



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Approval Date: May 15, 2013
Case No.: 2007.0347E
Project Title: Modified Project 7-3: Great Highway and Point Lobos Avenue
Bicycle Lanes
EIR: San Francisco Bicycle Plan
SCL No. 2008032052, certified August 4, 2009
Zoning: n/a, in public right-of-way
Block/Lot: n/a, in public right-of-way
Lead Agency: San Francisco Planning Department
Project Sponsor: San Francisco Municipal Transportation Agency
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PROJECT DESCRIPTION

Background

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement the Modified Project 7-3: Great Highway and Point Lobos Avenue Bicycle Lanes Project from the 2009 *San Francisco Bicycle Plan*. One "option" for the 7-3 project was studied in the *San Francisco Bicycle Plan Final Environmental Impact Report* (Bicycle Plan FEIR, Case No. 2007.0347E). This option was further refined during the Draft EIR public comment period, and was then referred to as "Modified Project 7-3" in the FEIR. Modified Project 7-3 was part of 60 near-term projects analyzed at a project-level in the FEIR.

The San Francisco Planning Commission certified the Bicycle Plan FEIR on June 25, 2009. On June 26, 2009, the SFMTA Board adopted the 2009 Bicycle Plan and adopted the environmental findings under the California Environmental Quality Act. The adoption included a statement of overriding considerations, a mitigation monitoring and reporting program, and approval of 45 of the 60 near-term Bicycle Plan projects which included Modified Project 7-3 (*SFMTA Board Resolution 09-106*). The motion to certify the FEIR was appealed to the Board of Supervisors, but on August 4, 2009, the Board of Supervisors reaffirmed the Planning Commission's certification of the FEIR. Subsequently, the Board of Supervisors passed an ordinance adopting the 2009 San Francisco Bicycle Plan, which also amended the *San Francisco General Plan* in connection with the San Francisco Bicycle Plan. They also adopted environmental findings and findings that the General Plan amendment is consistent with the *General Plan* and eight priority policies of *Planning Code* Section 101.1; as well as authorized other acts in connection thereto. In August 2010, the trial court entered an order discharging the writ of mandate issued in 2006. The trial court order was then appealed in the California First District Court of Appeals. On January 14, 2013 the court of appeals reversed the trial court's order discharging the writ; rejected the appellant's challenges to the EIR; and found that the environmental findings, adopted pursuant to CEQA in Resolution 09-106, were inadequate. On May 7th, 2013, the SFMTA Board adopted new findings to the 2009 FEIR.

Since adoption of the FEIR and approval of the Bicycle Plan, SFMTA has revised the design of Modified Project 7-3. This addendum addresses the environmental review of the revised proposal by SFMTA.

Original Project Description

Modified Project 7-3 is located along Great Highway and Point Lobos Avenue right-of-way between the intersections of Fulton Street to the south and El Camino Del Mar to the north. Please refer to **Figure 1: Project Location - Modified Project 7-3 Eastern Extension**.

As previously discussed, Modified Project 7-3 was one of the 60 near-term projects analyzed at a project-level in Bicycle Plan FEIR and was one of the 45 projects approved by the SFMTA Board. Please refer to **Appendix A** of this EIR addendum for graphics depicting the original design.¹

Modified Project 7-3 would provide a Class II² bicycle lane on Great Highway and Point Lobos Avenue, in the northbound and eastbound directions, respectively, from Fulton Street to 48th Avenue, by removing one travel lane in each direction on Point Lobos Avenue and Great Highway from 48th Avenue to Balboa Street.

The Modified Project 7-3 would provide a Class II bicycle lane on Point Lobos Avenue in the westbound direction from El Camino Del Mar to approximately 725 feet westerly at the entrance to Sutro Heights parking lot. The Modified Project 7-3 would provide a Class II bicycle lane on Great Highway in the southbound direction from approximately 575 feet north of Balboa Street at the entrance to the parking lot on the west side of the street and a Class II bicycle lane would be extended from this point to Balboa Street. The Modified Project 7-3 would also provide a Class III bicycle route on Balboa Street in both directions between Great Highway and La Playa Street, and on La Playa Street in both direction between Balboa Street and Cabrillo Street.

With a separate project proposed by the National Park Service (NPS), the existing parking lot on the north side of Point Lobos Avenue would be expanded and relocated eastward by approximately 200 feet to accommodate approximately 135 parking spaces. As part of Modified Project 7-3, approximately 10 on-street parking spaces would be removed on the north side of Point Lobos Avenue, from the 48th Avenue intersection westward, by approximately 200 feet. The removal would provide space for a new southbound right-turn only lane into the NPS's proposed new parking lot.

In December 2012, the SFMTA further revised Modified Project 7-3 by expanding the Great Highway southbound Class II bicycle lane from Balboa Street to Lincoln Way and adding a raised landscaped median on Great Highway between Lincoln Way and Balboa Street. This project revision was analyzed in the 2012 Addendum to the Bicycle Plan FEIR.³

Proposed Revisions to Project

Subsequent to the certification of the Bicycle Plan FEIR and the December 2012 Addendum, the SFMTA further revised the proposed Modified Project 7-3 to extend the bicycle lane eastward (hereafter "Modified Project 7-3 Eastern Extension"). The proposed Modified Project 7-3 Eastern Extension differs from that analyzed in the FEIR in that it would:

¹ One option/alternative was analyzed for Project 7-3 in the San Francisco Bicycle Plan EIR. The project design was refined by SFMTA prior to the EIR certification and referred to as Modified Project 7-3 in the Bicycle Plan FEIR.

² Bikeways are typically classified as Class I, II or III facilities. "Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles, while Class III bikeways are signed bicycle routes that allow bicycles to share streets or sidewalks with vehicles or pedestrians." *San Francisco Bicycle Plan FEIR*, Volume 1, p. V.A.1-14. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

³ San Francisco Planning Department, *Addendum to San Francisco Bicycle Plan Final Environmental Impact Report*, December 26, 2012. This report is available for review in Case File No. 2007.0347E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

- Expand the limits of Modified Project 7-3 by extending Class II bicycle lanes, in each direction, on Point Lobos Avenue east of 48th Avenue to 46th Avenue. The bicycle lanes would be added by removing one eastbound through lane between 48th and 46th Avenues and one westbound through lane between 47th and 46th Avenues. It would also narrow travel lanes in each direction in this roadway segment. Sharrows⁴ would be provided in the travel lanes on Point Lobos Avenue between 46th and 42nd Avenues. Sharrows would also be provided in the travel lanes on 42nd Avenue between Point Lobos Avenue and Clement Street.
- Modify the westbound approach of the 48th Avenue/El Camino Del Mar/Point Lobos Avenue intersection to provide one left-turn lane and one shared through/right-turn lane.
- Add landscaped raised medians on Point Lobos Avenue between 48th and 47th and 43rd and 42nd Avenues; add landscaped islands⁵ between 47th and 46th Avenues.
- Add two-way-left-turn-lanes on Point Lobos Avenue between 45th and 43rd Avenues.
- Add thumb nail islands⁶ on Point Lobos Avenue as it intersects with 46th, 45th, 44th and 43rd Avenues.
- Convert 13 angled parking spaces, located in front of 902 Point Lobos Avenue (west of 48th Avenue), to 8 parallel spaces and add 3 angled parking spaces to the west of these spaces.

PURPOSELY LEFT BLANK SPACE

⁴ Sharrows are traffic control devices that consist of pavement markings within the traffic lane. They are intended to alert drivers that bicyclists share the traffic lane and to reduce the chance of bicyclists being impacted by the open doors of parked vehicles.

⁵ An area between traffic lanes used for control of traffic movements; differentiated from medians by being generally not linear or continuous throughout the block.

⁶ Ibid 5

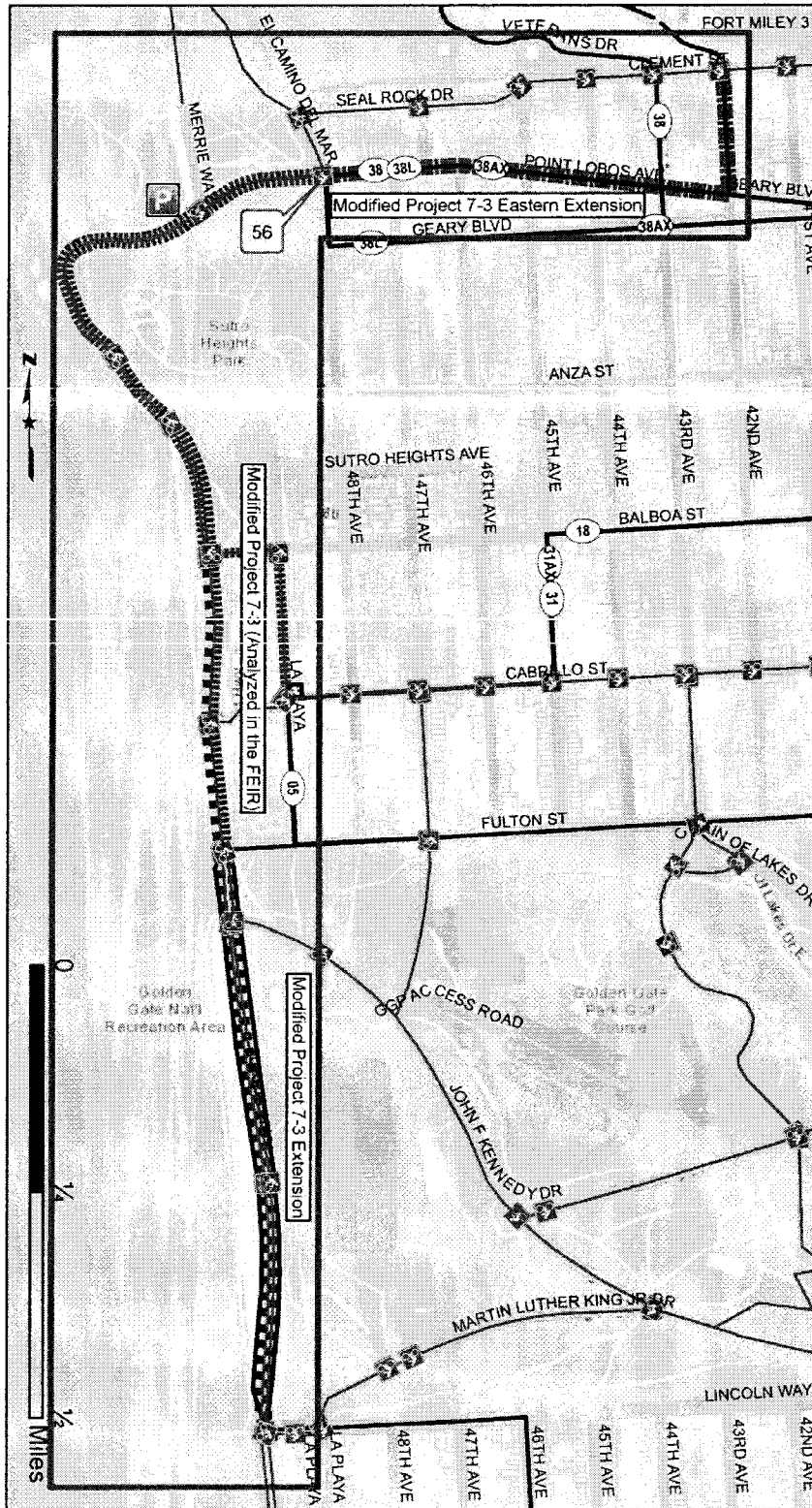


Figure 1
Project Location
Modified Project 7-3
Eastern Extension

3/26/2013

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a revised 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.”

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.

The Initial Study and the FEIR for the Bicycle Plan evaluated the potential impacts of construction and operation of Project 7-3 and the Modified Project 7-3 and found that all environmental impacts would be less than significant with mitigation incorporated as part of the overall Bicycle Plan program.

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

Further, as demonstrated below, proposed modifications and design refinements to Modified Project 7-3 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 FEIR. The effects of the Modified Project 7-3 Eastern Extension would be substantially the same as those reported for Modified Project 7-3 in the Bicycle Plan FEIR. The following discussion provides the basis for this conclusion.

Transportation

Existing Conditions

The following description of Great Highway existing conditions is based on the *San Francisco Bicycle Plan Update Transportation Impact Study*⁷ (pp. 3.7-12 – 3.7-13) and SFMTA drawings (See **Appendix B** for the depiction of roadway existing conditions):

Traffic: Great Highway at Point Lobos Avenue are four-lane (two lanes each way) recreational streets between Cabrillo Street and El Camino del Mar. Traffic volumes are generally moderate during the PM peak period.

Point Lobos Avenue between 48th and 46th Avenues is generally 68 feet wide and operates as a four-lane roadway. Given the wide roadway width, Point Lobos Avenue, between 48th and 46th Avenues operates outside its current roadway striping designation:

- Between 48th and 47th Avenues, it is striped as a three-lane roadway, two westbound and one eastbound lane. The wide eastbound lane acts as a two-lane roadway.
- Between 47th and 46th Avenues, it is striped as a two-lane roadway: one westbound and one eastbound lane. The wide eastbound and westbound lanes currently act as a four-lane roadway.

⁷ Wilbur Smith Associates, *San Francisco Bicycle Plan Transportation Study Report*, October 2008. This report is available for review in Case File No. 2007.0347E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

East of 46th Avenue, Point Lobos Avenue narrows to 50 feet in width with one lane in each direction with parking spaces on both sides of the street.

One study intersection, 48th Avenue/Point Lobos Avenue, was analyzed for Level of Service (LOS) in the FEIR analysis of Project 7-3 for the weekday PM peak hour. LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered satisfactory service levels and LOS E and F conditions are considered unsatisfactory service levels.

48th Avenue/Point Lobos Avenue: This intersection is signalized. Eastbound and westbound Point Lobos Avenue have two through lanes. Parking is allowed on both sides of Point Lobos Avenue. 48th Avenue ends at Point Lobos Avenue. 48th Avenue is a two lane roadway. Parking is allowed on the eastern side of the street. Parking is not allowed on the western side, between Geary Boulevard and Los Lobos Avenue, in order to accommodate the bus stop that functions as the terminus for 38 and 38L Muni Lines.

Transit: Muni route 38 Geary operates on westbound Point Lobos Avenue with 8 to 12 minute headways. There are two bus stops within this segment of Point Lobos Avenue, one at Alta Mar Drive and one at 44th Avenue.

Muni route 18 operates along Point Lobos Avenue between the Great Highway and El Camino Del Mar, with approximately four buses per hour each way during the AM and PM peak periods. There are three westbound Muni bus stops, one on the far-side of 48th Avenue/El Camino Del Mar, one located in front of the Golden Gate National Recreation Area (GGNRA) west of Merrie Way and one south of the JFK Drive intersection. There are three eastbound bus stops, one on the nearside of the Sutro Heights Park parking lot entrance, one on the nearside of 48th Avenue/El Camino Del Mar and one south of the JFK Drive intersection.

Parking: On-street parking is mostly at an angle and is permitted only on the north and west sides of the Great Highway/Point Lobos Avenue. In addition, several public parking lots are located on both sides of Point Lobos and the Great Highway. The NPS is constructing a new parking lot with 135 spaces on Point Lobos Avenue north of the Cliff House. Parking occupancy is generally low to moderate on weekdays along Project 7-3 and high on weekends; specially near the Cliff House restaurant on the west side of Point Lobos Avenue. There currently is no designated tour bus parking in the area although the new NPS parking lot will include five bus parking bays. Tour bus visits to the Cliff House have declined over the years; most tour buses travel slowly through the area without stopping, while some tour buses stop for a few minutes to allow their passengers to disembark to take pictures.

Pedestrian: Pedestrian volumes are low to moderate on weekdays along Point Lobos Avenue and the Great Highway; pedestrian traffic is high near the Cliff House Restaurant on the west side of Point Lobos Avenue, especially on weekends. Attractions in the area include the Cliff House Restaurant and neighboring retail businesses, Sutro Baths, Ocean Beach and trails connecting to the Golden Gate National Recreation Area (GGNRA).

Bicycle: Bicycle volumes in the area are low to moderate on weekdays and higher on weekends and near the Cliff House. There are several bicycle/pedestrian path entrances to the GGNRA directly across from Point Lobos Avenue and the Great Highway. Point Lobos Avenue and the Great Highway are designated as existing Bicycle Route 95 (Class III) in both directions along the length of Project 7-3. Existing Route 95 intersects with existing Bicycle Route 20 (Class II) at Cabrillo Street. Street grades along Project 7-3 are mostly flat from Cabrillo Street to Balboa Street. North of Balboa Street, Point Lobos Avenue reaches gradients of ten percent.

Loading: Freight loading activity taking place in this area is associated with the Cliff House restaurant and adjacent administrative offices and retail stores. There are no on-street yellow freight commercial loading spaces along this segment of the Great Highway. Available on-street parking spaces are generally adequate to accommodate the loading demand with occasional truck double-parking in the wide angle-parking lane just north of the Cliff House or in the passenger loading zone located in front of the Cliff House entrance. As was previously mentioned, tour bus activity in the area has declined over the years so that there is little demand for tour bus parking/loading zones. This activity is accommodated for the short-term stops in the passenger loading zone in front of the Cliff House entrance or in the wide angle-parking lane just north of the Cliff House. The new NPS lot will include parking for five tour buses.

Impact Analysis

Traffic: Level of Service (LOS) analyses were prepared for *Intersection 56*,⁸ *48th Avenue/Point Lobos Avenue*, for the Bicycle Plan FEIR Modified Project 7-3 and the proposed Modified Project 7-3 Eastern Extension. LOS analyses from the Bicycle Plan FEIR are presented in **Table 1**; LOS analyses for the Modified Project 7-3 Eastern Extension are presented in **Table 2**; detailed LOS calculations are presented in **Appendix C**. The Bicycle Plan FEIR PM peak period traffic counts were used for the analysis. Intersection volumes under Year 2025 Baseline Conditions were developed based on traffic growth projected by the San Francisco County Transportation Authority's Chain Activity Modeling Process (SF CHAMP) Model.⁹

The Modified Project 7-3 Eastern Extension entails removing and narrowing existing travel lanes and changing lane geometry. These proposed improvements would occur on a section of Point Lobos and 42nd Avenues not included in the Modified Project 7-3 analyzed in the FEIR.

As shown in **Table 1**, Existing, Existing plus Project, Cumulative and Cumulative plus Project conditions at the intersection operate at LOS B.

As show in **Table 2**, for Existing, Existing plus Modified Project 7-3 Eastern Extension, Cumulative and Cumulative plus Modified Project 7-3 Eastern Extension conditions, the intersection would continue to operate acceptably at LOS B; therefore, implementation of the Modified Project 7-3 Eastern Extension would not create a significant impact at this intersection.

The new analysis presented in this Addendum combined with the FEIR analysis demonstrates that the Modified Project 7-3 Eastern Extension would not result in significant traffic impacts that were not previously identified in the Bicycle Plan FEIR. The Modified Project 7-3 Eastern Extension would not result in substantial increase in the significance of the average delay or service degradation at the study intersection, nor would the Modified Project 7-3 Eastern Extension contribute considerably to cumulative effects that were not already accounted for in the certified Bicycle Plan FEIR. Overall, the Modified Project 7-3 Eastern Extension's traffic impacts are similar to the findings reached in the FEIR that there would be "less than significant impact" as presented on Matrix 1.2, Summary of Project Level Impacts, on FEIR pg. V.A.3-631.

⁸ Sixty-one study intersections were identified by the Environmental Planning Division of the San Francisco Planning Department and SFMTA as the intersections most likely to be affected by the near-term improvements. All of the intersections were analyzed for the PM peak hour impacts. Some of these intersections were analyzed for the AM peak hour impacts as well.

⁹ Traffic counts and cumulative volumes were developed by SFMTA.

TABLE 1

MODIFIED PROJECT 7-3 WEEKDAY PM PEAK HOUR INTERSECTION OPERATING CONDITIONS: EXISTING, EXISTING PLUS PROJECT, CUMULATIVE AND CUMULATIVE PLUS PROJECT

Intersection ^a	Existing PM		Existing Plus Project		2025 Cumulative		2025 Cumulative Plus Project	
	Average Delay ^b	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
56. 48th Avenue/Point Lobos Avenue	10.7	B	11.5	B	11.4	B	13.0	B

Sources: San Francisco Bicycle Plan Final EIR, August 2009; San Francisco Planning Department

Notes:

a. Intersection numbering reflects that presented in Bicycle Plan FEIR.

b. Average Delay in seconds per vehicle.

TABLE 2

MODIFIED PROJECT 7-3 EASTERN EXTENSION WEEKDAY PM PEAK HOUR INTERSECTIONS OPERATING CONDITIONS: EXISTING, EXISTING PLUS PROJECT, CUMULATIVE AND CUMULATIVE PLUS PROJECT

Intersection ^a	Existing PM		Existing Plus Project		2025 Cumulative		2025 Cumulative Plus Project	
	Average Delay ^b	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
56. 48th Avenue/Point Lobos Avenue	10.7	B	11.5	B	11.4	B	12.7	B

Sources: San Francisco Bicycle Plan Final EIR, August 2009; San Francisco Planning Department

SFMTA, March 2013.

Notes:

a. Intersection numbering reflects that presented in Bicycle Plan FEIR.

b. Average Delay in seconds per vehicle.

Transit: The Modified Project 7-3 Eastern Extension would not result in any substantial increase in delay to transit vehicles beyond what was identified in the Bicycle Plan FEIR. The FEIR identified less-than-significant impacts to the 18 46th Avenue Muni bus route. This is because the movements that the bus takes through the study intersection would not be reconfigured under the Modified Project 7-3. Similar to Modified Project 7-3, analyzed in the FEIR, the Modified Project 7-3 Eastern Extension does not propose changes to the movements of Muni Routes 18 and 38. Therefore, the Modified Project 7-3 Eastern Extension would have a less-than-significant impact on transit.

Pedestrians: The Modified Project 7-3 Eastern Extension would not result in an alteration of the existing sidewalk widths on either side of the Point Lobos Avenue alignment. Similar to the findings in the FEIR, pedestrian impacts would be less-than-significant with implementation of the Modified Project 7-3 Eastern Extension.

Bicycle: The Modified Project 7-3 Eastern Extension would extend the eastern limits of the Modified Project 7-3, along Point Lobos Avenue, from 48th Avenue to 42nd Avenue, and along 42nd Avenue to Clement Street. The Modified Project 7-3 Eastern Extension would include Class II bicycle lanes in both eastbound and westbound Point Lobos Avenue between 48th and 46th Avenues. Sharrows would be provided in the travel lanes on Point Lobos Avenue between 46th and 42nd Avenues. Similarly, sharrows would be provided in the travel lanes on 42nd Avenue between Point Lobos Avenue and Clement Street.

New bike facilities would give continuity to Bicycle Route 95, along Great Highway and Point Lobos Avenue, and provide the connection between Bicycle Routes 95 and 10 along Clement Street. The Modified Project 7-3 Eastern Extension would enhance users' experience by providing Class II bike lanes along both east and westbound Point Lobos Avenue between 48th and 46th Avenues, and by providing sharrows between 46th and 42nd Avenues and on 42nd avenue between Clement Street and Point Lobos Avenue.

Similar to Modified Project 7-3, analyzed in the FEIR, the Modified Project 7-3 Eastern Extension is intended to have a beneficial effect of improving roadway conditions and safety for bicyclists and would not adversely affect bicycle operations in the project vicinity. Therefore, bicycle impacts would be less-than-significant.

Parking: This parking discussion for the Modified Project 7-3 Eastern Extension supplements the parking conditions in the Bicycle Plan FEIR (p. V.A.3-607). As analyzed in the FEIR, Modified Project 7-3 would remove approximately 10 on-street parking spaces on the north side of Point Lobos Avenue between 48th Avenue and approximately 200 feet westward. The Modified Project 7-3 Eastern Extension would convert 13 angled parking spaces, in front of 902 Point Lobos Avenue (west of 48th Avenue), to eight parallel spaces and would add three parking spaces to the east of 902 Point Lobos Avenue along an abandoned dropped curb. The proposed parking space reconfiguration would provide additional separation between the parking and travel lanes in the descending portion of Point Lobos Avenue. The proposed modification would result in a net loss of two spaces that were not analyzed in the FEIR. The removal of two on street parking spaces could be accommodated by the existing available parking lots and on-street-parking in the vicinity.

Consistent with the findings reported in the FEIR and presented here, implementation of the Modified Project 7-3 Eastern Extension would not cause a significant change in parking occupancy in the area, particularly with the proposed NPS parking lot coming soon. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. In the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well-served by local public transit (Muni lines 18 and 38) and bike lanes (95 and 10), which provide alternatives to auto travel.

There may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking

conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Loading: The loading demands for Modified Project 7-3, on Great Highway from Point Lobos to Fulton Street are driven by the Cliff House restaurant and tourist trips to the area. These were analyzed in the FEIR and found to have a less-than-significant-impact. The Point Lobos Avenue segment between west of 48th Avenue and 42nd Avenue is characterized by similar land uses (restaurants and public open space) as those analyzed in the FEIR. Thus, the loading demands for the Modified Project 7-3 Eastern Extension are expected to be similar to the loading demands of Modified Project 7-3 analyzed in the FEIR. Therefore, similar to the conclusion reached in the FEIR, there would be less-than-significant loading impacts associated with implementation of the Modified Project 7-3 Eastern Extension.

In summary, the significance of impacts with the Modified Project 7-3 Eastern Extension as indicated for traffic, transit, pedestrians, bicyclists, and loading would generally be the same as those described for Modified Project 7-3 reported in the certified FEIR.

Aesthetics

The Modified Project 7-3 Eastern Extension would result in physical changes within the street right-of-way along the project corridor. In summary, physical changes that may have an effect on the visual setting and aesthetic character of the area include establishment of new bicycle lanes, changes to number of lanes, lane widths, and the construction of landscaped central medians and thumbnail islands.

The General Plan indicates that Point Lobos Avenue is a "Street that Extends the Effect of Public Open Space" as well as a street that is a "Route of the Forty-Nine Mile Scenic Drive" (General Plan, Urban Design Element, Policy 1.12).

The Modified Project 7-3 Eastern Extension would alter public views currently available from Great Highway, as well as the visual character of the street and its immediate surroundings with the addition of new landscaped central medians, new lane stripping, as well as a new bicycle lane. The addition of these physical elements to the public realm would not adversely affect the streetscape and would contribute to a greater sense of visual organization associated with their specific functions for pedestrians, bicyclists and motorists than currently exists. For example, the landscaped central median would result in traffic calming and enhanced sight lines for both motorists and pedestrians. Bicycle lanes on the east and west sides of Point Lobos Avenue would provide a visually delineated path of travel for cyclists as well as for motorists. Landscaping proposed within the medians would contribute to greenery within the roadbed, which is currently characterized primarily by views of large expanses of asphalt. No unique scenic resources would be adversely affected.

Like Modified Project 7-3, the Modified Project 7-3 Eastern Extension would likely include the addition of signs along some of the streets, but such signs would not be excessively large and would not obstruct views or cast perceptible shadows. As described in the Bicycle Plan Initial Study (FEIR Appendix A, p. 54):

"Article 6 of the Planning Code governs signs in the City. Section 603 exempts governmental traffic control signs from the provisions of Article 6. Portions of the Proposed Project would include improvements along designated scenic streets, which are identified in Planning Code Section 608.6. Planning Code Section 608.6 regulates the placement of signs along these designated scenic streets, and states that no general advertising sign and no other sign exceeding 200 square feet in area can be placed along such streets. The Proposed Project would include the addition of street signage. However, any new signs installed as a result of

the Proposed Project would be smaller than those regulated under Planning Code Section 608.6. Therefore, there would not be a significant impact with respect to scenic street resources.”

The Modified Project 7-3 Eastern Extension’s physical features would not affect a scenic vista, nor would they create new sources of substantial light or glare, or cast shadows. Therefore, the Modified Project 7-3 Eastern Extension, similar to the Bicycle Plan Initial Study findings, would have no significant impacts with respect to scenic vistas, light, or glare. The project would not affect a “Street that Defines the City Form” or a street that is “Important for the Quality of its Views” in an adverse or demonstrable manner. Thus, similar to the conclusions reached in the Initial Study for the Bicycle Plan, there would be no significant adverse impacts related to visual character and less-than-significant impact with respect to scenic resources resulting from the project as modified.

Air Quality

The Bicycle Plan FEIR (p. V.B, 22) found that:

“Implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network; therefore, there would be no change in the intersection volume under project conditions. Hence, intersection volumes stay constant between Existing and Existing plus Project Conditions. Similarly, there is no change in intersection volumes between 2025 Cumulative and 2025 Cumulative plus Project Conditions. However, the reduction of travel lanes at major intersections would increase traffic congestion at some intersections... under Cumulative Plus Project conditions, CO [carbon monoxide] would not exceed the ambient air quality standard and TAC [toxic air contaminants] emissions would be less than existing at all intersections. Therefore implementation and operation of the project would not result in significant adverse air quality impacts. ”

“Bicycling has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. The Proposed Project could contribute to a new reduction in emissions and thus would have no impact and would not contribute to a cumulative impact... implementation of the Proposed Project does not result in any new automobile trips being added to the roadway network. Under cumulative conditions, with the Proposed Project included, CO and TAC emissions are predicted to decrease.”

As illustrated in **Table 2** above, the Modified Project 7-3 Eastern Extension average intersection delays would generally be consistent with reported delays for Modified Project 7-3 presented in the FEIR. Given the similarity of delays expected under the Modified Project 7-3 Eastern Extension as compared to the Modified Project 7-3, air quality impacts would be substantially the same. No new or substantially greater air quality impacts would occur.

Archeology

The Initial Study for the Bicycle Plan program determined that with the implementation of a mitigation measure, the project would have a less-than-significant impact on Archeology, stating on Page 58 of the Initial Study (Appendix A of the Bicycle Plan FEIR):

“The Planning Department found that the Proposed Project may require excavation in places to widen or narrow the roadway in the process of reconfiguring traffic lanes or parking, or to

modify, install or remove medians. Excavation would be to a depth no greater than 24 inches. No project activities were identified that would result in a potential to adversely affect CEQA significant archeological resources. ...”

And Page 59:

“Given the possibility that unanticipated archeological resources may be impacted by the Proposed Project, MEA Standard Archeological Mitigation Measure 1 (Accidental Discovery) will be implemented. With this mitigation measure, the potential of the Proposed Project to affect significant archeological resources would be reduced to a less-than-significant level.”

Mitigation Measure 1, from the Bicycle Plan Initial Study, addresses treatment of cultural resources in the case that any are discovered during construction of the Modified Project 7-3.

Similar to the project analyzed in the Initial Study, Modified Project 7-3 Eastern Extension would result in a potential to adversely affect CEQA significant archeological resources. However, implementation of Mitigation Measure 1 would be applicable to the Modified Project 7-3 Eastern Extension and would reduce potential impacts to archeological resources and human remains to a less-than-significant level.

Water Quality & Runoff

The Initial Study for the Bicycle Plan program determined that the project would have a less-than-significant impact on Hydrology and Water Quality, stating on page 75 of the Bicycle Plan Initial Study (Appendix A of the Bicycle Plan FEIR):

“The Proposed Project, located within the existing street right-of-way, would not change the amount of impervious surface area substantially, or alter the drainage pattern for the affected streets significantly. There are elements of the Proposed Project that would involve minor excavation and grading; however, the Proposed Project would generally replace paved surfaces with paved surfaces, with the exception of trees along streets and sidewalks. In the case of removed trees, some areas that are currently not paved might be paved over and rendered impervious, adding to stormwater runoff. These effects would be limited to small areas and would not be expected to significantly change runoff patterns.”

The Modified Project 7-3 Eastern Extension designs would, consistent with the above description, either replace existing pavement with new pavement, or generally decrease the amount of impervious surface along Point Lobos Avenue by adding in additional permeable landscaping elements. Additionally, the Modified Project 7-3 Eastern Extension design elements are similar to other projects analyzed in the FEIR, such as Project 3-2 and potential elements analyzed under the Long-Term Improvement Projects in the FEIR. During construction, there would be a temporary increase in the potential for erosion and transport of soil particles during any excavation. During construction, the Modified Project 7-3 Eastern Extension would be required to comply with all local water quality requirements, including stormwater control measures to reduce potential erosion impacts during construction and runoff would be directed to the City’s combined stormwater/wastewater system and would be treated to standards contained in the City’s National Pollutant Discharge Elimination System Permit prior to discharge. Therefore, the Modified Project 7-3 Eastern Extension would not substantially degrade hydrology and water quality, and impacts on water quality would be less than significant, consistent with the analysis and conclusions made in the Bicycle Plan FEIR Initial Study.

Other Issues

The Initial Study for the Bicycle Plan program determined that for the following topics, any environmental effects associated with the program and its individual projects would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures included in as part of the program: land use, population and housing, noise, air quality, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. The FEIR did not discuss these issues further. The Initial Study, including the significance conclusions reached therein, remains applicable to the Modified Project 7-3 Eastern Extension designs and all applicable mitigation and improvement measures from the Initial Study and the FEIR would be applied to the Modified Project 7-3 Eastern Extension.

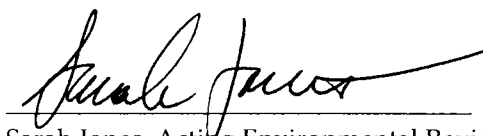
CONCLUSION

Based on the foregoing, the Department concludes that the analyses conducted and the conclusions reached in the FEIR certified on June 25, 2009 remain valid, and that no supplemental environmental review is required for the proposed project modifications. The Modified Project would not cause new significant impacts not identified in the FEIR, or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original project that would cause significant environmental impacts to which the Modified Project would contribute considerably, and no new information has been put forward which shows that the Modified 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

May 20, 2013



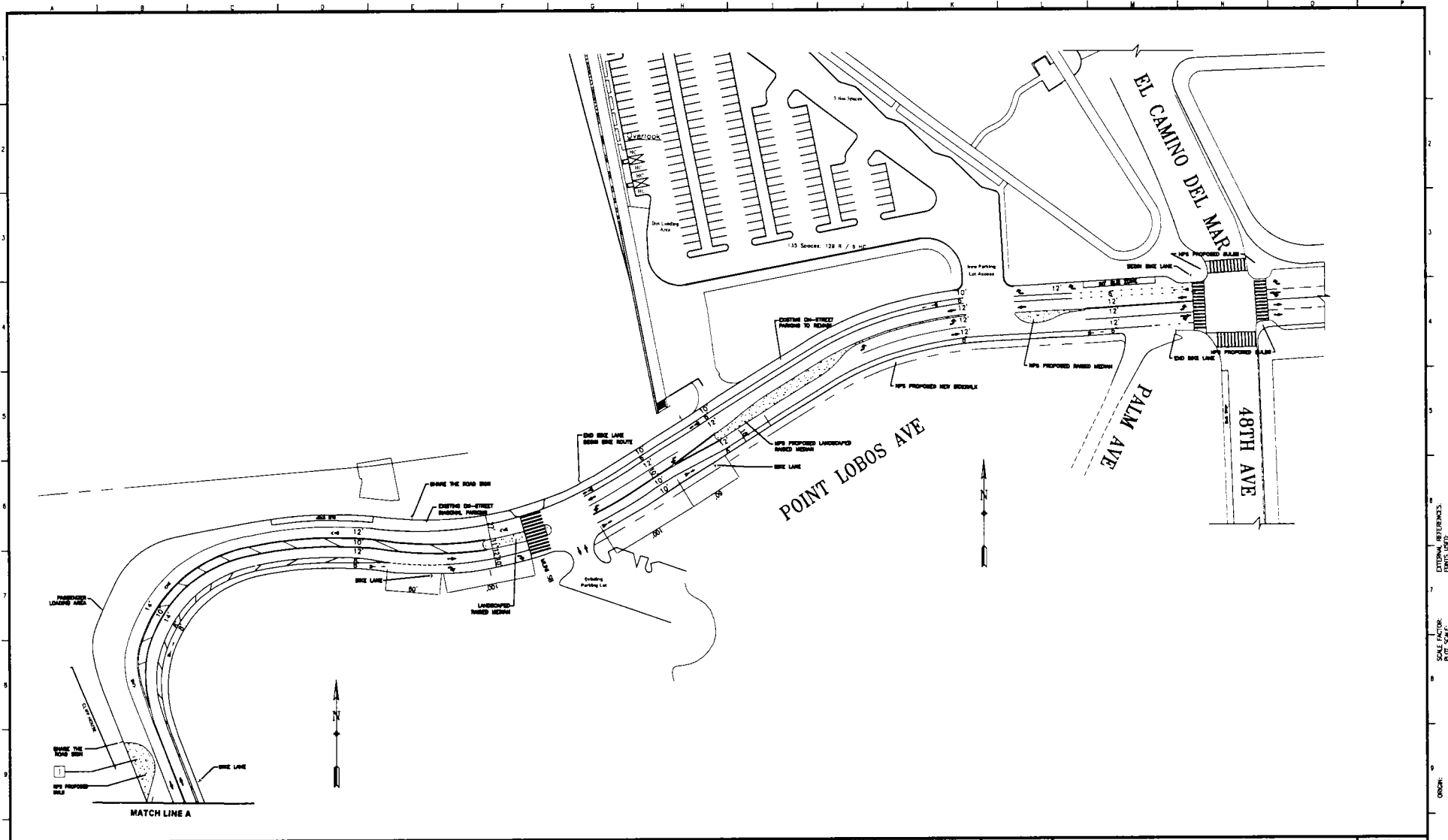
Sarah Jones, Acting Environmental Review Officer
for John Rahaim, Director of Planning

cc: Kristiann Choy, San Francisco Municipal Transportation Agency, MTA Livable Streets
Bulletin Board / Master Decision File/Distribution List

APPENDIX A

PROJECT ANALYZED IN THE FEIR

“Modified Project 7-3”



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS



DEPARTMENT OF PARKING AND TRAFFIC
DIVISION OF TRAFFIC ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

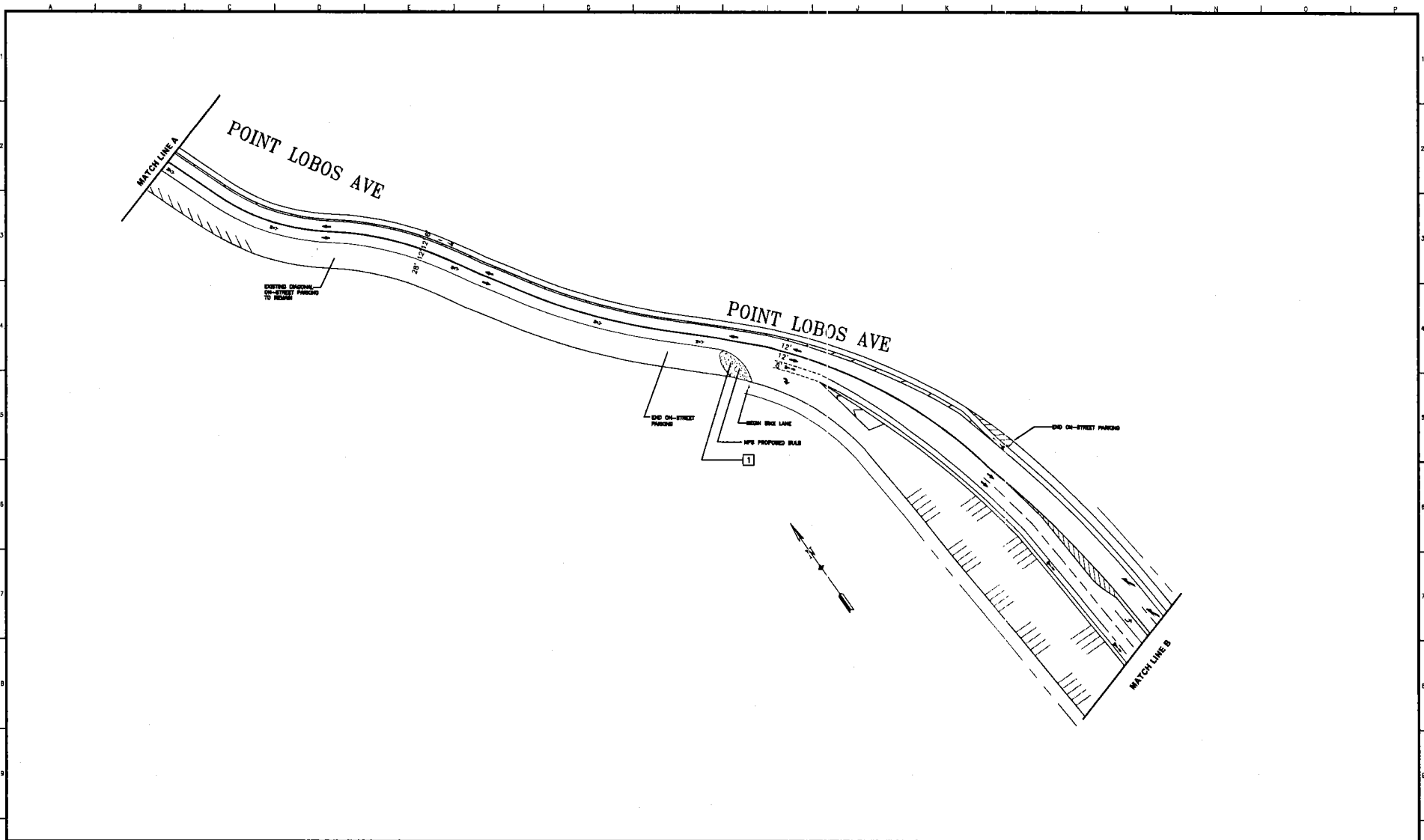
DESIGNED: DATE	05/28/99
DRAWN: DATE	
CHECKED: DATE	

APPROVED	DATE
SECTION ENGINEER	
DEP. DIRECTOR AND CITY TRAFFIC ENGINEER	

SCALE
SHEET OF SHEETS
1 OF 3

PROJECT 7-3 MODIFIED OPTION 1	CONTRACT NO.
POINT LOBOS/GREAT HIGHWAY	DRAWING NO.
ELCAMINO DEL MAR TO FULTON STREET	FILE NO.
	REV. NO.

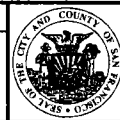
DATE



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



DEPARTMENT OF PARKING AND TRAFFIC
DIVISION OF TRAFFIC ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE: 05/29/09
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DRAWN: DATE:
CHECKED: DATE:

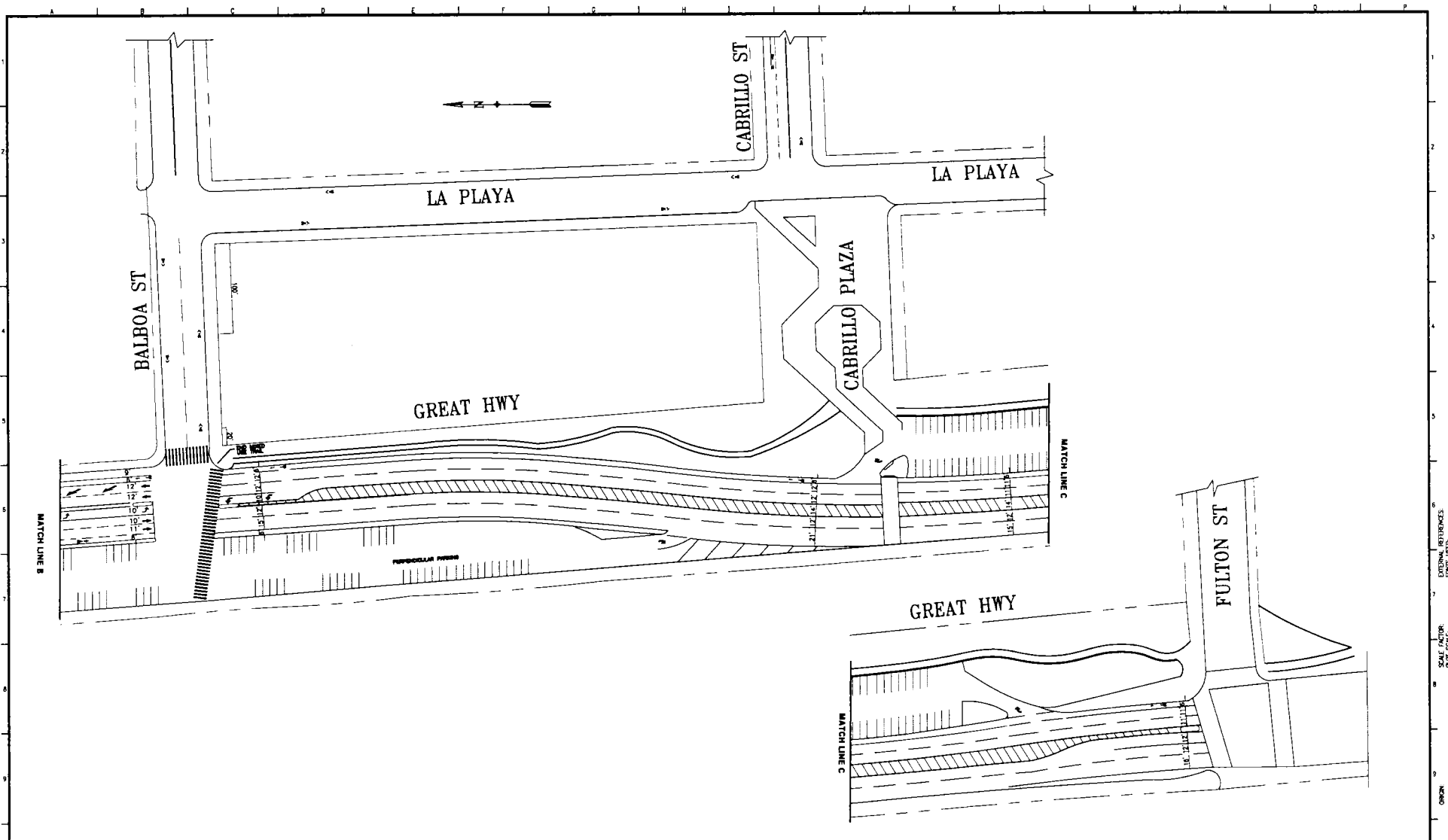
APPROVED
SECTION ENGINEER DATE:
DEP. DIRECTOR AND CITY TRAFFIC ENGINEER DATE:


SCALE:
SHEET OF SHEETS
2 OF 3

PROJECT 7-3 MODIFIED OPTION 1
POINT LOBOS/GREAT HIGHWAY
ELCAMINO DEL MAR TO FULTON STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: DATE: ORIGINAL: SCALE: FACTOR: PLOT SCALE: EXTERNAL REFERENCES: POINTS USED:

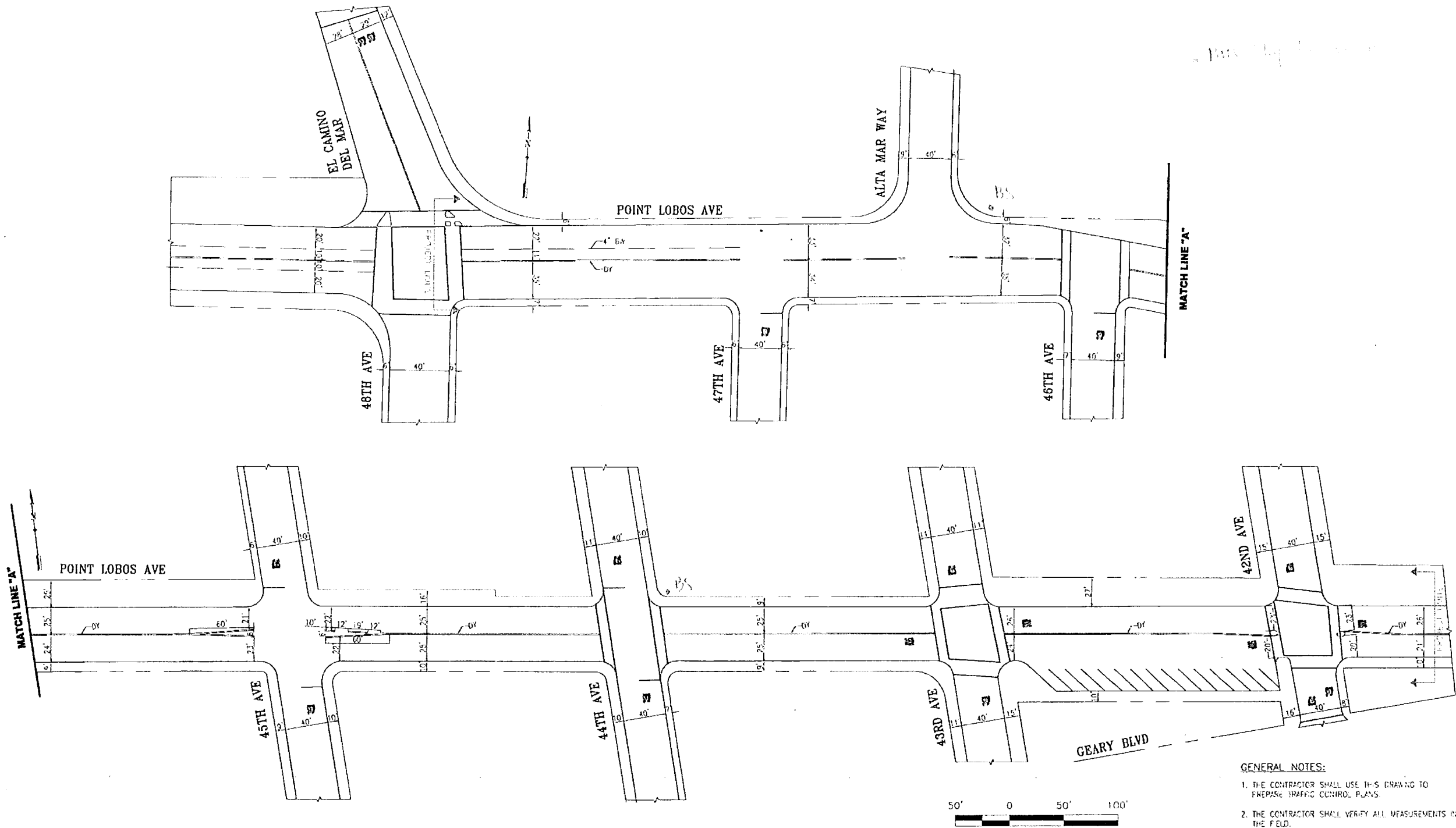


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NO.	DATE	DESCRIPTION	BY	APP.																																	

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

APPENDIX B
Modified Project 7-3 Eastern Extension

ATTACHMENT #1
EXISTING



- GENERAL NOTES:
1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
 2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
 3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRAFFIC TO SEE IF YOU HAVE LATEST REVISION				

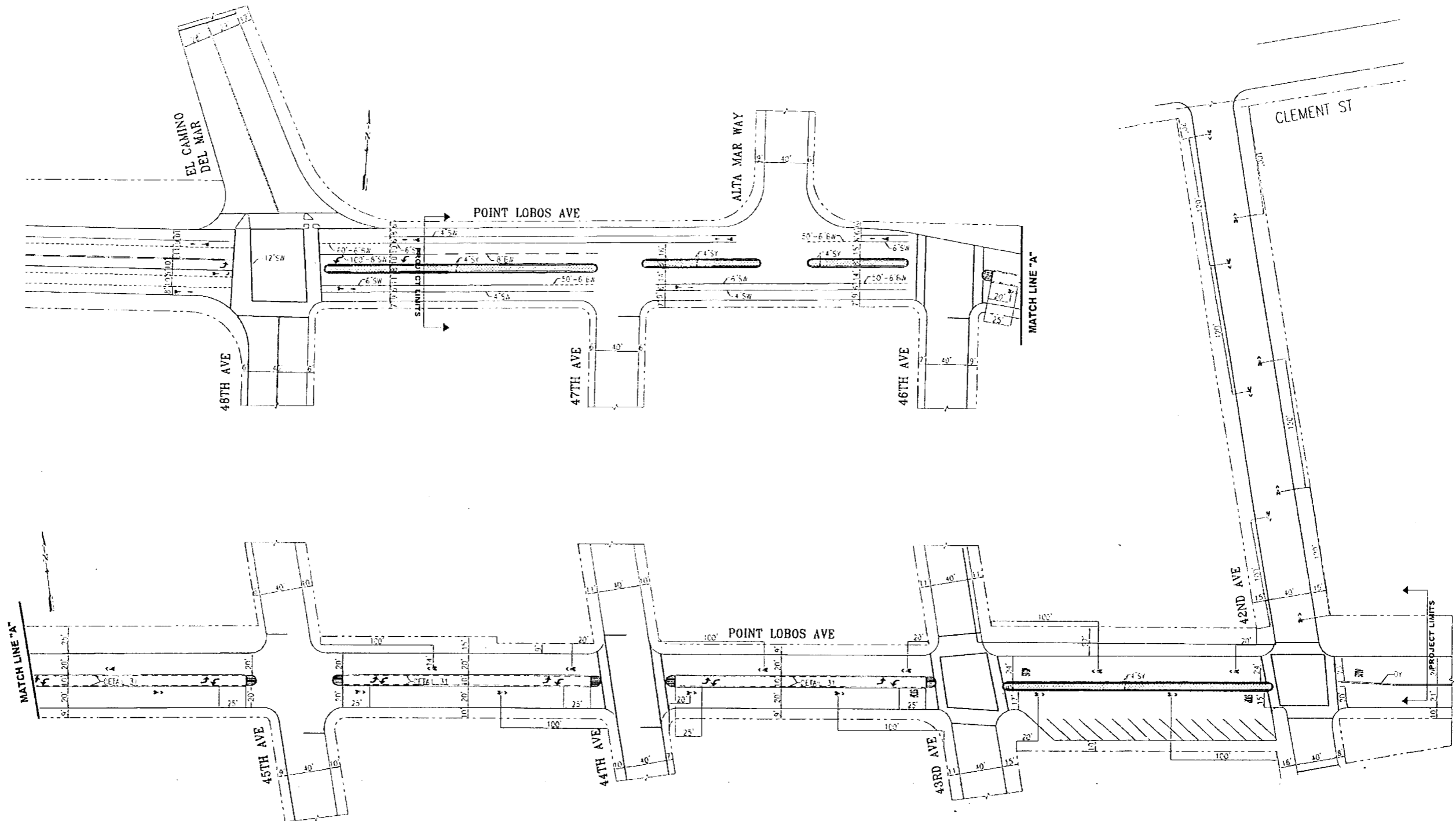


SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

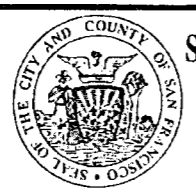
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CHECKED: DVS	DATE: 08/14/2012	CITY TRAFFIC ENGINEER	DATE:	SHEET OF SHEETS 1 OF 2	EXISTING TRAFFIC STRIPING	DRAWING NO. T-1.0
						FILE NO.
						REV. NO. 0

EXTERNAL REFERENCES: NREFS
SCALE FACTOR: XX
PLOT SCALE: 1"=1'
ORIGIN: SECTION
FILE NAME: BCC-ST02.DWG
DATE: --/--/--

ATTACHMENT # 2
PROPOSED



NO.	DATE	DESCRIPTION	BY	APP.
1		TABLE OF REVISIONS		
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

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CHECKED	DATE	CITY TRAFFIC ENGINEER	DATE
DVS	03/15/2012		

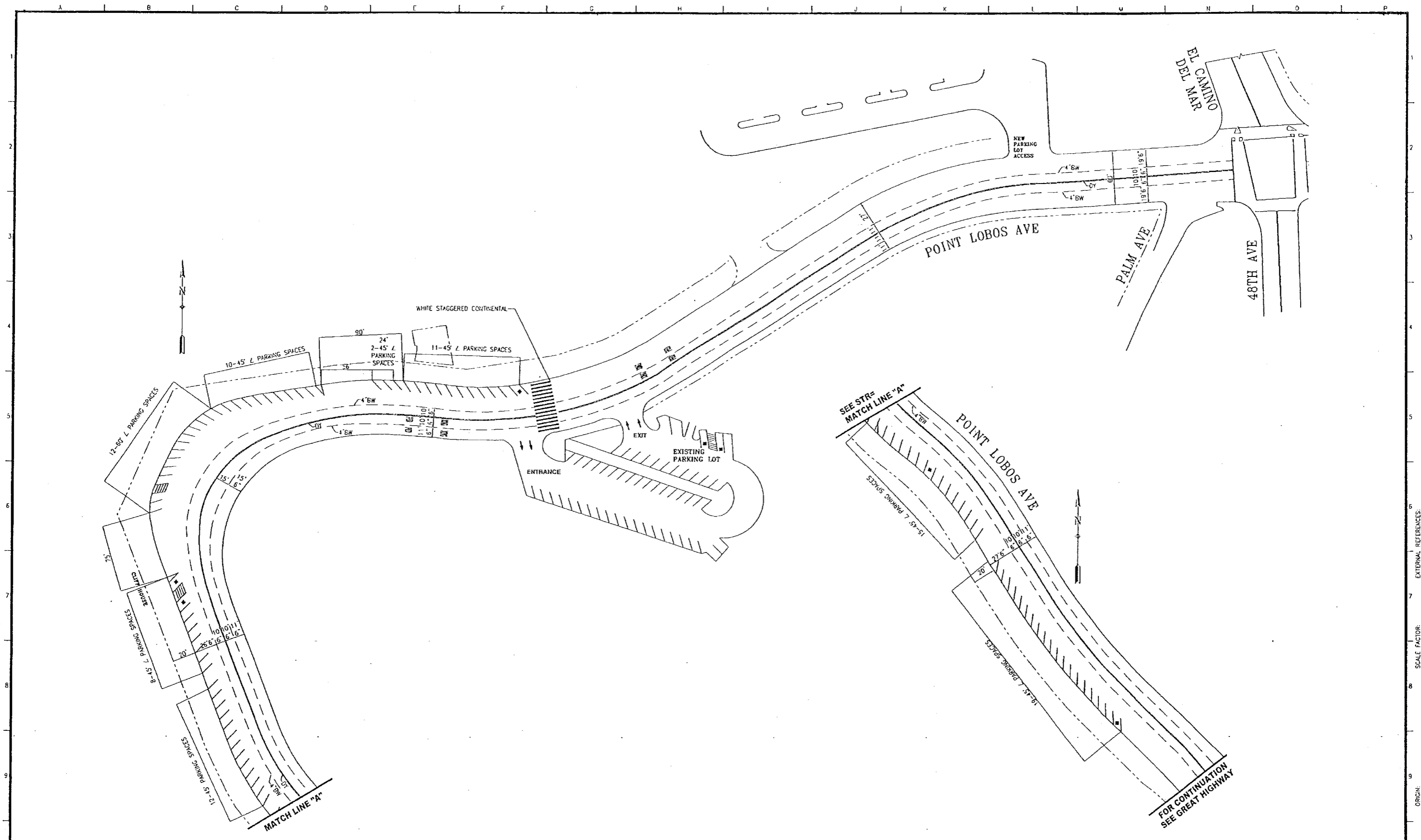
APPROVED	SCALE
	1" = 50'
	SHEET OF SHEETS
	1 OF 1

TRAFFIC STRIPING
POINT LOBOS AVE
48TH TO 42ND AVANUE

CONTRACT NO.
DRAWING NO. STR-
FILE NO.
SHEET NO. 0

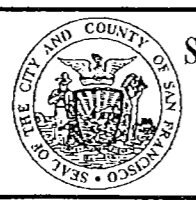
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ORIGIN: SECTION
SCALE FACTOR: XX
PLOT SCALE: 1:1
EXTERNAL REFERENCES: XREFS
PLANTS: USDL, TOPICS

EXISTING



EXTERNAL REFERENCES:
FONT'S USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
DATE:

NO.		DATE	AS PER FIELD CHECK	DESCRIPTION	BY	APP.
TABLE OF REVISIONS						
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION						



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

SUPERCEDES STR-646B
REV. 9

DRAWN: DATE:
RDM
CHECKED: DATE:
KC

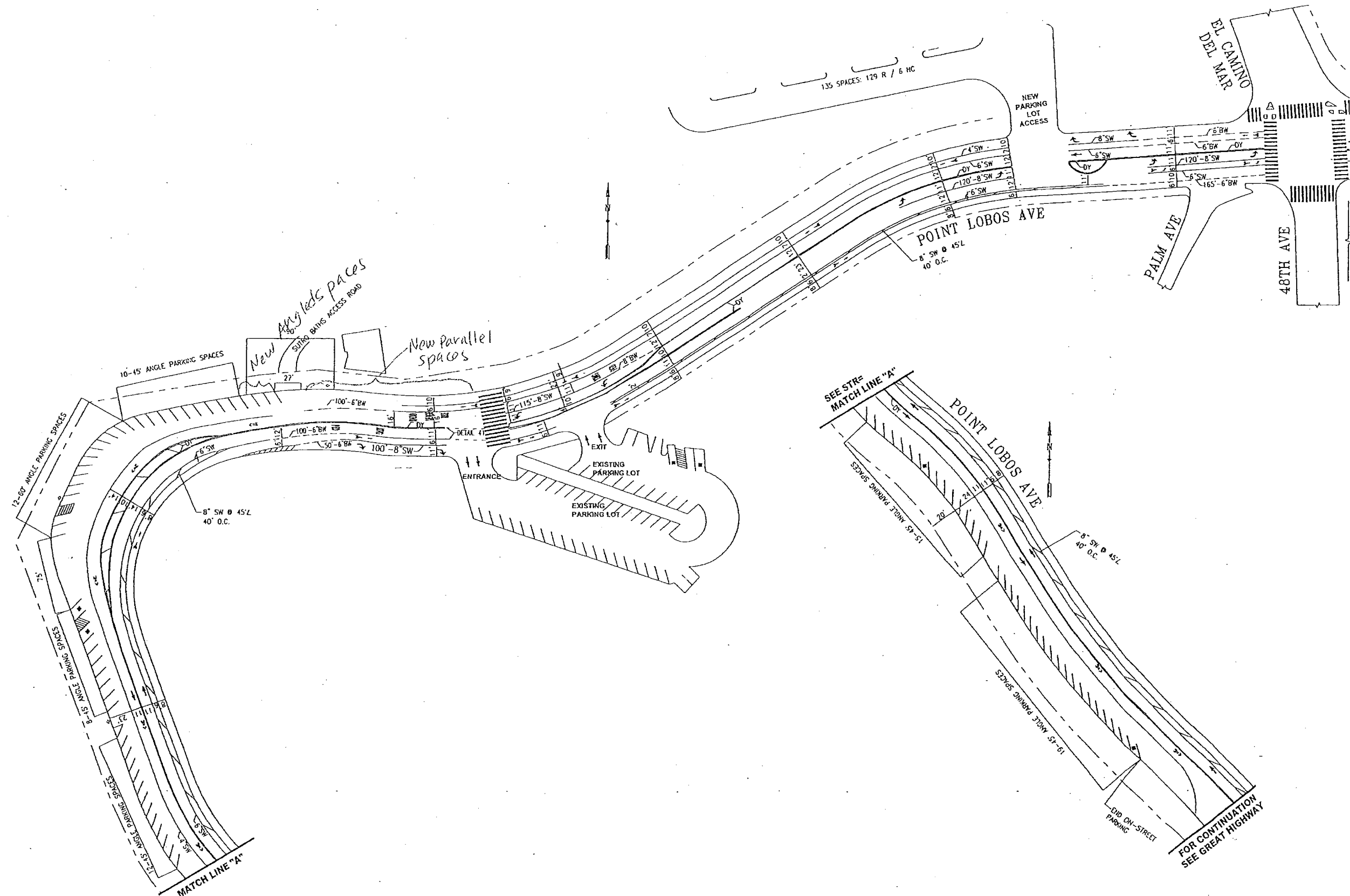
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CITY TRAFFIC ENGINEER DATE:

SCALE:
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SHEET OF SHEETS
1 OF 2

STRIPING DRAWING
POINT LOBOS
EL CAMINO DEL MAR TO GREAT HIGHWAY

CONTRACT NO.
DRAWING NO. STR-
FILE NO.
REV. NO. 0

PROPOSED



EXTERNAL REFERENCES:
POINTS USED:

SCALE FACTOR:
PLOT SCALE:

ORIGIN:

FILE NAME:
DATE:

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

APPROVED		SCALE:	
DRAWN:	DATE:	SENIOR ENGINEER	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:

SHEET OF SHEETS
1 OF 2

STRIPING DRAWING
POINT LOBOS
EL CAMINO DEL MAR TO GREAT HIGHWAY

CONTRACT NO.
DRAWING NO.
STR-
FILE NO.
REV. NO.
1

APPENDIX C

TRAFFIX OUTPUT

INTERSECTION LEVEL OF SERVICE CALCULATIONS

SF Bicycle EIR Study, Wilbur Smith Associates
Future Plus Project Conditions

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Point Lobos/48th

Cycle (sec): 65 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 7 Average Delay (sec/veh): 12.7
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	0

Volume Module:

Base Vol:	26	0	7	16	7	236	84	323	10	29	409	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	7	16	7	236	84	323	10	29	409	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	0	7	17	7	248	88	340	11	31	431	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	7	17	7	248	88	340	11	31	431	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	0	7	17	7	248	88	340	11	31	431	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.68	0.76	0.76	0.71	0.39	0.98	0.91	0.47	0.98	0.91
Lanes:	0.78	0.00	0.22	0.70	0.30	1.00	1.00	0.97	0.03	1.00	0.98	0.02
Final Sat.:	1079	0	290	1001	438	1343	747	1795	56	888	1818	36

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.03	0.02	0.02	0.18	0.12	0.19	0.19	0.03	0.24	0.24
Crit Moves:	****						****					
Green Time:	25.0	0.0	25.0	25.0	25.0	25.0	33.0	33.0	33.0	33.0	33.0	33.0
Volume/Cap:	0.07	0.00	0.07	0.04	0.04	0.48	0.23	0.37	0.37	0.07	0.47	0.47
Delay/Veh:	12.9	0.0	12.9	12.5	12.5	18.0	10.4	10.9	10.9	8.4	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	12.9	12.5	12.5	18.0	10.4	10.9	10.9	8.4	12.0	12.0
LOS by Move:	B	A	B	B	B	B	B	B	B	A	B	B
HCM2kAvgQ:	0	0	0	0	0	4	1	4	4	0	6	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Point Lobos/48th

Cycle (sec): 65 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 7 Average Delay (sec/veh): 11.5
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	20	0	5	12	5	181	65	250	7	19	276	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	5	12	5	181	65	250	7	19	276	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	0	5	13	5	191	68	263	7	20	291	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	5	13	5	191	68	263	7	20	291	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	0	5	13	5	191	68	263	7	20	291	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.72	0.76	0.76	0.71	0.50	0.98	0.91	0.96	0.96	0.78
Lanes:	0.79	0.00	0.21	0.71	0.29	1.00	1.00	0.97	0.03	0.06	0.94	1.00
Final Sat.:	1155	0	289	1018	424	1346	953	1801	50	117	1704	1477

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.14	0.07	0.15	0.15	0.17	0.17	0.00
Crit Moves:				****						****		
Green Time:	25.0	0.0	25.0	25.0	25.0	25.0	33.0	33.0	33.0	33.0	33.0	33.0
Volume/Cap:	0.05	0.00	0.05	0.03	0.03	0.37	0.14	0.29	0.29	0.34	0.34	0.01
Uniform Del:	12.5	0.0	12.5	12.5	12.5	14.3	8.5	9.2	9.2	9.5	9.5	7.9
IncrementDel:	0.2	0.0	0.2	0.0	0.0	1.8	0.6	0.8	0.8	1.0	1.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.7	0.0	12.7	12.5	12.5	16.2	9.1	10.0	10.0	10.5	10.5	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	12.7	12.5	12.5	16.2	9.1	10.0	10.0	10.5	10.5	7.9
LOS by Move:	B	A	B	B	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	0	3	1	3	3	4	4	0

Note: Queue reported is the number of cars per lane.
