



# SAN FRANCISCO PLANNING DEPARTMENT

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## Addendum No. 2 to Mitigated Negative Declaration

*Addendum Date:* October 14, 2015  
*Case No.:* 2008.1075E  
*Project Title:* **Mission District Streetscape Plan (MDSP) –  
Modified Project A-6.2.3 16<sup>th</sup>/Harrison/Treat Triangle  
to include Harrison Street Bicycle Lanes**  
*Original:* 2008.1075E, MDSP Mitigated Negative Declaration  
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### BACKGROUND

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes various changes to the public right-of-way on both Harrison Street and Treat Avenue between 15<sup>th</sup> and 17<sup>th</sup> Streets as a modification to Street Improvement Project (SIP) A-6.2.3 Treat Avenue/16<sup>th</sup>/Harrison Streets Intersection improvements in the *Mission District Streetscape Project Mitigated Negative Declaration* (MND, Case No. 2008.1075E). The final MND was adopted on July 6, 2010 and is available at: [http://sfmea.sfplanning.org/2008.1075E\\_FMND.pdf](http://sfmea.sfplanning.org/2008.1075E_FMND.pdf). 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.sf-planning.org/ftp/cdg/cdg\\_mission\\_streetscape.htm](http://www.sf-planning.org/ftp/cdg/cdg_mission_streetscape.htm).

### PROPOSED REVISIONS TO PROJECT

Subsequent to adoption of the MDSP MND, the design for site specific Street Improvement Project (SIP) A-6.2.3 Treat Avenue/16<sup>th</sup>/Harrison Streets Intersection improvements was modified by the SFMTA to include proposed improvements related to pedestrian and bicycle facilities. The Revised Project differs from the Original Project analyzed in the MND as follows. At the intersection of 16<sup>th</sup> Street, Harrison Street and Treat Avenue, the Original Project proposed to convert excess pavement space within the public right-of-way on Treat Avenue on both sides of its intersection with Harrison and 16<sup>th</sup> Streets into public open space (Figure 1—Original Project). The Original Project would close Treat Avenue between 16<sup>th</sup>/Harrison and 15<sup>th</sup> Streets to through traffic for uses such as a community garden or mini-park. Funding for this street closure and development of open space under the Original Project has not yet been secured. As such, under the Revised Project the SFMTA proposes near-term pedestrian improvements for the Treat Avenue, Harrison Street, and 16<sup>th</sup> Street intersection that would not preclude implementation of the Original Project (Figure 2—Revised Project). The Revised Project's pedestrian improvements are intended as near-term improvements so as to enhance pedestrian safety at the project intersection at this time. This specific intersection was identified on the City's high-injury corridor map and as a high-priority location through SFMTA's WalkFirst program.

Figure 1—Original Project

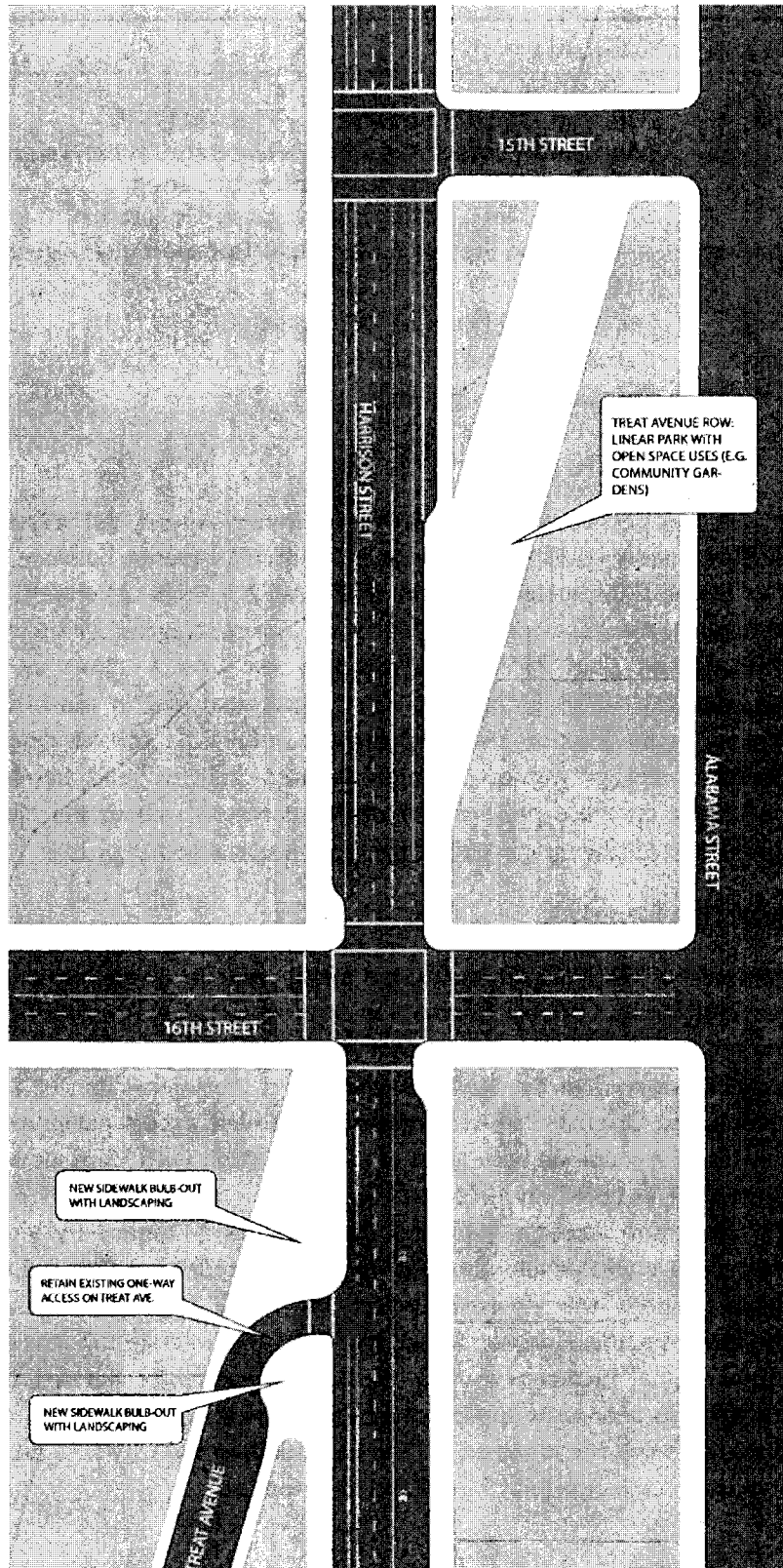
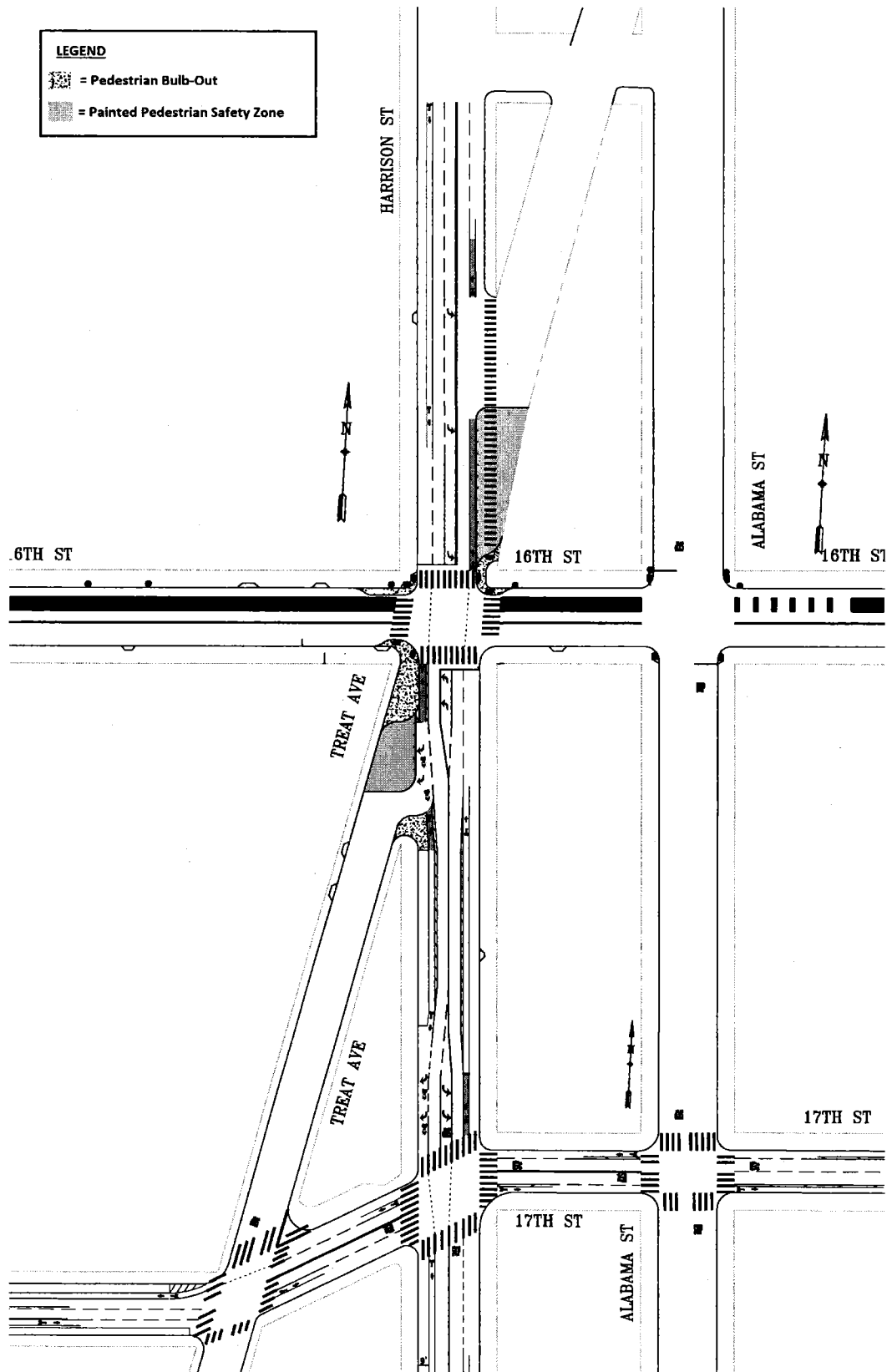


Figure 2 - Revised Project



Source: SFMTA, 2015. Graphic not to scale.

North of 16<sup>th</sup> Street on the east side of Harrison Street, the Revised Project would install concrete pedestrian bulb-outs extending from the corner into 16<sup>th</sup> Street and into Treat Avenue. North of the pedestrian bulb into Treat Avenue, the Revised Project would also install a painted pedestrian safety zone extending into the excess Treat Avenue right-of-way with protective bollards along the east side of Harrison Street. The two existing (bi-directional) travel lanes on Treat Avenue north of 16<sup>th</sup> Street would be maintained as currently exists. In addition, a pedestrian bulb would be constructed on 16<sup>th</sup> Street on the northwest corner of the intersection of 16<sup>th</sup> and Harrison Streets.

South of 16<sup>th</sup> Street, the Revised Project would install two bulb-outs on Treat Avenue (Figure 2—Revised Project) similar to the Original Project. However, compared to the Original Project, the Revised Project would reduce the size of the concrete bulb-out on the north side of Treat Avenue and include a painted pedestrian safety zone in the remaining space. The pedestrian safety zone and pedestrian bulb-outs would extend into the excess road space at Treat Avenue and Harrison Street so as to narrow the existing travel lane on Treat Avenue at the intersection.

In addition, the Revised Project would include elements that were not proposed as part of the Original Project. Harrison Street is part of the Bicycle Route Network, and Bicycle Route 25 operates in both directions on Harrison Street between 15<sup>th</sup> and 17<sup>th</sup> Streets. Route 25 provides connections to other routes within the City's Bicycle Route Network. Route 25 becomes Route 33 on Harrison Street south of 17<sup>th</sup> Street, and it connects to Route 36 on 14<sup>th</sup> Street north of the project site. The Revised Project would upgrade the existing bicycle facilities on Harrison Street between 15<sup>th</sup> and 17<sup>th</sup> Streets. First, in the northbound direction, the bicycle facility on Harrison Street between 16<sup>th</sup> and 17<sup>th</sup> Streets would be converted from an existing northbound Class III bicycle route into a northbound Class II bicycle lane, with a painted buffer zone between the bicycle lane and the travel lane. Second, in the southbound direction, the Revised Project would reduce the number of southbound travel lanes from two lanes to one lane on this segment in order to implement the bicycle lane while maintaining the parking lane. The existing Class II bicycle lane would be shifted slightly eastward to accommodate the Revised Project's proposed bulb-outs on Harrison Street at Treat Avenue. Furthermore, on Harrison Street between 16<sup>th</sup> and 17<sup>th</sup> Streets a painted buffer would be installed between the southbound bicycle lane and travel lane. Southbound shared lane markings (sharrows) would be painted on Harrison Street at the street's right-turn approaches onto Treat Avenue and onto 17<sup>th</sup> Street.

Left-hand turn pockets would also be installed on both the northbound and southbound Harrison Street approaches at 16<sup>th</sup> Street, where none exist currently. A right-turn pocket would be installed in the southbound direction on Harrison Street at the approach to 16<sup>th</sup> Street, where none currently exists. On Harrison Street north of 16<sup>th</sup> Street, one of the two southbound traffic lanes would be converted to a left-turn-only onto 16<sup>th</sup> Street in order to accommodate the travel lane reduction on Harrison Street south of 16<sup>th</sup> Street. Additionally, a right-turn-only pocket would be established on the same Harrison Street southbound approach. The Revised Project would also install a right-turn pocket from southbound Harrison Street onto Treat Avenue, and a left-turn pocket on southbound Harrison Street onto 17<sup>th</sup> Street.

The Revised Project would relocate two loading zones to accommodate the proposed project elements as follows. An approximately 20-foot-long loading zone on the east side of northbound Harrison Street approaching 16<sup>th</sup> Street would be relocated approximately 15 - 20 feet southward by converting one

existing unmetered parking space of the same dimensions into a loading space. In addition, an approximately 40-foot-long curbside loading zone on Treat Avenue immediately south of 16<sup>th</sup> Street—adjacent to the Public Storage building at 300 Treat Avenue—would be relocated approximately 50 feet southward on Treat Avenue, where currently there are parking spaces.

Prior to constructing the Revised Project's proposed pedestrian bulb-outs, the SFMTA could install temporary painted pedestrian safety zones comprising the same areas as the bulb-outs in order to improve pedestrian safety in the interim. While the Original Project did not specify the number of parking spaces to be removed, it is estimated, based on Figure 1, that approximately 50 parking spaces would have been eliminated for the Original Project. Implementation of the Revised Project elements would result in the removal of approximately 26 parking spaces.

The Revised Project's phased implementation of painted pedestrian safety zones, concrete pedestrian bulb-outs, and installation of additional bicycle facilities would not conflict with the Original Project (Street Improvement Project A-6.2.3) proposed in the Mission District Streetscape Plan. Furthermore, installation of the Revised Project would not preclude future implementation of the street closure of Treat Avenue for open space proposed in the Original Project. The Revised Project would be installed in conjunction with nearby Muni Forward improvements which include treatments to increase transit reliability. In particular, at the intersection of 16<sup>th</sup> and Harrison Streets the Muni Forward TTRP.22\_1 project would rescind the existing bus zones on 16<sup>th</sup> Street in both directions and replace them with parking spaces, and would remove a general travel lane on 16<sup>th</sup> Street in both directions to install a full-time, inbound (westbound) side-running transit-only lane on 16<sup>th</sup> Street. These improvements were evaluated in the Transit Effectiveness Project Final EIR<sup>1</sup> as part of Travel Time Reduction Project TTRP.22\_1 for the 22 Fillmore route.

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

The MND for the *Mission District Streetscape Plan* evaluated the potential impacts of construction and operation of project SIP A-6.2.3 that found all environmental impacts to be less than significant with mitigation incorporated as part of the overall Plan.

Since adoption of the MND, no changes have occurred in the circumstances under which the revised project would be implemented, that would change the severity of the project's environmental impacts as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the MND.

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<sup>1</sup> San Francisco Planning Department. 2014. *Transit Effectiveness Project Final EIR*. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA as part of case file 2011.0558E.

Further, as demonstrated below, proposed modifications and refinements to Project A-6.2.3 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 MND.

**Traffic**

Street segments comprising the Original Project analyzed in the MDSP MND were not evaluated quantitatively for level of service (LOS) as no capacity changes or traffic increases would have resulted from Project A-6.2.3. The MND conducted qualitative analysis and found traffic impacts resulting from the Original Project to be less than significant.

The Revised Project proposes to change roadway capacity on Harrison Street between 15<sup>th</sup> and 17<sup>th</sup> Streets, specifically by removing a southbound lane between 16<sup>th</sup> and 17<sup>th</sup> Streets, and redirecting the corresponding southbound lane between 15<sup>th</sup> and 16<sup>th</sup> Streets into a left-turn only lane onto 16<sup>th</sup> Street. The LOS for existing conditions and the Revised Project during the PM peak hour under existing and cumulative conditions was evaluated by the SFMTA,<sup>2</sup> and is presented in Table 1 below. The intersections of Harrison/15<sup>th</sup> Streets, Harrison/16<sup>th</sup> Streets, and Harrison/17<sup>th</sup> Streets were studied as they would be affected by the changes described above.

TABLE 1: LEVEL OF SERVICE RESULTS HARRISON STREET INTERSECTIONS, PM PEAK HOUR				
Intersection	Existing Conditions LOS (v/c)		Cumulative 2040 Conditions LOS (v/c)	
	No Project	Revised Project	No Project	Revised Project
15 <sup>th</sup> St <sup>1</sup>	B	B	D	D
16 <sup>th</sup> St	D	C	<b>F (1.38)</b>	<b>F (1.24)</b>
17 <sup>th</sup> St	D	C	<b>F (1.41)</b>	<b>F (1.16)</b>

1. Harrison and 15<sup>th</sup> Street intersection is staggered into two T-intersections. Data is taken from northern, all-way-stop controlled intersection.

LOS presented in average seconds of delay per vehicle. Signalized intersections operating at LOS F indicate delay greater than 80 seconds per vehicle, and unsignalized intersections operating at LOS F indicate delay greater than 50 seconds per vehicle.

V/C signifies the volume/capacity ratio, and is presented only for intersections operating at LOS E or F.

**Bold denoted unacceptable intersection operation.**

Source: San Francisco Municipal Transportation Agency, 2015.

Under existing conditions, the intersections operate at acceptable LOS, and the Revised Project would not worsen the LOS. The Revised Project would improve LOS at the intersections of Harrison and 16<sup>th</sup> Streets

<sup>2</sup> San Francisco Municipal Transportation Agency. *Harrison Street Southbound Road Diet*. This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2008.1075E.

and Harrison and 17<sup>th</sup> Streets from LOS D to LOS C due to the proposed right- and left-turn pockets. The Harrison/16<sup>th</sup> Streets and Harrison/17<sup>th</sup> Streets intersections would operate at LOS F in the 2040 cumulative condition. While the intersections would continue to operate at LOS F with the Revised Project in the cumulative condition, the vehicle volume-to-capacity (v/c) ratio<sup>3</sup> would decrease at both intersections with implementation of the Revised Project. Thus, the Revised Project would not contribute considerably to poor intersection operating conditions in existing or cumulative 2040 conditions. In addition, the Revised Project would not introduce any new hazardous traffic operating conditions. As such, the Revised Project would not result in traffic impacts beyond those found in the MND for the Original Project.

### *Transit*

No transit routes operate on Harrison Street or Treat Avenue. However, Muni routes 22, 33, and 55 operate along 16<sup>th</sup> Street, bisecting the Revised Project's Harrison Street segment between 15<sup>th</sup> and 17<sup>th</sup> Streets. The MND found the Original Project's impacts on transit to be less than significant as it would not create any new transit trips, would not impede the movement of a transit vehicle, nor would it modify operation of adjacent transit routes on 16<sup>th</sup> Street. The Revised Project would also not create any new transit trips, impede the movement of a transit vehicle, or modify operation of adjacent transit routes on 16<sup>th</sup> Street.

Subsequent to adoption of the MND in 2010, the SFMTA approved the Transit Effectiveness Project (TEP) now called *Muni Forward*. This project was evaluated in the *Transit Effectiveness Project Environmental Impact Report*<sup>4</sup> (TEP EIR). Muni Forward proposes transit service improvements, service-related capital improvements, and travel time reduction proposals. As part of Muni Forward, improvements on 16<sup>th</sup> Street at the Harrison Street intersection as part of the Transit Travel Time Reduction Proposal for the 22 Fillmore (TTRP.22\_1) would include installation of transit-only lanes, continental crosswalks, pedestrian bulbs, and removal of the transit stop on the southwest corner of 16<sup>th</sup> Street at Harrison Street. While these streetscape improvements on 16<sup>th</sup> Street bisect the Revised Project corridor, no elements of the Revised Project are proposed on 16<sup>th</sup> Street. The SFMTA would coordinate implementation of the Revised Project with Muni Forward elements at this intersection, ensuring the Revised Project would not affect implementation or operation of proposed transit improvements under the Muni Forward project. Furthermore, the SFMTA would likely construct the Revised Project in conjunction with Muni Forward improvements on the 16<sup>th</sup> Street corridor.

In light of the above, the Revised Project would not result in existing plus project or cumulative transit impacts beyond those found in the MND for the Original Project at either a project-specific or cumulative level.

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<sup>3</sup> The v/c ration, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur.

<sup>4</sup> San Francisco Planning Department. 2014. *Transit Effectiveness Project Final Environmental Impact Report*. This document is available online at <http://tepeir.sfplanning.org/>.