



SAN FRANCISCO PLANNING DEPARTMENT

Addendum #2 to Environmental Impact Report

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Addendum Date: June 11, 2015

Case No.: **2011.0558E**

Project Title: **Transit Effectiveness Project, Modified TTRP.5 Moderate Alternative, McAllister Street and Van Ness Avenue Intersection**

EIR: 2011.0558E, certified March 27, 2014

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REMARKS

Background

A final environmental impact report (EIR) for the Transit Effectiveness Project (TEP), Planning Department file number 2011.0558E, was certified on March 27, 2014. The TEP includes a number of project components to improve transit service within San Francisco. One TEP component consists of improvements for the Muni Rapid Corridors known as Travel Time Reduction Proposals (TTRPs). The TEP EIR provided project descriptions and project-level analysis for two TTRP alternatives for the 5 Fulton and 5L Fulton Limited routes referred to as TTRP.5 Moderate Alternative and TTRP.5 Expanded Alternative, respectively.

On March 28, 2014, the San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) approved the modified TEP and some of the projects outlined in the EIR. For the TTRP.5, improvements on Fulton Street between 25th Avenue and 46th Avenue and on McAllister Street between Fillmore and Divisadero Streets were the only segments approved by the SFMTA Board on March 28, 2014. On July 15, 2014 the SFMTA proposed a modification to one component of the TEP, Transit Travel Time Reduction Proposal for the 5/5L Fulton/Fulton Limited (TTRP.5) resulting in changes to the Transit Preferential Streets Toolkit (TPS Toolkit) elements implemented on McAllister Street at the intersection of McAllister and Divisadero Streets.

In late 2014, the TEP was renamed "Muni Forward." As of April 2015, the 5 Fulton/5L Fulton Limited (TTRP.5) route has been renamed as the "5 Fulton/5R Fulton Rapid." The inbound

direction for the 5 Fulton /5R Fulton Rapid route is east from La Playa and Cabrillo Streets in the Richmond District along Fulton and McAllister Street towards Downtown. The outbound direction for this route is west from the Temporary Transbay Terminal on Howard Street between Main and Beale Streets in the South of Market area (SoMa) to Market Street, McAllister, Central and Fulton Streets to La Playa in the Richmond District.

Prior to completion of the TEP EIR process, the SFMTA determined that a 12-month pilot project implementing a portion of TTRP.5 as well as Service Improvements for the 5/5L Fulton/Fulton Limited proposed under the TEP was needed in order to allow the collection of data related to transit travel time savings and changes to area traffic patterns resulting from implementation of portions of these two project components, TTRP.5 and 5 Fulton Service Improvement (5 Fulton Pilot). The 5 Fulton Pilot project received a categorical exemption from environmental review for data collection pursuant to CEQA Guidelines §15306 (Categorical Exemption Class 6) on September 27, 2013.¹ The SFMTA Board approved implementation of the 12-month pilot on October 15, 2013, and it was implemented October 28, 2013. The 5 Fulton Pilot included changes on McAllister Street at the intersection of McAllister Street and Van Ness Avenue as described below.

Existing conditions prior to implementation of the 5 Fulton Pilot: The existing farside inbound transit zone on McAllister Street at Van Ness Avenue was 80 feet in length.

5 Fulton Pilot: On October 28, 2013, the following changes were implemented on McAllister Street at Van Ness Avenue. The existing farside inbound and outbound transit zones on McAllister Street at Van Ness Avenue were extended to 125 feet in length from 80 feet and 75 feet in length, respectively, through the relocation and removal of parking spaces as follows: In the inbound direction on McAllister Street, four angled City Hall permit parking spaces and one blue zone accessible space were relocated on McAllister Street toward the Polk Street end of the block due to a rescinded bus zone. Also, in the outbound direction, on McAllister Street farside of Van Ness Avenue, three general metered parking spaces were removed. Additionally, the nearside inbound eastbound a.m. peak right-turn pocket on McAllister Street was converted to an all-day right-turn pocket.

TTRP.5 in the TEP EIR: The TEP EIR describes a TTRP Moderate Alternative and a TTRP Expanded Alternative for the TTRP.5. These two alternatives propose the same changes for the intersection of McAllister Street and Van Ness Avenue as follows. In the TEP EIR, both the

¹ San Francisco Planning Department. 2013. *Certificate of Determination Exemption from Environmental Review Case no. 2013.0943E* for SFMTA TEP TTRP.5 and 5 Fulton Service Improvement Pilot Project - Fulton, McAllister, and Market Streets. This file is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of file 2013.0943E.

inbound and outbound farside transit zones on McAllister Street at the intersection with Van Ness Avenue would include the installation of up to 130-foot long transit bulbs. In addition, the existing a.m. peak inbound eastbound 135-foot right-turn pocket on McAllister Street at the approach with Van Ness Avenue would be made full-time.

Proposed Revisions to the Project

Subsequent to the certification of the final TEP EIR and implementation of improvements to the intersection of McAllister and Divisadero Streets, the SFMTA proposed modifications to the segment of the 5 Fulton/5R Fulton Rapid along McAllister Street between Van Ness Avenue and Baker Street. In addition, the SFMTA proposes to modify the project design for the TTRP.5 Moderate Alternative at the intersection of McAllister Street and Van Ness Avenue, which would make additional modifications at the intersection of Van Ness Avenue and McAllister Street. The modified project differs from that analyzed in the EIR as described below.

Modified Transit Stop Changes

- a. On McAllister Street at the intersection with Van Ness Avenue, the existing inbound farside stop was proposed to be converted to an approximately 130-foot long transit bulb. This proposal has now been modified to convert the existing stop to a 10-foot wide, 130-foot long transit boarding island. There are currently sharrows² on westbound McAllister Street and no bicycle facilities on eastbound McAllister Street, farside of the intersection with Van Ness Avenue, where the transit boarding island would be installed. A bicycle lane would be installed in the seven-foot wide channel between the curb and the boarding island. An existing 35-foot wide curb cut for a driveway into the City Hall property would be moved onto the boarding island to provide the connection between the existing driveway and the boarding island. Yellow tactile domes found on curb ramps throughout the City would be placed on either side of the driveway on the boarding island to indicate the location of the driveway on the boarding island for visually-impaired passengers. The driveway is used to enter the City Hall property for pick-up and drop-off, primarily for a daycare facility located in City Hall. Additionally, there would be a marked crosswalk from the sidewalk across the bicycle lane for pedestrians to access the boarding island.

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² Sharrows are painted markings in the travel lane that indicate that the travel lane is shared by vehicles and bicyclists. These markings also assist in preventing bicyclists from riding in the 'door zone,' i.e. too close to parked cars such that a car door might be opened into the path of a cyclist resulting in an injury.

Modified Parking and Turn Restriction Changes

- b. In the TEP EIR, no parking changes were proposed to the angled parking located on McAllister Street east of the farside bus zone. To accommodate the transit boarding island design, the thirteen angled parking spaces would be reconfigured to thirteen back-in angled parking spaces. As stated above, the blue zone for accessibility located nearside on McAllister Street at the intersection of McAllister and Polk Streets would remain unchanged.

The modified TTRP.5 Moderate Alternative at the intersection of McAllister Street and Van Ness Avenue would not remove additional parking from that covered in the TEP EIR, but would reconfigure parking in this segment.

Analysis of Potential 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 therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

On January 23, 2013, an Initial Study (IS) for the TEP was published and determined that the project (all components) would have no potentially significant adverse impacts with implementation of mitigation measures for all CEQA environmental topics, with the exception of transportation and circulation, noise and vibration, and air quality. Mitigation measures were identified to mitigate potential impacts of the project on cultural resources (archeological resources) and hazardous materials to a less-than-significant level. These mitigation measures would remain applicable to the Modified TTRP.5 Moderate project.

The changes to Modified TTRP.5 Moderate Alternative are minor and consist of the following: a design modification to the farside, inbound transit bulb on McAllister Street at Van Ness Avenue such that it would now be a type of boarding island (up to 130 feet in length), reconfiguring thirteen angled parking spaces to the same number of back-in angled parking spaces, and the installation of a bicycle lane through the seven-foot wide channel created between the curb and

boarding island. Such changes were addressed by the analysis in the TEP IS for the following reasons. The modified project would result in similar construction activities to the TEP components analyzed in the IS, including the same depth of excavation, approximately two feet below ground surface (bgs), and would include relocation of catch basins and curb ramps as necessary. Therefore, potential effects for the modified project with respect to geology and soils, hydrology and water quality, and hazards and hazardous materials would remain similar to the project as analyzed in the IS and would not change the finding of less than significant impact for these topics. No other changes to the physical environment are anticipated to occur as a result of the Modified TTRP.5 Moderate Alternative beyond what was identified for TTRPs in the TEP IS. Therefore, only Transportation and Circulation, Noise and Vibration, and Air Quality are discussed further.

Since certification of the EIR, no changes have occurred in the circumstances under which the original TTRP.5 Alternatives or the project, as currently proposed, would be implemented, that would change the severity of the project's physical impacts as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the EIR.

Further, the proposed modification and design refinement to the TTRP.5 Moderate Alternative at the intersection of McAllister Street and Van Ness Avenue, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects of the Modified TTRP.5 Moderate Alternative would be substantially the same as those reported for the TTRP.5 Moderate Alternative in the TEP EIR. The following discussion provides the basis for this conclusion.

Transportation and Circulation

The TTRP.5 improvements for the Moderate and Expanded Alternatives were reviewed for potential significant transportation impacts in the *San Francisco TEP Transportation Impact Study (TEP TIS)* prepared as part of the TEP EIR. The transportation analysis found that the TTRP.5 improvements would have less-than-significant impacts on transit, traffic, loading, parking, emergency vehicle access, bicycles, and pedestrians. The minor changes proposed for Modified TTRP.5 Moderate Alternative including the modification of the transit bulb design into a transit boarding island in conjunction with a channelized bicycle lane and the reconfiguration of parking from angled parking to back-in angled parking are within the scope of the analysis in the TEP EIR. These changes would not alter the transportation and circulation conclusions of the TEP EIR as discussed below.

Transit. As discussed under Impact TR-20 in the TEP EIR, the Moderate Alternative for the TTRP.5 would not result in any significant project level transit impact. The TEP TIS anticipated that capacity utilization would increase after implementation of the TTRP.5 Moderate Alternative compared to existing conditions by between 78.7 percent and 83.8 percent. This would not exceed the capacity utilization threshold of 85 percent. The minor changes proposed in the modified project would not alter capacity utilization on the 5 Fulton/5R Fulton Rapid from what was analyzed in the EIR. Further, transit operations would not be adversely affected on the routes that overlap or cross the 5 Fulton/5R Fulton Rapid routes as a result of this minor change at the intersection of McAllister Street and Van Ness Avenue. Therefore, the transit impact as a result of the Modified TTRP.5 Moderate Alternative would remain less than significant.

Traffic. As discussed under Impact TR-22 in the TEP EIR, the Moderate Alternative for the TTRP.5 would not result in a significant traffic impact at this intersection. The minor changes proposed under Modified TTRP.5 Moderate Alternative would not result in a substantial change from the traffic analysis in the TEP EIR since the proposed changes would not affect vehicular capacity. Therefore, the traffic impact as a result of the Modified TTRP.5 Moderate Alternative would remain less than significant.

Loading. As discussed under Impact TR-46 in the TEP EIR, the Moderate Alternative for the TTRP.5 would not result in significant loading impacts. TTRP.5 would not increase loading demand. The modification at the intersection of McAllister Street and Van Ness Avenue would not affect any loading spaces. Therefore, the commercial loading impact as a result of the Modified TTRP.5 Moderate Alternative at McAllister Street and Van Ness Avenue would remain less than significant.

Parking. As discussed under Impact TR-57 in the TEP EIR, the Moderate Alternative for the TTRP.5 would not result in significant parking impacts. The modification at the intersection of McAllister Street and Van Ness Avenue would result in the reconfiguration of parking from angled parking spaces to back-in angled parking spaces, but no parking spaces would be removed. Therefore, the parking impact as a result of the Modified TTRP.5 Moderate Alternative would remain less than significant.

Emergency Vehicle Access. As discussed under Impact TR-55 in the TEP EIR, the Moderate Alternative for the TTRP.5 would not result in any significant emergency vehicle access impacts. Implementation of Modified TTRP.5 would include a boarding island instead of a transit bulb and the installation of a bicycle lane between the boarding island and the curb. The effective width of McAllister Street would remain the same for vehicular travel under TTRP.5 as

analyzed with a transit bulb in the TEP EIR as under Modified TTRP.5 Moderate Alternative with a bus boarding island. These minor physical changes would not substantially alter the ability of emergency service vehicles to travel on this segment of McAllister Street where two travel lanes would still be provided in the eastbound direction. Therefore, there would be no significant emergency vehicle access impact.

Bicycles. As discussed in Impact TR-44 in the TEP EIR, TTRP.5 would not result in significant bicycle impacts for either alternative. Bicycle Route 20 runs along McAllister Street in the outbound west bound direction and sharrows are provided. The inbound eastbound direction for Route 20 is on Grove Street, one block from McAllister Street. Bicycle Route 25 operates along Polk Street, one block from the proposed project modification. The TEP EIR describes that under TTRP.5 for either the Moderate or Expanded Alternative, the impact on bicyclists at locations where transit bulbs are installed adjacent to a bicycle lane would be similar to existing conditions when buses travel across a bicycle lane to a curbside bus zone. However, with the bus bulbs, the bus would be stopped within the bicycle lane and the bicyclists would be able to pass the bus, conditions permitting, or would, similar to vehicle traffic, need to wait behind the bus while passengers alight and board.

In the TEP EIR the TTRP.5 included the installation of a 130-foot-long transit bulb in the inbound (eastbound) direction on McAllister Street on the farside of the intersection of McAllister Street and Van Ness Avenue. Under the Modified TTRP.5 Moderate Alternative the transit bulb would instead be a transit boarding island that would include a channelized bicycle lane between the boarding island and the sidewalk.

The Modified TTRP.5 Moderate Alternative would no longer require that bicyclists wait behind a bus or pass the bus, conditions permitting. Instead, the provision of a protected bicycle lane beside the boarding island would reduce potential conflicts between bicyclists and buses. However, this boarding island and bicycle lane design may increase conflicts between bicyclists and pedestrians as transit passengers may cross the bicycle lane at other locations along the boarding island besides at the intersection crosswalk or the additional crosswalk across the bicycle lane at the eastern end of the boarding island. However, such circumstances would not create hazardous conditions as it would be similar to conditions for existing boarding islands where pedestrians cross a mixed flow travel lane that accommodates bicyclists and vehicles. In addition, the boarding island would preserve the driveway entrance into the City Hall property via a 35-foot cut into the middle of the boarding island. Drivers turning into the driveway would have to cross the boarding island and bicycle lane. This circumstance would be similar to existing conditions where drivers sharing the lane with bicyclists may need to yield to a passing bicyclist prior to turning and proceeding into the driveway. However, this design would also eliminate some conflicts between buses and bicyclists on McAllister Street crossing Van Ness

Avenue. These conditions would not substantially affect bicycle circulation. The impacts to bicyclists under Modified TTRP.5 Moderate Alternative would improve over those under TTRP.5 and would remain less than significant.

Pedestrians. As discussed in Impact TR-44 in the TEP EIR, the TTRP.5 Moderate Alternative would not result in significant pedestrian impacts. Similarly, the installation of a 130-foot boarding island under Modified TTRP.5 Moderate Alternative instead of a 130-foot transit bulb at the existing farside bus zone where none currently exist would be similar for pedestrians by providing additional space to wait and facilitating boarding and alighting from transit vehicles. Under the Modified Moderate TTRP.5, the farside transit bulb on McAllister Street would instead be a farside inbound transit boarding island that would include a channelized bicycle lane between the boarding island and the sidewalk. This boarding island and bicycle lane design may increase conflicts between pedestrians and bicyclists as transit passengers may cross the bicycle lane from the sidewalk at other locations along the boarding island besides at the intersection crosswalk or at the crosswalk marked toward the eastern end of the boarding island. However, such circumstances would not create hazardous conditions as they would be similar to conditions for existing boarding islands where pedestrians cross a mixed flow travel lane that also accommodates bicyclists.

Additionally, there is an existing 35-foot curb cut and driveway into the adjacent City Hall property. This curb cut would be moved onto the boarding island so that vehicular access to the City Hall driveway would be maintained. Safety strips (yellow tactile domes) would be installed on the boarding island on either side of the curb cut to alert transit passengers that a portion of the island is part of a driveway. This feature would increase the potential for conflicts between vehicles and pedestrians accessing transit. However, this condition would be similar to existing conditions where drivers using the curb cut to access the driveway would yield to pedestrians on the sidewalk before crossing the sidewalk into the driveway. No other changes would be made to the sidewalk, crosswalks, or the pedestrian path of travel as part of Modified TTRP.5 Moderate Alternative. As for the project analyzed in the TEP EIR, impacts to pedestrians would remain less than significant.

Cumulative Transportation and Circulation.

Transit. Significant and unavoidable cumulative transit impacts to the Northwest screenline for the Fulton/Hayes corridor and to the Southeast screenline for the Mission corridor were identified in Impacts C-TR-2 and C-TR-3 in the TEP EIR. The minor changes proposed for the 5 Fulton/5R Fulton Rapid at the intersection of McAllister Street and Van Ness Avenue under Modified TTRP.5 Moderate Alternative would not alter the analysis or these conclusions because these minor changes would not substantially affect the ridership on any Muni lines.

Traffic. The TEP TTRP Expanded Alternative would result significant and unavoidable cumulative traffic impacts as discussed in Impacts C-TR-13 to C-TR-37 in the TEP EIR. However, no significant and unavoidable cumulative traffic impacts were identified for the TEP TTRP Moderate Alternative, including the Moderate Alternative for TTRP.5. The Modified TTRP.5 corridor would not be affected with respect to traffic by the minor changes as a result of the Modified TTRP.5 Moderate Alternative at this one intersection. Based on the transportation analysis under Impacts C-TR-12 and C-TR-38, traffic impacts as a result of the TTRP.5 at the intersection of McAllister Street and Van Ness Avenue under either alternative would be less than significant. The minor changes proposed at the intersection of McAllister Street and Van Ness Avenue under Modified TTRP.5 would not alter the analysis or these conclusions with respect to cumulative traffic impacts because these minor changes would not substantially affect intersection operations. Therefore, the cumulative traffic impacts as a result of Modified TTRP.5 Moderate Alternative at this one intersection remain less than significant.

Loading. Significant and unavoidable cumulative loading impacts were identified for the TEP TTRP Moderate and TTRP Expanded Alternatives in Impacts C-TR-43 to C-TR-46. However, these significant loading impacts were identified along TTRP corridors other than TTRP.5 that would not be affected by the Modified TTRP.5. Based on the transportation analysis under Impacts C-TR-47 and C-TR-48, cumulative loading impacts as a result of the TTRP.5 under either alternative would be less than significant. The minor changes proposed for the 5 Fulton/5R Fulton Rapid corridor under Modified TTRP.5 Moderate Alternative would not alter the analysis or these conclusions with respect to cumulative loading impacts because these minor changes would not substantially affect loading. No loading spaces would be removed as a result of the Modified TTRP.5. Therefore, the cumulative loading impacts as a result of Modified TTRP.5 Moderate Alternative at this one intersection would remain less than significant.

Parking. Significant and unavoidable cumulative parking impacts were identified for the TEP TTRP Moderate and TTRP Expanded Alternatives in Impacts C-TR-52 and C-TR-54. However, these significant parking impacts were identified along TTRP corridors other than the TTRP.5 corridor and would not be affected by the Modified TTRP.5 Moderate Alternative. Based on the TEP TIS, under Impacts C-TR-51 and C-TR-53 cumulative parking impacts as a result of the TTRP.5 under either alternative would be less than significant. The minor changes proposed at this intersection under Modified TTRP.5 Moderate Alternative would not alter the analysis or conclusions with respect to cumulative parking impacts because the changes would not result in the removal of additional parking spaces. Therefore, the cumulative parking impacts as a result of Modified TTRP.5 Moderate Alternative at this one intersection would remain less than significant.

Bicycle and Pedestrian. No significant cumulative bicycle or pedestrian impacts would result from implementing TTRP.5 Moderate or Expanded Alternatives, as explained in Impacts C-TR-41 and C-TR-42 in the EIR. The minor changes proposed under Modified TTRP.5 would result in potential increases in pedestrian conflicts with bicycles and in vehicular conflicts with bicycles; however, such conditions would be similar to existing conditions as described above. The modification to provide a channelized bicycle lane in conjunction with a transit boarding island would benefit bicyclists by providing a protected bikeway. Therefore, Modified TTRP.5 would not alter the less than significant findings for the TTRP.5 in the TEP EIR with respect to cumulative bicycle and pedestrian impacts.

In conclusion, in combination with other past, present, and reasonably foreseeable future projects, and similar to TTRP.5, Modified TTRP.5 Moderate Alternative at McAllister Street and Van Ness Avenue, would not result in a cumulatively considerable contribution to significant cumulative transportation impacts for transit, traffic, loading, parking, emergency vehicle access, bicycles, or pedestrians.

Noise and Vibration

Noise and vibration that could be generated by the Modified TTRP.5 Moderate Alternative (similar to TTRP.5 in the TEP EIR) would be related to construction activities and would be temporary. Any operational noise that would result from the TEP Service Improvements would not be changed by this proposal from what was analyzed in the TEP EIR.

The Noise and Vibration analysis for the proposed TEP in the TEP EIR found that both the construction and operational noise and vibration produced by the implementation of all the TEP components, including the TTRP.5 elements, would not have significant adverse noise and vibration impacts (Impacts NO-1 to NO-4).

As discussed in the TEP EIR, the TEP TTRP proposals would involve short-term minor construction noise and vibration, but would not produce any operational noise or vibration. The Modified TTRP.5 project would differ from the TTRP.5 as proposed in the EIR in that a 130-foot transit boarding island would be installed instead of a 130-foot transit bulb. Other differences include implementation of a channelized bicycle lane between the curb and the transit boarding island, painting a bicycle lane green, and the reconfiguration of parking from angled parking to back-in angled parking spaces. The City considers temporary noise from construction performed in compliance with the San Francisco Noise Ordinance, Article 2.4 of the San Francisco Public Works Code/DPW Order No. 176-707, and the SFMTA Blue Book to be less than significant. Additionally, except for certain activities, generally pile-driving, vibration impacts produced by construction activities are considered to be less than significant. The construction activities associated with TTRP.5 are disclosed in the TEP EIR and would not be

substantially different than what is proposed under the Modified TTRP.5 Moderate Alternative. The construction activities associated with Modified TTRP.5 Moderate Alternative would result in less than significant noise and vibration impacts.

Cumulative noise and vibration. With respect to cumulative noise and vibration discussed in the TEP EIR under Impact C-NO-1, construction noise and vibration are temporary and localized impacts. The City's planning and permitting requirements for work within the public right of way limit the number and duration of projects occurring in proximity to one another. The construction activities for Modified TTRP.5 Moderate Alternative would be similar in scope within the affected area for the TTRP.5. Cumulative noise and vibration discussion in the TEP EIR accounted for the potential for construction activities to be conducted in proximity and in coordination with other projects such as the Van Ness BRT, and thus the cumulative noise and vibration impacts for Modified TTRP.5 Moderate Alternative are disclosed in the TEP EIR and would be less than significant.

Air Quality

The Air Quality analysis for the proposed TEP in the TEP EIR found that both the construction and operational air quality resulting from implementation of all the TEP components, including the TTRP.5 elements, would not have significant adverse air quality impacts (Impacts AQ-1 to AQ-5). The Modified Moderate TTRP.5 would include the construction of improvements at the intersection of McAllister Street with Van Ness Avenue similar to the TTRP.5. The extent of construction anticipated for the Modified TTRP.5 Moderate Alternative would not exceed that studied in the worst-case construction scenario in the TEP project in the TEP EIR due to the fact that a 130-foot transit boarding island would be constructed instead of a 130-foot transit bulb at one intersection and would not exceed the dimensions (and therefore, construction activity) for construction of the maximum construction scenario addressed the TTRP.5 Expanded Alternative in the TEP EIR. Therefore, the minor changes proposed under the Modified TTRP.5 would also be expected to have a less-than-significant adverse impact on air quality and are within the scope of the air quality analysis in the TEP EIR.

Cumulative air quality. As described above, the construction activities for Modified TTRP.5 Moderate Alternative would not exceed that analyzed for the worst-case construction scenario. With respect to cumulative air quality for criteria pollutants discussed under Impact C-AQ-1 in the TEP EIR, the TEP including TTRP.5 would not result in a significant project level air quality impact for construction criteria pollutants (AQ-1). Therefore, it was determined that the TEP would not result in a cumulatively considerable contribution to a cumulative criteria pollutant impact. Since Modified TTRP.5 Moderate Alternative would result in similar construction as the TTRP.5, it is within the scope of the cumulative construction air quality analysis presented in the

TEP EIR. With respect to cumulative construction health risks and hazards discussed under Impact C-AQ-2 in the TEP EIR, construction of the TEP including TTRP.5 would not result in a cumulatively considerable contribution to a significant cumulative air quality impact related to construction health risks and hazards. Therefore, as for the TTRP.5, Modified TTRP.5 Moderate Alternative, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified on March 27, 2014 remain valid. The proposed minor revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

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

Date of Determination:

June 12, 2015

Sarah B. Jones

Sarah B. Jones
Environmental Review Officer

cc: Sean Kennedy, SFMTA
Roberta Boomer, SFMTA Board Secretary
Bulletin Board / Master Decision File
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