO-1, less than significant impacts, with implementation of mitigation measures, as a result of construction activities associated with the Project on increased noise levels for both off-site and on-site sensitive receptors; however, the Project's construction noise impacts would occur primarily in noise-sensitive areas adjacent or near to active construction sites (which would vary in location and duration over the entire period the proposed Project would be under construction) and would also not occur during recognized sleep hours; (4) NO-2a, significant and unavoidable impacts, with implementation of mitigation measures, as a result of construction at Candlestick Point by creating excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the Municipal Code, vibration levels would still be significant; (5) NO-2b, significant and unavoidable impacts, with implementation of mitigation measures, from rock removal activities in the Alice Griffith and Jamestown districts resulting in vibration levels that exceed the FTA threshold of 80 VdB or could cause damage to structures from vibration caused by the

fracturing of bedrock for excavation; (6) NO-2c, significant and unavoidable impacts, with implementation of mitigation measures, from construction at HPS Phase II that would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the Municipal Code , vibration levels would be significant; (7) NO-2, significant and unavoidable impacts, with implementation of mitigation measures, from construction activities associated with the Project that would create excessive groundborne vibration levels in existing residential neighborhoods adjacent to the Project site and at proposed on-site residential uses should the latter be occupied before Project construction activity on adjacent parcels is complete. Although the Project's construction vibration impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the requirements for construction activities that exist in Sections 2907 and 2908 of the Municipal Code, vibration levels would still be significant; (8) NO-3, significant and unavoidable impacts, with implementation of mitigation measures, from construction activities associated with the Project that would result in a substantial temporary or periodic increase in ambient noise levels; (9) NO-4, less than significant impacts with implementation of the Project, including the use of mechanical equipment or the delivery of goods, on exposure to noise-sensitive land uses on or off site to noise levels that exceed the standards established by the City; (10) NO-5, less than significant impacts from the Project regarding the generation or exposure of persons on or off site to excessive groundborne vibration; (11) NO-6, significant and unavoidable impacts with operation of the Project as it would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in existing residential areas along the major Project site access routes; (12) NO-7, significant and unavoidable impacts, with implementation of mitigation measures, on noise during football games and concerts at the proposed stadium resulting in temporary increases in ambient noise levels that could adversely affect surrounding residents for the duration of a game or concert; (13) NO-8, less than significant impacts from Project exposure of residents and visitors to excessive noise levels from flights from San Francisco International Airport such that the noise would be disruptive or cause annoyance; (14) less than significant cumulative noise and vibration impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. Under the 2013 Project Phasing Schedule, the level of construction activity at Candlestick Point during Major Phase 1 would be comparable to the level of construction activity for Major Phase 3 under the 2010 Phasing Schedule described in the FEIR. Likewise, under the proposed 2013 Phasing Schedule, the level

of construction activity at Candlestick Point during Major Phase 3 would be similar to that previously anticipated to occur during Major Phase 1 under the 2010 Phasing Schedule. Consequently, while the timing of when construction noise impacts would occur at different locations would differ somewhat from what was described in the FEIR, there would be no changes to the Project's overall effects related to noise and vibration. The FEIR assumed that sensitive residential receptors both inside and outside of the Project area would be exposed to construction-related noise and vibration impacts and operational traffic noise impacts. The Project approvals included adoption of all identified feasible mitigation measures to reduce these noise- and vibration-related impacts. The Project schedule revisions would result in similar sensitive residential receptor exposure to construction and operational noise and vibration impacts and do not alter these assumptions or conclusions. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on noise and vibration. Therefore, given that the Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the noise and vibration significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to noise and vibration impacts. All impacts would remain less than significant, less than significant with mitigation, or significant and unavoidable with mitigation, and no new mitigation measures would be required. Additionally, the FEIR noise and vibration cumulative impact conclusions would not be altered.

Cultural and Paleontological Resources

The FEIR determined that the Project would result in the following less than significant and significant impacts: (1) CP-1a, less than significant impacts on the significance of an historical resource during construction at Candlestick Point; (2) CP-1b, significant and unavoidable impacts, with implementation of mitigation measures, due to a substantial adverse change in the significance of an historical resource at HPS Phase II; (3) CP-1, significant and unavoidable impacts, with implementation of mitigation measures, due to a substantial adverse change in the significance of a historical resource at the combined Candlestick Point and HPS Phase II (Project); (4) CP-2a, less than significant impacts, with implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American, Chinese fishing camp, and maritime-related archaeological remains Construction at Candlestick Point with implementation of the Project; (5) CP-2b, less than significant impacts, with implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources with construction at HPS Phase II; (6) CP-2, less than significant impacts, with implementation of mitigation measures, on the significance of archaeological resources, including prehistoric Native American resources, Chinese fishing camps, and maritime related resources with construction at Candlestick Point and HPS Phase II combined (7) CP-3a, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resources during construction at Candlestick Point; (8) CP-3b, less than significant impacts, with implementation of mitigation measures, on the significance of a

paleontological resources during construction at HPS Phase II; (9) CP-3c, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements activities, including in-water activities; (10) CP-3d, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during pile driving associated with construction of the Yosemite Slough bridge, shoreline improvements, and the marina improvements (11) CP-3, less than significant impacts, with implementation of mitigation measures, on the significance of a paleontological resource during construction activities associated with the Candlestick Point and HPS Phase II Project; (4) less than significant cumulative archaeological and paleontological impacts and significant and unavoidable cumulative historical resource impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development, or population and employment projections. Consequently, there would be no changes to the Project's effects related to cultural and paleontological resources. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on cultural and paleontological resources. Therefore, given that the Project modifications would not result in any changes in cultural and paleontological resources impact conclusions, increase in construction activities, or physical changes in the Project location or build out that would implicate the significance criteria for cultural and paleontological resources, the Project modifications would not change or alter any of the FEIR's findings with respect to cultural and paleontological resources impacts. All impacts would remain less than significant or significant and unavoidable with mitigation and no new mitigation measures would be required. Additionally, the FEIR cultural and paleontological resources cumulative impact conclusions would not be altered.

Hazards and Hazardous Materials

The FEIR determined that the Project would result in the following less than significant and significant impacts: (1) HZ-1, less than significant impacts, with implementation of mitigation measures, from exposure to known contaminants during construction activities; (2) HZ-2, less than significant impacts, with implementation of mitigation measures, from exposure to previously unidentified contaminants during construction; (3) HZ-3, less than significant impacts, with implementation of mitigation measures, from off-site transport and disposal of contaminated soil and groundwater during construction; (4) HZ-4, less than significant impacts from installation of underground utilities; (5) HZ-5, less than significant impacts, with implementation of mitigation measures, from installation of foundation support piles; (6) HZ-6, less than significant impacts, with implementation of mitigation measures, from soil handling, stockpiling, and transport within the project site boundaries during construction; (7) HZ-7, less than significant impacts, with implementation of mitigation measures, from contaminated

surface runoff from construction sites; (8) HZ-8, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous material releases that have not been fully remediated (9) HZ-9, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials in conjunction with limited remediation activities during construction of the Yosemite Slough Bridge; (10) HZ-10, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials during construction of shoreline improvements; (11) HZ-11, less than significant impacts, with implementation of mitigation measures, from exposure to hazardous materials while constructing infrastructure on Navy-owned property; (12) HZ-12, less than significant impacts, with implementation of mitigation measures, from remediation activities conducted in conjunction with development activities at HPS Phase II early transfer parcels; (13) HZ-13, less than significant impacts from exposures to hazardous materials contamination during construction of off-site roadway improvements; (14) HZ-14, less than significant impacts, with implementation of mitigation measures, from exposure of ecological receptors to hazardous materials from construction activities; (15) HZ-15, less than significant impacts, with implementation of mitigation measures, from exposure to naturally occurring asbestos from construction activities; (16) HZ-16, less than significant impacts from exposure to hazardous materials in buildings and structures; (17) HZ-17, less than significant impacts, with implementation of mitigation measures, from exposure of workers to hazardous materials during construction; (18) HZ-18, less than significant impacts, with implementation of mitigation measures, from construction activities with potential to generate hazardous air emissions within one-quarter mile of a school; (19) HZ-19, less than significant impacts, with implementation of mitigation measures, from release of contaminants from historic uses or fill; (20) HZ-20, less than significant impacts from routine use, storage, transport, or disposal of hazardous materials during Project construction; (21) HZ-21, less than significant impacts, with implementation of mitigation measures, from routine maintenance of properties; (22) HZ-22, less than significant impacts from routine use, storage, transport, or disposal of hazardous materials during Project operation; (23) HZ-23, less than significant impacts from exposure to hazardous materials caused by upset or accident conditions; (24) HZ-24, less than significant impacts, with implementation of mitigation measures, from hazardous air emissions associated with R&D uses within one-quarter mile of a school; (25) HZ-25, no impacts from safety hazards from conflicts with airport land use plans; (26) HZ-26, no impact from safety hazards from proximity to private air strips; (27) HZ-27, less than significant impact from fire hazards or conflicts with emergency response and evacuation plans; and (28) less than significant cumulative impacts from hazards and hazardous materials.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development. Consequently, there would be no changes to the Project's effects related to hazards and hazardous materials. There are no changed

circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the modified project related to impacts associated with hazards or hazardous materials. Therefore, given that the Project would not result in any increase in construction activities or changes in the Project location or build out that would implicate the significance criteria for hazards and hazardous materials, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to hazards and hazardous materials impacts. All Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR hazards or hazardous materials cumulative impact conclusions would not be altered.

Geology and Soils

The FEIR determined that the Project would result in the following less than significant impacts: (1) GE-1, 1a, 1b, less than significant impacts, with implementation of mitigation measures from construction on soil erosion; (2) GE-2, 2a, 2b, less than significant impacts, with implementation of mitigation measures, from construction on settlement from dewatering activities; (3) GE-3, less than significant impacts, with implementation of mitigation measures, from construction on destabilization of bedrock from rock removal activities; (4) GE-4, 4a, 4b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced ground shaking; (5) GE-5, 5a, 5b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced ground failure; (6) GE-6, 6a, 6b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to seismically induced landslides; (7) GE-7, 7a, 7b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to shoreline instability; (8) GE-8, 8a, 8b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to landslides; (9) GE-9, 9a, 9b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to damage from settlement; (10) GE-10, 10a, 10b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to expansive soils; (11) GE-11, 11a, 11b, less than significant impacts, with implementation of mitigation measures, from project operations on exposing people and structures to corrosive soils; (12) GE-12, no impact from surface fault rupture; (13) GE-13, no impact from the use of soils incapable of supporting septic tanks or alternative wastewater systems; (14) GE-14, no impact from the destruction of unique geologic features; (15) less than significant impacts, with implementation of mitigation measures, to cumulative geology and soils impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or

the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on geology and soils. Therefore, given that the proposed Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the significance criteria for geology and soils, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to geology and soils impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR geology and soils cumulative impact conclusions would not be altered.

Hydrology and Water Quality

The FEIR determined that the Project would result in the following less than significant impacts: (1) HY-1, 1a, 1b, 1c, less than significant impacts, with implementation of mitigation measures, from construction regarding compliance with water quality standards and waste discharge requirements; (2) HY-2, less than significant impacts from construction on groundwater supplies and groundwater recharge; (3) HY-3, less than significant impacts from construction on erosion and siltation; (4) HY-4, less than significant impacts, with implementation of mitigation measures, from construction on flooding; (5) HY-5, less than significant impacts, with implementation of mitigation measures, from construction on storm sewer system capacity; (6) HY-6, 6a, 6b, 6c, less than significant impacts, with implementation of mitigation measures, at Candlestick and HPS Phase II, and less than significant impacts of the Yosemite Slough Bridge, from project operations regarding compliance with water quality standards and waste discharge requirements; (7) HY-7, less than significant impacts, with implementation of mitigation measures, from project operations on water quality; (8) HY-8, no impact from project operations on groundwater supplies and groundwater recharge; (9) HY-9, less than significant impacts, with implementation of mitigation, from project operations on erosion or siltation effects; (10) HY-10, less than significant impacts, with implementation of mitigation, from project operations on flooding from surface runoff; (11) HY-11, less than significant impacts, with implementation of mitigation, from project operations on storm sewer system capacity; (12) HY-12, 12a, 12b, less than significant impacts, with implementation of mitigation, related to placing housing in a flood hazard area; (13) HY-13, 13a, 13b, 13c, less than significant impacts at Candlestick and the Yosemite Slough Bridge and less than significant impacts, with implementation of mitigation, at HPS Phase II related to placing structures within a flood hazard zone; (14) HY-14, less than significant impacts, with implementation of mitigation, regarding other flood risks; (15) HY-15, less than significant impacts related to seiche, tsunami, and mudflows; (16) less than significant cumulative hydrology and water quality impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or

the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on hydrology and water quality. Therefore, given that the proposed Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the significance criteria for hydrology and water quality, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to hydrology and water quality impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR hydrology and water quality cumulative impact conclusions would not be altered.

Biological Resources

The FEIR determined that the Project would result in the following less than significant impacts: (1) BI-1, no construction impact on regional conservation plans; (2) BI-2, less than significant impacts from construction on common species and habitat; (3) BI-3a and 3b, no construction impact on sensitive plants; (4) BI-4a, 4b, 4c, less than significant impacts, with implementation of mitigation measures, from construction on waters of the United States and navigable waters; (5) BI-5a, 5b, no construction impacts at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on eelgrass beds; (6) BI-6a, 6b, less than significant impacts, with implementation of mitigation measures, from construction on sensitive bird species; (7) BI-7a, 7b , less than significant impacts at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on foraging habitat for raptors; (8) BI-8a, 8b, less than significant impacts from construction on the western red bat; (9) BI-9a, 9b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on marine mammals and fish; (10) BI-10a, 10b, 10c, less than significant impacts from construction on mollusks; (11) BI-11a, 11b, 11c, less than significant impacts, with implementation of mitigation measures, from construction on special-status fish species; (12) BI-12a, 12b, 12c, less than significant impacts, with implementation of mitigation measures, from construction on essential fish habitat; (13) BI-13a, 13b, less than significant impacts at Candlestick and less than significant impact, with implementation of mitigation measures, at HPS Phase II from construction on wildlife movement; (14) BI-14a, 14b, less than significant impacts, with implementation of mitigation measures, from construction on local plans and policies; (15) BI-15a, 15b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II from construction on contaminated soils or sediments; (16) BI-16a, 16b, less than significant impacts from project operations on sensitive birds and animals; (17) BI-17a, 17b, no impact from project operations on nesting American peregrine falcons; (18) BI-18a, 18b, no impact at Candlestick and less than significant impacts, with implementation of mitigation measures, at HPS Phase II, from project operations on sensitive aquatic species, mollusks, and designated essential fish habitat; (19) BI-19a, 19b, no impact at Candlestick and less than significant impacts, with implementation of mitigation

measures, at HPS Phase II, from project operations on contaminated sediments; (20) BI-20a, 20b, less than significant impacts, with implementation of mitigation measures, from project operations on the movement of bird species; (21) BI-21a, 21b, less than significant, with implementation of mitigation measures, from project operations on local plans and policies; (22) BI-22, less than significant impacts, with implementation of mitigation measures, from project operations on special-status and/or legally protected species; (23) BI-23, less than significant impacts, with implementation of mitigation measures, from project operations on sensitive habitats; (24) BI-24, less than significant impacts, with implementation of mitigation measures, from project operations on wetlands and jurisdictional waters; (25) BI-25, less than significant impacts, with implementation of mitigation measures, from project operations on fish or wildlife movement; (26) BI-26, less than significant impacts, with implementation of mitigation measures, from project operations on local plans and policies; (27) less than significant impacts, with implementation of mitigation measures, to cumulative biological resource impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on the biological resources. Therefore, given that the proposed Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the biological resource significance criteria, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to biological resource impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR biological resource cumulative impact conclusions would not be altered.

Public Services

The FEIR determined that the Project would result in the following less than significant and significant impacts: (1) PS-1, less than significant impacts, with implementation of mitigation measures, from construction on police protection; (2) PS-2, less than significant impacts, with implementation of mitigation measures, from project operations on police protection; (3) PS-3, less than significant impacts, with implementation of mitigation measures, from construction on fire protection and emergency medical services; (4) PS-4, less than significant impacts from project operations on fire protection and emergency medical services; (5) PS-5, no impact from construction on schools; (6) PS-6, less than significant impacts from project operations on schools; (7) PS-7, no impact from construction on library services; (8) PS-8, less than significant impacts from project operations on library services; (9) less than significant cumulative impacts, except for the project's contribution to significant cumulative impacts on police services.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development, or Project population and employment projections. Consequently, there would be no increase in the demand for public services. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the modified Project on the public services. Therefore, given that the Project would not result in any increase in construction activities or changes in the Project location or build out that would implicate the significance criteria for public services, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to public service impacts. All Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR public service cumulative impact conclusions would not be altered.

Recreation

The FEIR determined that the Project would result in the following less than significant impacts: (1) RE-1, less than significant impacts as Construction of the parks, recreational uses, and open space proposed by the Project would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in the EIR; (2) RE-2, less than significant impacts, with implementation of mitigation measures, as implementation of the Project would not increase the use of existing parks and recreational facilities that would cause the substantial physical deterioration of the facilities to occur or to be accelerated, nor would it result in the need for, new or physically altered park or recreational facilities; (3) RE-3, less than significant impacts, as implementation of the Project would decrease the size of Candlestick Point State Recreation Area (CPSRA) but would not, overall, adversely affect the recreational opportunities offered by that park, nor would it substantially adversely affect windsurfing opportunities at the Project site; (4) less than significant cumulative recreation impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. Under the proposed 2013 Project Phasing Schedule, the timing of construction of park and recreation improvements would be altered to match the changes in the timing of development. However, as shown in **Figures 1 and 2** and **Tables 3 and 4**, under the proposed 2013 Project Phasing Schedule, the project would continue to provide a wide variety of new park and open space facilities in phase with build out of the development to meet the project demand for recreational facilities. **Table 10** below compares the ratio of expected park acreage to population with the proposed Project modifications to the 2010 Phasing.

TABLE 10 – COMPARISON OF RESIDENTIAL UNITS AND PARK ACREAGE								
	Residential Units		Population		Total Parkland (ac)		Parkland-to-Population Ratio (acres per 1,000 Residents)	
	2010 Phasing[a]	2013 Phasing	2010 Phasing	2013 Phasing	2010 Phasing	2013 Phasing	2010 Phasing	2013 Phasing
Existing	256	256	1,113	1,113	120.2	120.2	108	108
Phase 1	3,158	2,874	7,358	6,696	136.0	138.4	18.5	20.7
Phase 2	4,406	6,040	10,266	14,073	162.5	159.4	15.8	11.3
Phase 3	7,555	8,205	17,603	19,118	246.7	168.2	14.0	8.8
Phase 4	10,500	10,500	24,465	24,465	326.6	327.7	13.3	13.4

[a] The numbers of residential units proposed under each major phase of the Project shown in Table IV-26a on page C&R-2268 of the FEIR vary slightly from the numbers of units proposed in the FEIR project description for Variant 2A. As such, the numbers for residential units and corresponding population and parkland-to-population ratios shown for the 2010 Phasing Schedule above are revised to match the FEIR project description. These minor corrections do not result in any changes to the conclusions reached in the FEIR concerning the effects of the Project on recreation because the ratio of parkland to population would remain above 5.5 acres per 1,000 residents for all phases of the project.

As shown in the table above, under the proposed 2013 Phasing Schedule, the Project would continue to exceed the standard of 5.5 acres of parkland per 1,000 residents that was used as a benchmark in the FEIR recreation analysis. Therefore, the Project modifications will comply within Mitigation Measure RE-2, which calls for adequate parkland to be constructed along with residential units. Consequently, there would be no changes to the Project's effects related to recreation. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on recreation. Therefore, given that the Project modifications would not result in any increase in construction activities or major physical changes in the Project location or build out that would implicate the recreation significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to recreation impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR recreation cumulative impact conclusions would not be altered.

Utilities

The FEIR determined that the Project would result in the following less than significant impacts: (1) UT-1, less than significant impacts regarding the need for new or expanded water entitlements and resources; (2) UT-2, less than significant impacts, with implementation of mitigation measures, regarding the need for construction of new or expanded water treatment or conveyance facilities; (3) UT-3, 3a, 3b, less than significant impacts, with implementation of mitigation measures, regarding the need for expansion of off-site wastewater conveyance facilities; (4) UT-4, less than significant impacts regarding the potential to exceed wastewater treatment requirements of the Regional Water Quality Control Board; (5) UT-5, 5a, 5b, less than

significant impacts, with implementation of mitigation measures, regarding construction-related solid waste generation; (6) UT-6, 6a, 6b, less than significant impacts regarding disposal of construction-related hazardous waste; (7) UT-7, 7a, 7b, less than significant impacts, with implementation of mitigation measures, regarding operational solid waste generation; (8) UT-8, 8a, 8b, less than significant impacts regarding disposal of operational generated hazardous waste; (9) UT-9, less than significant impacts, with implementation of mitigation measures, regarding compliance with solid waste regulations; (10) UT-10, less than significant impacts regarding dry utility infrastructure and service capacity; (11) less than significant cumulative utility impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development, or population and employment projections. Consequently, there would be no increase in the demand for utility services. The SFFD has determined that the proposed changes to the design of the AWSS described above would provide an equivalent level of protection as the AWSS loops specified in MM UT-2. Thus, the proposed modifications to the design of the AWSS would fulfill the requirements of MM UT-2 for provision of an AWSS with connections to off-site systems.

There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on utilities. Therefore, given that the proposed Project modifications would not result in any increase in demand for utilities, increase in construction activities, or physical changes in the Project location or build out that would implicate the significance criteria for utilities, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to utility impacts. All impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR utility cumulative impact conclusions would not be altered.

Energy

The FEIR determined that the Project would result in the following less than significant and significant impacts: (1) ME-1, less than significant impact from energy use during construction; (2) ME-2, less than significant impacts, with implementation of mitigation measures, from the use of large amount of electricity in a wasteful manner for the operation of buildings constructed under the Project; (3) ME-3, less than significant impacts, with implementation of mitigation measures, from the use of large amount of natural gas in a wasteful manner for the operation of buildings constructed under the Project; (4) ME-4 less than significant impacts, with implementation of mitigation measures, from the use of large amount of energy in a wasteful manner for vehicle trips associated with the Project; and (5) less than significant cumulative impacts related to energy use during project construction and operation.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, the density or intensity of development, or Project population and employment projections. Consequently, there would be no increase in energy use. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effects of the development under the modified Project related to energy use. Therefore, given that the Project would not result in any increase in construction activities or changes in the Project location or build out that would implicate the significance criteria for energy use, the proposed Project modifications would not change or alter any of the FEIR's findings with respect to energy impacts. All Project impacts would remain less than significant or less than significant with mitigation and no new mitigation measures would be required. Additionally, the FEIR energy cumulative impact conclusions would not be altered.

Greenhouse Gas Emissions

The FEIR determined that the Project would result in the following less than significant impact: (1) GC-1, less than significant impact, as the Project would not result in a substantial contribution to global climate change by increasing GHG emissions in a manner that conflicts with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (e.g., a substantial contribution to global climate change) or conflict with the San Francisco's Climate Action Plan by impeding implementation of the local GHG reduction goals established by the San Francisco 2008 Greenhouse Gas Reduction Ordinance; (2) less than significant cumulative greenhouse gas emissions impacts.

The proposed changes to the Project Phasing Schedule, corresponding changes to the timing of construction of public benefits and implementation of transportation system improvements, and minor transportation system changes, would not result in any changes to the location of the Project, the extent of construction or operational activities, the nature of the Project land uses, or the density or intensity of development. Development would continue to occur on the same areas of the site analyzed for development in the FEIR. Consequently, there would be no changes to the Project's effects related to greenhouse gas emissions. There are no changed circumstances or new information that would result in any different conclusions than those reached in the FEIR concerning the effect of the development under the modified Project on greenhouse gas emissions. Therefore, given that the Project modifications would not result in any increase in construction activities or physical changes in the Project location or build out that would implicate the greenhouse gas emissions significance criteria, the Project modifications would not change or alter any of the FEIR's findings with respect to greenhouse gas emissions impacts. The impact would remain less than significant, and no new mitigation measures would be required. Additionally, the FEIR greenhouse gas emissions cumulative impact conclusions would not be altered.

Mitigation Measures

The proposed project modifications would affect implementation of Mitigation Measures TR-16, TR-17, and UT-2. For reference, these proposed changes are summarized below. See the Transportation and Utilities sections above for further discussion of these proposed changes.

Mitigation Measure MM TR-16 Widen Harney Way as shown in Figure 5 of the Transportation Study

The text of MM TR-16 is proposed to be revised as follows:

> **MM TR-16** Widen Harney Way as shown in Figure 5 in the Transportation Study. Prior to issuance of the ~~grading~~ occupancy permit for ~~Development Phase 1 of the Project,~~ Candlestick Point Sub-Phase CP-02, the Project Applicant shall widen Harney Way as shown in Figure 5 in the Transportation Study, with the modification to include a two-way cycle track, on the southern portion of the project right of way. Prior to the issuance of grading permits for Candlestick Point Major Phases 2, 3 and 4, the Project Applicant shall fund a study to evaluate traffic conditions on Harney Way and determine whether additional traffic associated with the next phase of development would result in the need to modify Harney Way to its ultimate configuration, as shown in Figure 6 in the Transportation Study, unless this ultimate configuration has already been built. This study shall be conducted in collaboration with the SFMTA, which would be responsible for making final determinations regarding the ultimate configuration. The ultimate configuration would be linked to intersection performance, and it would be required when study results indicate intersection LOS at one or more of the three signalized intersection on Harney Way at mid-LOS D (i.e., at an average delay per vehicle of more than 45 seconds per vehicle). If the study and SFMTA conclude that reconfiguration would be necessary to accommodate traffic demands associated with the next phase of development, the Project Applicant shall be responsible to fund and complete construction of the improvements prior to occupancy of the next phase.

Mitigation Measure MM TR-17 Implement the Project's Transit Operating Plan.

The text of MM TR-17 is not proposed to be revised. As provided under MM TR-17, SFMTA has agreed to modifications to the previously-approved Transit Operating Plan as detailed above and further described in **Appendix A** to adjust the phasing of transit improvements in response to the proposed changes to the Project Phasing Schedule.

Mitigation Measure MM UT-2 Auxiliary Water Supply System.

The text of MM UT-2 is proposed to be revised as follows:

> **MM UT-2** Auxiliary Water Supply System. Prior to issuance of occupancy permits, as part of the Infrastructure Plan to be approved, the Project Applicant shall construct an Auxiliary Water Supply System (AWSS) ~~loop~~ within Candlestick Point to connect to the City's planned extension of the offsite system off-site on Gilman Street from Ingalls Street to Candlestick Point. The Project Applicant shall construct an additional AWSS

~~loop~~ on HPS Phase II to connect to the existing system at Earl Street and Innes Avenue and at Palou and Griffith Avenues, with ~~looped~~ service along Spear Avenue/Crisp Road.

CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Final EIR certified on June 3, 2010 remain valid. The proposed revisions to the project will not cause new significant impacts not identified in the EIR, and no new mitigation measures will be necessary to reduce significant impacts. Other than as described in this Addendum, no project changes have occurred, and no changes have occurred with respect to circumstances surrounding the proposed project that will cause significant environmental impacts to which the project will contribute considerably, and no new information has become available that shows that the project will cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

December 11, 2013

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

Sarah B. Jones
Environmental Review Officer

cc: Bulletin Board / Master Decision File
Distribution List