

Addendum to Environmental Impact Report

Addendum Date: May 19, 2017

Project Title: Geary Corridor Bus Rapid Transit Project

EIS/EIR: Geary Corridor Bus Rapid Transit Project, EIR Certified January 5, 2017

Project Sponsor: San Francisco Municipal Transportation Agency (SFMTA)

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Lead Agency: San Francisco County Transportation Authority (SFCTA)

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Background

The Geary Corridor Bus Rapid Transit (BRT) Project comprises a package of transit and pedestrian improvements along 6.5 miles of City streets referred to herein as “the Geary corridor.” The Geary corridor encompasses the entirety of Geary Boulevard/Geary Street from Market Street west to 48th Avenue. The corridor also includes portions of Market, Mission, 1st, Fremont, and Beale Streets (to connect to the Transbay Terminal) as well as the one-way portion of O’Farrell Street between Van Ness and Market Street.

The Geary BRT Project would add dedicated bus lanes, upgraded bus stops/shelters, improved pedestrian crossing features, transit and traffic signal upgrades, and other features intended to provide faster, more reliable bus service and a safer pedestrian environment on the Geary corridor as well as on adjacent portions of intersecting side streets.

The purpose of the Geary BRT Project is to:

- Improve transit performance on the corridor as a key link in the City’s rapid transit network to improve the passenger experience and promote high transit use
- Improve pedestrian conditions and pedestrian access to transit
- Enhance transit access and the overall passenger experience, while maintaining general vehicular access circulation

Project Description

The Project would implement physical roadway and lane changes between Market and 34th Streets, but would also implement bus service amenities and improvements between the Transbay Transit Center and 48th Avenue. The Project would result in bus-only lanes along the Geary corridor from the Transbay Terminal to 34th Avenue. Bus-only lanes, currently installed on Geary and O’Farrell Streets between Market and Gough Streets enhance transit service by separating bus traffic from regular (mixed-flow) traffic. This separation would reduce bus delays and improve reliability. In addition to bus-only lanes, the Project includes numerous transit and pedestrian supportive elements, including but not limited to bus and pedestrian bulb outs and pedestrian safety zones to help expedite access and loading, traffic signal upgrades, upgraded station amenities, and resurfacing of mixed-flow traffic lanes.

Approval Actions

On January 5, 2017, SFCTA certified a Final Environmental Impact Report (EIR) for the Geary Corridor BRT Project. In addition to certifying the EIR, SFCTA approved the Geary BRT project and selected a locally preferred alternative (LPA), hereafter referred to as the “BRT Project” or “Project.” SFCTA filed a Notice of Determination on January 6, 2017.

Previously, in October 2015, SFCTA and the Federal Transit Administration (FTA) had jointly published a Draft Environmental Impact Statement (EIS)/EIR. The certified Final EIR responded to several hundred public comments on the Draft EIS/EIR.

Although the Draft EIS/EIR had been prepared as a joint document to meet requirements of both federal and state environmental laws, SFCTA and FTA agreed in December 2016 to prepare separate final documents. A Final EIS and Record of Decision (ROD) for the Geary Corridor BRT Project are expected to be issued by FTA in 2017.

Since certification of the Final EIR and selection of the LPA, one project modification related to the location of the transition from center-running to side running bus-only lanes, and one project refinement related to construction phasing have been identified. The remainder of this document describes these changes, and evaluates their potential for environmental impacts not previously addressed in the Draft or Final EIR.

Proposed Modification: Outer Richmond Transition Area

The Project as described in the Draft EIS/EIR and Final EIR assumed a transition from center- to side-running bus lanes in the Outer Richmond neighborhood between 26th and 27th Avenues (see Figure 1). As shown in Figure 1, both eastbound and westbound buses were proposed to transition to or from center/side-running lanes between 26th and 27th Avenues.

As proposed in the Draft EIS/EIR and Final EIR, this design would eliminate nine of the 18 existing angled on-street parking spaces on the north side of Geary between 26th and 27th Avenues due to a combination of the conversion of existing angled spaces to parallel spaces and installation of buffer areas between spaces. On the north side of Geary between 27th and 28th Avenues, the design as proposed in the Draft EIS/EIR would add one parallel parking space to the existing seven parallel parking spaces (eight parallel spaces would result).

The northern side of the block between 26th and 27th Avenues is occupied by the Holy Virgin Cathedral (6210 Geary Boulevard), a religious and community facility. To better accommodate the parking and loading concerns of the facility, the agencies have proposed to modify the transition, as shown below in Figure 2.

As shown in Figure 2, the *westbound* transition would shift one block to the west, to the block between 27th and 28th Avenues. In other words, the center running bus lane would continue for one additional block west. Buses would therefore transition from center running to side running lanes between 27th and 28th Avenues.

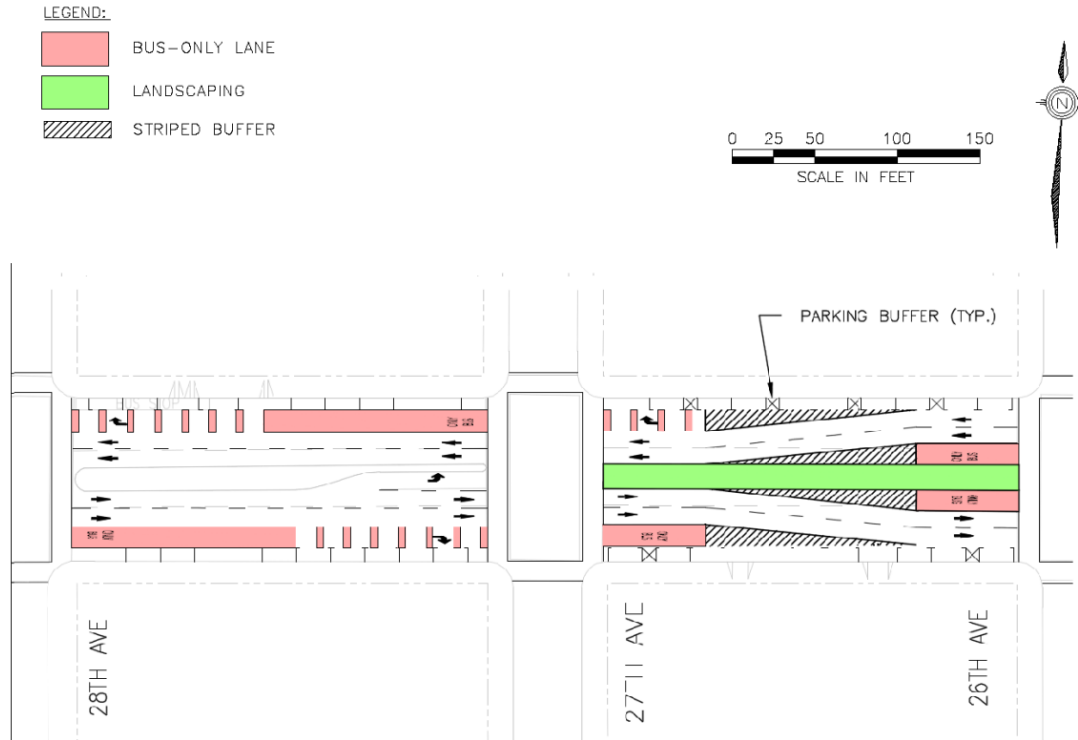


Figure 1. Hybrid Alternative Bus Lane Configuration between 26th and 28th Avenues Proposed in the Draft EIS/EIR and Final EIR

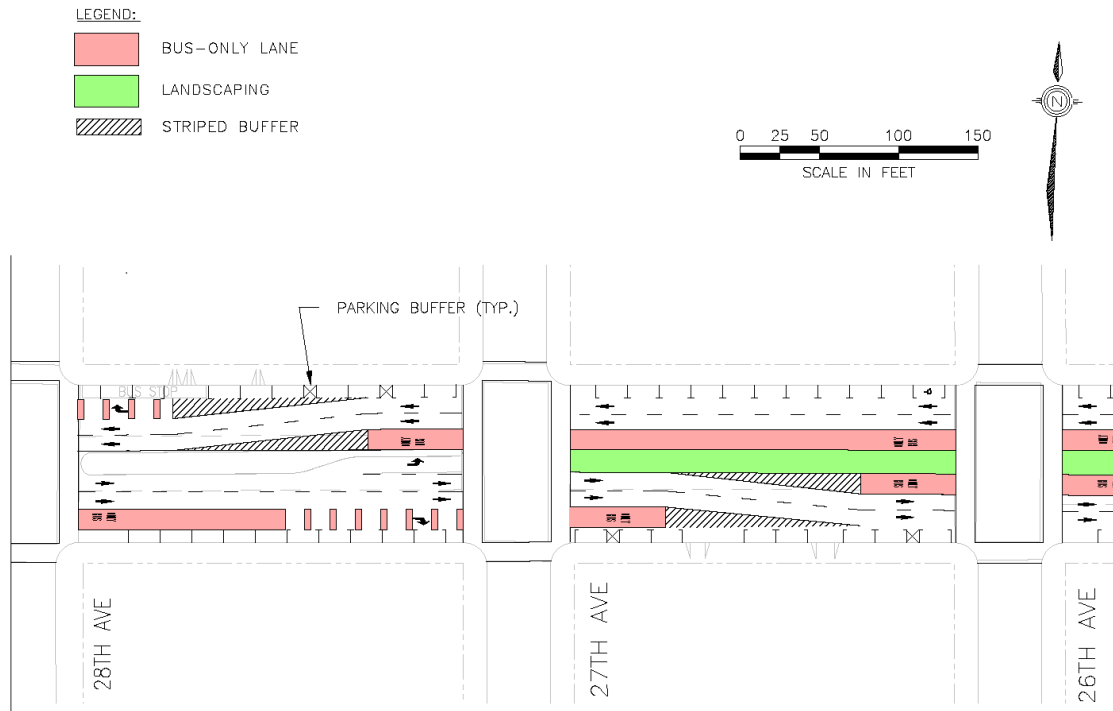


Figure 2. Hybrid Alternative Bus Lane Configuration Change between 26th and 28th Avenues Proposed in the Final EIS

No parking buffer areas would be installed on the north side of Geary (immediately adjacent to the Cathedral) between 26th and 27th Avenues, thus preserving two additional parking spaces (retaining 11 of the existing 18 spaces). With this design, the number of parking spaces remaining on the north side of Geary between 27th and 28th Avenues would not change relative to the project as proposed in the Draft EIS/EIR and the Final EIR: a total of eight parallel spaces, an increase of one space over existing conditions.

See the discussion of Parking and Loading conditions below for a complete accounting of parking changes between the original and revised proposed designs.

The *eastbound* transition would remain as proposed in the Draft EIS/EIR and Final EIR, between 26th and 27th Avenues on the south side of Geary Boulevard. No modification to the eastbound transition is proposed.

To achieve the proposed modification depicted in Figure 2, the following changes to roadway striping aspects of the approved project would be necessary.

- Additional red roadway coloring (denoting a bus-only lane) in the westbound innermost (closest to center) lane for approximately one third of Geary between 27th and 28th Avenues.
- Striping of parking buffers on the north side of Geary between 27th and 28th Avenues, instead of between 26th and 27th Avenues as previously proposed, resulting in the provision of two additional parking spaces between 26th and 27th Avenues.

The proposed modification would retain the existing planted median between 27th and 28th Avenues. The proposed modification would not increase the need for excavation or median removal relative to what was disclosed in the Draft EIS/EIR and Final EIR.

In addition to the proposed physical shift in bus-only lanes, the proposed modification shown in Figure 2 would require operational changes to transit signal timing/queue jumps.

A queue jump is the term used to describe the efficient transition of buses from dedicated, bus-only lanes to mixed-flow traffic lanes. The intent of a queue jump is to use traffic signal timing to allow a bus to enter mixed traffic flow in a priority position so as to reduce delay and improve reliability.

Prior to the proposed modification, the westbound transit signal queue jump was to have been located at 26th Avenue; eastbound, the queue jump was to have been at 27th Avenue. With the proposed modification, both transit signal queue jumps would be located at 27th Avenue. Based on analysis conducted by SFMTA, this change in queue jumps would not require any change to pedestrian signal timing at either 26th or 27th Avenues. Indeed, the consolidation of both queue jumps to one intersection would allow for more efficient signal coordination.

Analysis of Potential Environmental Effects of Project Modification

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision to not require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR but where one of the conditions listed in CEQA Section 21166 (CEQA Guidelines Section 15162) arises—namely project changes, new information, or changed circumstances. 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.

This addendum provides analysis to determine whether the modified project would result in any new significant environmental impacts, result in substantial increases in the severity of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the Final EIR.

Transit Conditions: The transition from center- to side-running bus-only lanes would remain operationally the same as described in the Draft EIS/EIR and Final EIR, except that transit vehicles in the westbound direction would change from the center-running transit-only lane to the side-running transit-only lane one block further west. This change would not result in delays to transit operations; westbound transit would have the benefit of one additional block of center bus-only lane, potentially enhancing transit performance beyond what was identified in the Draft EIS/EIR and Final EIR for the Hybrid Alternative/LPA.

Transit travel time variability is a measure of how well buses adhere to their schedule. Factors that affect transit delay also affect transit reliability, including dwell time. The Draft EIS/EIR and Final EIR determined that travel time reliability would improve with all build alternatives as compared to the No Build Alternative. The proposed revision would not substantially change transit travel time variability from what was disclosed in the Draft EIS/EIR and Final EIR for the Hybrid Alternative/LPA, such that a new or worsened transit impact would occur.

Automobile Traffic: The Draft EIS/EIR and Final EIR used several evaluation metrics to measure the performance of the Hybrid Alternative/LPA in future year conditions in order to identify whether any adverse effects related to automobile traffic would occur. These metrics included: auto travel time, intersection delay/level of service (LOS), system-wide multi-modal delay, and vehicle miles traveled (VMT)/vehicle hours traveled (VHT). The methodology, which utilized several analysis tools, is detailed in Section 3.4.3 of the Draft EIS/EIR.

The analysis in the Draft EIS/EIR and Final EIR concluded that none of the build alternatives, including the Hybrid Alternative/LPA, would adversely affect overall circulation or travel times for automobiles in the Geary corridor in 2020 or 2035. In terms of intersection LOS, the Draft EIS/EIR and Final EIR found that the Hybrid Alternative/LPA would result in adverse effects at four study intersections on Geary Boulevard, and four additional locations off the Geary corridor. No feasible mitigation measures were identified to reduce these adverse impacts. All of these intersections were east of Park Presidio Boulevard.

The proposed modification would not inhibit multimodal access in the corridor. Roadway capacity would not change with the shift of the transition point one block west. As such, the proposed modification would not result in worsened LOS at any of the study intersections relative to what was disclosed in the Draft EIS/EIR and Final EIR.

Pedestrian and Bicycle Transportation: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to result in adverse impacts to pedestrian and bicycle modes of transportation. The analysis in the Draft EIS/EIR and Final EIR was based on technical reports prepared for the Geary BRT Project, including a Pedestrian Safety Analysis and Recommendations report (Appendix D8 of the Draft EIS/EIR). The Draft EIS/EIR and Final EIR examined the potential for the alternatives to affect pedestrians and persons bicycling in terms of pedestrian delay, sidewalk conditions, pedestrian safety, access for seniors and persons with disabilities, and bicycle delay.

The Draft EIS/EIR determined there would be no adverse effects to pedestrian and bicycle conditions along the Geary corridor as a result of the build alternatives and thus no avoidance, minimization or mitigation measures related to pedestrians or bicycles were identified.

The revised transition point relocation would not change conditions for pedestrians as no change to pedestrian facilities or pedestrian crossing signals would be included.

Bicyclists along the corridor would experience the bus moving from the center- to the side-running lane one block further west when traveling in the westbound direction. This change would not result in any new hazardous conditions for bicyclists. In sum, the proposed modification would not result in additional adverse effects on pedestrian delay, sidewalk conditions, pedestrian safety, access for seniors and persons with disabilities, or bicycle delay.

Parking and Loading Conditions: The Draft EIS/EIR and Final EIR analyzed the potential for the build alternatives to result in adverse parking impacts. The analysis in the Draft EIS/EIR and Final EIR was based on detailed parking studies prepared for the Geary BRT Project. The Draft EIS/EIR and Final EIR examined the potential for the build alternatives to affect parking supply in the project area. The Draft EIS/EIR and Final EIR found no adverse parking effects as a result of the build alternatives and thus did not identify avoidance, minimization or mitigation measures related to parking.

At present, on the block of Geary between 26th and 27th Avenues, immediately fronting Holy Virgin Cathedral (the northern curb face), there are 18 on-street angled parking spaces. Of the 18 on-street angled spaces, six are marked as a white zone for use of passenger loading during certain days/times and one is a parking space for people with disabilities.

On the block of Geary between 27th and 28th Avenues, one block west of the Cathedral, the north side of Geary currently has seven parallel parking spaces and a 38 local bus stop at the corner of Geary and 28th Avenue.

As set forth in the Draft EIS/EIR and Final EIR, the design as originally proposed would have required removal of nine of the 18 on-street spaces on the north face of Geary between 26th and 27th Avenues due to conversion of the spaces from angled to parallel and to accommodate parking buffers. The removed spaces would have been parking spaces, so there would be no change in the number of passenger loading spaces.

The proposed transition relocation would retain 11 of the existing on-street parking spaces and white zones on the north face of Geary between 26th and 27th Avenues. Between 27th and 28th Avenues, the transition relocation would not affect parking from what was assumed in the Draft EIS/EIR: a total of eight parallel spaces, an increase of one space over existing conditions. In other words, the proposed relocation of the transition would result in a gain of two on-street parking spaces relative to what was disclosed in the Draft EIS/EIR and Final EIR. The white zone would remain on the block face in front of the cathedral, leaving loading conditions there the same as the previous design proposal. Therefore, the proposed modification would not result in any adverse parking effects.

Construction-Period Transportation Conditions: The Draft EIS/EIR and Final EIR analyzed the potential for construction impacts, including impacts to traffic, transit, parking, pedestrians, and cyclists, that could result during construction of the build alternatives. The proposed modification would not result in any substantially different or additional construction activities than what was already disclosed in the Draft EIS/EIR and Final EIR. The changes to the westbound transition would generally entail the same type of construction activities as previously described and disclosed in the Draft EIS/EIR and Final

EIR for this area. Construction of the westbound bus only-lane would be extended one block and activities previously anticipated to occur between 26th and 27th avenues would shift to between 27th and 28th Avenues. This would not substantially change any of the construction period transportation conditions described in the Draft EIS/EIR and Final EIR.

Visual Resources: The Draft EIS/EIR and Final EIR analyzed the potential for the build alternatives to result in adverse visual impacts. The Draft EIS/EIR and Final EIR found that construction of the build alternatives would result in temporary declines in visual quality, while operation of the build alternatives would not have adverse visual effects.

The proposed relocation of the transition point would not result in any substantial changes regarding visual resources than what was already disclosed in the Draft EIS/EIR and Final EIR. The only change would be a difference in the color and striping of paint between 26th and 28th Avenues. The 27th Avenue transition shift would not require removal of the median or its landscaping between 27th and 28th Avenues and would have similar visual effects to those described in the Draft EIS/EIR and Final EIR. Therefore, the proposed modification would not result in any new or worsened visual effects relative to what was described in the Draft EIS/EIR.

Cultural Resources: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to result in adverse impacts to archaeological resources and historic architecture. The analysis was based on technical reports prepared for the Geary BRT Project, including an Archaeological Sensitivity Assessment and a Historic Resources Inventory and Evaluation Report. The Draft EIS/EIR and Final EIR found that the build alternatives had the potential to encounter previously unrecorded archaeological resources but would have no adverse effects on historic architectural resources.

The westward shift of the westbound bus-only lane center- to side-running transition to the block between 27th and 28th Avenues would not require median removal on that block and, hence, would not require associated excavation which would have the potential to encounter unknown archaeological resources. No historic architectural resources are present at the location of the 27th Avenue center- to side-running bus-only lane transition shift. Therefore, the proposed modification would not result in any new or worsened effects to cultural resources relative to what was described in the Draft EIS/EIR and Final EIR.

Utilities: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to affect utilities and service systems, including utility relocations and modifications, stormwater management system capacity, potable and emergency service water supply capacities, solid waste collection capacity, and electricity demand and capacity.

The changes to the westbound transition from center- to side-running bus-only lanes would not require any additional utility relocations, would not change the amount of impervious surfaces, would not change any plans for landscaping or irrigation, and would not substantially affect BRT ridership (and thereby solid waste generation). Therefore, the proposed modification would not result in any new or worsened effects to utilities relative to what was described in the Draft EIS/EIR and Final EIR.

Air Quality and Greenhouse Gases: The Draft EIS/EIR and Final EIR considered the potential for the alternatives to result in increased emissions of air pollutants during both construction and operation (including greenhouse gases [GHGs]) and to conform to pertinent requirements of the Clean Air Act. The Draft EIS/EIR and Final EIR found that construction of any of the build alternatives would generate short-term criteria pollutant emissions; however, these construction-period emissions would not exceed the Bay Area Air Quality Management District (BAAQMD) thresholds for health risk significance.

Project operation was found to result in decreased regional vehicle miles traveled (VMT) and, hence, an associated decrease in air pollutant emissions.

The changes to the westbound transition at 27th Avenue would entail the same construction activities as previously described in the Draft EIS/EIR and Final EIR; construction for the westbound lane would simply be shifted one block further west. The proposed modification would not have any substantial effect on bus operations and would, thus, retain anticipated benefits to air quality over the No Build Alternative. Therefore, no new or worsened effects to air quality relative to what was disclosed in the Draft EIS/EIR and Final EIR would occur.

Noise and Vibration: The Draft EIS/EIR and Final EIR evaluated the potential for construction and operation of the alternatives to result in substantial increases in noise and/or vibration. Use of heavy equipment during construction and demolition and changes in noise from bus activity would have the potential to affect noise and vibration along the Geary corridor. While project construction would temporarily and intermittently increase ambient noise levels over the approximate 90- to 130-week construction schedule, the Draft EIS/EIR and Final EIR found that temporary construction noise effects would not be adverse for the build alternatives with adherence to the San Francisco Noise Ordinance, equipping impact tools with intake and exhaust mufflers, and obtaining a noise permit for nighttime work from Public Works.

The 27th Avenue bus lane transition shift would alter roadway striping and the location of the transit signal queue jump, but would not require additional median removal or other intensive construction activities beyond what was described in the Draft EIS/EIR and Final EIR and, thus, would not create new or worsened noise and vibration effects. Therefore, the proposed modification would not result in any new or worsened effects of noise and vibration relative to what was described in the Draft EIS/EIR and Final EIR.

Energy: The Draft EIS/EIR and Final EIR assessed the direct and indirect effects of the project alternatives on energy consumption. Construction of the build alternatives would require indirect consumption of fossil fuels, labor, and construction materials; while these expenditures would be irrecoverable, they are not in short supply. The build alternatives were found to result in a slight reduction in direct transportation energy use. Thus, the project was found not to have any adverse energy effects.

The proposed modification would involve the same level of construction-period energy consumption as previously analyzed; the location of the transition would simply shift one block west. As this change would not substantially affect bus operations, the same benefits of reduced transportation energy use would still occur. Therefore, no new or worsened effects related to energy use would occur relative to what was described in the Draft EIS/EIR and Final EIR.

Biological Resources: The Draft EIS/EIR and Final EIR analyzed potential effects of the alternatives to biological resources. Construction-period effects to biological resources were found to be limited to trees protected under the Urban Forestry Ordinance, birds, nests, and eggs protected under the Migratory Bird Treaty Act (MBTA), and potential for introduction or increases in noxious weeds associated with ground disturbance. Project operation would not affect biological resources, as the Geary corridor is urbanized with little to no indigenous vegetation and no known special-status species.

The proposed modification would not require removal of any additional trees; the median and trees between 27th and 28th Avenues would remain. The shift would entail the same construction activities, which would be shifted one block further west. Therefore, no new or worsened effects to biological resources would occur relative to what was described in the Draft EIS/EIR and Final EIR.

Cumulative Scenario: Since the proposed modification would not have any additional impacts as described above, this change would not have impacts that would be cumulatively considerable for any of the topics described above.

Other Environmental Topics: The Draft EIS/EIR and Final EIR analyzed the potential for significant impacts in the areas listed below. Under all of these topics, the analysis concluded that there was a less than significant impact or mitigation measures were identified to reduce such impacts to less than significant levels.

Since the proposed modification would be limited to a one-block extension in the length of westbound bus-only lanes and the minor physical and operational changes described herein, the modified project would not result in additional impacts beyond those identified in the Draft EIS/EIR and Final EIR in the following areas.

- Land Use/Population and Housing
- Geology/Soils/Seismic/Topography
- Hazards/Hazardous Materials
- Hydrology and Water Quality
- Public Services and Recreation
- Mineral Resources
- Agriculture/Forest Resources

Further, Section 7.6 of the Draft EIS/EIR noted that the Project would not have any foreseeable capacity to alter wind patterns or result in shadowing effects on public park areas or open spaces. None of the proposed modifications change the nature of the project such that effects to wind patterns or shadowing of public parks/open space might occur.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Final EIR, certified on January 5th, 2017, remain valid and unchanged. The proposed modification to the 27th Avenue bus lane transition would not cause new significant impacts not identified in the Final EIR or an increase in the severity of previously identified significant effects. Further, no substantial changes have occurred with respect to circumstances surrounding the Project that will cause significant environmental impacts or a substantial increase in the severity of previously identified significant effects. Finally, no new information has become available that shows that (1) the Project will cause significant environmental impacts not discussed in the previous Final EIS/EIR, (2) significant effects will be substantially more severe, or (3) new or different feasible mitigation measures or alternatives from those adopted will substantially reduce one or more significant effects of the project. Therefore, no supplemental environmental review is required beyond this addendum.

Proposed Refinement: Construction Phasing

In Section 4.15 of the Draft EIS/EIR, SFCTA and SFMTA disclosed that any of the build alternatives would be of such a scale that some type of phased implementation was anticipated. The Draft EIS/EIR noted that “phased implementation would allow service improvements to be implemented more quickly and over time based on funding availability.”

The Draft EIS/EIR identified elements of a potential phased approach, specifically noting that an initial phase of construction could include traffic signal modifications, construction of bus bulbs, implementation of side-running bus lanes, changes to right-turn pockets, and bus stop relocations.

The Draft EIS/EIR (p. 4.15-10) noted that “construction phasing would depend on the Build Alternative selected, the availability of funding, and other factors. Therefore a detailed phasing plan is unavailable at this stage and would thus be too speculative to analyze.” Since certification of the Final EIR and selection of the Hybrid Alternative as the LPA, SFCTA and SFMTA have refined their plans for construction phasing, and have divided the project into two primary construction phases (Phase I and Phase II) that would occur in succession. The refined construction phasing plans also include anticipated separate utility modifications.

As illustrated in Figure 3 below, Phase I would entail work east of Stanyan Street where BRT would operate in side-running bus-only lanes. Phase II would include work west of Stanyan Street, where BRT operations would be in predominantly center-running bus-only lanes.¹ The project would still be constructed using the Staggered Multiple Block Segment Approach described in Section 4.15 of the Draft EIS/EIR.

The Draft EIS/EIR provided several types of timeframe estimations for the build alternatives.

Table 4.15-3 in the Draft EIS/EIR estimated the total duration of *active* construction periods, assuming continuous construction proceeding along both sides of the corridor in multiple segments simultaneously, to be 100 weeks (approximately 2 years) for the Hybrid Alternative (and now LPA), exclusive of any coordinated separate utility work. (“Coordinated” utility work was assumed to be performed with construction of any of the build alternatives, consistent with the City of San Francisco’s policy to consolidate projects that would require tearing up/replacing streets).

The Draft EIS/EIR also estimated that the total construction duration, including inactive periods, would extend from two to four years, depending on the alternative selected. Alternative 2, featuring side-running bus-only lanes, was assumed to be on the lower end of that schedule, with Alternatives 3 and 3-Consolidated, entailing substantial street reconstruction through the Fillmore area, assumed on the higher end.

The Draft EIS/EIR further noted that for any given block, active construction of the project (not including utility work) was estimated to last between one to five months, depending on construction activities, scheduling, and operations.

¹ Proposed bicycle improvements on Geary between Masonic and Presidio Avenues (construction of Class I bicycle lanes in both directions on this block) would be the one exception to the geographic limits separating the Phase I and Phase II limits. These bicycle improvements include reconfiguring the center median island to accommodate a new dedicated bicycle facility. Due to the longer design schedule for these improvements, they would be implemented through the contracting mechanism used to deliver the Phase II improvements west of Stanyan Street. All transit improvements in this area, including bus-only lanes, bus stop consolidation and a transit signal queue jump, would still be part of Phase I.

As noted in Section 4.15.2.1 of the Draft EIS/EIR, the possibility of construction phasing (which was not specifically determined at the time) would not increase the *intensity* of active construction but would break the active construction into smaller phases that would be implemented over a longer period of time.

The more detailed construction phasing plan that has been developed by SFMTA for the Hybrid Alternative/LPA would still be expected to result in a total construction duration (both active and inactive) of about four years, which is consistent with the higher end of the overall estimate provided in the Draft EIS/EIR.

Phase I and Phase II would *each* be expected to take approximately 100 weeks, including both active and inactive periods and anticipated separate utility work. With more information now available with regard to specific phasing activities and SFMTA's recent experience with similar projects, the duration of construction activities on any given block could take up to 12 months for areas with a larger scope of work inclusive of active and inactive periods, depending on construction scheduling, construction operations, and the extent of the utility work involved. The majority of blocks would have a shorter anticipated construction duration.

As described in the Draft EIS/EIR, this discrete phasing would not increase the intensity of active construction, as the same project elements (e.g., side- and center-running bus-only lanes, BRT stops) would be constructed. In fact, the modifications to the Hybrid Alternative/LPA described in the Final EIR have removed some of the previously proposed construction activities that would have been more intensive—specifically, no longer demolishing the Webster Street bridge and no longer constructing block-long BRT bus bulbs between Spruce and Cook Streets. As a result of these changes to the Hybrid Alternative/LPA, localized construction impacts anticipated in the Draft EIS/EIR, such as noise associated with bridge demolition and temporary lane modifications to construct bus bulbs, would not occur in these areas.

Overall, the refined construction phasing for the Hybrid Alternative/LPA would not result in any different construction-period environmental effects, other than clarification as to when and where such effects would occur. In general, construction activities during Phase I would be less intensive than those in Phase II—Phase I primarily would involve roadway restriping for side-running bus-only lanes and construction of pedestrian improvements, while Phase II would entail median removal to accommodate center-running bus-only lanes. Accordingly, air quality effects would be localized, first occurring in the geographic area of Phase I (i.e., east of Stanyan), and later in Phase II (i.e., west of Stanyan).

Overall air pollutant emissions from construction activities would be similar to those described in the Draft EIS/EIR. Construction emissions thresholds are based on daily emissions. In the Draft EIS/EIR, it was noted that the Hybrid's emissions of criteria pollutants would fall well below the thresholds. Given that the scope of improvements is similar to what was described in the Draft EIS/EIR and Final EIR, no exceedance of daily emissions thresholds would be anticipated. Estimated daily construction emissions described in Table 4.15-6 of the Draft EIS/EIR represented anticipated upper limits. With the phasing and project changes, actual emissions would be expected to be similar or lower on a daily basis but could occur over a longer period of time—from five months to 12 months at select locations with coordinated utility work. The project would still adhere to the City's Clean Construction Ordinance (Section 6.25 of the San Francisco Administrative Code) as described in the Draft EIS/EIR.

Similarly, temporary and intermittent construction-period noise and vibration effects would also be localized to the geographic areas where active construction was occurring, as described in the Draft EIS/EIR. Demolition of the Steiner Street bridge, which would occur during Phase I, would be the

EIS/EIR. Demolition of the Steiner Street bridge, which would occur during Phase I, would be the noisiest project element due to the use of jack hammers and similar impact equipment. Median removal in Phase II would also generate temporary noise and vibration effects, though these would be at a greater distance from sensitive receptors as they would occur in the center of Geary.

With the refined phasing for the Hybrid Alternative/LPA, construction-period transportation impacts described in the Draft EIS/EIR for the corridor as a whole would first be concentrated in Phase I (Market to Stanyan). During Phase II, all construction work, with the exception of bicycle improvements between Masonic and Presidio, would occur west of Stanyan. The Transportation Management Plan (TMP) described in Section 4.15.5 of the Draft EIS/EIR would include consideration of the refined construction phasing for the Hybrid Alternative/LPA to manage transportation impacts resulting from construction activities.

In sum, overall construction impacts of the Hybrid Alternative/LPA would be the same as those described in the Draft EIS/EIR. The project would still include similar construction activities as described in the Draft EIS/EIR, with the project modifications to retain the Webster Street bridge and to not construct block-long bus bulbs on the block of Geary between Spruce and Cook Streets resulting in a slightly lower overall level of construction activity. The refined construction phasing plans would simply spread out the construction of project improvements over time and space. No new avoidance, minimization, or mitigation measures would be required.

Notification

This addendum shall be made available on the SFCTA website through substantial completion of project construction. The SFCTA shall send an email to the Project list notifying interested parties of the addendum.

Determination

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



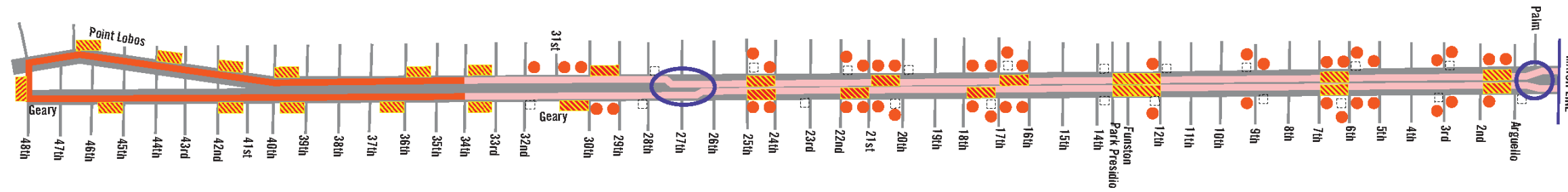
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Executive Director

5/19/17
Date

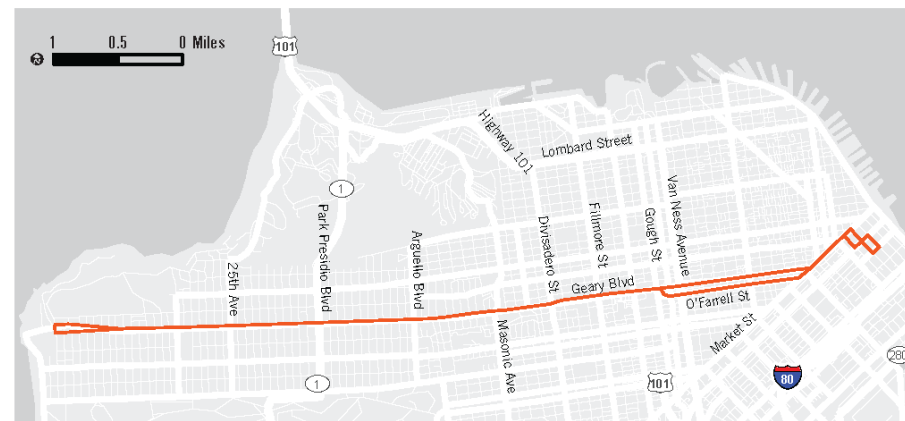
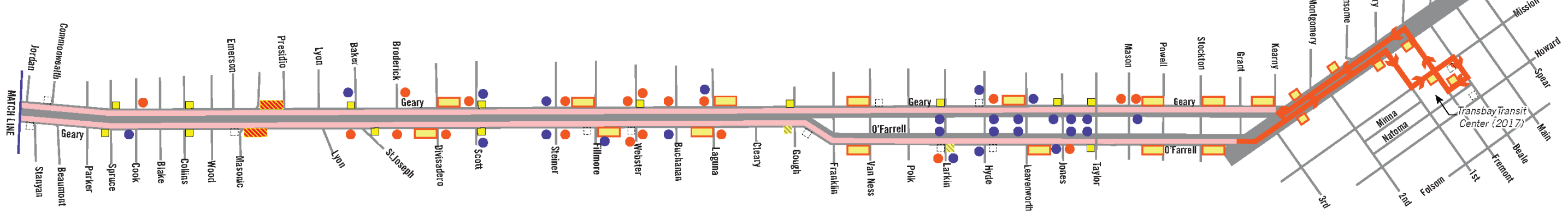
- cc: E. Reiskin, L. Brisson – SFMTA
- A. Pearson – City Attorney’s Office
- EC, CDP

Figure 3: Proposed Construction Phasing

PHASE II



PHASE I



LEGEND:

- Bus/BRT Route (same as existing)
- Proposed Bus-Only Lane
- Proposed BRT/Local/Express Stop
- Proposed BRT/Local Stop
- Proposed Local Stop (new or relocated)
- Preserved Local Stop
- Removed Existing Stop
- Transitions between side-running and center running
- Changes to the Hybrid Alternative after the Draft EIS/EIR

Pedestrian Crossing Bulbs

- Previously included in Hybrid Alternative/SRA (65)
- Added to Hybrid Alternative/SRA after Draft EIS/EIR (26)

Note: Construction of Class I bicycle lanes between Masonic and Presidio would be part of Phase II (not to scale)

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