



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Addendum to Mitigated Negative Declaration

*Addendum Date:* February 18, 2015  
*Case No.:* **2014.1499E**  
*Project Title:* **Mission District Streetscape Plan (MDSP) - Mission Valencia Green Gateway Streetscape Project**  
*Original:* 2008.1075, MDSP Mitigated Negative Declaration  
*Project Sponsor:* Charlie Ream, San Francisco Municipal Transportation Agency  
(415) 701-4695  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Andrea Contreras  
(415) 575-9044  
andrea.contreras@sfgov.org

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### ***Background***

The project sponsor, the San Francisco Public Utilities Commission (PUC), in partnership with the San Francisco Municipal Transportation Agency (MTA) and Public Works (PW), jointly propose various changes to the public right-of-way at Valencia Street between Mission Street and Cesar Chavez Street as part of the proposed Mission Valencia Green Gateway Streetscape Project. These changes would include construction of a raised, parking-separated cycletrack along northbound Valencia Street between Duncan Street and Cesar Chavez Street; extension of the existing 100-foot long bus zone on the west side of Valencia Street, just south of Cesar Chavez Street, to 200 feet; removal of the existing Muni bus flag stop on the west side of Valencia Street north of Duncan Street; widening of Valencia Street sidewalk widths between Cesar Chavez and Mission Streets with exception of the east side of Valencia Street between Cesar Chavez and Duncan Streets; construction of a 24-foot-wide sidewalk bulbout at the bottom of St. Luke's Medical campus staircase on the west side of Valencia Street north of Duncan Street; construction of bulbouts on all corners of the T-intersection of Valencia and Duncan Streets; removal of the dedicated left-turn pocket from northbound Valencia Street onto Duncan Street; removal of two southbound turning lanes on Valencia Street at the intersection of Mission Street for the construction of a 53-foot-wide sidewalk plaza at the northwest corner; on-street parking and loading reconfiguration on the eastern and western sides of Valencia Street between Cesar Chavez and Mission Streets; removal of the Valencia Street northbound left-turn pocket at Cesar Chavez Street; and upgrade of crosswalks within the project area to continental crosswalks (hereafter "Revised Project").

Streetscape improvements on Valencia Street were proposed in the *Mission District Streetscape Project Mitigated Negative Declaration* (MND, Case No. 2008.1075E), referred to as Project SI-6.2.4 and A-6.2.4. The final MND was adopted on July 6, 2010. The project analyzed in the MND was part of an overall streetscape vision for the Mission District presented in the 2011 *Mission District Streetscape Plan* (Plan). The Plan includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. For more information about the Plan, please visit the Plan's Website at: [http://www.sfgov.org/site/uploadedfiles/planning/City\\_Design\\_Group/CDG\\_mission\\_streetscape.htm](http://www.sfgov.org/site/uploadedfiles/planning/City_Design_Group/CDG_mission_streetscape.htm)

### *Project Location*

The Revised Project is located on Valencia Street between Cesar Chavez Street and Mission Street in the Mission District.

### *Proposed Revisions to Project*

Subsequent to the adoption of the MND, the design for project SI-/A-6.2.4 (Original Project) under the MDSP was refined as part of the design process for the Mission Valencia Green Gateway Streetscape Project. The Revised Project design differs from the Original Project analyzed in the MND with regard to the parking configuration on Valencia Street between Duncan and Mission Streets; length and location of Muni bus stops in the project area; configuration of the bicycle crossing at the intersection of Duncan and Valencia Streets; proposed sidewalk widths under Valencia Street sidewalk widening; configuration of turning lanes on Valencia Street approaching Cesar Chavez Street; traffic control of Valencia Street at Duncan Street; and the configuration of turning lanes on Valencia Street approaching Mission Street.

The Original Project included the removal of an unspecified number of on-street parking spaces along Valencia Street and conversion of the existing on-street parking on the east and west side of Valencia Street between Duncan and Mission Streets from parallel to angled parking, with a slight net increase in the number of on-street parking spaces. The Revised Project instead proposes the removal of 14 on-street parking spaces within the project site, including removal of two on-street parking spaces on the east side of Valencia Street between Duncan and Cesar Chavez Streets, removal of three on-street parking spaces on the west side of Valencia Street from Duncan to Cesar Chavez Streets, removal of nine on-street parking spaces on the west side of Valencia Street between Duncan and Mission Streets, and conversion ten existing parallel parking spaces to twelve angled parking spaces on the east side of Valencia Street between Duncan and Mission Streets. The Revised Project would have a net loss of 12 on-street parking spaces.

The Original Project did not propose any changes to the existing 100-foot-long bus zone on the western side of Valencia Street south of Cesar Chavez Street. The Revised Project would lengthen the bus zone from 100 feet to 200 feet to accommodate bus loading. The Revised Project would also include the removal of Muni line 36 Teresita flag stop at Valencia and Duncan Street. There would be no changes to the two nearby existing 36 Teresita bus stops at the intersections of Valencia and Cesar Chavez Streets and Valencia and Mission Streets.

The Original Project included the relocation and enlargement of the existing eastbound bike channel at Duncan and Valencia Streets to the north. The Revised Project proposes no changes from the existing configuration of the bicycle crossing. Since there would be no change from existing conditions, further environmental effects are not discussed below.

The Original Project included the widening of eastern and western Valencia Street sidewalks between Cesar Chavez and Duncan Streets from the existing 10-foot width to 15- and 20-foot widths, respectively. The Revised Project would widen western sidewalk widths in this segment from 10 feet to 17 feet. Between Duncan and Mission Streets, Valencia Street sidewalk widths would be increased from 10 feet to 14 feet under the Revised Project. Under the Revised Project, there would be no change to the existing width of the eastern Valencia Street sidewalk between Cesar Chavez and Duncan Streets.

Regarding the turning lanes on Valencia Street, south of Cesar Chavez Street, the Original Project retained the left-turn pocket for cars turning left onto westbound Cesar Chavez Street from northbound Valencia Street. The Revised Project does not include a left-turn pocket at this intersection and instead proposes a right-turn pocket where right-turning cars would merge with northbound bicycles exiting the raised cycletrack on the eastern side of Valencia Street. Both the Original Project and the Revised Project propose the removal of the existing Valencia Street northbound left-turn pocket at the intersection of Duncan Street.

Regarding traffic control of Valencia Street at Duncan Street, the Original Project included installation of a stop-sign to control north and southbound traffic. The Revised Project proposes no changes from the existing traffic control conditions at this intersection, which are free and uncontrolled at this intersection with the exception of a stop sign for eastbound traffic on Duncan Street at its intersection with Tiffany Street west of Valencia Street. Since there would be no change from existing conditions, further environmental effects are not discussed below.

Regarding the turning lanes on Valencia Street, north of Mission Street, the Original Project reduced the number of existing southbound travel lanes from four (two right-turn lanes, one through lane and one left-turn lane) to one lane that would accommodate all through traffic and turning vehicles. The Revised Project reduces number of southbound travel lanes from the four existing lanes to two lanes (one left-turn lane and one through/right-turn lane). This summarizes all the changes under the Revised Project, compared to the Original Project.

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

### *Analysis of Potential Environmental Effects*

The MND found that the Plan, including Project SI-/A-6.2.4, would result in impacts that were either less-than-significant or less than significant with mitigation. As described above, the Revised Project proposes changes to the public right-of-way that differ from the Original Project. A transportation analysis of the Revised Project was conducted that assessed traffic, transit, pedestrian, bicycle, loading, emergency vehicle and parking impacts. Taking into account the changes in roadway configuration, the Revised Project would have similar effects as the Original Project. As described further below, the Revised Project would neither increase the severity of the environmental effects, result in new or substantially different effects, nor require new mitigation measures. Therefore, the Revised Project would not change the analysis or conclusions reached in the MND with respect to transportation or other environmental topics.

## *TRANSPORTATION*

### **Traffic**

The level of service (LOS) results for existing conditions, the Original Project and the Revised Project during the PM peak hour under existing, and cumulative conditions are presented in Table 1 below. The

intersections of Valencia/Cesar Chavez Streets, Valencia/Duncan Streets and Valencia and Mission Streets were studied as they would be affected by the changes described above. Under existing conditions, Original Project, all three study intersections operate at acceptable LOS.

Table 1 compares the Revised Project intersection Level of Service (LOS) with the Original Project LOS presented in the MND. Under existing conditions, all three intersections were found to have acceptable traffic operations (LOS A through D). With the Revised Project changes, the intersections of Valencia/Cesar Chavez, Valencia/Duncan and Valencia/Mission would continue to have acceptable traffic operations under Existing Plus Revised Project and Cumulative Plus Revised Project Conditions. Therefore, the impact to traffic remains less than significant.

TABLE 1: LEVEL OF SERVICE RESULTS VALENCIA STREET INTERSECTIONS, PM PEAK HOUR						
Intersection	Existing Conditions Delay (sec/veh)/LOS			Cumulative Conditions (2040) Delay (sec/veh)/LOS		
	No Project	Original Project	Revised Project	No Project	Original Project	Revised Project
Valencia/Cesar Chavez	35 / D	--	36.5 / D	44 / D	--	45 / D
Valencia/Duncan	9 / A (NBL)	16 / B (SB)	1.5 / A (NB)*	8.8 / A (NBL)	21 / C (SB)	1.6 / A (NB)*
Valencia /Mission	12 / B	22 / C	13 / B	14 / B	29 / C	14 / B

LOS presented in average seconds of delay per vehicle. For signalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., NBL = northbound left turn)

Source:  
San Francisco Planning Department, 2010  
San Francisco Municipal Transportation Agency, 2014  
\* Since the finalization of the MND, the intersection of Valencia and Duncan has been modified to direct eastbound vehicles on Duncan to turn right onto Tiffany Street, thereby prohibiting access of these eastbound vehicles onto Valencia Street.

**Transit**

The Revised Project would not create any new transit trips, similar to the Original Project. Muni bus line 36 Teresita operates on this section of Valencia Street in the southbound direction. Currently, there is a 100-foot-long bus zone on the west side of Valencia Street, just south of Cesar Chavez Street. The Revised Project would lengthen this bus zone from 100-feet to 200-feet in length to accommodate bus loading. The existing flag stop for the 36 Teresita on the same block (west side of Valencia Street, 75 feet north of Duncan Street) would be removed as part of the Revised Project. The removal of the flag stop would not delay Muni operations and would result in less-than-significant transit impacts.

**Pedestrian**

The Original Project included the widening of eastern and western Valencia Street sidewalks between Cesar Chavez and Duncan Streets from the existing 10-foot width to 15- and 20-foot widths, respectively.

The Revised Project would widen Valencia Street western sidewalk width between Cesar Chavez and Duncan Streets from 10 feet to 17 feet. No change in width of the eastern Valencia Street sidewalk between Cesar Chavez and Duncan Streets is proposed under the Revised Project. Between Duncan and Mission Streets, Valencia Street eastern and western sidewalk widths would be increased from 10 feet to 14 feet under the Revised Project. These changes would not result in the overcrowding of sidewalks, creation of potentially hazardous pedestrian conditions, or otherwise interfere with pedestrian accessibility.

As described above, the Revised Project includes the proposed removal of the flag stop on Valencia Street at Duncan Street. As a result of this removal, pedestrians would have to walk north along Valencia Street to the 36 Teresita bus stop on the northern half of the same block. However, this increase in walking distance (less than one block) would not result in a significant pedestrian impact under CEQA. Therefore, pedestrian-related impacts would remain less than significant.

### **Bicycle**

The Revised Project proposes the construction of a northbound parking-protected, raised cycletrack along the eastern side of Valencia Street between Duncan Street and Cesar Chavez Street. This raised cycletrack would provide a buffer between bicycle and motor vehicle traffic and would improve safety for cyclists. The Revised Project would not pose any hazards to cyclists and would therefore have a less-than-signification impact on bicycle conditions.

### **Loading**

The Revised Project does not propose any changes from the Original Project that would create any new demand for loading or potentially hazardous conditions for loading. The existing white curb passenger loading zones along Valencia Street within the project area would remain as is. These include one zone on the west side of Valencia Street, north of Duncan Street (adjacent to the St' Luke's Medical Office building) and two zones on the western side of Valencia Street between Mission and Duncan Streets. All yellow zones within the project area would remain in their current location with the exception of one yellow load space which would be relocated within a close proximity. The existing 20-foot yellow loading zone on the western side of Valencia Street between Duncan and Mission Streets would be relocated to Mission Street, 120 feet south of Valencia Street. Since this yellow loading zone can be reasonably accommodated nearby, the Revised Project's impact to loading would remain less than significant.

### **Emergency Vehicle**

The Revised Project does not propose any changes compared to the Original Project that would impede emergency vehicle access. Under the Revised Project, emergency vehicles would be able to make all turning movements as they do under existing conditions. Although the Revised Project includes the addition of new bulbouts along Valencia Street, the project would not close off any existing streets or entrances to public uses, and emergency vehicle access would not be impeded. The impact to emergency vehicles as a result of the Revised Project would remain less than significant.

### **Parking**

The Original Project included the removal of an unspecified number of on-street parking spaces along Valencia Street and conversion of the existing on-street parking on the east and west side of Valencia

Street between Duncan and Mission Streets from parallel to angled parking, with a slight net increase in the number of on-street parking spaces. The Revised Project instead proposes the removal of 14 on-street parking spaces within the project site and conversion ten existing parallel parking spaces to twelve angled parking spaces on the east side of Valencia Street between Duncan and Mission Streets. The parking configuration on the east side of Valencia between Duncan and Mission Streets would remain the same as what was analyzed in the MND, wherein on-street parallel parking was converted to angled parking. The Revised Project would have a net loss of 12 on-street parking spaces. Since the net change in supply of on-street parking is expected to remain negligible as described in the MND, effects on parking would be less than significant.

*OTHER ENVIRONMENTAL TOPICS*

As described in Project Description, the Revised Project would include some changes to the Original Project. The proposed changes in the Revised Project would not substantially alter the Initial Study and MND analysis since the Revised Project's construction duration and activities, as well as the project's operations, would be similar to the Original Project. The Revised Project would have similar impacts compared to the Original Project, including the less-than-significant impacts with mitigation related to Aesthetics, Cultural Resources, Transportation and Circulation (described in detail above on pp. 3-6), Hazards and Hazardous Materials, and Biological Resources, and the less-than-significant impacts related to Land Use, Population and Housing, Air Quality, Noise, Wind and Shadow, Recreation, Greenhouse Gas Emissions, Utilities and Service Systems, Public Services, Population and Housing, Biological Resources, Geology and Soils, Hydrology and Water Quality, Mineral and Energy Resources, and Agricultural Resources. The Revised Project components would neither increase the severity of any significant impacts associated with the Plan, nor result in new or substantially different environmental effects. These topics do not warrant further discussion.

***Conclusion***

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final Mitigated Negative Declaration adopted on July 6, 2010 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the Mitigated Negative Declaration, 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:

February 18, 2015

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

*Sarah Jones*

Sarah Jones  
Environmental Review Officer

cc: Supervisor Campos, District 9  
Amnon Ben-Pazi, Planning Department

Bulletin Board / Master Decision File  
Charlie Ream, SFMTA