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 16th/Harrison/Treat Triangle to include Harrison Street Bicycle Lanes
Original: 2008.1075E, MDSP Mitigated Negative Declaration
Project Sponsor: Alan Uy, San Francisco Municipal Transportation Agency
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Lead Agency: San Francisco Planning Department
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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 15th and 17th Streets as a modification to Street Improvement Project (SIP) A-6.2.3 Treat Avenue/16th/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://sfnea.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.

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/16th/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 16th 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 16th Streets into public open space (Figure 1—Original Project). The Original Project would close Treat Avenue between 16th/Harrison and 15th 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 16th 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.
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Figure 1 — Original Project

Source: San Francisco Planning Department. Graphic not to scale.
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Figure 2 - Revised Project

Source: SFMTA. 2015. Graphic not to scale.
North of 16th Street on the east side of Harrison Street, the Revised Project would install concrete pedestrian bulb-outs extending from the corner into 16th 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 16th Street would be maintained as currently exists. In addition, a pedestrian bulb would be constructed on 16th Street on the northwest corner of the intersection of 16th and Harrison Streets.

South of 16th 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 15th and 17th 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 17th Street, and it connects to Route 36 on 14th Street north of the project site. The Revised Project would upgrade the existing bicycle facilities on Harrison Street between 15th and 17th Streets. First, in the northbound direction, the bicycle facility on Harrison Street between 16th and 17th 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 16th and 17th 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 17th Street.

Left-hand turn pockets would also be installed on both the northbound and southbound Harrison Street approaches at 16th Street, where none exist currently. A right-turn pocket would be installed in the southbound direction on Harrison Street at the approach to 16th Street, where none currently exists. On Harrison Street north of 16th Street, one of the two southbound traffic lanes would be converted to a left-turn-only onto 16th Street in order to accommodate the travel lane reduction on Harrison Street south of 16th 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 17th 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 16th Street would be relocated approximately 15 - 20 feet southward by converting one
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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 16th 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 16th and Harrison Streets the Muni Forward TTRP.22_1 project would rescind the existing bus zones on 16th Street in both directions and replace them with parking spaces, and would remove a general travel lane on 16th Street in both directions to install a full-time, inbound (westbound) side-running transit-only lane on 16th Street. These improvements were evaluated in the Transit Effectiveness Project Final EIR 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.

1 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 15th and 17th Streets, specifically by removing a southbound lane between 16th and 17th Streets, and redirecting the corresponding southbound lane between 15th and 16th Streets into a left-turn only lane onto 16th 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, and is presented in Table 1 below. The intersections of Harrison/15th Streets, Harrison/16th Streets, and Harrison/17th Streets were studied as they would be affected by the changes described above.

### TABLE 1: LEVEL OF SERVICE RESULTS

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing Conditions</th>
<th>Cumulative 2040 Conditions</th>
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<tr>
<td></td>
<td>LOS (v/c)</td>
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<tr>
<td></td>
<td>No Project</td>
<td>Revised Project</td>
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<td>15th St(^1)</td>
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<td>B</td>
</tr>
<tr>
<td>16th St</td>
<td>D</td>
<td>C</td>
</tr>
<tr>
<td>17th St</td>
<td>D</td>
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</tbody>
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1. Harrison and 15th 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.


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 16th Streets.
and Harrison and 17th Streets from LOS D to LOS C due to the proposed right- and left-turn pockets. The Harrison/16th Streets and Harrison/17th 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 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 16th Street, bisecting the Revised Project's Harrison Street segment between 15th and 17th 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 16th 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 16th 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 (TEP EIR). Muni Forward proposes transit service improvements, service-related capital improvements, and travel time reduction proposals. As part of Muni Forward, improvements on 16th 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 16th Street at Harrison Street. While these streetscape improvements on 16th Street bisect the Revised Project corridor, no elements of the Revised Project are proposed on 16th 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 16th 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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3 The v/c ratio, 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.

4 San Francisco Planning Department. 2014. Transit Effectiveness Project Final Environmental Impact Report. This document is available online at http://tepeir.sfplanning.org/.
Pedestrians
The Original Project analyzed in the MND was found to have a less-than-significant impact on pedestrians. The Revised Project would install pedestrian bulb-outs at the intersection of 16th and Harrison Streets (Figure 1) that would shorten crossing distances thus enhancing pedestrian visibility and safety. Therefore, the Revised Project would not result in the overcrowding of sidewalks, create potentially hazardous conditions, or otherwise interfere with pedestrian accessibility. The Revised Project is located on Harrison Street, which has been identified by the SFMTA as part of the Vision Zero High Priority Network. Vision Zero is a road safety policy adopted by the SFMTA that aims to eliminate traffic injuries and deaths by 2024 through engineering, education, and enforcement. The High Priority Network is a set of streets on which the SFMTA is prioritizing safety treatments. As such, the Revised Project would implement elements to increase safety on Harrison Street between 15th and 17th Streets. No other Vision Zero projects are proposed in the project vicinity.

Therefore, the Revised Project would not result in pedestrian impacts at either a project-specific or cumulative level beyond those found in the MND for the Original Project.

Bicycles
The Original Project evaluated in the MND proposed various streetscape elements such as bulb-outs, a community garden, and/or public plazas at the 16th Street, Treat Avenue, and Harrison Street intersection; however, no bicycle lanes were proposed. The Original Project was found to have a less-than-significant impact on bicycles. The Revised Project would upgrade the existing bicycle facilities on Harrison Street between 15th and 17th Streets. First, in the northbound direction, the existing northbound Class III bicycle route would be converted into a Class II bicycle lane, with a painted buffer zone between the bicycle lane and the travel lane on Harrison Street between 16th and 17th Streets. Second, in the southbound direction, 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, a buffer separating bicycle traffic from vehicle traffic would be painted between the southbound bicycle lane and travel lane on Harrison Street between 16th and 17th Streets. Southbound bicycle sharrows would be painted at the right-turn mixing zones on Harrison Street for the Treat Avenue and 17th Street approaches.

The right-turn channelization of vehicles turning onto Treat Avenue from both northbound and southbound directions of Harrison Street would enforce the bicyclist right-of-way and thus improve cyclist safety. The proposed painted buffer zones would also enhance bicyclist safety by creating a spatial separation from vehicles. Therefore, the Revised Project would not result in project-specific or cumulative impacts related to bicycles beyond those found in the MND for the Original Project.

Loading
The Original Project evaluated in the MND was found to have a less-than-significant impact on 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. Additionally, no loading zones were proposed to be removed as part of the Original Project. The Revised Project would relocate two loading

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5 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.
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 16th Street would be relocated approximately 15 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 16th Street—adjacent to the Public Storage building at 300 Treat Avenue—would be relocated approximately 50 feet southward on Treat Avenue. This loading zone relocation would involve the removal of approximately four unmetered parking spaces to accommodate a 40-foot-long loading zone. There would be no net change in the number of loading zones as a result of the Revised Project. Therefore, the Revised Project’s impact to loading would remain less than significant, and would not result in project-specific or cumulative impacts related to loading beyond those found in the MND for the Original Project.

Emergency Access
The Original Project evaluated in the MND was found to have a less-than-significant impact on emergency access. The Revised Project does not propose any changes compared to the Original Project that would substantially impede emergency access. While the Revised Project would reduce two southbound vehicle travel lanes into a single travel lane on Harrison Street between 16th and 17th Streets, the project would not result in significant existing or cumulative impacts related to traffic, as previously discussed. Furthermore, although there would be more vehicles in the single travel lane provided, the Revised Project would generally improve traffic flow and intersection operating conditions at the intersections of Harrison Street with 16th and 17th Streets due to travel lane channelization. Thus, traffic conditions resulting from the Revised Project would not significantly impact emergency 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 bulb-outs on Treat Avenue at its intersection with Harrison Street, the project would not close off any existing streets or entrances to public uses, and emergency access would not be substantially impeded. Therefore, the Revised Project would not result in project-specific or cumulative impacts related to emergency access beyond those found in the MND for the Original Project.

Parking
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 project evaluated in the MND. Implementation of the Revised Project elements would result in the removal of approximately 23 parking spaces within the project area. As the Revised Project would remove fewer parking spaces than those estimated to be removed as part of the Original Project, effects related to parking would remain negligible as described in the MND. Therefore, the Revised Project would not result in project-specific or cumulative impacts related to parking beyond those found in the MND for the Original Project.

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 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
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to include Harrison Street Bicycle Lanes Project

Original Project, including the less-than-significant impacts with mitigation related to Aesthetics, Cultural Resources, Transportation and Circulation, 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, Geology and Soils, Hydrology and Water Quality, Mineral and Energy Resources, and Agricultural Resources. The installation of pedestrian bulb-outs would involve soil-disturbing activities, thus Mitigation Measure M-Archeo-2: Accidental Discovery identified in the MDSP MND would apply to the Revised Project. 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 MDSP 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: October 20, 2015

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

Sarah B. Jones
Environmental Review Officer

cc: Alan Uy, San Francisco Municipal Transportation Agency
Bulletin Board / Master Decision File/Distribution List