



SAN FRANCISCO PLANNING DEPARTMENT

Addendum 3 to Environmental Impact Report

Addendum Date: August 10, 2016

Case No.: **2011.0558E**

Project Title: **Transit Effectiveness Project, Modified Expanded TTRP.8,
Segment on San Bruno Avenue**

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 southern portion of the 8X Bayshore Express, 8AX Bayshore Express, and 9/9R San Bruno Rapid routes referred to as TTRP.8X Moderate Alternative and TTRP.8X Expanded Alternative, respectively. The 8X Bayshore route name has changed since approval of the TEP FEIR to the 8 Bayshore. The modified project reflects changes to the Expanded Alternative, and therefore, this project description will refer to the project as Modified Expanded TTRP.8 (San Bruno Avenue Multimodal Improvement Project), a component of the Muni Forward¹ program.

On March 28, 2014, the SFMTA Board of Directors (SFMTA Board) approved the modified TEP and some of the projects outlined in the EIR. The TTRP.8, segment along San Bruno Avenue, as proposed in the EIR was 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. The inbound direction for this route is east from the City College of San Francisco (CCSF) main campus and north towards the South of Market (SoMa) Area and the outbound direction is south from SoMa and west towards CCSF.

¹ The Transit Effectiveness Project components are now part of SFMTA's Muni Forward effort.

As a result of public input, the SFMTA has modified the TTRP.8 Expanded Alternative for the segment along San Bruno Avenue as discussed below. Also, the northern limit of the TTRP.8 project corridor has been extended north by four blocks from the intersection of San Bruno Avenue and Silver Avenue to the intersection of San Bruno Avenue and Rickard Street, including the intersections of San Bruno Avenue with Hale, Sweeny, Graven Streets. Therefore, the Modified Expanded TTRP.8 would result in changes to the Transit Preferential Streets Toolkit (TPS Toolkit) elements implemented for the 8 Bayshore and 9 San Bruno/9R San Bruno Rapid routes in both the inbound and outbound directions along San Bruno Avenue between the intersections of this avenue with Rickard Street and Arleta Avenue.

The primary changes to the TTRP.8 Expanded Alternative in the modified project include the removal of a northbound travel lane on San Bruno Avenue between Mansell Street and Paul Avenue in order to add a southbound Class II bicycle lane on San Bruno Avenue from Mansell Street to Paul Avenue, a northbound Class II bicycle lane northbound from Mansell Street to Olmstead Street, and Class III bicycle route, sharrows, northbound from Olmstead Street to Paul Avenue in order to improve safety for bicyclists, the retention of a bus stop on San Bruno Avenue at Wayland Street previously proposed for removal, the addition of five pedestrian bulbs and a transit bulb, removal one commercial loading space, relocation and resizing of five commercial loading spaces, a sidewalk /raised crosswalk extension across a side street, meters for existing parking, and the implementation of a.m. peak hour, tow-away no parking restrictions for a portions of San Bruno Avenue. Project details regarding these changes are presented below.

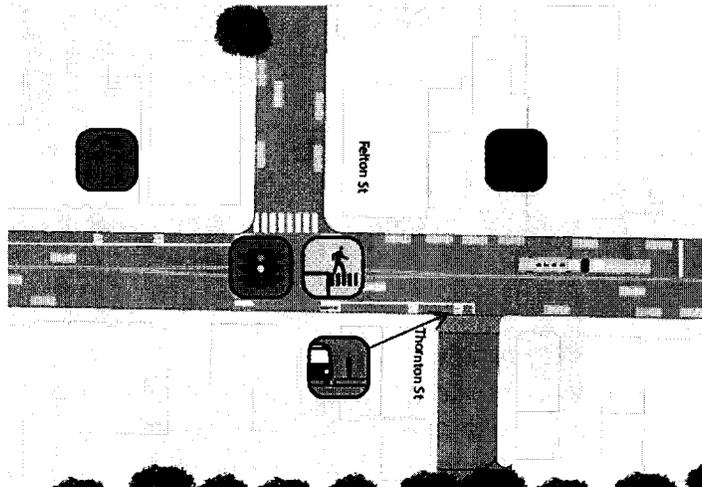
The TTRP.8X Expanded Alternative as analyzed in the FEIR would have resulted in a net reduction of up to 44 parking spaces as a result of transit stop changes and parking restrictions (including those parking spaces added back as a result of rescinded bus zones). The Modified Expanded TTRP.8 includes the net reduction of 58 parking spaces as a result of the implementation of longer transit bulbs, additional pedestrian bulbs, and the relocation or removal of commercial loading spaces.

Proposed Revisions to Project

The modified project differs from that analyzed in the EIR as described below.

- 1. *Transit Stop Modifications:*** The Expanded TTRP.8X Alternative in the EIR would extend the existing inbound bus zone on San Bruno Avenue at Silver Avenue from 105 feet to 125 feet; instead the modified project would construct a six-foot wide and 200-foot long transit bulb. The currently proposed transit bulb would replace the Moderate Alternative's recommendation for a right turn pocket/signal queue jump in front of the bus zone. The implementation of the 200-foot long transit bulb would remove five parking spaces resulting in no change from what was analyzed in the EIR for the bus zone extension and right turn pocket, which would no longer be implemented. The Modified Expanded TTRP.8 would retain the inbound bus stop at Wayland Street proposed for removal in the EIR, and the resulting additional three parking spaces that would have occurred with the Moderate

Alternative under the EIR would not occur. In the EIR, the Expanded TTRP.8X included a 20-foot sidewalk extension/raised crosswalk across Thorton Street to accommodate a longer bus zone. The Modified Expanded TTRP.8 Alternative would include a sidewalk extension of 34 feet to act as a “raised crosswalk/bus stop,” as depicted in the below figure.



2. **Traffic Signal and Stop Sign Modifications:** The Modified Expanded TTRP.8 includes additional signal changes for the crossing of San Bruno Avenue at Wayland and Burrows Streets and these would also include rapid flashing beacons.²
3. **Pedestrian Improvements:** The Modified Expanded TTRP.8 would include several pedestrian improvements. New pedestrian bulbouts would be implemented on San Bruno Avenue on the southwest and northwest corners of the intersection with Woolsey Street, southwest and northwest corners of the intersection with Wayland Street, and the southwest corner of the intersection with Burrows Street. The pedestrian bulbouts would only extend into San Bruno Avenue and would be approximately 20 feet in length and approximately six feet wide. One parking space would be removed for each bulb for a total of five parking spaces removed. As stated above, rapid flashing beacons would be installed at Wayland and Burrows Streets.
4. **Parking Restrictions:** The Modified Expanded TTRP.8 includes the addition of two- and four-hour metered parking on both sides of San Bruno Avenue from Wayland to Woolsey Streets, and along Wayland and Woolsey Streets between San Bruno Avenue and U.S. Interstate 101. These locations currently do not have parking meters, but have signage indicating either one- or two-hour parking time limits. The Modified Expanded TTRP.8 Alternative would also include the implementation of a.m.-peak (7:00 a.m. to 9:00 a.m.) travel lanes on San Bruno Avenue in two segments, where due to tow-away, no parking designations, the parking lane would function as a travel lane. One would be located on

² Rapid flashing beacons are signals to alert motorists of crossing pedestrians.

the east side of San Bruno Avenue from Thornton to Silliman Streets, and the other on the east side of San Bruno Avenue from Silver Avenue to Rickard Street.

5. Commercial Loading Modifications: The Modified Expanded TTRP.8 includes the following commercial loading changes that differ from what was analyzed in the FEIR:

Existing Loading Zone	New Loading Zone Location	Status
San Bruno Avenue between Silliman Street and Felton Street (west side, mid-block); #2462 & 2464 (43 feet long)	Silliman Street (south side, at corner of San Bruno Avenue) (40 feet long)	Relocate loading zone within a reasonable distance of the existing zone.
San Bruno Avenue between Silliman Street and Felton St (west side, mid-block); #2480 & 2482 (43 feet long)	Loading zone would remain in the same location, but would be extended by 40 feet to a length of 83 feet	Lengthen existing commercial loading zone by 40 feet.
San Bruno Avenue (east side, near Felton Street); #2519 (20 feet)	Felton Street (north side, at corner of San Bruno Avenue) Relocate the existing 20-foot yellow zone around the corner and lengthen by 20 feet to east for a total length of 40 feet	Relocate existing commercial loading zone from San Bruno Avenue to Felton Street and lengthen it from 20 feet to 40 feet in length.
Remove loading zone on San Bruno Avenue (east side, corner of Burrows Street); #2550 (20 feet)	Not replaced; businesses near this loading zone report little usage.	Remove underutilized loading zone.
San Bruno Avenue between Burrows Street and Bacon Street (west side, mid-block); #2616 & #2618 (56 feet)	San Bruno Avenue between Burrows and Bacon Streets (west side, mid-block); #2610 (29 feet)	Relocate commercial loading zone on the same block as existing zone, and shorten it by 30 feet to better match the type of vehicles using this loading zone.

6. Modifications unrelated to the TPS Toolkit Elements: The Modified Expanded TTRP.8 would include a Class II bicycle lane southbound on San Bruno Avenue from Paul Avenue to Mansell Street and northbound on San Bruno Avenue from Mansell Street to Olmstead Street, and would also include a Class III bicycle route, sharrows, northbound from Olmstead Street to Paul Avenue. In order to accommodate these

bicycle facilities, one northbound travel lane on San Bruno Avenue would be removed between Paul Avenue and Mansell 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 TEP 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 Expanded TTRP.8 Project.

The changes to Modified Expanded TTRP.8 Project are minor and in general consist of the these types of treatments: implementation of additional pedestrian bulbs and one transit bulb, the retention of one bus stop, a sidewalk extension and raised cross walk, implementation of signal changes with the inclusion of rapid flashing beacons at two intersections, the addition of two- and four-hour metered parking where previously one- or two-hour general parking was permitted, the implementation of two a.m.-peak travel lanes through tow-away, no parking restrictions on the east side of San Bruno Avenue from Thornton to Silliman Streets and from Silver Avenue to Rickard Street, the removal of an underused loading zone on San Bruno Avenue, the relocation and resizing of five other commercial loading zones, and the removal of a northbound travel lane on San Bruno Avenue between Mansell Street and Paul Avenue in order to implement bicycle lanes in both directions as well as northbound sharrows on a portion of San Bruno Avenue.

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 Expanded TTRP.8 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.8X Alternatives would be implemented, that would change the severity of the project's physical impacts as currently proposed and as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the EIR.

Further, as discussed below, proposed modifications and design refinements to Modified Expanded TTRP.8 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 Expanded TTRP.8 would be substantially the same as those reported for TTRP.8X Expanded Alternative in the TEP EIR. The following discussion provides the basis for this conclusion.

Transportation and Circulation

The TTRP.8X improvements for the Moderate and Expanded Alternatives were reviewed for potential significant transportation impacts in the *San Francisco TEP TIS*³ (TEP TIS) prepared for and summarized in the TEP EIR. The TEP EIR found that the TTRP.8X 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 Expanded TTRP.8 are within the scope of the analysis in the TEP EIR. In addition, the other changes proposed such as the bicycle lanes and sharrows would not alter the transportation and circulation conclusions of the TEP EIR as discussed below.

Transit. As discussed under Impact TR-21 in the TEP EIR, the Expanded Alternative for the TTRP.8X would not result in any significant project level transit impact. The TEP EIR anticipates that capacity utilization would increase after implementation of the TTRP.8X Expanded Alternative, compared to existing conditions. For the 8X Bayshore Express (now the 8 Bayshore) and 8BX Bayshore Express, capacity utilization would be less than the 85 percent capacity utilization standard during both the a.m. and p.m. peak hours. However, the capacity utilization on the 8AX Bayshore Express would be 86.0 percent during the a.m. peak hour, exceeding the 85 percent standard, but would be less than 85 percent during the p.m. peak hour. The EIR found that because capacity would be available within the same corridor on the 8BX Bayshore Express to accommodate additional passengers (i.e. since this route has capacity utilization of 64.5 percent), the impacts of the TTRP.8X Expanded Alternative on capacity utilization for the transit corridor would be less than significant. The minor changes

³ Fehr & Peers and LCW Consulting, *San Francisco TEP TIS*, July 10, 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.

proposed in the modified project would not alter capacity utilization on the 8 Bayshore or the 9 San Bruno/9R San Bruno Rapid routes. Further transit operations would not be adversely affected on the routes that overlap or cross these routes on the modified segment of San Bruno Avenue such as the 44 O'Shaughnessy, 54 Felton, or 29 Sunset.

For the reasons above, the changes proposed under Modified Expanded TTRP.8 would not alter the conclusions in the transit analysis in the TEP EIR.

Traffic. As discussed under Impact TR-23 in the TEP EIR, the Expanded Alternative for the TTRP.8X would not result in any significant traffic impact at intersections along the modified segment. Since certification of the TEP EIR in March 2014, the state Office of Planning and Research (OPR) in January 2016 published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*⁴ (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle. OPR's proposed transportation impact guidelines provide substantial evidence that VMT is an appropriate standard to use in analyzing transportation impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, the San Francisco Planning Commission adopted Resolution 19579 on March 3, 2016 such that San Francisco no longer considers vehicle delay as measured by level of service (LOS) a significant impact under CEQA. Accordingly, this discussion does not contain a discussion of automobile delay impacts, but is focused on whether or not the proposed changes to the TTRP.8 would result in any traffic hazard.

The changes proposed under Modified Expanded TTRP.8 would reduce northbound vehicular capacity on San Bruno Avenue on the two blocks between Mansell Street and Paul Avenue in order to provide a bicycle lane in the southbound direction for these two blocks, a northbound bicycle lane between Mansell and Olmstead Streets, and sharrows northbound on San Bruno Avenue between Olmsted Street and Paul Avenue. Under existing conditions, this segment of San Bruno Avenue has two northbound travel lanes and one southbound travel lane. The lane proposed for removal is primarily used to provide a connection between southbound U.S. Highway 101 (U.S. 101) and destinations to the east of the freeway. Drivers can make a westbound right-turn off of the U.S. 101 southbound off-ramp at Mansell Street, stay in the right travel lane, then make the subsequent northbound right turn at Paul Avenue, which is the first street to cross the freeway going east. This movement would still be facilitated, but drivers would need to merge into the single northbound lane on San Bruno Avenue.

Under existing conditions, there are approximately 854-879 vehicles traveling north on this segment of San Bruno Avenue during the a.m. peak hour, and approximately 517-615 vehicles traveling north during the p.m. peak hour. During both peak hours, more than half of the northbound traffic turns right at Paul Avenue (63% in the a.m. peak hour and 57% in the p.m.

⁴ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

peak hour). The northbound right-turn lane would continue to be provided on San Bruno Avenue at Paul Avenue, and the proposed configuration would provide a consistent lane configuration along the corridor. By providing dedicated space for bicyclists to travel, drivers would have better awareness of cyclists and conflicts between vehicles and bicycles would be reduced.

The other modifications under Modified Expanded TTRP.8 along San Bruno Avenue between Rickard Street and Arleta Avenue would remove up to fourteen additional parking spaces in order to implement five additional pedestrian bulbs, install a 200-foot-long transit bulb, install a sidewalk extension/raised crosswalk, remove one commercial loading space, relocate and resize five other commercial loading zones, and install parking meters for portions of San Bruno Avenue and cross streets where signed one- to two-hour parking is permitted under existing conditions, and implement a.m. travel lanes through a tow-away, no parking restriction in the a.m. peak hour for a portion of San Bruno Avenue. These changes would not result in significant VMT or traffic hazard impacts because the elements have been designed to minimize conflicts between the various travel modes that share the public right of way along this segment of San Bruno Avenue.

Loading. As discussed under Impact TR-47 in the TEP EIR, the Expanded Alternative for the TTRP.8X would relocate five existing commercial loading zones adjacent to the existing loading zone locations along San Bruno Avenue and would not result in significant loading impacts. TTRP.8X would not increase loading demand. As described above in the project revisions, under the Modified Expanded TTRP.8, one underutilized commercial loading zone would be removed, and five commercial loading zones would relocate and resize five commercial loading zones. Loading activities would continue to be accommodated along this portion of San Bruno Avenue corridor. Therefore, the Modified Expanded TTRP.8 would not result in a substantial loss of commercial loading zones, and the loading impact of the Modified Expanded TTRP.8 would remain less than significant.

Parking. As discussed under Impact TR-58 in the TEP EIR, the Expanded Alternative for the TTRP.8X would not result in significant parking impacts. As indicated in the project description above, the Modified Expanded TTRP.8 implemented along San Bruno Avenue for the 8 Bayshore, 9 San Bruno/9R San Bruno Rapid routes would result in the net removal of 58 parking spaces compared with 44 parking spaces being removed along this segment as analyzed in the EIR. This net removal of 14 additional parking spaces would be due to installation of additional pedestrian bulbs, lengthening of loading zones, and the retention of a bus stop previously proposed for removal. The net decrease of fourteen 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 Modified Expanded TTRP.8 would be spread out over this segment of 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 fourteen parking spaces under the Modified Expanded TTRP.8 would not be substantial, and there would continue to be a less than significant parking impact as identified in the TEP EIR.

Emergency Vehicle Access. As discussed under Impact TR-56 in the TEP EIR, the Expanded Alternative for the TTRP.8X would not result in any significant emergency vehicle access impacts. Implementation of Modified Expanded TTRP.8 would include minor physical changes such as the installation of five additional pedestrian bulbs and an extended transit bulb on San Bruno Avenue at Silver Avenue. These elements would conform to the design standards required by Public Works such that they would not substantially alter the ability of emergency service vehicles to travel on this segment of San Bruno Avenue between Rickard Street and Arleta Avenue or the cross streets, or to access adjacent land uses. Therefore, the emergency vehicle impact of the Modified Expanded TTRP.8 would remain less than significant.

Bicycles. As discussed in Impact TR-45 in the TEP EIR, TTRP.8X would not result in significant bicycle impacts for either alternative. Implementation of the TTRP.8X Expanded Alternative would improve bicycle conditions along Geneva Avenue (Bicycle Route 90) by installing bicycle lanes on Geneva Avenue. The TEP EIR describes that under TTRP.8X 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. In addition to these bicycle facilities, the Modified Expanded TTRP.8 would also implement bicycle facilities on San Bruno Avenue as follows. A Class II bicycle lane would be implemented southbound on San Bruno Avenue from Paul Avenue to Mansell Street, and northbound on San Bruno Avenue from Mansell Street to Olmstead Street. The Modified Expanded Alternative would also include a Class III bicycle route, sharrows, northbound on San Bruno Avenue from Olmstead Street to Paul Avenue. These bicycle facilities would improve conditions for bicycles on this corridor by providing dedicated space for cyclists and by alerting drivers that bicycles are present. Therefore, the impact on bicycles would be less than significant as discussed in the TEP EIR.

Pedestrians. As discussed in Impact TR-45 in the TEP EIR, the TTRP.8X Expanded Alternative would not result in significant pedestrian impacts. As analyzed in the EIR, the proposed transit bulbs, pedestrian refuge islands, and pedestrian bulbs would enhance pedestrian conditions at intersections along San Bruno, Visitacion, and Geneva Avenues. These measures would generally involve improving crossing conditions for pedestrians, slowing traffic, and reducing right-of-way conflicts between pedestrians and other traffic, and would be included to facilitate safe and easy pedestrian crossings across streets where traffic no longer has to stop at a stop sign. Pedestrian conditions on sidewalks and crosswalks would improve over Existing conditions. Similarly, the installation of five additional pedestrian bulbs, the installation of a longer transit bulb the inclusion of flashing beacons at two intersections, and the implementation of a transit bulb instead of a bus zone under Modified Expanded TTRP.8 would benefit pedestrians by providing additional space for transit riders to wait and by facilitating boarding and alighting from transit vehicles. In addition, the Modified Expanded TTRP.8 would include a sidewalk extension of 34 feet instead of 20 feet to act as a "raised crosswalk/bus stop" across Thornton Street. No other changes would be made to sidewalks, crosswalks, or the pedestrian

path of travel as part of Modified Expanded TTRP.8. 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 San Bruno Avenue for the 8 Bayshore, 9 San Bruno/9R San Bruno Rapid corridor under Modified Expanded TTRP.8 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.8X corridor, and therefore, would not be affected by the minor changes proposed as a result of the Modified Expanded TTRP.8. Based on the TEP EIR, under Impacts C-TR-12 and C-TR-38 traffic impacts as a result of the TTRP.8X under either alternative would be less than significant. The minor changes proposed along San Bruno Avenue segment for the 8 Bayshore, 9 San Bruno/9R San Bruno Rapid corridor under Modified Expanded TTRP.8 would not alter the analysis or these conclusions with respect to cumulative traffic impacts. Regardless of these results, San Francisco has changed its approach and uses a VMT threshold in addition to an assessment of traffic hazards. For the reasons discussed under the project level analysis the changes proposed under the Modified Expanded TTRP.8 do not have the potential to combine with other reasonably foreseeable future projects to result in a cumulatively considerable contribution to cumulative VMT or traffic hazard impacts.

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.8X that would not be affected by the Modified Expanded TTRP.8. Based on the TEP EIR, under Impacts C-TR-47 and C-TR-48 cumulative loading impacts as a result of the TTRP.8X under either alternative would be less than significant. One underutilized loading spaces would be removed as a result of the Modified Expanded TTRP.8. In addition, five other loading spaces would be relocated within a reasonable distance of the existing spaces. The minor changes proposed along San Bruno Avenue for the 8 Bayshore, 9 San Bruno/9R San Bruno Rapid corridor under Modified Expanded TTRP.8 would not alter the analysis or these conclusions with respect to cumulative loading impacts because these minor changes would not substantially affect loading operations.

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.8X corridor and that would not be affected by the Modified Expanded TTRP.8. Based on the TEP EIR, under Impacts C-TR-51 and C-TR-53 cumulative parking impacts as a result of the

TTRP.8X under either alternative would be less than significant. The minor changes proposed along San Bruno Avenue for the 8 Bayshore, 9 San Bruno/9R San Bruno Rapid corridor under Modified Expanded TTRP.8 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 fourteen 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.8X Moderate or Expanded Alternatives, as explained in Impacts C-TR-41 and C-TR-42 in the TEP EIR. The minor changes proposed under Modified Expanded TTRP.8 would implement additional bicycle and pedestrian facilities and would improve bicycle and pedestrian conditions from what was analyzed in the TEP EIR. Therefore, Modified Expanded TTRP.8 would not alter the less than significant findings for the TTRP.8X 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 Expanded TTRP.8X, Modified Expanded TTRP.8, 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 Expanded TTRP.8 (similar to TTRP.8X 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.8X 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 Expanded TTRP.8 project would differ from the TTRP.8X as proposed in the EIR in that additional pedestrian bulbs and a transit bulb would be installed in one location where a bus zone had been proposed. Other differences include the 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 Expanded TTRP.8X are disclosed in the TEP EIR and would not be substantially different than what is proposed under the Modified Expanded TTRP.8.

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 Expanded TTRP.8 would be similar in scope within the segment of San Bruno Avenue from Rickard Street to Arleta Avenue than those for the TTRP.8X, and thus the noise and vibration impacts for Modified Expanded TTRP.8 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 Expanded TTRP.8X elements, would not have significant adverse air quality impacts (Impacts AQ-1 to AQ-5). Therefore, the minor changes proposed under the Modified Expanded TTRP.8 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 /9R San Bruno Rapid 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 Expanded TTRP.8 would include the construction of improvements along the San Bruno Avenue corridor similar to the Expanded TTRP.8X. The extent of construction anticipated for the Modified Expanded TTRP.8 would not exceed that studied in the worst-case construction scenario in the TEP project under the TEP EIR due to the fact that the worst case two-block segment of this corridor 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 Expanded TTRP.8 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.8X 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 Expanded TTRP.8 would result in similar construction as the TTRP.8X, 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.8X would not result in a cumulatively considerable contribution to a significant impact construction health risks and hazards. Therefore, as for the TTRP.8X, Modified Expanded TTRP.8, 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:

8/18/16



Lisa M. Gibson

Acting Environmental Review Officer

cc: Matthew Brill, SFMTA
Michael Rhodes, SFMTA
Environmental Review Team, SFMTA
Roberta Boomer, SFMTA Board Secretary
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