

Second Addendum to Environmental Impact Report

Addendum Date: August 10, 2018

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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Introduction

The Geary Corridor Bus Rapid Transit Project (Geary BRT project) Final Environmental Impact Report (FEIR) was published on December 9, 2016, pursuant to the California Environmental Quality Act (CEQA), via notifications in multiple formats and languages including a radius mailing along the corridor. The FEIR was certified on January 5, 2017, and a Notice of Determination (NOD) was issued under CEQA on January 6, 2017.

CEQA recognizes that after project approval, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting of the project may change; and/or 3) previously unknown information may arise. Prior to further discretionary approvals, CEQA requires a lead agency to evaluate these changes and determine whether or not they are significant or would otherwise substantially affect the conclusions in the previously certified environmental document, or whether a subsequent or supplemental environmental impact report is required.

In accordance with CEQA Guidelines Section 15162, this addendum to the FEIR analyzes bus stop, intersection, parking, and pedestrian changes to the Geary BRT project (project changes) that have occurred since approval of the project, incorporating by reference all information contained in the FEIR and appendices, and evaluates their potential for environmental impacts.

Background

The Geary 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 Gough and Market streets.¹

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.

¹ In addition, one inbound block of O’Farrell Street between Gough and Franklin Streets is technically named “Starr King Way” instead of O’Farrell Street.

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 Geary BRT project would implement physical roadway and lane changes between Market Street and 34th Avenue, and would also implement bus service amenities and improvements between the Transbay Transit Center and 48th Avenue. The Hybrid Alternative was selected as the Locally Approved Alternative (LPA) and would result in bus-only lanes along the Geary corridor from Market Street to 34th Avenue. Bus-only lanes, currently installed on most of Geary and O’Farrell streets between Market and Gough streets, enhance transit service by separating bus traffic from regular (mixed-flow) traffic. Extending these bus-only lanes west of Gough Street would reduce bus delays and improve reliability. In addition to bus-only lanes, the Geary BRT project includes numerous transit and pedestrian supportive elements, including but not limited to bus and pedestrian bulbouts to help expedite bus loading and improve safety, traffic signal upgrades, upgraded station amenities, and resurfacing of mixed-flow traffic lanes.

Approval Actions

As the CEQA Lead Agency, the San Francisco County Transportation Authority (SFCTA) certified the FEIR and unanimously approved the Geary BRT project and adopted CEQA Findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) for the project on January 5, 2017. SFCTA filed a Notice of Determination under CEQA on January 6, 2017. In addition to certifying the FEIR, SFCTA selected the Hybrid Alternative as the Locally Preferred Alternative (LPA), hereafter referred to as the “project” or “Hybrid Alternative/LPA.”²

On June 27, 2017, after approval of the Geary BRT project, SFCTA approved a shift of the outbound center-running to side-running bus lane transition one block west, to the block between 27th and 28th avenues (the Outer Richmond Transition Area change). The Outer Richmond Transition Area change was analyzed in an addendum to the FEIR. The 2017 addendum also included analysis of a refined project construction phasing plan.

On July 18, 2017, the San Francisco Municipal Transportation Authority (SFMTA) separately approved the Geary BRT project, concurred with the SFCTA’s determination that the Hybrid Alternative, as modified in June 2017, is the LPA, and adopted the CEQA Findings, Statement of Overriding Considerations, and MMRP for the project. SFMTA also filed its own NOD under CEQA.

Since approval of the Geary BRT project, SFMTA has identified bus stop, intersection, parking, and pedestrian design changes to the Geary BRT project. This document describes these changes, and

² Previously, in October 2015, SFCTA and the Federal Transit Administration (FTA) jointly published a combined Draft EIS/EIR. The certified FEIR responded to several hundred public comments on the Draft EIS/EIR.

Although the Draft EIS/EIR was 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 CEQA and NEPA final documents. The Final EIS and Record of Decision (ROD) for the Geary BRT project were issued by FTA on June 15, 2018.

evaluates whether the changes warrant the preparation of a supplemental or subsequent environmental impact report under CEQA Guidelines section 15162 prior to further discretionary approvals.

Project Changes

Since certification of the FEIR and approval of the project, the design of the project has advanced as a result of public outreach and feedback as well as additional detailed design for Phase I of the project, which includes improvements between Market and Stanyan streets. This additional design work has resulted in changes to certain bus stops, intersections, parking, and pedestrian facilities within the Phase I segment of the corridor. Outreach activities in the design phase have included public open houses, a merchant loading survey, a bus stop change survey and general mailings, postings, meetings and presentations. This document describes the design changes and evaluates the potential for these changes to require a supplemental or subsequent environmental impact report prior to approval.

Since approval of the project by the SFCTA in January 2017 and by the SFMTA in June 2017, there have been no substantial changes to the circumstances under which the project would be implemented. The Geary corridor is generally the same as described in the FEIR, with regard to both physical attributes and traffic and transit operations.

Traffic counts along the corridor were originally collected between 2010 and 2012. In order to confirm that traffic conditions had not changed significantly since 2012, additional traffic counts were completed in May 2015. These counts were conducted at locations where previous traffic counts had been done in 2010 and/or 2012. Peak hour traffic volumes observed in May 2015 were determined to range from 5 to 25 percent lower than in the 2010 and 2012 counts. Additionally, in 2017 the project team analyzed 2016 traffic counts to further confirm traffic conditions had not substantially changed in the corridor, and found that the 2016 counts further supported the 2015 counts in a general trend towards reduced peak hour traffic along the corridor. Additionally, since approval of the Geary BRT project, transit service has remained generally the same along the corridor with no significant changes to bus service, bus stop locations, or headways.

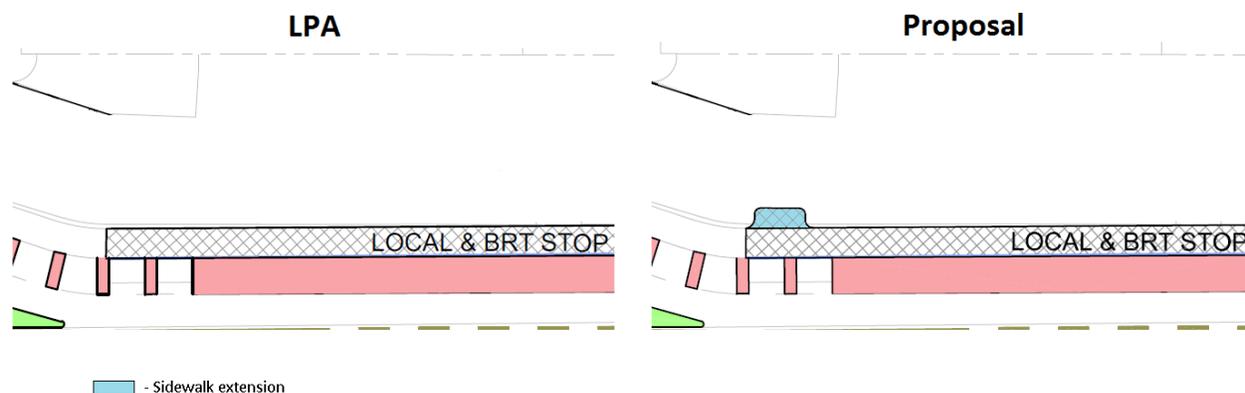
Similarly, since certification of the Geary BRT FEIR, SFCTA is not aware of any new information of substantial importance that would show that the project would have a significant impact not discussed in the FEIR, that previously examined impacts would be substantially more severe, or that mitigation measures or alternatives that were found infeasible are now in fact feasible.

Individual project changes evaluated in this addendum are described below.

Geary/Masonic Outbound Stop Sidewalk Widening

The Hybrid Alternative/LPA design at the outbound Masonic Avenue bus stop provided only the existing sidewalk footprint for bus stop amenities, such as a bus shelter. The revised design extends the existing sidewalk at the Geary/Masonic outbound bus stop to the north into an adjacent public parking lot to create additional space to relocate the bus shelter. The sidewalk expansion would be approximately 7 feet wide (into the parking lot) and 17 feet long (parallel to the roadway). The bus shelter would be relocated north from the location proposed in the FEIR to a location within the expanded sidewalk. This expansion provides more space for pedestrians to walk and to wait for the bus. This change is shown in **Figure 2**.

Figure 1 Geary/Masonic Bus Shelter



Source: SFCTA, 2018

Bus Stop Length and Design Modifications

The Hybrid Alternative/LPA included bus stops long enough for three 60-foot articulated buses at most of the stops served by both BRT and local service. At some of these stops, the Hybrid Alternative/LPA also anticipated separate places for the local and BRT services to stop within one bus stop area. **Figure 1** shows these typical configurations in the top row (labeled 'LPA'). The individual bus stop designs analyzed in the FEIR can be found in Appendix A of the FEIR. SFMTA proposes to shorten each stop served by BRT and local buses to accommodate two buses instead of three buses. At stops where separate places were previously proposed for BRT and local buses to stop, SFMTA proposes to consolidate the local and BRT bus services at a single point at each stop. **Figure 1** depicts both of these types of changes. These changes are proposed to improve transit performance and passenger experience as further described in the analysis below.

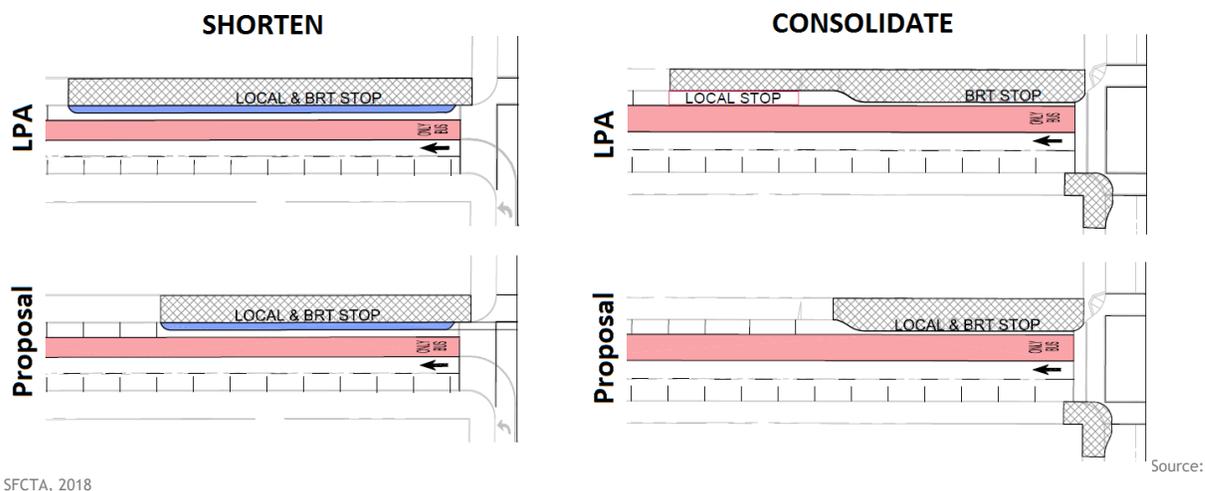
These changes are proposed at the following locations:

- Geary/Kearny Outbound (shorten)
- Geary/Stockton Outbound (consolidate)
- Geary/Powell Outbound (consolidate)
- Geary/Leavenworth Outbound (consolidate)
- Geary/Van Ness Outbound (consolidate)
- Fillmore Outbound (shorten)
- Divisadero Outbound (shorten)
- Masonic Outbound (shorten)
- O'Farrell/Grant Inbound (shorten)
- O'Farrell/Powell Inbound (shorten)
- O'Farrell/Van Ness Inbound (consolidate)
- Fillmore Inbound (shorten)

- Divisadero Inbound (shorten)
- Masonic Inbound (shorten)

In areas where the length of the bus stop is shortened, a shorter bus bulb would be constructed. Since the precise length of each bus stop as proposed in the FEIR under the Hybrid Alternative/LPA varies, the reduction necessary to achieve a length of approximately 120 feet (sufficient to accommodate two buses) also varies by stop but is generally between 20 and 60 feet. In some cases, bus stop shortening preserves additional parking and loading as described under **Analysis of Potential Environmental Effects** below. The type of bus stop described in the FEIR would remain unchanged (i.e. Shelter Plus or Signature).

Figure 2 Representative Examples of Bus Stop Shortening (left) and BRT/ Local Stop Consolidation (right)



O'Farrell Street between Leavenworth and Taylor Streets: Changes to Bus Stop Locations

O'Farrell Street between Jones and Taylor streets Inbound Stop

Under the Hybrid Alternative/LPA, the existing mid-block bus stop and associated bus bulb on O'Farrell Street between Jones and Taylor streets that serve local and Rapid buses were proposed to be removed and replaced with a local stop on the near side of the O'Farrell/Taylor intersection. Outreach to adjacent merchants indicated the proposed new location would conflict with commercial loading needs, and could result in blocking of the bus zone which could negatively impact transit performance. In addition, the current mid-block location is very close to the San Francisco Senior Center and convenient for seniors wishing to access the facility by bus. For these reasons, SFMTA proposes to retain the existing mid-block bus stop location and extend the existing mid-block bus bulb by about 20 feet to the east towards Taylor Street to better allow two buses to load at the same time.

This revised design would remove one existing commercial loading space, but retain all other existing parking spaces on the block.

O'Farrell/Leavenworth Inbound Stop

As described in the FEIR, the Hybrid Alternative/LPA included construction of a new bus bulb on the far side of the O'Farrell/Leavenworth intersection and conversion of the existing local bus stop into a

local and BRT stop. This bus stop change was envisioned to work in parallel with the Jones-Taylor Inbound Stop modification described above to provide more evenly spaced BRT stops; however because the Jones-Taylor Inbound Stop change is no longer a part of the design, the changes at O'Farrell/Leavenworth described in the FEIR are no longer appropriate. Therefore, SFMTA proposes to retain the existing conditions at the O'Farrell/Leavenworth bus stop and preserve the existing local stop. Construction of a bus bulb would no longer occur at this intersection.

This change would allow the retention of all existing parking spaces and loading zones on the block.

O'Farrell/Larkin: Extend Southwest Corner Pedestrian Bulb into Larkin

As described in the FEIR, the Hybrid Alternative/LPA proposed a pedestrian bulb on the southwest corner of O'Farrell/Larkin that would extend into O'Farrell Street. SFMTA now proposes to expand the pedestrian bulb to also extend about 6 feet into Larkin Street in order to avoid a sub-sidewalk basement located at this corner as well as to shorten the crossing distance for pedestrians. The bulb would be approximately 20 feet in length south of O'Farrell Street. This change would not remove any parking or loading spaces.

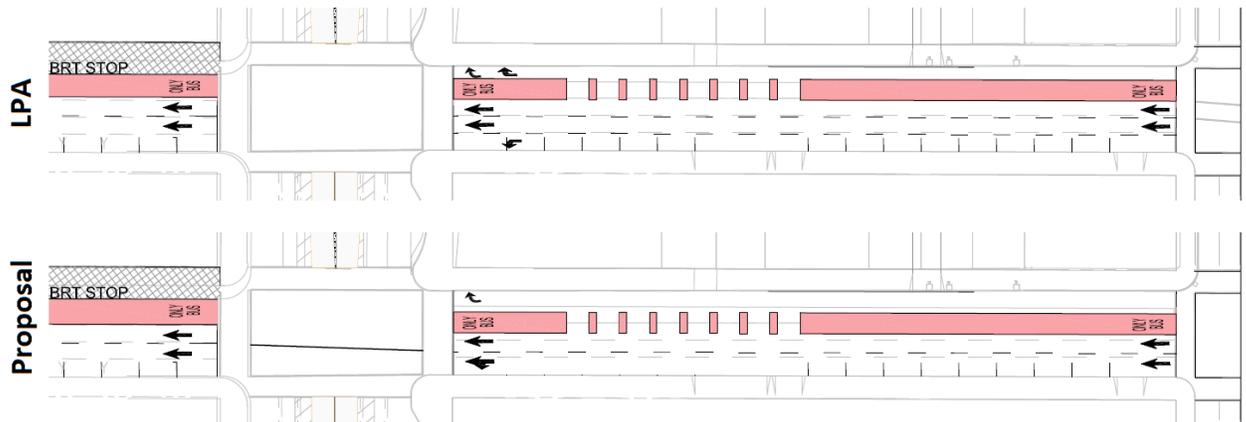
Geary from Polk Street to Van Ness Avenue: Convert Existing Lane into Shared Left Turn/Through Lane

As described in the FEIR, the Hybrid Alternative/LPA included the following configuration on Geary Street for the westbound approach to Van Ness Avenue: one peak-hour tow-away left turn lane, two mixed-flow through lanes, one bus-only lane, and one right turn lane, for a total of five lanes (Figure 3). Five traffic lanes would require narrow traffic lanes or narrowing of the existing sidewalk.

SFMTA proposes to maintain the existing roadway and sidewalk widths and restripe the outbound lanes to provide the following configuration: one peak-hour tow-away shared left turn/through lane, one general mixed-flow through lane, one bus-only lane, and one right-turn lane, for a total of four lanes. This configuration would match the lane configurations on the blocks immediately east and west of this block.

This change would result in the loss of six parking spaces to provide more capacity for westbound left-turn movements outside of the peak-hour two-away time periods. The change to the street configuration for Geary Street between Polk Street and Van Ness Avenue is shown in **Figure 3**.

Figure 3 Geary: Polk to Van Ness Traffic Striping



Source: SFCTA, 2018

Geary Boulevard between Franklin and Gough Streets: Additional Parking Spaces

As described in the FEIR, the Hybrid Alternative/LPA retained the existing no-parking zone on the south side of Geary Boulevard at the westbound approach to Gough Street.

Due to requests from the public for additional on-street parking in this area, SFMTA proposes to rescind the existing no-parking zone and install additional parking spaces in its place. This change would result in five additional parking spaces available along the Geary corridor.

Geary/Gough Intersection: Additional Pedestrian Bulbs

The FEIR did not include pedestrian improvements to the intersection of Geary/Gough. However, to further improve pedestrian safety, the revised design would construct new pedestrian crossing bulbs on the southwest and southeast corners into Gough Street. The bulbs would each be approximately 20 feet in length and 6 feet wide. One parking space would be removed at the southeast corner on Gough Street to accommodate the bulb on that corner.

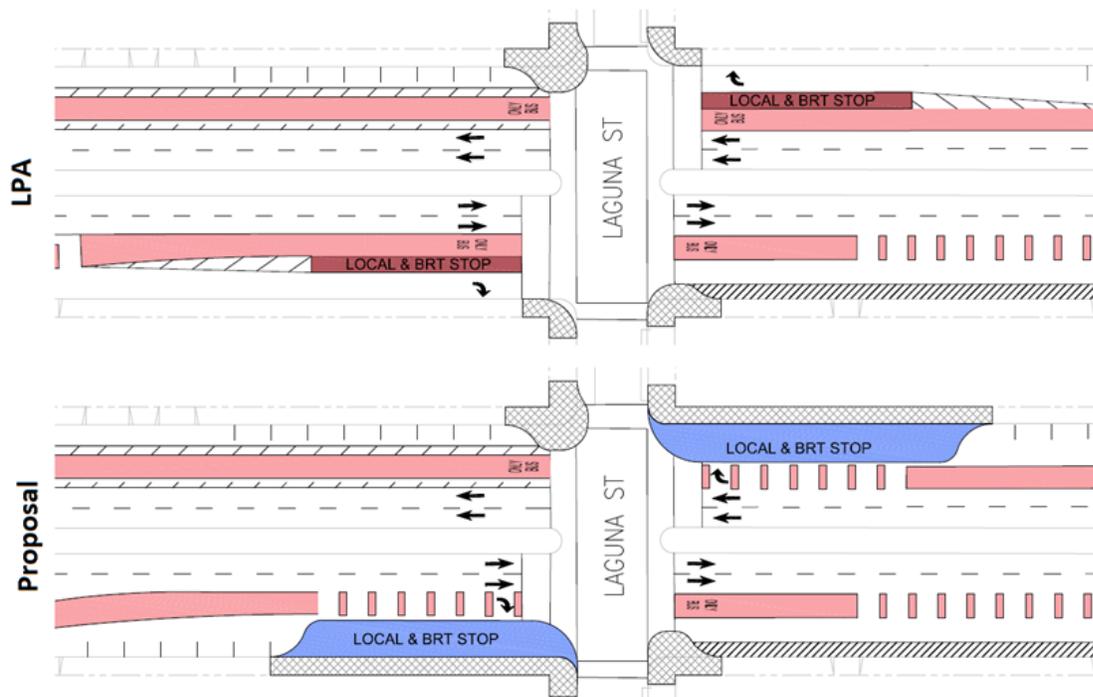
Geary/Laguna Stops: Construct Bus Bulbs in lieu of Transit Islands

As described in the FEIR, the Hybrid Alternative/LPA would reduce the number of inbound and outbound through lanes for mixed-flow traffic from four to two at Geary and Laguna, while adding a bus lane in each direction. In addition, the Geary BRT project design included construction and operation of transit islands for BRT service at inbound and outbound bus stops at Geary/Laguna. The islands would have separated buses from right-turning traffic; right-turning vehicles would have used a right-turn only lane between the transit boarding islands and the adjacent sidewalk. Due to the limited roadway width, trucks would not have enough room to turn right from Geary onto Laguna from the right-turn lane, necessitating a truck restriction on Laguna Street, similar to the restriction on trucks on Laguna south of Geary.

SFMTA now proposes to construct bus bulbs in place of transit islands along both the inbound and outbound approaches. The bus bulbs would be approximately 20 feet wide by 130 feet long, and create additional sidewalk space compared to the Hybrid Alternative/LPA.

Construction of bus bulbs in place of transit islands would result in a shared right-turn and bus-only lane at each bulb. This change would afford larger trucks the opportunity to make legal right-turns onto Laguna Street. In addition, this change responds to stakeholder input expressing a preference for bulbs instead of islands. The changes at the Geary/Laguna stops are shown in **Figure 4**.

Figure 4 Laguna Stops



Source: SFCTA, 2018

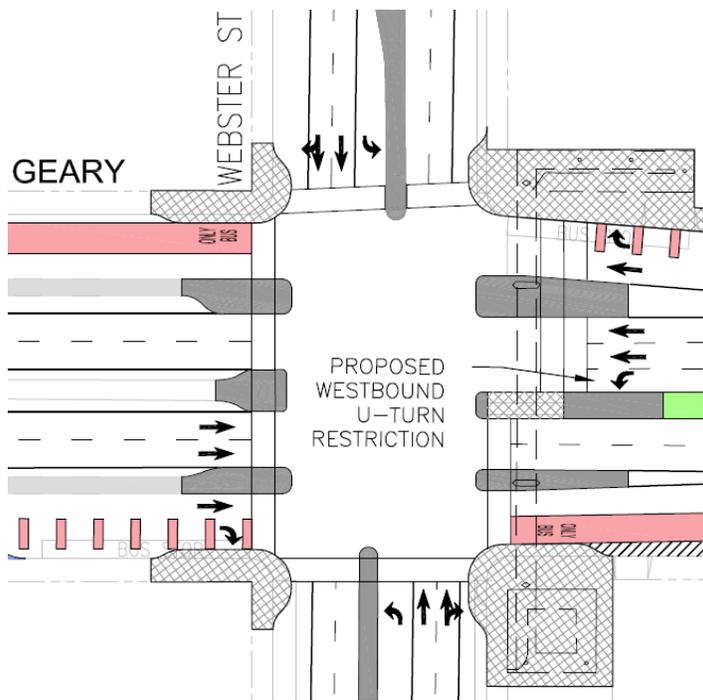
Constructing bus bulbs and not transit islands would require the removal of five existing parking spaces where the sidewalk would be extended. However, the bus bulbs would preserve seven parking spaces previously assumed to be removed along Geary at the northeast and southwest approaches necessary to accommodate boarding islands, as shown in **Figure 4**.

Geary/Webster: Restrict Westbound U-Turns

The Hybrid Alternative/LPA allowed drivers to make U-turns from the westbound approach on Geary Boulevard at Webster Street. U-turns at this intersection are permitted under existing conditions, and are made from the same lane as left turns.

SFMTA proposes to restrict U-turns at this location, requiring additional signage on-site to regulate traffic. This change would allow pedestrians to cross the southern half of the crosswalk while westbound traffic has a green signal for left hand turns. The Geary/Webster U-turn restriction is shown in **Figure 5**.

Figure 5 Geary/Webster Modified Traffic Patterns



Source: SFCTA, 2018

This change would not result in changes to parking and loading conditions.

Geary Boulevard between Webster and Fillmore Streets: Sidewalk Width Reduction and New Loading Zones

As described in the FEIR, along westbound Geary Boulevard between Webster and Fillmore streets the Hybrid Alternative/LPA included removal of the existing parking and loading lane to provide one mixed-flow through lane and one shared right turn/bus-only lane. The existing sidewalk at this location on the north side of the street ranges between 10-feet to over 20-feet wide due to an adjacent plaza which extends the usable sidewalk width.

SFMTA now proposes to narrow the sidewalk at this location in order to construct a commercial and a passenger loading zone to accommodate the needs of adjacent businesses. The sidewalk between the curb and the property line would remain 6-foot wide, which is sufficient for accessible pedestrian use, for a length of 76 feet, while the effective useable sidewalk width would remain 16-foot wide between the curb and the building due to the plaza.

The change would add two loading spaces, one for commercial loading and one for passenger loading.

Geary/Fillmore and Geary/Steiner Intersections: Retain Existing Turning Movements

As described in the FEIR, the Hybrid Alternative/LPA would have altered existing traffic patterns by restricting eastbound and westbound left turns at the Geary/Fillmore intersection. The Hybrid Alternative/LPA also included installation of a new eastbound left turn lane and reconfiguration of the median at the Geary/Steiner intersection. The allowed turning movements in the Hybrid Alternative/LPA are shown in **Figure 6**.

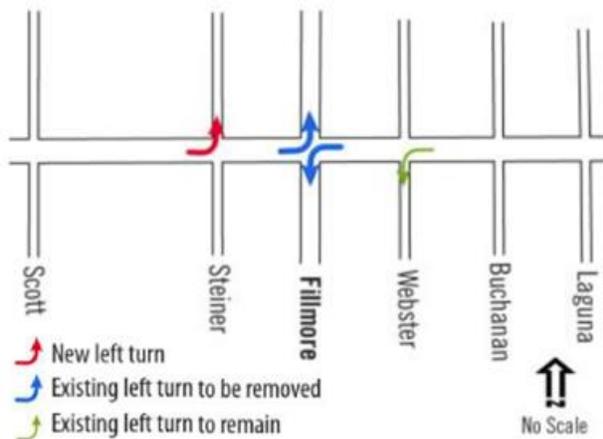
SFMTA proposes to maintain the existing eastbound and westbound left turns at the Geary/Fillmore intersection, and continue restricting left turns in the eastbound direction at the Geary/Steiner intersection.

To restrict eastbound left turns at Geary/Steiner, the center median pedestrian refuge island in the west side crosswalk would be expanded. The median refuge island would be widened by about 10 feet compared to the Hybrid Alternative/LPA, as shown in **Figure 7**.

Maintaining left-turns at Fillmore Street was determined to be desirable for maintaining access to this neighborhood commercial street. Retaining the eastbound left-turn restriction at Steiner Street was determined to be beneficial because it would lengthen the available green time for pedestrians in the north-side crosswalk and vehicles and buses in the westbound direction while improving the pedestrian crossing on the west side of the intersection. It would also minimize the amount of vehicle traffic on Steiner Street, which is a designated bicycle route.

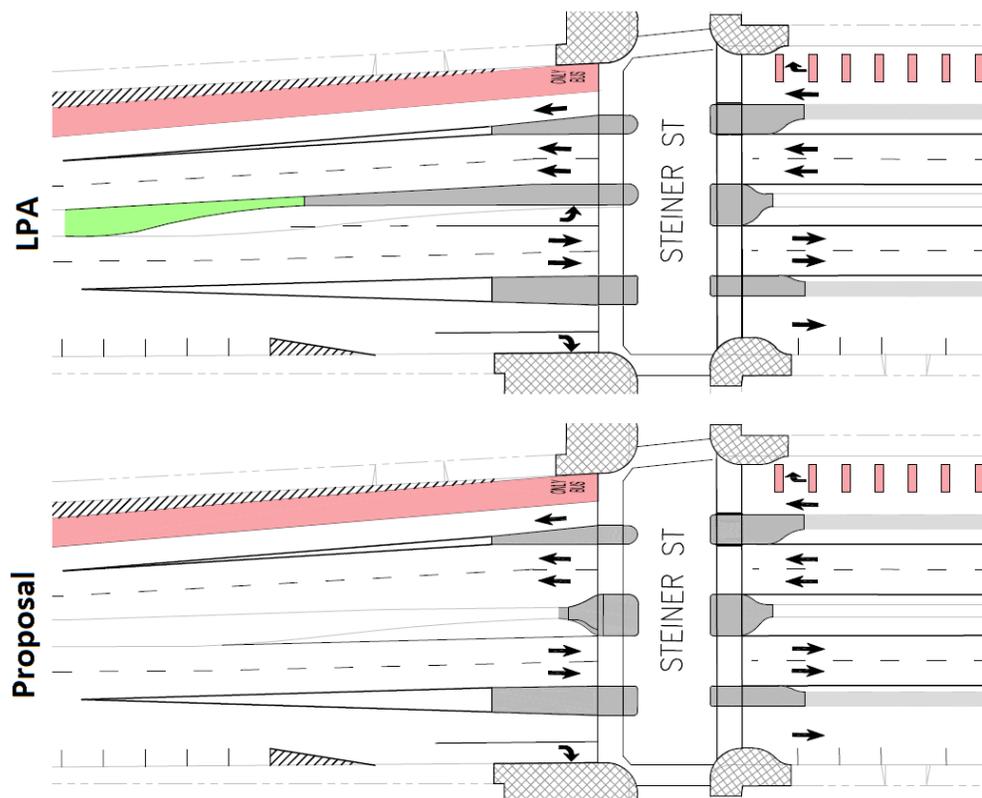
Similar to the Hybrid Alternative/LPA, this change would not require substantial changes to the existing signal timing at Geary Boulevard and Fillmore Street. Additionally, the change would not result in any change in parking or loading conditions compared to the Hybrid Alternative/LPA.

Figure 6 Hybrid Alternative/LPA Turning Movements



Source: SFCTA, 2018

Figure 7 Geary/Steiner Intersection



Source: SFCTA, 2018

Geary/Commonwealth/Beaumont Intersection: Additional Pedestrian Bulbs

The FEIR did not include pedestrian improvements to the intersection of Geary/Beaumont/Commonwealth. However, to further improve pedestrian safety, the revised design would construct new pedestrian crossing bulbs on the northeast corner (at Commonwealth Avenue) and the southwest corner (at Beaumont Avenue). The bulbs would be approximately 20 feet in length and 6 feet wide. No parking spaces would be removed to accommodate these bulbs.

Summary of Project Changes

The project changes include minor design refinements to bus stop details, such as adjustments to the length and location of bus stops; additional pedestrian improvements; and refinements to traffic operations. Given the small scale of the design refinements, these changes would not substantially alter the project description or the overall project goals of providing improved transit service (BRT) and safer traffic conditions along the Geary corridor as described and analyzed in the Draft EIS/EIR and FEIR.

Regulatory Updates and Changes in Significance Criteria

This addendum analyzes transportation impacts in accordance with new guidance from the State Office of Planning and Research (OPR) adopted by the San Francisco Planning Commission in March 2016 (Planning Commission Resolution 19579). CEQA Section 21099(b)(1) requires that OPR develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that promote the “reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised CEQA Guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle. OPR’s proposed transportation impact guidelines provide substantial evidence that VMT is an appropriate standard to use in analyzing impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 195793, adopted on March 3, 2016:

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality;
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and lists of exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change; and
- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and that are consistent with proposed and forthcoming changes to the CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects that have not received a CEQA determination and all projects that have previously received CEQA determinations but require additional environmental analysis.

Additionally, subsequent to the 2016 proposed CEQA Guidelines update from OPR, OPR published additional proposed text updating Section 15064.3 of the CEQA Guidelines (November 2017)⁴ and a technical advisory on evaluating transportation impacts using VMT (April 2018).⁵

³ San Francisco Planning Department, Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E, March 3, 2016.

⁴The proposed text is available at http://opr.ca.gov/docs/20171127_Text_of_15064-3.pdf

⁵ The technical advisory is available at http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

This addendum analyzes transportation consistent with the City's established methodology, which the City applies uniformly to all projects in San Francisco. Accordingly, this addendum uses VMT as the metric for assessing the transportation effects of project changes instead of LOS.

Analysis of Potential Environmental Effects

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, when project changes are proposed. 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.

Impacts requiring mitigation were identified in the FEIR for the following topics, and mitigation was identified to reduce these impacts to a less-than-significant level:

- Land Use
- Aesthetics
- Cultural Resources
- Utilities
- Geology/Soils/Seismic/Topography
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Biological Resources

The project's impact on traffic circulation was found to be significant and unavoidable, and no feasible mitigation measures were identified. The project's impact on all other topics not listed above was found to be less than significant without mitigation.

Consideration of Environmental Topics

Because the project changes would be limited to modifications to existing or planned transit stops, minor adjustments to parking and loading spaces, and other minor physical and operational changes described herein, and would occur within the existing street right-of-way or adjacent parking areas, and the intensity and duration of construction activities are anticipated to decrease or remain unchanged, the project changes could not result in new significant or substantially more severe impacts to the following topics:

- Land Use
- Community Impacts or Growth
- Visual Resources
- Utilities
- Geology/Soils/Seismic/Topography
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Energy
- Biological Resources
- Public Services and Recreation
- Mineral Resources
- Agriculture/Forest Resources

Therefore, these topics are not discussed further in this Addendum.

Additionally, the project changes would not have the potential to substantially alter the intensity or duration of construction; overall, construction may be lessened as a result of shortening bus stops.

Further, the FEIR concluded the project would not alter wind patterns or result in shadowing effects on public park areas or open spaces. None of the project changes would alter the nature of the project such that effects to wind patterns or shadowing of public parks/open space might occur.

Traffic/Transportation

Transportation impact analysis of the project changes focused on impacts on VMT, LOS, transit, pedestrians and bicyclists, and parking and loading.

Significance criteria for transit, automobile traffic, pedestrians and bicycles, and parking and loading used in this addendum are the same as those employed in the FEIR, with the exception of LOS which is discussed below. The following analysis incorporates the FEIR by reference, where appropriate.

Transit Conditions

The primary evaluation metrics used to analyze transit conditions in the FEIR were transit travel time and travel time reliability. Overall, the project was found to have beneficial impacts to transit. No significant transit impacts or mitigation measures were identified.

Of the proposed project changes described above, the following have the potential to affect transit delay:

Changes to Local and BRT Bus Stops

The project changes to accommodate two 60-foot articulated buses instead of three buses at bus stops and to consolidate both local and BRT bus services at one bus stop location are anticipated to improve transit conditions.

The consolidation changes would allow passengers to wait at one location and choose either the local or BRT service without having to walk to a separate location. This may reduce dwell times, since bus operators would not have to wait for passengers to walk between locations. It will also make bus stop locations more conveniently located closer to intersections rather than at mid-block, improving connectivity within the transportation network.

Consolidating BRT and local stops requires all buses to stop at the same location which may result in BRT buses pulling up behind a local bus, and therefore the need for BRT buses to pass local buses by pulling into mixed flow traffic if the BRT bus finishes loading first. Ample opportunities exist for passing along the corridor, and typical loading times for BRT and local buses are comparable, and thus it is unlikely that BRT buses would be delayed behind local buses such that operations of BRT buses would be impacted. Both local and BRT buses receive the same transit-priority treatment as they travel along the corridor, so a local bus traveling in front of a BRT bus would not introduce significant transit delay.

O'Farrell between Leavenworth and Taylor: Changes to Planned Local and BRT Stops

The preservation of the existing stops and enhancement of transit infrastructure would better serve the community. The Jones/Taylor inbound stop would retain the existing mid-block bus stop and would extend the mid-block bus bulb by about 20 feet to the east towards Taylor Street to better allow two buses to load at the same time.

Changes at these locations would not affect transit travel time delay but would affect transit stop spacing. Transit stop spacing is discussed further below, under Pedestrian and Bicycle Transportation.

Laguna Stops: Construct Bus Bulbs in lieu of Transit Islands

Constructing transit bulbouts instead of transit islands at both the inbound and outbound approaches to Laguna Street would result in a condition where buses and right-turning vehicles share the same lane. Therefore, this change can be analyzed by considering instances when right-turning vehicles interact with buses. To determine how this change would affect transit service, SFMTA modeled the estimated difference in traffic signal delay between the bulbouts and the islands.⁶ Traffic signal delay refers to the amount of time that a vehicle must wait at a signalized intersection. In this situation, traffic signal delay for the bus would include the time it takes for any queue of right-turning vehicles in front of the bus to proceed into the intersection ahead of the bus. Operational impacts on transit would be considered significant if the overall project would result in additional transit delay equal to or greater than half of the scheduled peak period headway. Buses currently run every 4 minutes on Geary Street, therefore the threshold is 2 minutes. With the change, buses are estimated to experience an additional 3-5 seconds of signal delay at this intersection on average, compared to the Hybrid Alternative/LPA.⁷ This small amount of signal delay would not substantially affect overall BRT service or result in a new significant impact. As presented in the Draft EIR/EIS and FEIR, implementation of the Hybrid Alternative/LPA would reduce travel time along the Geary corridor by 16 to 18 percent in the year 2020, depending on the direction of travel.

⁶ SFMTA, Geary Project Refinements Transportation Analysis Technical Memorandum, August 8, 2018.

⁷ Ibid

Geary/Fillmore and Geary/Steiner Intersections: Retain Existing Turning Movements

The changes at the Geary/Fillmore and Geary/Steiner intersections to maintain the same turn restrictions as existing conditions would change the traffic signal timing at Steiner Street and the vehicle queuing operations at Fillmore relative to the Hybrid Alternative/LPA analyzed in the FEIR.

Under existing conditions at Fillmore Street in the eastbound direction, buses and vehicles share a travel lane and would continue to do so with the changes to the Hybrid Alternative/LPA proposed by SFMTA. By continuing to permit left hand turns, buses may experience some transit delay when waiting for vehicles making left turns. However, based on the estimated 2020 traffic volumes, fewer than two vehicles per traffic signal cycle are anticipated to make the left turn on average. Under existing conditions, fewer than three vehicles are observed to make the left turn per cycle on average. Three left-turning vehicles could result in up to 6 seconds of transit delay to a bus on average, which is below the threshold of 2 minutes.

Moreover, there is no conflicting vehicle movement or pedestrian crossing with these left turns due to the physical geometry of the roadway structure, so automobile delays to vehicles making these turns would be minimal. Based on this information, no substantial transit delays to inbound buses are anticipated at Fillmore with implementation of this change. The Hybrid Alternative/LPA includes a dedicated bus lane at the Geary/Fillmore intersection in the outbound direction; therefore, continuing to permit left hand turns in this location would not affect outbound transit service.

At Steiner Street, maintaining the existing turn restrictions and traffic signal timing would improve bus service in the outbound direction by allowing the outbound movement more green time at the traffic signal.

Collective Effect to Transit Conditions

In summary, the changes to the project would not result in significant impacts to transit operations throughout the Geary corridor. These changes would improve bus service in the outbound direction at Steiner Street by affording the outbound movement additional time during traffic signal phasing. Although the project changes would largely improve conditions corridor-wide, buses traveling along the Geary corridor may experience some minor, additional delay compared to the Hybrid Alternative/LPA. The total change in transit delay for all of the project modifications combined would be under 10 seconds. According to modeling conducted for the project changes and the thresholds established in the FEIR, an incremental 10 second transit delay would not have the potential to substantially affect transit conditions. Overall, the project would result in a reduction in transit travel times, and any incremental increase in transit delay for the existing plus project scenario would be a lessening of project benefits, rather than an adverse impact.

As previously mentioned, the FEIR did not identify significant impacts or mitigation measures for impacts to transit. Based on the foregoing, the revised project would not result in any new significant impacts to transit, and no mitigation is required.

Automobile Traffic and VMT

The FEIR used several evaluation metrics to measure the performance of the Hybrid Alternative/LPA in future year conditions in order to identify whether any significant impacts related to automobile traffic would occur. These metrics included auto travel time, LOS, and system-wide multi-modal delay. In addition, the FEIR analyzed how the project would affect VMT.

The FEIR concluded that the build alternatives, including the Hybrid Alternative/LPA, would result in significant and unavoidable LOS impacts in the Geary corridor in 2020 or 2035. The FEIR found that the Hybrid Alternative/LPA would result in significant LOS impacts at four intersections on Geary Boulevard, and four additional intersection locations outside of the Geary corridor. No feasible mitigation measures were identified to reduce these significant impacts.

The FEIR also identified significant impacts to LOS at signalized intersections during construction. To reduce this impact, the FEIR includes the following mitigation measure:

- **CI-1:** A Transportation Management Plan that includes traffic rerouting, a detour plan, and public information procedures.

With implementation of this mitigation measure, construction-period LOS impacts would be less than significant.

Since certification of the FEIR and adoption of the project, OPR has issued extensive guidance on the transition away from the evaluation of traffic impacts using the LOS metric, as required by SB 743. As discussed above, SFCTA uses VMT as the measurement for transportation impact analysis in this addendum, consistent with the San Francisco Planning Commission's adopted resolution on VMT and the Planning Department's application of this standard for all projects. All other thresholds for measuring impacts to traffic and transportation, aside from LOS, described in the Draft EIS/EIR and FEIR remain in effect and are incorporated here by reference.

For the purpose of this analysis, the following thresholds were used to determine whether implementing the project changes would result in a significant VMT-related impact on transportation and circulation.

Vehicle Miles Traveled:

A project would have a significant effect on the environment if it would:

- Cause substantial additional VMT; or
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.

The project, being a transit improvement project, is among the types of projects known not to increase VMT.⁸ The scope of the project includes conversion of general travel lanes to transit-only lanes, removal of street parking spaces, sidewalk widening (bus bulbs), crosswalk improvements, signal timing changes to prioritize transit and pedestrian safety, and bus stop improvements. The FEIR determined that the Hybrid Alternative/LPA would result in approximately 20,000 fewer daily weekday VMT (0.1 to 0.4 percent) by 2020 and approximately 40,000 fewer daily VMT (0.4 percent) by 2035.

⁸ San Francisco Planning Department, Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Page F-6, Case No. 2012.0726E, March 3, 2016.
http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf

Of the project changes described above, the majority would not have the potential to effect traffic operations; changes to bus stop length, bus stop design, and pedestrian facilities would, by their nature, not influence traffic patterns. Therefore, the discussion below focuses on only those changes which would have the potential to affect automobile traffic.

The discussion of intersections below includes disclosure of how the project changes may affect LOS, for informational purposes only, and determines whether these changes would result in new significant VMT impacts.

Geary from Polk to Van Ness: Convert Existing Lane into Shared Left Turn/Through Lane

The FEIR determined implementation of the Hybrid Alternative/LPA would increase automobile delay by approximately 10 seconds at the Van Ness/Geary intersection in 2020. The intersection would continue to operate at LOS E which is the same LOS as the No Build alternative. The FEIR identified this as a significant and unavoidable impact, and no feasible mitigation measures were identified.

Under the revised design, the Van Ness/Geary intersection would experience an additional automobile delay of approximately 9.8 seconds for the westbound approach as a result of converting the existing through lane into a shared left turn lane.⁹ This averages out to an additional delay of 2.9 seconds at this intersection.¹⁰ The 10 second delay anticipated in the FEIR combined with the additional 2.9 second increase would result in the intersection operating at LOS F, however, the LOS E and LOS F categories only represent cut-off points for describing intersection operations and do not necessarily equate to substantial increases in delay. While this analysis does not use LOS as a measure of transportation impacts, if LOS was used as a standard, an increased delay of 2.9 seconds would not represent a substantial increase in delay at this intersection. Accordingly, the impact at this intersection would not be substantially more severe than described in the FEIR.

Making adjustments to general travel lanes that do not increase traffic speeds or roadway capacity are among the scopes of work known not to increase VMT.¹¹ The proposed modifications to the project along Geary from Polk to Van Ness would therefore not cause or contribute to a significant impact to VMT.

Geary/Laguna Stops: Construct Bus Bulbs in lieu of Transit Islands

The FEIR determined implementation of the Hybrid Alternative/LPA would result in a change from LOS C to LOS E at the Geary/Laguna intersection in 2020. The FEIR identified this as a significant and unavoidable impact, and no feasible mitigation measures were identified.

Under the revised design, bus bulbs would be constructed in place of transit islands along both the eastbound and westbound approaches. These changes would force buses and vehicles to share the right-turn lane. Consequently, the average automobile delay to right-turning vehicles would increase by approximately 2 seconds.¹² Since right-turn volumes are very low relative to through volumes, this additional automobile delay to the right-turning vehicles is not anticipated to affect the overall average level of service. While this analysis does not use LOS as a measure of transportation impacts, if LOS was

⁹ SFMTA, Geary Project Refinements Transportation Analysis Technical Memorandum, August 8, 2018.

¹⁰ Ibid

¹¹ San Francisco Planning Department, Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Page F-6, Case No. 2012.0726E, March 3, 2016.

http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf

¹² SFMTA, Geary Project Refinements Transportation Analysis Technical Memorandum, August 8, 2018.

used as a standard, an increased delay of 2 seconds would not represent a substantial increase in delay. Accordingly, the impact at this intersection would not be substantially more severe than described in the FEIR.

The addition of bus bulbs and transit boarding islands are among the scopes of work known not to increase VMT.¹³ The proposed modifications to the project at the Geary/Laguna intersection would therefore not cause or contribute to a significant impact to VMT.

Geary/Webster: Restrict Outbound U-turns

The FEIR determined that the Geary/Webster intersection would continue to operate at LOS E in 2035 with implementation of the Hybrid Alternative/LPA. Accordingly, the FEIR determined that the Hybrid Alternative/LPA would not result in a significant impact.

The revised design would restrict westbound U-turns at the Geary/Webster intersection. The existing volume of outbound U-turns observed at this intersection is relatively low, at an average of 15 vehicles in the peak hour (observed in 2012). Vehicles that use the U-turn under existing conditions are anticipated to take alternate routes, which were modeled to determine whether this redistribution of vehicle trips would result in changes to intersection operations. Based on the modeling completed, restricting the outbound U-turn would increase peak hour traffic volumes on Webster Street by less than 2 percent, or 1 second of automobile delay,¹⁴ and would not affect other intersections. While this analysis does not use LOS as a measure of transportation impacts, if LOS was used as a standard, an increased delay of 1 second would not represent a substantial increase in delay. Accordingly, the impact along this segment would not result in a significant impact or be substantially more severe than described in the FEIR.

The removal of U-turns is among the scopes of work known not to increase VMT.¹⁵ The proposed modifications to the project at the Geary/Webster intersection would therefore not cause or contribute to a significant impact to VMT.

Geary/Fillmore and Geary/Steiner Intersections: Retain Existing Turning Movements

Allowing left turns in the eastbound and westbound directions at the Geary/Fillmore intersection could affect intersection operations if excessive vehicle queuing on the overpass structure exceeded the length of the queueing space available on the overpass structure, causing a spillback of vehicles to queue in the travel lane on Geary Boulevard. Based on modeling, the project changes would result in an average of two vehicles making the left turn in the eastbound direction per traffic signal cycle.¹⁶ This would not result in vehicle queuing exceeding the overpass queue length capacity, which is about four vehicles. Likewise, in the westbound direction, less than one vehicle per traffic signal cycle is anticipated to make the left turn, which would not result in extensive queuing.

Eliminating the protected eastbound left-turn at the Geary/Steiner intersection proposed in the Hybrid Alternative/LPA would improve traffic operations in the westbound approach from LOS D to LOS B, and would not affect LOS in the eastbound direction. This change would result in a traffic improvement over what was analyzed in the FEIR at this intersection.

¹³ Ibid

¹⁴ Ibid

¹⁵ San Francisco Planning Department, Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E, March 3, 2016.

¹⁶ SFMTA, Geary Project Refinements Transportation Analysis Technical Memorandum, August 8, 2018.

The installation, removal, and reconfiguration of traffic lanes that are not for through traffic (such as left turn lanes) are among the scopes of work known not to increase VMT.¹⁷ The proposed modifications to the project at the Geary/Fillmore and Geary/Steiner intersections would therefore not cause or contribute to a significant impact to VMT.

Collective Effect to Traffic Conditions

In summary, the changes to the project would not result in a new significant impact to traffic, or represent a substantial change to the project. As described above, individual increases in automobile delay would not be considered substantial under the LOS metric, and would therefore not result in new significant impacts or substantially more severe impacts compared to the FEIR.

The project, being a transit improvement project, is among the types of projects known not to increase VMT.¹⁸ The scope of the project includes conversion of general travel lanes to transit-only lanes, removal of street parking spaces, sidewalk widening (bus bulbs), crosswalk improvements, signal timing changes to prioritize transit and pedestrian safety, and bus stop improvements. The proposed modifications, which consist of minor adjustments to bus stop sizes and location, turning restrictions, additional pedestrian improvements, and signal timing changes to optimize transit vehicle and bicycle/pedestrian movements, are also among the scopes of work known not to increase VMT. Therefore, the revised project would have a less than significant impact to VMT.

As previously mentioned, **Mitigation Measure CI-1** would be implemented to reduce construction-period impacts at signalized intersections to a less-than-significant level. This measure remains applicable and adequate to address construction LOS impacts identified in the FEIR, and would be implemented.

Based on the foregoing, the revised project would not result in any new or greater significant impacts relative to what was described in the FEIR.

Pedestrian and Bicycle Transportation

The FEIR analyzed the potential for the Geary BRT project to result in significant impacts to pedestrian and bicycle modes of transportation. The Draft EIS/EIR and FEIR examined the potential for the build 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 FEIR identified significant impacts related to pedestrian and bicycle accessibility and safety during construction. To reduce this impact, the FEIR includes the following mitigation measure:

- **CI-1:** A TMP that includes traffic rerouting, a detour plan, and public information procedures.

During operation of the project, impacts related to pedestrian and bicycle conditions along the Geary corridor would be less than significant and no mitigation would be required. Notwithstanding, the FEIR recommended improvement measures **I-PED-1** through **I-PED-2** to enhance overall project performance. Improvement measure **I-PED-1** includes implementation of pedestrian safety measures where possible as part of the project design, while **I-PED-2** includes Universal Design Principles to enhance access for disabled persons.

¹⁷ San Francisco Planning Department, Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E, March 3, 2016.

¹⁸ Ibid

The changes to the project would generally improve conditions for pedestrians and bicyclists through the addition and extension of pedestrian bulbouts, bus bulbs in lieu of islands, and the combination of local and BRT stops at one location. Additionally, the U-turn restriction at the Geary/Webster intersection and left turn restriction at Geary/Steiner would give pedestrians longer green times to cross intersections. The proposed sidewalk reduction near Fillmore to accommodate loading activities would retain a sufficient path of travel for pedestrians.

Bicyclists along the corridor would experience buses moving in generally similar patterns relative to the Hybrid Alternative/LPA, and no new or worsened potential conflict points between pedestrians, bicyclists, and motor vehicles would be created. In addition, maintaining the existing left turn restriction at Steiner Street would minimize automobile traffic on Steiner Street, which is a designated bicycle route. Therefore, the proposed modifications would not result in any new hazardous conditions for bicyclists.

Measures **CI-1** and **I-PED-1** through **I-PED-4** remain applicable and adequate to address pedestrian and bicycle transportation impacts, and would be implemented.

In sum, the changes to the project would not result in new or substantially more severe significant impacts to pedestrian delay, sidewalk conditions, pedestrian safety, access for seniors and persons with disabilities, or bicycle delay.

Stop Spacing

The changes to the project would generally result in some distances between stops being reduced, while others would be increased. Conversely, the revised design for O'Farrell Street between Leavenworth and Taylor streets would result in the BRT stop at this location being 2,700 feet from the Van Ness Avenue BRT stop to the west and 1,200 feet from the Powell Street BRT stop to the east, which is exactly the same as existing conditions. In the Hybrid Alternative/LPA, the BRT stop was proposed to be relocated to Leavenworth Street and the stop spacing would have been 2,050 feet from Van Ness Avenue and 1,850 feet from Powell Street. While the LPA may have provided slightly more even BRT stop spacing at this location, the local service would still stop every 975 feet on average between Van Ness Avenue and Powell Street so transit access would remain convenient and the stops would comply with SFMTA's stop spacing guidelines. Therefore, the additional 650 feet between Powell and the discussed BRT stop would not be a significant impact.

Additionally, reducing bus stop lengths to accommodate two instead of three buses would result in some longer and some shorter distances between stops, with net zero average change in distance. These changes as a whole, along the corridor, would not be substantial and would not be anticipated to significantly affect walking distances between stops. The worst-case change where distances between stops would be increased is 650 feet between the Powell and Leavenworth/Taylor stop as described above, which is within the range of stop spacing anticipated in the FEIR and within the acceptable range based on SFMTA guidelines.

Parking and Loading

As described in the FEIR, a total of 1,682 total on-street parking spaces currently exist along the Geary corridor. The parking supply analysis conducted for the FEIR determined that the Hybrid Alternative/LPA would result in the loss of 410 on-street parking spaces between 34th Avenue and Market Street. A separate analysis of loading spaces was conducted to identify if loading spaces would be relocated within an acceptable distance of users (e.g. businesses receiving deliveries). The analysis determined that 10 commercial loading spaces and 2 passenger loading spaces would be removed along the Geary corridor.

The FEIR determined that impacts associated with the net loss of parking and loading spaces would not be significant. Notwithstanding, the FEIR recommended improvement measures **I-PRK-1** through **A-PRK-3** to enhance overall project performance.

San Francisco does not consider parking deficits environmental impacts. Parking impacts are evaluated here for secondary impacts only, such as whether pedestrian hazards would be created through the placement or removal of parking. The proposed changes would retain additional parking spaces compared to the Hybrid Alternative/LPA. New parking spaces would be designed and implemented consistent with City-wide standards for acceptable design and safety, ensuring secondary hazards would not occur.

The changes to the project would result in the net retention or addition of 12 on-street general parking spaces, 12 general motorcycle spaces, 12 commercial loading zones, and 3 passenger loading zones between 34th Avenue and Market Street compared to the Hybrid Alternative/LPA.

Table 1 compares the retention of on-street parking and loading spaces compared to the Hybrid Alternative/LPA as analyzed in the FEIR. Positive numbers below indicate additional spaces retained while negative numbers indicate the loss of a space that would have been preserved by the Hybrid Alternative/LPA.

Table 1 Changes in On-street Parking and Loading Supply along Geary Boulevard, Geary Street, and O’Farrell Street (Hybrid Alternative/LPA vs. Revised Project)

Location	GENERAL PARKING SPACES	LOADING SPACES	
		COMMERCIAL	PASSENGER
Location	-1	NA	NA
Geary/Kearny (Outbound)	NA	+3	NA
Geary/Stockton (Outbound)	NA	+3	NA
Geary/Powell (Outbound)	NA	+1	+2
Geary/Leavenworth (Outbound)	+1	+2	NA
Geary/Van Ness	-6	NA	NA
Divisadero Street (Outbound)	+4	NA	NA
O’Farrell/Grant (Inbound)	+12 motorcycle spaces	+1	NA
O’Farrell/Van Ness (Inbound)	NA	+2	NA
Divisadero Street (Inbound)	+3	NA	NA
O’Farrell Street (Jones to Taylor)	NA	-1	NA
Geary Boulevard (Franklin and Gough streets)	+5	NA	NA
Geary/Gough	-1	NA	NA
Geary/Laguna	+7	NA	NA
Geary Boulevard (Webster to Fillmore streets)	NA	+1	+1
Geary/Commonwealth/Beaumont	0	NA	NA
Corridor total	+12 +12 motorcycle spaces	+12	+3

Note: Consistent with the FEIR, general on-street parking spaces and commercial loading spaces were analyzed separately and thus, are not additive.

Measures **I-PRK-1** through **A-PRK-3** remain applicable and adequate to address impacts related parking and loading which were identified in the FEIR, and would be implemented.

Based on the foregoing, the revised project would not result in any new significant impacts related to parking and loading relative to what was described in the FEIR.

Cultural Resources

The FEIR analyzed the potential for the Hybrid Alternative/LPA to result in significant impacts to cultural resources, including archaeological resources, paleontological resources, and historic architectural resources. The FEIR identified significant impacts to cultural resources. To reduce these impacts, the FEIR included the following mitigation measures:

- **CUL-C1** through **CUL-C4** address vibration affects and delineate necessary monitoring that would be conducted during construction.
- **CUL-C5** addresses the desired avoidance of removal, relocation, or damage to the historic Japan Center light standards. However, **CUL-C6** delineates the process and necessary precautions associated with relocation of the Japan Center light standards.
- **CUL-C7** requires the careful consideration of visual qualities of built elements of the project and existing historic properties.
- **CUL-C8** through **CUL-C11** chart out necessary research processes and preparation of the Final Archaeological Resources Report documenting all field and laboratory methods, analysis, and findings.
- **CUL-C12** through **CUL-C14** identify the necessary procedures following discovery of buried cultural resources, human remains, and paleontological resources, respectively.

With implementation of these mitigation measures, impacts to cultural resources were determined to be less than significant.

Of the project changes described in this addendum, construction of the following three would require additional excavation or ground-disturbing activities to depths that could expose or damage paleontological resources or archaeological resources within the Geary corridor, should resources exist:

- Geary Boulevard between Webster and Fillmore streets: Sidewalk Width Reduction and New Loading Zones
- Geary/Masonic Outbound Stop Sidewalk Widening
- Geary/Commonwealth/Beaumont and Geary/Gough Intersections: Additional Pedestrian Bulbs

Although additional excavation would be required for each of the above project changes, the Draft EIS/EIR and FEIR indicated that none of the formally recorded archaeological sites identified within the vicinity of the project were located within these locations where excavation would occur. The proposed project changes would require additional excavation in areas determined to have very low to moderate sensitivity in the Draft EIS/EIR and FEIR. No excavation in areas with higher sensitivity is proposed. Thus, the project and proposed project changes would not have the potential to result in any disturbance to previously recorded archaeological sites.

Implementation of the sidewalk narrowing near Fillmore Street would require the relocation of a Japan Center Light Standard currently located along Geary Boulevard between Webster and Fillmore streets. Mitigation measures **CUL-C5** and **CUL-C6** would be implemented and remain adequate to address this impact.

Mitigation measures **CUL-1** through **CUL-14** remain applicable and adequate to address impacts to paleontological, archaeological, and architectural resources located within the Geary corridor, and would be implemented.

Based on the foregoing, with implementation of **CUL-1** through **CUL-14**, the changes to the project would not result in any new or greater significant impacts to cultural resources relative to what was described in the FEIR.

Analysis of Collective Impacts

The changes to the project, in light of the whole record, would not result in new or greater significant impacts to transit, automobile traffic, pedestrian and bicycle transportation, parking and loading, or cultural resources. The proposed changes are minor, do not substantially alter the project description, and are being carried forward to improve transit operation and/or to respond to community concerns and public feedback. Additionally, the changes would not result in new or greater significant impacts to land use, community impacts or growth, visual resources, utilities, geology/soils/seismic/topography, hazards and hazardous materials, hydrology and water quality, air quality and greenhouse gases, noise and vibration, energy, biological resources, public services and recreation, mineral resources, and agriculture/forest resources. In summary, the changes to the project would not result in a new or greater significant impact, or represent a substantial change to the project. Mitigation measures identified in the FEIR and discussed in this addendum would remain applicable and adequate to reduce impacts to a less-than-significant level and would be implemented.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FEIR, certified on January 5th, 2017, remain valid and unchanged. The changes to the project would not cause new significant impacts not identified in the FEIR or an increase in the severity of previously identified significant effects and thus are not substantial. The changes described above do not render the project or its mitigation measures considerably different from those analyzed in the Final EIR. Further, no substantial changes have occurred with respect to circumstances under which the Geary BRT project would be undertaken, such that new or substantially more severe significant impacts would occur. Finally, no new information of substantial importance has become available that shows that (1) the project will cause significant environmental impacts not discussed in the Final 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 subsequent or supplemental EIR shall be prepared per Section 15162 of the CEQA Guidelines, and no additional environmental review is required.

Notification

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

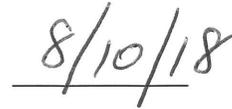
addendum.

Determination

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



Tilly Chang
Executive Director



Date

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