



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: October 6, 2014

Case No.: **2011.0558E**

Project Title: **Transit Effectiveness Project, Modified TTRP.9**

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), 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 9 San Bruno and 9L San Bruno Limited routes referred to as TTRP.9 Moderate Alternative and TTRP.9 Expanded Alternative, respectively.

On March 28, 2014, the SFMTA Board of Directors (SFMTA Board) approved the modified TEP and some of the projects outlined in the EIR. Only the segment of the TTRP.9 on Potrero Avenue between Alameda and Cesar Chavez Streets was approved by the SFMTA Board on March 28, 2014, and for this segment the TTRP.9 Expanded Alternative was approved. The other two segments for the TTRP.9, consisting of 11th Street between the intersection of 11th and Market Streets and the intersection of 11th and Bryant Streets, Division Street between Bryant Street and Potrero Avenue (11th Street Segment); and one on Bayshore Boulevard between Jerrold Avenue and Industrial Street (Bayshore Boulevard Segment), as proposed in the EIR were not approved as part of the SFMTA Board action in order to allow time for additional public outreach and to accommodate design changes that would incorporate input from the community. As a result of public input, the SFMTA has modified the TTRP.9 Moderate Alternative for those two segments. The modified TTRP.9 Moderate Alternative (Modified TTRP.9) would result in changes to the Transit Preferential Streets Toolkit (TPS Toolkit) elements implemented for the 9 San Bruno/9L San Bruno Limited route along 11th Street between the intersection of 11th and Market Streets and the intersection of 11th and Harrison Streets, as well as along Bayshore Boulevard between the intersections of Oakdale and Cortland Avenues. In addition, other minor changes to the right of way for the 11th Street

segment are also proposed including the establishment of two red curb zones and the establishment of two blue zones for accessibility.

The inbound direction for the 9 San Bruno /9L San Bruno Limited route is east and north from Sunnydale Avenue at McLaren Park in the Visitacion Valley neighborhood along Sunnydale Avenue, Santos Street, Geneva Avenue, Schwerin Street, Sunnydale Avenue, Bayshore Boulevard, San Bruno Avenue, Potrero Avenue, Division, 11th, and Market Streets towards Downtown. The route operates on Steuart and Mission streets to its terminal on Main Street. The outbound direction for the 9 San Bruno/9L San Bruno Limited route operates west along Market, 11th and Division Streets, Potrero Avenue, San Bruno Avenue, Bayshore Boulevard, Sunnydale Avenue, Schwerin Street, Geneva Avenue, Santos Street, and Sunnydale Avenue at McLaren Park in the Visitacion Valley neighborhood. Note that the 9L San Bruno Limited overlaps with the 9 San Bruno route except along the outer Visitacion Valley streets; the 9L San Bruno Limited terminates at the intersection of Bayshore Boulevard and Arleta Avenue.

Proposed Revisions to Project

Subsequent to the certification of the final EIR, the proposed project design for the TTRP.9 Moderate Alternative was revised along two segments of the 9 San Bruno/9L San Bruno Limited route. The modified project differs from that analyzed in the EIR as described below.

Modified Transit Stop Changes

- a. A 90-foot-long transit bulb was originally proposed in the EIR in the inbound (northbound) direction on 11th Street at the intersection of 11th and Market Streets. This proposal would remain but would now include the removal of two additional general metered parking spaces from the east side of 11th Street.
- b. A 90-foot-long transit bulb was originally proposed in the EIR in the outbound (southbound) direction on 11th Street at the intersection of 11th and Market Streets would no longer be implemented.
- c. The term 'daylighting' refers to the removal of parking spaces at an intersection approach in order to improve visibility for drivers, including transit drivers, approaching the intersection. The Modified TTRP.9 would include implementation of daylighting at the intersection of 11th and Folsom Streets by removing two additional general metered parking spaces, one in each direction on the near side of 11th Street.
- d. A 110-foot-long transit bulb was originally proposed in the EIR in the outbound (southbound) direction on 11th Street on the farside of the intersection of 11th and Harrison Streets. The Modified TTRP.9 Moderate Alternative would now include an 8-foot wide, 125-foot-long boarding island. The existing bicycle lane on 11th Street, originally located to the left of the bus zone, would be relocated to a channel between the transit boarding island and the existing sidewalk. In order to accommodate the modified proposal, five additional unmetered parking spaces on the east side of 11th Street would be removed.

- e. A 110-foot-long transit bulb was originally proposed on 11th Street in the inbound (northbound) direction on the farside of the intersection at 11th and Harrison Streets. The modified proposal would extend the transit bulb from 110 feet to 147 feet and would incorporate the existing bike corral and parklet. To replace two metered commercial loading spaces that would be removed for installation of this bulb, two metered parking spaces on the west side of the street would be converted to metered commercial loading spaces. Note that the removal of the commercial loading spaces would also have occurred with implementation of the 110-foot-long transit bulb proposal in the TEP EIR.
- f. On Bayshore Boulevard at the intersection with Cortland Avenue, the existing inbound (northbound) stop was proposed to be converted to a 90-foot long transit bulb. This proposal has now been modified to convert the existing stop to a 12-foot wide, 90-foot long transit boarding island. The northbound bicycle lane would be relocated into a channel between the boarding island and the existing sidewalk. To accommodate this transit boarding island design, an existing 120-foot unmetered loading space would be shortened by 20 feet to 100 feet in length.
- g. On Bayshore Boulevard and Oakdale Avenue, the existing inbound (northbound) stop on the farside of the intersection was proposed to be converted to a 90-foot long transit bulb. Under the modified project, the stop would be moved to the nearside of the intersection of Bayshore Boulevard and Flower Street. A 90-foot long, 12-foot wide transit boarding island would be constructed and the existing bicycle lane would be channelized between the existing sidewalk and the new transit boarding island. To accommodate this change, eight additional unmetered parking spaces would be removed.

The modified TTRP.9 Moderate Alternative would remove seven additional general parking spaces along the 11th Street and Bayshore Boulevard segments as compared to the removal of ten parking spaces analyzed for those segments in the project in the TEP EIR. The total net parking removal for these two segments in the modified TTRP.9 Moderate Alternative would be 17 spaces. The modified TTRP.9 Moderate Alternative would result in a net loss of 72 parking spaces along the entirety of the 9 San Bruno/9L San Bruno Limited corridor, including the spaces that would be removed as part of the approved Potrero Avenue segment between Division Street and Bayshore Boulevard.

Modifications unrelated to the TPS Toolkit Elements:

- h. One 25-foot red zone would be established on the east side of 11th Street south of Folsom Street in order to implement daylighting. To accommodate this red zone, one metered parking space would be removed.
- i. One 19-foot red zone would be established on the west side of 11th Street north of Folsom Street in order to implement daylighting. To accommodate this red zone, one metered parking space would be removed.
- j. One blue zone (disabled parking zone) would be established in place of the rescinded bus zone on the east side of 11th Street north of Folsom Street.

- k. One blue zone (disabled parking zone) would be established in place of the rescinded bus zone on the west side of 11th Street south of Folsom Street.

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 cleared the project (all components) from having 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.9 project.

The changes to Modified TTRP.9 Moderate Alternative are minor and consist of the following: the removal of seven additional parking spaces, relocating proposed transit bulbs, lengthening proposed transit bulbs from 110 feet to 147 feet and 125 feet in length, shortening an existing 120-foot loading zone by 20 feet, the relocation of two loading zones across a street, the designation of two red curb zones and two blue curb zones, and a design modification to three transit bulbs such that they would now be a type of boarding island with a bicycle lane between the sidewalk and the 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 effect for these topics. No other changes to the physical environment are anticipated to occur as a result of the Modified TTRP.9 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.9 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, proposed modifications and design refinements to TTRP.9 Moderate Alternative, 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 Project would be substantially the same as those reported for TTRP.9 Moderate Alternative TEP EIR. The following discussion provides the basis for this conclusion.

Transportation and Circulation

The TTRP.9 improvements for the Moderate and Expanded Alternatives were reviewed for potential significant transportation impacts in the *San Francisco TEP TIS Supplemental Analysis for the TTRP.L, TTRP.9, and TTRP.71_1 Final Memorandum*¹ (Supplemental Memorandum) prepared as part of the TEP EIR. The Supplemental Memorandum found that the TTRP.9 improvements would have a less-than-significant impact on transit, traffic, loading, parking, emergency vehicle access, bicycles, and pedestrians. Many of the minor changes proposed for Modified TTRP.9 are within the scope of the analysis in the TEP EIR. In addition, the other changes proposed, such as daylighting at intersection approaches for increased visibility and the modification of the transit bulb design into a transit boarding island in conjunction with a channelized bicycle lane, 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.9 would not result in any significant project level transit impact. The TEP TIS and Supplemental Memorandum anticipate that capacity utilization would increase after implementation of the TTRP.9 Moderate Alternative, compared to existing conditions but 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 9 San Bruno/9L San Bruno Limited. Further transit operations would not be adversely affected on the routes that overlap or cross the 9 San Bruno/9L San Bruno Limited routes on the modified segments.

Traffic. As discussed under Impact TR-22 in the TEP EIR, the Moderate Alternative for the TTRP.9 would not result in any significant traffic impact at intersections along the two modified segments. The minor changes proposed under Modified TTRP.9 would not result in a change from the traffic analysis in the TEP EIR since the changes would not affect vehicular capacity.

Loading. As discussed under Impact TR-46 in the TEP EIR, the Moderate Alternative for the TTRP.9 would not result in significant loading impacts. TTRP.9 would not increase loading demand. As stated in the Supplemental Memorandum, the installation of a farside inbound transit bulb on 11th Street at Harrison Street would require the relocation of two existing commercial loading zones. Under the modified TTRP.9, the transit bulb at this location would be lengthened from 110 feet to 147 feet. The two loading zones would still be relocated under the Modified TTRP.9. Two metered parking spaces on the same block on the west side of 11th

¹ Fehr & Peers and LCW Consulting, *San Francisco TEP TIS Supplemental Analysis for the TTRP.L, TTRP.9, and TTRP.71_1 Final Memorandum*, December 30, 2013. This document is available for review as part of Case File No. 2011.0558E located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Street would be converted to loading zones in order to replace these two loading zones. In addition, to accommodate the inbound transit boarding island with bicycle lane on Bayshore Boulevard at Cortland Avenue, an existing 120-foot loading zone would be shortened by approximately 20 feet to 100 feet, but loading activities would still be accommodated. Therefore, the Modified TTRP.9 would not result in a substantial loss of any commercial loading zones, and the loading impact of the modified TTRP.9 would remain less than significant.

Parking. As discussed under Impact TR-57 in the TEP EIR, the Moderate Alternative for the TTRP.9 would not result in significant parking impacts. As indicated in the Project description above, the project implemented along the 9 San Bruno/9L San Bruno Limited corridor would be a combination of the TTRP.9 Moderate and Expanded Alternatives. In the EIR, a project consisting of the following combination, the Modified TTRP.9 on the 11th Street and Bayshore segments and the TTRP.9 Expanded Alternative on the Potrero segment, would result in the loss of 65 parking spaces on the 9 San Bruno/9L San Bruno Limited corridor.

Under the TTRP.9 Moderate Alternative, 10 parking spaces in total would be removed on the 11th Street and Bayshore Boulevard segments. Under the Modified TTRP.9, an additional seven parking spaces would be removed in these two segments for a total of 17 parking spaces removed on these two segments. Therefore, the Modified TTRP.9 would result in a loss of approximately 72 parking spaces (65 spaces plus seven spaces) along the entire 9 San Bruno/9L San Bruno Limited corridor. The net decrease of seven on-street parking spaces would likely increase on-street parking demand on adjacent streets. Because the net elimination of parking spaces as a result of TTRP.9 would be spread out over the corridor, it is anticipated that the existing parking demand could be accommodated within existing on-street and off-street parking spaces at a reasonable distance of the parking spaces that would be eliminated. The loss of an additional seven parking spaces under the Modified TTRP.9 would result in a less than significant parking impact as identified in the TEP EIR.

Emergency Vehicle Access. As discussed under Impact TR-55 in the TEP EIR, the Moderate Alternative for the TTRP.9 would not result in any significant emergency vehicle access impacts. Implementation of Modified TTRP.9 would include minor physical changes that would not substantially alter the ability of emergency service vehicles to travel on these segments of 11th Street or Bayshore Boulevard or to access adjacent land uses.

Bicycles. As discussed in Impact TR-44 in the TEP EIR, TTRP.9 would not result in significant bicycle impacts for either alternative. Bicycle Routes 25 and 30 run along 11th Street and Division Street and Route 25 also runs along Potrero Avenue and along the section of Bayshore Boulevard from Oakdale Avenue southward. The Supplemental Memorandum describes that under TTRP.9 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. Bicycle lanes on 11th Street, Potrero Avenue, and Bayshore Boulevard

would be maintained. Therefore, the impact on bicycle facilities and operations would be less than significant.

The TTRP.9 included the installation of a 110-foot-long transit bulb in the outbound (southbound) direction on 11th Street on the farside of the intersection of 11th and Harrison Streets, the installation of a 90-foot long transit bulb at the inbound (northbound) stop on Bayshore Boulevard at the intersection with Cortland Avenue, and the installation of a 90-foot long transit bulb at the inbound (northbound) stop on Bayshore Boulevard at Oakdale Avenue. Instead under the Modified TTRP.9 these three transit bulbs would instead be transit boarding islands that would include a channelized bicycle lane between the boarding island and the sidewalk. In particular, on 11th Street at Harrison, the proposed outbound farside transit bulb would now be an eight-foot wide, 125-foot-long boarding island. The existing bicycle lane on 11th Street, originally located to the left of the bus zone, would be relocated to a channel between the transit boarding island and the existing sidewalk. On Bayshore Boulevard at the intersection with Cortland Avenue, the transit bulb would instead be a 12-foot wide, 90-foot long transit boarding island. The northbound bicycle lane would be relocated into a channel between the boarding island and the existing sidewalk. To accommodate this transit boarding island design, an existing 120-foot unmeted loading space would be shortened by 20 feet to 100 feet in length. At Bayshore Boulevard and Oakdale Avenue, the existing inbound (northbound) stop on the farside of the intersection would be moved to the nearside of the intersection of Bayshore Boulevard and Flower Street. A 90-foot long, 12-foot wide transit boarding island would be constructed and the existing bicycle lane would be channelized between the existing sidewalk and the new transit boarding island.

The Modified TTRP.9 would no longer require that bicyclists wait behind a bus or pass the bus, conditions permitting. Instead, the provision of protected bicycle lanes would reduce potential conflicts between bicyclists and buses. 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. 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 lane that also accommodates bicyclists. These conditions would not substantially affect bicycle circulation. The impacts to bicyclists under Modified TTRP.9 would improve over those under TTRP.9 and would remain less than significant.

Pedestrians. As discussed in Impact TR-44 in the TEP EIR, the TTRP.9 Moderate Alternative would not result in significant pedestrian impacts. Similarly, the installation of longer (125-foot and 147-foot) boarding islands at the existing bus zones where none currently exist under Modified TTRP.9 would benefit pedestrians by providing additional space to wait and facilitating boarding and alighting from transit vehicles. Under the Modified TTRP.9 three proposed transit bulbs would instead be transit boarding islands that would include a channelized bicycle lane between the boarding island and the sidewalk. The three locations are outbound on 11th Street on the farside of the intersection of 11th and Harrison Streets, inbound on Bayshore Boulevard at the intersection with Cortland Avenue, and inbound (northbound) nearside of the intersection

of Bayshore Boulevard and Flower Street instead of on Bayshore Boulevard at Oakdale Avenue. 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. 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 lane that also accommodates bicyclists. No other changes would be made to sidewalks, crosswalks, or the pedestrian path of travel as part of Modified TTRP.9. As 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 along the two segments for the 9 San Bruno/9L San Bruno Limited corridor under Modified TTRP.9 would not alter the analysis or these conclusions because these minor changes would not substantially affect the ridership on any Muni lines.

Traffic. Significant and unavoidable cumulative traffic impacts were identified for the TEP TTRP Moderate and TTRP Expanded Alternatives in Impacts C-TR-13 to C-TR-37. However, these significant traffic impacts were identified for intersections along TTRP corridors other than the TTRP.9 corridor, and therefore, would not be affected by the minor changes as a result of the Modified TTRP.9. Based on the Supplemental Memorandum, under Impacts C-TR-12 and C-TR-38 traffic impacts as a result of the TTRP.9 under either alternative would be less than significant. The minor changes proposed along the two segments for the 9 San Bruno/9L San Bruno Limited corridor under Modified TTRP.9 would not alter the analysis or these conclusions with respect to cumulative traffic impacts because these minor changes would not substantially affect intersection operations.

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.9 that would not be affected by the Modified TTRP.9. Based on the Supplemental Memorandum, under Impacts C-TR-47 and C-TR-48 cumulative loading impacts as a result of the TTRP.9 under either alternative would be less than significant. The minor changes proposed along the two segments for the 9 San Bruno/9L San Bruno Limited corridor under Modified TTRP.9 would not alter the analysis or these conclusions with respect to cumulative loading impacts because these minor changes would not substantially affect loading. No additional loading spaces would be removed as a result of the Modified TTRP.9.

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.9 corridor and that would not be affected by the Modified TTRP.9. Based on the Supplemental

Memorandum, under Impacts C-TR-51 and C-TR-53 cumulative parking impacts as a result of the TTRP.9 under either alternative would be less than significant. The minor changes proposed along the two segments for the 9 San Bruno/9L San Bruno Limited corridor under Modified TTRP.9 would not alter the analysis or these conclusions with respect to cumulative parking impacts because the changes would result in the removal of an additional seven parking spaces, which when considered in the context of the entire corridor is not substantial. Thus, this modification would not substantially change the parking analysis within the EIR and the cumulative parking impact as a result of the modified project would remain less than significant.

Bicycle and Pedestrian. No significant cumulative bicycle or pedestrian impacts would result from implementing TTRP.9 Moderate or Expanded Alternatives, as explained in Impacts C-TR-41 and C-TR-42 in the EIR and the Supplemental Memorandum. The minor changes proposed under Modified TTRP.9 would result in potential increases in pedestrian 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 transit boarding islands would benefit bicyclists by providing a protected bike way. Therefore, Modified TTRP.9 would not alter the less than significant findings for the TTRP.9 in the EIR with respect to cumulative bicycle and pedestrian impacts.

Therefore, in combination with other past, present, and reasonably foreseeable future projects, and similar to TTRP.9, Modified TTRP.9, 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.9 (similar to TTRP.9 in the TEP EIR) would fall into the category of temporary from construction activities. Any operational noise would result from the TEP Service Improvements which 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 produced by the implementation of all the TEP components, including the TTRP.9 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.9 project would differ from the TTRP.9 as proposed in the EIR in that some transit bulbs would be extended (147-foot long instead of 110-foot long) while other transit bulbs would not be constructed (90-foot bulb in the outbound or southbound directions on 11th Street and the intersection with Market Street). Other differences include implementation of three transit boarding islands with channelized bicycle lanes instead of transit bulbs, painting curbs red, blue, or yellow, painting a bicycle lane green, relocation of loading zones, and the removal

of additional 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.9 are disclosed in the TEP EIR and would not be substantially different than what is proposed under the Modified TTRP.9.

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 permitting and planning 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.9 would be similar in scope within the affected area for the two corridor segments than those for the TTRP.9, and thus the noise and vibration impacts for Modified TTRP.9 are disclosed in the TEP EIR.

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.9 elements, would not have significant adverse air quality impacts (Impacts AQ-1 to AQ-5). Therefore, the minor changes proposed under the Modified TTRP.9 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.

One of representative worst-case TEP construction projects selected for this evaluation was a two-block area along the 9 San Bruno /9L San Bruno Limited route on Potrero Avenue between 22nd and 24th Streets. The physical improvements for the TTRP.9 Expanded Alternative included the construction of four pedestrian bulbs and widening the sidewalk from 9 feet to 15 feet for a distance of approximately 2,100 feet (two blocks). The emissions of criteria air pollutants (ROG, NO_x, PM₁₀, and PM_{2.5}) produced by this scenario was then multiplied by three to reflect the likelihood that multiple TTRP projects would be under construction at any given time. The total emissions of criteria air pollutants produced by this resultant worst-case TEP construction scenario from the maximum construction scenario were found to be less than the regional significance thresholds.

These emissions were then entered into the air dispersion model to determine the potential health risk impacts on nearby sensitive receptors. The health risk assessment determined that the emissions from the worst-case scenario would be less than the significance thresholds.

As stated above, the Modified TTRP.9 would include the construction of improvements along the TTRP.9 corridor similar to the TTRP.9. The extent of construction anticipated for the Modified TTRP.9 would not exceed that studied in the worst-case construction scenario in the TEP project under the TEP EIR due to the fact that a 90-foot transit bulbs would not be constructed and the extension of transit bulbs from 110 feet to 147 would not exceed the

dimensions (and therefore, construction activity) for construction of the widened sidewalk on Potrero Avenue proposed for the TTRP.9 Expanded Alternative.

Cumulative air quality. As described above, the construction activities for Modified TTRP.9 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.9 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.9 would result in similar construction as the TTRP.9, it is within the scope of the cumulative construction air quality analysis 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.9 would not result in a cumulatively considerable contribution to a significant impact construction health risks and hazards. Therefore, as for the TTRP.9, Modified TTRP.9, 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.

Date of Determination:

October 6th, 2014

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

J. Wise for

Sarah B. Jones
Environmental Review Officer

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