



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Supplemental Environmental Impact Report

Addendum Date: November 17, 2015
Case No.: **2007.0347E**
Project Title: **Second Street Improvement Project Supplemental Environmental Impact Report (EIR) to the San Francisco Bicycle Plan EIR**
EIR: 2007.0347E, certified August 13, 2015
(State Clearinghouse No. 2008032052)
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REMARKS

Background

A final supplemental environmental impact report (SEIR) to the San Francisco Bicycle Plan Project EIR for the subject project, file number 2007.0347E, was certified on August 13, 2015. The project analyzed in the SEIR consists of changes to the Second Street right-of-way (ROW) between Market and King Streets in order to implement bicycle facilities, transit improvements, and pedestrian improvements. Consistent with San Francisco's Complete Streets policy, water and sewer infrastructure improvements would also be made as part of the proposed project. In addition, the overhead utilities along Second Street between Stillman and Townsend Streets would be relocated underground. In general, the proposed project would include reducing travel lanes along the Second Street corridor from two lanes in each direction to one lane in each direction in order to implement bicycle facilities (cycle tracks and bicycle lanes), consistent with the San Francisco Bicycle Plan (Bicycle Plan). The one exception to this would be the segment of Second Street between Harrison and Bryant streets, where the lane configuration would be changed in the northbound direction from three travel lanes to two as follows. The three northbound lanes — one through-lane, one right-turn through-lane, and one right-turn only lane — would be changed to two northbound lanes: one right-turn only lane and a through-lane.

Pedestrian improvements proposed as part of the project are the following: widen the sidewalks from 10 feet to 15 feet on Second Street between Harrison and Townsend Streets; pedestrian bulb-outs at Second Street and South Park Street; raised crosswalks at all alleys (Stevenson, Jessie, Minna, Natoma, Tehama, and Clementina Streets, Dow Place, Stillman Street, Taber Place, Federal, and De Boom Streets); and the installation of pedestrian-scale lighting. Implementation of a pedestrian and bicycle signal phase on Second Street at all intersections. Lastly, a new signal would be installed at the intersection of Second and South Park Streets to facilitate pedestrian crossing and traffic movements from eastbound South Park Street.

Outside of the Second Street corridor, changes would be made to the parking configurations, loading and curb designations (i.e., the red, yellow, and white zones), and bus zones along Brannan Street, Harrison Street, and a portion of Townsend Street near their intersections with Second Street.

Proposed Revisions to Project

Subsequent to the certification of the final SEIR, the Second Street Improvement Project design has been modified by Public Works and the SFMTA. The Modified Project differs from that analyzed in the SEIR primarily with respect to the location of bus boarding islands. In addition, the modified bus boarding island locations also would result in minor changes to the proposed bicycle facilities, pedestrian facilities, and to affected parking and loading spaces. These changes are discussed in detail below.

The Modified Project would not change the water main replacement between Market and Howard Streets, the sewer rehabilitation and replacement along the Second Street corridor between Market and King Streets, or to the undergrounding of overhead utilities between Stillman and Townsend Streets. Therefore, those project components will not be discussed further in this document.

Bicycle Facilities

The proposed project would include installation of a cycle track in the northbound and southbound directions on Second Street, between Stevenson and Townsend Streets, and would include the installation of a Class II bicycle lane between Stevenson and Market Streets. The Modified Project would not install the bicycle lane between Stevenson and Market Streets in the northbound direction and would instead continue the northbound cycle tracks on Second Street from Stevenson to Market. Therefore, under the Modified Project, the cycle tracks would be installed on Second Street between Market and Townsend Streets in the northbound direction and between Stevenson and Townsend Streets in the southbound direction.

Under the proposed project, a green-painted, bicycle box¹ would be provided at the intersection of Second and Market Streets in the northbound lane. Bicyclists waiting to turn left or right would be able to queue in this space, separated from vehicles in the travel lane behind. Under the Modified Project, no bicycle box would be provided. In addition, a separate signal phase for bicycle and pedestrians would be implemented at the intersection of Second and Market Streets to remove conflicts between through bicycles and pedestrians crossing Market Street with turning vehicles.

Under the Modified Project, a two-stage, left-turn bicycle queue box² would also be implemented at the intersection of Second and South Park Streets for northbound left bicycle turns onto South Park Street. Under the Modified Project, the portion of the existing westbound bicycle lane on Townsend Street west of its intersection with Second Street adjacent to the new flag stop³ would be marked with a dashed line to indicate that buses may stop in the bicycle lane to pick up passengers.

¹ Bicycle boxes are striped waiting areas for bicyclists situated behind a crosswalk and in front of a motor vehicle stop bar. The motor vehicle stop bar is moved back 6 to 12 feet from the crosswalk to accommodate the bicycle box. Bicycle boxes allow bicyclists approaching an intersection in a bicycle lane to move to the front of a queue of motor vehicles during the red traffic signal indication, and position themselves for turning movements at the intersection.

² Two-stage bicycle left-turn queue boxes facilitate left turns by people on bicycles from a bikeway on the right side of the street, thereby avoiding the need to merge with motor vehicle traffic. On a green light, bicyclists travel straight across the intersection from the right-hand bicycle lane to the marked turn box, where they can turn to their left and wait until the light changes to proceed with the cross-street traffic along their route. The queue box is outside the path of travel for through-moving bicyclists and is separate from the pedestrian crosswalk.

³ A flag stop (also referred to as a pole stop) is defined as a transit stop without a designated curbside zone and where parking is not restricted. Some flag stops are located on streets without parking, in which case the bus can either stop in the mixed-flow lane or pull over to the curb. At flag stops adjacent to on-street parking, all

Transit

The Modified Project would implement bus boarding islands in different locations than proposed in the SEIR as summarized in Table 1, Bus Boarding Island Locations. Under the proposed project, four of the proposed bus boarding island locations resulted in the inbound and outbound bus boarding islands being located opposite one another on the same block of Second Street. Under the Modified Project, the new bus boarding island locations would not result in any inbound and outbound boarding islands opposing one another on the same block. The project proposed a bus boarding island on east side of Second

Table 1: Bus Boarding Island Locations

Second Street Segment	Original Boarding Island Location on Second Street	Modified Boarding Island Location on Second Street
Market to Stevenson Streets	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> East side, nearside of intersection with Market Street
Stevenson to Jessie Streets	<ul style="list-style-type: none"> East side, nearside of intersection with Stevenson Street West side, farside of intersection with Stevenson Street 	<ul style="list-style-type: none"> Removed from project. No Change
Minna to Natoma Streets	<ul style="list-style-type: none"> East side, nearside of intersection with Minna Street 	<ul style="list-style-type: none"> Removed from project.
Natoma to Howard Streets	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> East side, farside of intersection with Howard Street
Howard to Tehama Streets	<ul style="list-style-type: none"> West side, farside of intersection with Howard Street 	<ul style="list-style-type: none"> No Change
Dow Place to Harrison Street	<ul style="list-style-type: none"> East side, midblock West side, midblock 	<ul style="list-style-type: none"> No Change Removed from project.
Harrison to Stillman Streets	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> West side, farside of the intersection with Harrison Street
Taber Place to South Park Street	<ul style="list-style-type: none"> West side, at nearside of intersection with South Park Street 	<ul style="list-style-type: none"> Removed from project.
Federal to De Boom Streets	<ul style="list-style-type: none"> East side, nearside of intersection with Federal Street 	<ul style="list-style-type: none"> No Change
South Park to Brannan Streets	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> West side, farside of intersection with South Park Street
Brannan to Townsend Streets	<ul style="list-style-type: none"> East side, farside of intersection with Townsend Street 	<ul style="list-style-type: none"> No Change
Source: San Francisco Public Works 2014.		

Street nearside of the intersection with Stevenson Street. However, the Modified Project would instead install a bus boarding island on the east side of Second Street nearside of the intersection with Market Street. The project proposed a bus boarding island on east side of Second Street nearside of the intersection with Minna Street (between Minna and Natoma Streets). However, the Modified Project would instead install a bus boarding island on the east side of Second Street farside of the intersection of

passengers, including wheelchair users, must board and exit buses in the street since the bus cannot pull to the curb.

Howard Street. The bus boarding island proposed on the west side of Second Street nearside of the intersection with South Park Street would not be installed. Instead under the Modified Project, a bus boarding island would be installed on the west side of Second Street on the farside of its intersection with South Park Street.

In addition, the proposed project would have installed a bus zone in the outbound direction on Townsend Street at the northwest corner of Second and Townsend Streets. Instead of a bus zone, the Modified Project would install a flag stop at the same location such that the existing curbside emergency vehicle parking would be retained.

Pedestrians

The proposed project would widen the sidewalks on Second Street between Harrison and Townsend Streets from 10 feet to 15 feet. Under the Modified Project, the sidewalk widening on the west side of Second Street would begin 80 feet south of the Second Street intersection with Harrison Street instead of at the Second and Harrison Streets intersection. Due to the proposed bus boarding island on the east side of Second Street nearside of the intersection with Market Street, the Modified Project would also implement a separate signal phase for bicycle and pedestrians at the intersection of Second and Market Streets to remove conflicts between through bicycles and pedestrians crossing Market Street with turning vehicles.

Parking

The proposed project would result in the removal of approximately 137 of the 168 standard street parking spaces and 19 of the 56 motorcycle spaces on Second Street between Market and King Streets; a total of 30 general metered spaces, one blue ADA-accessible space, and 37 motorcycle spaces would remain along the Second Street corridor. The proposed project would create approximately eight new on-street parking spaces on side streets in the project vicinity, which would include one blue ADA-accessible space on Harrison Street, resulting in an overall net reduction of approximately 129 standard on-street parking spaces⁴ and 19 motorcycle parking spaces for the proposed project.

Compared to the proposed project, the Modified Project would remove an additional six general metered parking spaces from the project vicinity and 13 motorcycle parking spaces. There would be a net reduction of 135 general metered parking spaces and 32 motorcycle parking spaces under the Modified Project. In particular, the Modified Project would remove three general metered parking spaces from the north side of South Park Street and three general metered parking spaces from the south side of South Park Street from its intersection with Second Street to the end of metered parking on South Park Street.

The Modified Project would still create approximately eight new on-street parking spaces on side streets, which would include creation of one blue ADA-accessible space on Harrison Street, resulting in an overall net reduction of approximately 135 standard on-street parking spaces and 32 motorcycle parking spaces.

⁴ For the purpose of environmental analysis, the blue ADA-accessible parking spaces on Second Street are included in the total parking number of parking spaces being removed. Five existing blue ADA-accessible parking spaces along Second Street would be removed. For each one being removed, an existing general metered parking space on the nearby side street would be converted to a blue ADA-accessible parking space. This change in designation from general metered parking space to blue ADA-accessible parking space is not considered parking removal.

Loading Zones

Under existing conditions, there are 41 metered commercial loading stalls or spaces on Second Street between Market and King Streets. Commercial loading spaces adjacent to one another form commercial loading zones in which larger trucks may use more than one stall/space. There are 16 commercial loading zones along Second Street. Unlike commercial loading zones, passenger loading zones may not be metered and are typically described by length in feet. There are approximately 15 designated passenger loading zones along the Second Street corridor between Market and King Streets, which provide capacity for approximately 39 passenger vehicles.⁵ In addition, loading conditions on Harrison Street between Second and Hawthorne Streets include one metered commercial loading stall and two passenger loading zones (88 feet), and on Jessie Street include one metered commercial loading stall on the south side of Jessie Street, and two commercial loading stalls on the north side of Jessie Street.

The proposed project would remove 23 of the 41 yellow commercial loading metered stalls in the project area. However, approximately four of these commercial loading metered stalls could be relocated nearby, and an additional two new commercial loading stalls could be created. Overall, the proposed project would result in a net loss of approximately 19 to 21 on-street commercial loading stalls, depending on whether the two new commercial loading stalls are created.⁶ Approximately eight commercial loading zones, accommodating 20 metered stalls, would remain on Second Street.

The Modified Project would remove 23 of the 41 yellow commercial loading metered stalls in the project area, the same as the proposed project. However, instead of replacing four commercial loading metered stalls, the Modified Project would relocate approximately seven of these commercial loading metered stalls nearby, and an additional two new commercial loading stalls could be created. Overall, the Modified Project would result in a net loss of approximately 16 to 18 on-street commercial loading stalls, depending on whether the two new commercial loading stalls are created at the request of local businesses. Approximately eight commercial loading zones, accommodating 20 metered stalls, would remain on Second Street. In addition, under the Modified Project, three commercial loading stalls would be added to the commercial loading zone located on the south side of Jessie Street between Second and New Montgomery Streets.

With respect to passenger loading, the Modified Project would remove an existing 20-foot long passenger loading zone on east side of Second Street between Bryant and Brannan Streets that would have been retained with the proposed project. This passenger loading zone is currently utilized by a restaurant.

Analysis of Potential Environmental Effects

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

⁵ The 15 passenger loading zones on Second Street have a combined length of 787 feet. The TIS estimated the passenger loading capacity within these zones as approximately 39 passenger loading spaces, which represents the total number of vehicles that can be accommodated at one time.

⁶ Two of the loading spaces would be created only if the local businesses request their installation by the SFMTA.

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

On March 15, 2008, an Initial Study (IS) for the San Francisco Bicycle Plan Project was published and cleared the project (all components) from having potentially significant adverse impacts with implementation of mitigation measures for all CEQA environmental topics, with the exception of transportation and circulation, air quality, and noise. The SEIR for the Second Street Improvement Project supplemented the Bicycle Plan Project IS to address utilities and service systems, hydrology and water quality, hazards and hazardous materials, and greenhouse gas emissions. Mitigation measures were identified to mitigate potential impacts of the project on cultural resources (archeological resources), to a less-than-significant level. This mitigation measure would remain applicable to the Modified Second Street Improvement Project (Modified Project).

The changes to the Modified Project are minor and consist of the following: relocating proposed bus boarding islands at four locations to ensure that inbound and outbound bus boarding islands would not be located opposite one another on the same block of Second Street; the removal of a bicycle box from northbound Second Street at Market Street; the extension of the cycle track in the northbound direction on Second Street to Market Street instead of installing a northbound bicycle lane on Second Street between Stevenson and Market Streets; the implementation of an outbound flag stop for the 10 Townsend bus on Townsend Street west of Second Street instead of a transit zone and restriping the existing bicycle lane with dashed marks; the sidewalk widening from 10 feet to 15 feet on the west side of Second Street between Harrison and Townsend Streets would begin 80 feet south of Harrison Street instead of at the intersection of Harrison Street. The Modified Project would remove six more general metered parking spaces in the project vicinity and 13 more motorcycle parking spaces than the proposed project. The proposed project would result in a net loss of approximately 19 to 21 on-street commercial loading stalls, depending on whether the two new commercial loading stalls are created.⁷ The Modified Project would result in a net loss of approximately 16 to 18 on-street commercial loading stalls, depending on whether the two new commercial loading stalls are created at the request of local businesses. The Modified Project would remove an additional passenger loading space compared with the proposed project.

Such changes were addressed by the analysis in the Bicycle Plan IS as supplemented by the SEIR for the following reasons. The Modified Project would result in similar construction activities to the proposed project analyzed in the IS and SEIR, including the same depth of excavation, approximately 26 feet below ground surface (bgs) for the sewer infrastructure improvements, and would include relocation of catch basins and curb ramps as necessary. Therefore, potential effects for the Modified Project with respect to utilities and service systems, hydrology and water quality, and hazards and hazardous materials would remain similar to the project as analyzed in the IS and supplemented in the SEIR and would not change the finding of less-than-significant effect for these topics. No other changes to the physical environment are anticipated to occur as a result of the Modified Project beyond what was identified in the IS as supplemented in the SEIR. Therefore, only the topics address in the focused SEIR - Cultural and

⁷ Two of the loading spaces would be created only if the local businesses request their installation by the SFMTA.

Paleontological Resources, Transportation and Circulation, Noise and Vibration, and Air Quality are discussed further.

Cultural and Paleontological Resources

The proposed project was reviewed for potential significant Cultural and Paleontological Resources impacts in the Second Street vicinity. The minor changes proposed as part of the Modified Project would not alter the amount of soils disturbance or depth of excavation compared to the proposed project. Therefore, the impacts with respect to Cultural and Paleontological Resources would be similar to those of the proposed project. The mitigation measures identified for the proposed project would apply to the Modified Project, and potential impacts with respect to cultural and paleontological resources would remain less-than-significant with mitigation.

Transportation and Circulation

The proposed project was reviewed for potential significant transportation impacts in the *Second Street Improvement Project Transportation Impact Study*⁸ (TIS) prepared as part of the SEIR. The TIS found that the Second Street Improvement Project would have less-than-significant impacts on bicycles, transit, pedestrians, parking, passenger loading, emergency access, and construction-related transportation under project and cumulative conditions. The TIS also found that the Second Street Improvement Project would have less-than-significant impacts on traffic at 18 of the 29 study intersections, but would result in significant traffic impacts at 11 intersections. Of these 11 intersections, the significant impacts could be mitigated to less-than-significant at three intersections. Significant traffic impacts would remain at eight intersections under proposed project conditions. The TIS also found that the Second Street Improvement Project would have less-than-significant cumulative impacts on traffic at 15 of the 29 study intersections, but would result in significant and unavoidable traffic impacts at 14 intersections. In addition, the proposed project would result in project-level and cumulative significant commercial loading impacts. A mitigation measure was identified for the SFMTA to continue to explore opportunities to add commercial loading spaces along the Second Street corridor as the proposed project's design is further refined. However, due to the uncertainty of providing additional commercial loading spaces, the commercial loading impact was considered significant and unavoidable.

The minor changes proposed for Modified Project are within the scope of the analysis in the SEIR and would not alter the transportation and circulation conclusions of the SEIR as discussed below.

Traffic. The minor changes proposed as part of the Modified Project would not alter the traffic analysis conducted for the proposed project because these changes would not modify the roadway capacity or configuration such that traffic operations would change. At the intersection of Second and Market Street, the Modified Project would introduce a separate signal phase for bicycles and pedestrians due to the relocated bus boarding island to that location. Since this intersection operates at level of service B (LOS B) under existing conditions and at LOS A under the existing plus project conditions, the proposed additional of a separate phase would not result in a significant traffic impact.

⁸ CHS Consulting Group, 2014, *Second Street Improvement Project Transportation Impact Study*. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2007.0347E.

Bicycles. The Modified Project would include most of the bicycle improvements proposed by the project. The Modified Project would also extend the cycle track in the northbound direction for one additional block, implement an additional two-stage, left-turn bicycle queue box, add one separate bicycle and pedestrian signal phase at the intersection of Second and Market Streets, and restripe a portion of an existing bicycle lane with dashed lines on westbound Townsend Street at the intersection of Second and Townsend Streets. The bicycle box proposed at Market Street under the proposed project would not be installed under the Modified Project. The portion of the existing bicycle lane on westbound Townsend Street adjacent to the new flag stop would be marked with a dashed line to indicate that buses may stop in the bicycle lane to pick up passengers. This may result in bicyclists either waiting behind a stopped bus or bicyclists passing the bus on the left side traffic permitting. However, it would not result in a significant bicycle impact. Overall, with the Modified Project bicycle safety would be improved along the Second Street corridor. These minor changes proposed as part of the Modified Project would not result in changes to the conclusions of the bicycle analysis conducted for the proposed project and are within the scope of analysis in the SEIR.

Transit. The Modified Project would result in four bus boarding islands being relocated along the same Second Street corridor in order to prevent inbound and outbound bus boarding islands from being located opposite one another on the same block. The number of transit stops in each direction would not change from what was analyzed under the proposed project, and the resulting stop spacing would continue to meet the SFMTA's Transit Stop Spacing Guidelines. The introduction of bus boarding islands, even at different locations, would still facilitate boarding on and alighting from transit vehicles and improve transit reliability along the Second Street corridor similar to the proposed project.

The proposed project would install a transit zone on the north side of Townsend Street west of Second Street. The Modified Project would instead implement a flag stop instead of a bus zone at this location adjacent to emergency vehicle parking utilized by the San Francisco Fire Department. Bus zones provide bus operators with a clear line-of-sight to see waiting passengers and to pull alongside the curb, improving transit accessibility and passenger convenience since passengers would no longer step into the street to board or to exit the bus. A flag stop (also referred to as a pole stop) is a transit stop without a designated curbside zone and where parking is not restricted. Although installation of a flag stop would not provide the same transit benefit as the installation of a transit/bus zone, flag stops are an acceptable type of transit stop within San Francisco.

Therefore, the minor changes proposed as part of the Modified Project would not alter the transit analysis conducted for the proposed project and is within the scope of the analysis in the SEIR.

Pedestrians. The Modified Project would include most of the pedestrian improvements proposed by the project. In addition, a separate bicycle and pedestrian signal phase would be installed at the intersection of Second and Market Streets. However, in order to accommodate a new location for one of the bus boarding islands, the Modified Project would widen the sidewalk on the west side of Second Street from 10 feet to 15 feet in width beginning 80 feet south of the intersection of Second Street with Harrison Street to Townsend Street instead of widening the sidewalk from the Second and Harrison Streets intersection. Overall, with the Modified Project pedestrian safety would be improved along the Second Street corridor. These minor changes proposed as part of the Modified Project would not result in changes to the conclusions of the pedestrian analysis conducted for the proposed project and are within the scope of analysis in the SEIR.

Parking. The Modified Project would remove six additional general metered parking spaces and an additional 13 motorcycle parking spaces compared to the proposed project. This incremental increase in parking removal as part of the Modified Project would not be substantial and would not result in changes to the parking analysis conducted for the proposed project. The minor parking changes proposed as part of the Modified Project are within the scope of the parking analysis in the SEIR.

Loading. The Modified Project would result in a net loss of fewer commercial loading spaces compared to those removed as part of the proposed project, a net loss of approximately 16 to 18 on-street commercial loading stalls compared to a net loss of 16 to 18 on-street commercial loading stalls for the proposed project. Therefore, loading impacts of the Modified Project would be reduced compared to those for the proposed project. The loading impact would still be considered significant and unavoidable with mitigation, and mitigation measure M-TR-22, Provision of Replacement Commercial Loading Stalls, would still apply to the Modified Project.

Passenger loading/unloading zones (i.e., white zones) provide a place to load and unload passengers for adjacent businesses and residences, and are intended for quick passenger drop-off and pick-up. These zones require a permit be issued by SFMTA and renewed annually. The Modified Project would result in the loss of one additional passenger loading space compared to the proposed project. While the loss of passenger loading/unloading zones may be an inconvenience, it would not create potentially hazardous conditions or significant delays to traffic, transit, pedestrians, or bicycles; therefore, the loss of passenger loading/unloading zone would be considered a less-than-significant impact.

The minor changes with respect to loading proposed as part of the Modified Project are within the scope of the loading analysis in the SEIR.

Emergency Access. Emergency access impacts were found to be less-than-significant for the proposed project. The Modified Project would change the locations of four bus boarding islands such that the new bus boarding island locations would not result in any inbound and outbound boarding islands opposing one another on the same block. This would improve emergency access by eliminating a potential pinch point identified for the proposed project. The minor changes proposed as part of the Modified Project are within the scope of the emergency access analysis in the SEIR.

Construction-related transportation. The minor changes proposed as part of the Modified Project would not result in changes to the construction-related transportation analysis conducted for the proposed project because the construction activities for the Modified Project would be similar in scope and duration as for the proposed project. The Modified Project would be subject to the same City requirements with respect to construction transportation management and regulations for working within City streets. Therefore, the minor parking changes proposed as part of the Modified Project are within the scope of the construction-related transportation analysis in the SEIR.

Noise and Vibration

The proposed project is an infrastructure project. Once constructed, the proposed project would not result in operational noise and vibration impacts. The minor changes proposed for Modified Project are within the scope of the analysis in the SEIR and would not alter the construction noise and vibration conclusions of the SEIR for the following reasons. The construction activities for the Modified Project would be similar in scope and duration as for the proposed project. Therefore, the potential noise and vibration impacts of

the Modified Project would be similar to the proposed project. Because construction of the Modified Project would still require the use of a concrete saw, Mitigation Measure M-NO-1, Control or Abatement of Concrete Saw Operation Noise would still apply to the Modified Project. With implementation of M-NO-1, the construction noise impacts would be reduced to less-than significant as described in the SEIR.

Air Quality

The proposed project is an infrastructure project. Once constructed, the proposed project would not result in operational air quality impacts. The minor changes proposed for Modified Project are within the scope of the analysis in the SEIR and would not alter the construction air quality conclusions of the SEIR for the following reasons. The construction activities for the Modified Project would be similar in scope and duration as for the proposed project. Therefore, the potential air quality impacts of the Modified Project would be similar to the proposed project. Construction of the Modified Project would still require the implementation of Mitigation Measure M-AQ-2, Construction Emissions Minimization, would still apply to the Modified Project. With implementation of M-AQ-2, the construction air quality impacts would be reduced to less-than significant as described in the SEIR.

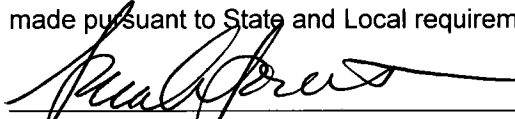
Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final Supplemental EIR certified on August 13, 2015 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the SEIR, 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:

November 24, 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: Cristina Calderon Olea, San Francisco Public Works
- Ellen Robinson, San Francisco Municipal Transportation Agency
- Project Distribution