



ADDENDUM 2 TO ENVIRONMENTAL IMPACT REPORT

Date of Publication of Addendum: March 4, 2026
Date of EIR Certification: June 15, 2017
Case No. **2024-005509ENV**
Project Title: **One Oak Street Project (1500-1540 Market Street)**
Block/Lot: 0836/001, 002, 003, 004, and 005
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REMARKS

Background

On June 15, 2017, the San Francisco Planning Commission (planning commission) certified the One Oak Street Project Final Environmental Impact Report (One Oak FEIR or FEIR) pursuant to the California Environmental Quality Act (CEQA)¹ and approved the project.² A mitigation monitoring and reporting plan (MMRP) was adopted as a condition of approval, as well. The project analyzed in the FEIR (original project) is described, below.

The project site is located at the northwest corner of the intersection of Market Street, Oak Street, and Van Ness Avenue in the southwestern portion of San Francisco's Downtown/Civic Center neighborhood. The project site is made up of five contiguous, privately owned lots within Assessor's Block 0836 (Lots 001, 002, 003, 004, and 005) that, together, form an 18,219-square-foot trapezoid, bounded by Oak Street to the north, Van Ness Avenue to the east, Market Street to the south, and the interior property line shared with the neighboring property to the west. The project site measures about 177 feet along its Oak Street frontage, 39 feet along Van Ness Avenue, and 218 feet along Market Street. The existing street addresses of these parcels are referred to herein as 1500-1540 Market Street.

The easternmost portion of the project site, 1500 Market Street (Lot 001), is currently occupied by an existing three-story, 2,750 square foot commercial building, built in 1980. This building is currently occupied by the 900-square-foot All Star Café on the ground floor and commercial offices on the second

¹ San Francisco Planning Department, One Oak Street Project, Final Environmental Impact Report, Planning Department Case No. 2009. 0159E, State Clearinghouse No. 2012102025, certified on June 17, 2017. Available online at: <https://sfplanning.org/environmental-review-documents>, accessed on July 18, 2025.

² Planning Commission Motion M-20622. January 16, 2020.

and third floors. This building also includes an enclosure for a public elevator which provides access from the Van Ness Avenue sidewalk to the Van Ness Muni Metro station. Immediately west of the 1500 Market Street building is an existing 47-car valet-operated surface commercial parking lot (on Lots 002, 003, and 004), with vehicular access via a driveway on Oak Street. The parking lot is fenced along its Market and Oak Street frontages. The westernmost portion of the project site at 1540 Market Street (Lot 005) is occupied by a four-story, 48,225-square-foot commercial office building, built in 1920.

2017 Project

As analyzed in the draft environmental impact report (draft EIR) the 2017 project included demolition of all existing structures on the project site and construction of a new 310-unit, 40-story residential tower (400 feet tall, plus a 20-foot-tall parapet) with ground-floor commercial space and a three-level subsurface parking garage for residents with access from Oak Street. As analyzed in the draft EIR 155 parking spaces were proposed (0.50 parking spaces/unit); however, the approved project included 136 spaces (0.44 parking spaces/unit). Bicycle parking for residents was included on the second-floor mezzanine and in bicycle racks on adjacent sidewalks for visitors. One 22-foot-long passenger loading space was proposed on the south side of Oak Street, near the residential lobby and one freight loading space and two service vehicle loading spaces were proposed within the ground floor level of the parking garage.

The 2017 project included streetscape improvements along Oak Street and the construction of “Oak Plaza” a 16,050-square-foot public plaza that included 3,058 square feet³ within the Oak Street public right-of-way and a 1,645-square-foot area of the project site. Under the 2017 project, proposed Oak Plaza features included: custom precast concrete planters with small ornamental trees and plants which would also serve as seating, four approximately 90-square-foot retail kiosks along the north side of Oak, improved landscaping, and special paving, throughout. These streetscape improvements were facilitated by narrowing Oak Street from two vehicle lanes to one and removing on-street parking along the portion of Oak Street adjacent to the project site and replacement/widening of sidewalks on Oak Street (north and south sides) and Van Ness Avenue (west side).

The 2017 project also included the construction of several free-standing wind canopies within Oak Plaza and one within the sidewalk at the northeast corner of Market and Polk streets to reduce pedestrian-level winds and replacement of the existing Van Ness Muni Station elevator enclosure.⁴

More details on the 2017 project are included in **Table. 1: Summary of Project Characteristics**, below.

Proposed Revisions to 2017 Project

The revised project is entirely residential and includes a total of 541 residential units, comprised of 107 studios, 262 one-bedroom units, and 172 two-bedroom units. The lot area is 18,219 square feet and the gross project area of 595,956 square feet. The revised project proposes to include a total of 135 on-site vehicle parking spaces. Of the proposed spaces, 124 parking spaces in the building’s garage can be accessed

³ This area was counted toward the 2017 project’s open space requirement.

⁴ Two options for the Muni elevator were considered (1) relocation of the existing Van Ness Muni station elevator entrance from the eastern end of the project site to the ground floor of the existing One South Van Ness building at the southeast corner of South Van Ness Avenue and Market Street, approximately 170 feet from its current location, with two elevators provided at the new location, and (2) relocation of the existing Muni elevator north into the proposed Oak Plaza (analyzed as a “project variant”). Subsequent to the publication of the draft EIR (November 16, 2016), the project variant was selected as the “preferred project”.

from the ground floor via automated parking lifts. The other 11 parking spaces (including 10 regular parking spaces and 1 van accessible parking space) are located on the building's ground floor accessible from the project driveway. Subsequent to the certification of the final EIR, the following other aspects of the proposed project were revised. The key differences between the 2017 project that was analyzed in the EIR and the revised project are as follows:

- **Building Design.** The shape of the building was modified, and the building was shifted towards the intersection of Van Ness Avenue and Market Street, resulting in a smaller open space area on that frontage. The mechanical penthouse/parapet height increased from 20 feet to 37 feet (at the highest point).
- **Development Program.** The number of residential units increased from 310 to 541 units, an increase of 231 units. The amount of retail square footage was reduced from 4,025 gross square feet to 0 gross square feet; the proposed ground-floor use is now a community room and leasing office.
- **Parking.** The residential parking ratio was reduced from 0.5 spaces per unit (as analyzed in the EIR) and 0.44 spaces per unit (the approved project) to 0.25 spaces per unit. The proposed parking configuration continues to be an automatic multi-level stacker system; however, under the revised project, access to the vehicle storage would be via self-service rather than valet service. All access to the vehicle storage area would be via a 15-foot-wide curb cut along Oak Street (reduced from 24 feet under the 2017 project). The number of car share spaces has increased from two to three.
- **Open Space/Streetscape Improvements.** Under the 2017 project, the streetscape improvements would include replacement/widening of sidewalks on Oak Street and Van Ness Avenue and would be facilitated by narrowing Oak Street from two vehicle lanes to one and removing on-street parking. Given that the proposed building would be shifted towards the intersection of Van Ness Avenue and Market Street under the revised project, the portion of Oak Plaza that would be within the project site would be reduced from 1,645 square feet to 860 square feet. As in the 2017 project, proposed Oak Plaza features would continue to include planters, trees, and seating. Retail kiosks are no longer proposed. Special paving may be included, contingent upon approval by the Department of Public Works.
- **Wind-Reducing Features.** The 2017 project included the construction of several free-standing wind canopies within Oak Plaza and one within the sidewalk at the northeast corner of Market and Polk streets to reduce pedestrian-level winds. As shown in Attachment A. Figures, pp. 24, 29, 44 and 45, the revised project incorporates an integrated lower-level porous wind canopy that wraps around the building, a 10-foot recess at the amenity level at the building's "nose"; which is the narrowest part of the building facing South Van Ness Avenue, on-site solid wind screens along Market Street at the alley west of 55 Oak Street and free-standing porous wind screens along the public sidewalk adjacent to the 1 South Van Ness Avenue building (at the southeast corner of South Van Ness Avenue and Market Street), and the addition of trees on the east side of South Van Ness, continuing the line of existing trees north toward Market Street.⁵

⁵ ARUP, North America, Ltd., *1500-1540 Market Street – Modified Project, Wind Study*, November 13, 2025.

- **Excavation/Construction.** The 2017 project included three subterranean levels; the revised project also includes three subterranean levels; however, these levels would house an automated parking stacker system, rather than a valet-operated parking system under the 2017 project which required a ramp. The garage would also include 12 fewer parking spaces than the 2017 project, so the overall parking area would be more compact. As such, the depth of excavation would be reduced from about 50 feet below ground surface (bgs) to about 30 feet bgs. The amount of excavation would commensurately be reduced from about 35,000 cubic yards to 21,000 cubic yards. The estimated construction period would be increased from about 32 months in the 2017 project to about 33 months for the revised project.
- **Jobs/Housing Growth.** The elimination of retail space under the revised project would result in no retail employees on the site; the property management maintenance team would typically have about 20 employees on-site. As such the revised project would have 21 fewer employees than under the 2017 project.⁶ The 2017 project would have added 627 residents to the project site and the revised project would add 1,093 residents, an increase of 466 residents.⁷

As under the 2017 project the existing Muni elevator enclosure would be demolished and replaced, and the existing elevator would be retained, pending future replacement.

Table. 1: Summary of Project Characteristics, below, includes a more detailed comparison of the 2017 project and the revised project.

Table. 1: Summary of Project Characteristics			
	2017 Project (EIR)¹	Revised Project	Difference
Number of Buildings	1	1	none
Building Height	400 ft. (420 ft. @ top of penthouse/parapet)	400 ft. (437 ft. @ top of penthouse/parapet)	+ 17 ft. (penthouse/parapet)
Stories	40	41	+ 1
Uses	Residential with Ground-floor Commercial	Residential with Ground-floor Community Room/Leasing Office	Community Room/Leasing Office substituted for Commercial
Dwelling Units			
Studio	57 units	107 units	+ 50 units
1 Bedroom	100 units	262 units	+ 162 units
2 Bedroom	138 units	172 units	+ 34 units
3 Bedroom	15 units	0 units	(15 units)
<i>Total Units</i>	<i>310 units</i>	<i>541 units</i>	<i>+ 231 units</i>
Affordable Housing ²	In-Lieu Fee	In-Lieu Fee	none

⁶ Memo to Project File RE: Market and Octavia Plan Amendment (Hub Plan) Updated Population Estimates and Methodology. San Francisco Planning Department. January 2020. An employment factor of 350 gsf per employee is used for general retail uses.

⁷ San Francisco Planning Department, Memo to Project File Re: Market and Octavia Plan Amendment (Hub Plan) Population Estimates and Methodology, January 2020.

GSF³ by Use			
Residential	435,465 gsf	529,811 gsf	+ 94,346 gsf
Retail/Restaurant	4,025 gsf	0 gsf	(4,025 gsf)
Back of House ⁴	17,755 gsf	122,797 gsf	+ 105,042 gsf
Parking/Loading ⁵	60,090 gsf	53,166 gsf	(6,924 gsf)
<i>Total GSF</i>	<i>499,580 gsf</i>	<i>595,956 gsf</i>	<i>+ 96,376 gsf</i>
Parking and Loading			
Surface Parking	0	0	none
Commercial Spaces	0	0	none
Residential Spaces	136 spaces	135 spaces	(1) spaces
Carshare Spaces	2 spaces	3 spaces	+1 spaces
Parking Ratio	0.44 spaces/unit	0.25 spaces/unit	(0.19 spaces/unit)
Parking Configuration	Automated multi-level stacker system	Automated multi-level stacker system	none
Number of Parking Levels	3 levels	3 levels ⁵	none
Access to Car Storage ⁶	Valet Service	Self-Service	n/a
Off-Street Truck Loading Spaces (12' x 35')	1 space	1 space	none
Off-Street Service Vehicle Loading Spaces (8' x 20')	2 spaces	2 spaces	none
On-Street Loading Spaces	none	2 Freight Loading (45'3" feet) 3 Passenger Loading (60 feet)	+2 Freight Loading (45'3" feet) +3 Passenger Loading (60 feet)
Curb Cut	24 feet (Oak Street)	15 feet (Oak Street)	(9) feet
Bicycle Spaces			
Class 1	310 spaces	210 spaces	(100 spaces)
Class 2	60 spaces	27 spaces	(33 spaces)
<i>Total Spaces</i>	<i>370 spaces</i>	<i>237 spaces</i>	<i>(133 spaces)</i>
Excavation + Foundation			
Area of excavation	~18,219 sq. ft.	~18,219 sq. ft.	none
Depth of excavation	Up to 50 feet bgs ⁷	~30 feet bgs	(~20 feet)
Amount of excavation	~35,000 cubic yards	~21,000 cubic yards	(~14,000 cubic yards)
Foundation Design	Mat Foundation	Mat Foundation	none
Construction			
Total	32 months	33 months	+1 month

Notes:

¹ One Oak Street Project (Case No. 2009.0159E) Final EIR. June 15, 2017. Table S.3: Comparison of Characteristics and Significant Impacts of the Proposed Project to the Alternatives.

² “In-lieu fee” refers to how the proposed project would comply with Section 415 of the Planning Code.

³ GSF = gross square feet

⁴ “Back of House” space includes all areas of the building that are not occupied by offices or residential units, including common areas, hallways, vertical circulation spaces, etc.

⁵ Includes Class 1 bicycle parking

⁶ Vehicle parking in the basement is provided in a stacker system. Vehicles enter the stacker system from the ground floor level via the driveway from Oak Street.

⁷ bgs = below ground surface

Project Setting

The project site is located within the following zoning districts: the C-3-G (Downtown Commercial, General) District, the Market Street Special Sign District (Planning Code Section 608.8), and the Van Ness and Market Residential Special Use District (SUD) (Planning Code Section 249.33). The project site is currently within two distinct Height and Bulk Districts with parcels 0836/001, 0836/002, 0836/003 and 0836/004 within the 120/400/140/450-R-4 Height and Bulk District and parcel 0836/005 within the 120/140-450-R-4 Height and Bulk District. For the proposed project, this means that the podium and tower height limits on parcels 001-004 are 120 and 400 feet, respectively, and 120 feet on parcel 005.⁸ The project site is also within the Market and Octavia Better Neighborhoods Plan (the Hub) and Downtown Plan areas.

Approvals

The project sponsor expects to seek approvals for the proposed project, including, but not limited to the following:⁹

- **San Francisco Board of Supervisors**

- *An Ordinance amending the Zoning Map to increase the allowed height for the podium of the building, from the current base height limit of 120 feet to 140 feet.
- If required, adoption of the proposed Oak Plaza into the City’s Plaza Program, pursuant to SF Administrative Code Section 94.3.
- If required, approval of a Street Plaza Encroachment Permit for improvements within the proposed Oak Plaza and the public right-of-way (at Oak Plaza and at the northeast corner of Van Ness Avenue, Oak, and Market streets).

⁸ Within the R-4 Height and Bulk District, the permitted building heights are expressed as two sets of numbers separated by a double slash. Preceding the double slash is the permitted building height limit for projects not using the Housing Choice-San Francisco (HC-SF) program. Following the double slash is the height limit for projects using the HC-SF Program. Where there is a set of two numbers separated by a single slash, the number preceding the single slash is the maximum base height for podium buildings and the number following the single slash is the maximum base tower height subject to the bulk and tower spacing controls of Section 270(i).

⁹ Approvals that have been added or updated since publication of the FEIR are noted with a “*” prior to the approval action.

- **San Francisco Planning Commission**

- *Certification¹⁰ of the Final EIR and adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program.
- *Approval of the project under Planning Code Section 309, including exceptions for useable open space (Section 135); permitted obstructions (decorative architectural features) over sidewalks (Section 136); lot coverage (Section 249.33); dwelling unit mix requirements (Section 207.6); volumetric limitations for roof enclosures and screens (Section 260); and bulk (Sections 270 and 272).
- *Determination under Planning Code Section 295 that net new project shadow being cast on Patricia's Green and Page and Laguna Mini Park would not adversely affect the use of the parks.

- **Zoning Administrator**

- *Approval of a Variance pursuant to Section 305 from the strict requirements of the Planning Code related to above-grade parking setback requirements (Section 145.1(c)(1)).
- *Approval of a Height Exemption pursuant to Section 305 to permit relief from the strict limits of the Planning Code for the height of the elevator penthouse to accommodate the elevator overrun (Section 260(b)(1)(B)).

- **San Francisco Department of Public Works**

- Approval of changes in public rights-of-way and conversion of a portion of Oak Street into a pedestrian plaza. This approval may proceed under the City's Plaza Program, San Francisco Administrative Code Sections 94.1-94.7.
- Permit for removal and planting of street trees.
- If needed, approval of subdivision map and condominium map applications.
- Approval of a lot line adjustment.
- Approval of a Street Space Permit from the Bureau of Street Use and Mapping for use of a public street space during project construction.
- Approval of a Memorandum of Understanding (MOU) regarding the maintenance and availability of curbside loading zones on Oak Street.

¹⁰ The FEIR was certified by the Planning Commission on June 15, 2017, through their adoption of Motion No. 19938.

- Street Encroachment Permit, to be approved by the Director of Public Works, and by the Board of Supervisors if required by the Director, for improvements within the proposed Oak Plaza and for installation of wind canopies.

- **Actions by Other City Departments and State Agencies**

- Demolition, grading, building and occupancy permits (Department of Building Inspection).
- *Approval of the recladding of the existing Muni Metro elevator; approval of ADA and Title 24 access solution during temporary closure of station elevator, if necessary (San Francisco Municipal Transportation Agency).
- Approval of foundation, shoring and dewatering systems as they relate to the Muni-Zone-of-Influence (San Francisco Municipal Transportation Agency).
- Approval of foundation, shoring and dewatering systems as they relate to the BART-Zone-of-Influence (Bay Area Rapid Transit).
- If needed, approval of Oak Plaza conversion (San Francisco Municipal Transportation Agency).
- Approval of Special Traffic Permit from the Department of Parking and Traffic for use of a public street space during project construction (San Francisco Municipal Transportation Agency).
- Approval of the passenger loading (white) zone on the south side of the proposed Oak Street shared street pursuant to the SFMTA Color Curb program (San Francisco Municipal Transportation Agency).
- If needed, approval of the proposed Oak Plaza design by the Civic Design Review Committee; approval of 1 percent Art Fee for installation of any artwork within the Plaza (San Francisco Arts Commission).
- Recommendation to the Planning Commission that shadow would not adversely affect open spaces under Commission jurisdiction (San Francisco Recreation and Park Commission and General Manager).
- Approval of project compliance with San Francisco Health Code Article 22A (the Maher Ordinance) (San Francisco Department of Public Health).
- Recommendation of conditions of approval for residential development proposals under Administrative Code Chapter 116 (San Francisco Entertainment Commission).

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach”. The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. The cumulative impact analysis within this addendum employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

Market and Octavia Area Plan and the Hub Plan. The project site is within the Market and Octavia Area Plan area which includes the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along the new Octavia Boulevard that replaced the Central Freeway. The Market and Octavia Area Plan was originally adopted in 2008. In 2016, the San Francisco Planning Department initiated a multi-year public and cooperative interagency planning process to amend the Market and Octavia Area Plan, which was focused on “the Hub Plan area”.

The Hub Plan EIR analyzed the environmental effects of proposed changes for the Hub Plan area, including (1) zoning and height changes, (2) specific changes to two individual private development projects within the Hub Plan area at 30 Van Ness Avenue and 98 Franklin Street, (3) streetscape and street network improvements along various streets and alleys within and adjacent to the plan area, and (4) the designation of portions or all of the Hub Plan area as a housing sustainability district (HSD).¹¹

The EIR included a program-level analysis, for adoption and implementation of the Hub as well as project-level environmental review, pursuant to CEQA Guidelines section 15161.¹² On April 30, 2020, the Planning Commission certified the final environmental impact report (FEIR), and adopted CEQA Findings,¹³ ¹⁴ and a mitigation monitoring and reporting program (MMRP).¹⁵

Cumulative Conditions

The revised zoning under the Hub Plan allows for additional heights at two major intersections - Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue - ranging from 250 feet up to 650 feet in these locations. Overall, the revised zoning includes changes to height and bulk districts at 18 sites throughout the plan area to allow more housing, including more affordable housing. Modifications to land use zoning controls also allow more flexibility for development of nonresidential uses, specifically, office, institutional, art, and public uses.

¹¹ It should be noted that the Housing Sustainability District was not, ultimately, approved by the Board of Supervisors.

¹² The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub HSD Draft Environmental Impact Report. Case Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV 1-7. San Francisco Planning Department. July 2019. [p. 1-5]

¹³ https://default.sfplanning.org/plans-and-programs/in-your-neighborhood/hub/2015-000940_Adoption_02_01a_CEQA_Findings.pdf

¹⁴ https://sfplanning.s3.amazonaws.com/sfmea/2015-000940ENV_Hub+Plan_Errata+2020+04+20.pdf

¹⁵ https://default.sfplanning.org/plans-and-programs/in-your-neighborhood/hub/2015-000940_Adoption_02_01b_MMRP.pdf

To assist in analyzing the potential physical impacts of the implementation of the proposed Hub Plan and associated actions the draft EIR evaluated four scenarios: CEQA Baseline, Proposed Project, Existing Zoning Buildout (No Project), and Cumulative Conditions. The planning department issued a memorandum with estimates of growth anticipated for each scenario which included the number of residential units, residents, and jobs.¹⁶

The “Cumulative Conditions” scenario included the projected buildout of the 18 sites identified for height limit increases within the plan area and all reasonably foreseeable development projects¹⁷ within approximately ¼ mile of the plan area.¹⁸ The cumulative conditions scenario from the Hub Plan EIR comprises an update to the cumulative setting considered in the One Oak Project EIR. It is both more current and more comprehensive in scope since it considers the projected buildout within the plan area. As such, the cumulative impact analysis within this addendum for topics relying on the projections-based approach has been updated to reflect the cumulative conditions scenario from the Hub Plan EIR.

Topics that employ the list-based approach (shadow, wind, etc.) have also been updated to reflect projects generally within a 0.25-mile radius from the project site, that have been recently completed or are under construction and projects that are currently under review by the planning department or are entitled but not yet under construction; cumulative projects are included in **Table 2. Cumulative Projects List**, below. The potential cumulative effects of these projects are addressed, as appropriate, under each environmental topic herein.

Table 2. Cumulative Projects List		
Case No.	Address (APN)	Description
2015-004568PRJ	10 South Van Ness (3506/004)	The project proposes to demolish an existing two-story commercial building and construct a new 67-story building with 1,104 residential units over 18,568 square feet of ground-floor retail.
2019-013528PRJ	36-38 Gough Street (3504/028)	Demolition of a 2-story, two-family home and construction of a 91-foot-tall residential building with eight residential units.
2024-010303PRJ	1687 Market Street (3504/040)	Demolition of the existing 3-story retail building and construction of a 16-story, 173-foot-tall building with approximately 102 residential units over three floors of arts space.
2014.0409ENV	1740 Market Street (0855/010)	Demolition of an existing two-story commercial building and construction of a new 101-foot-tall mixed-use building with approximately 100 residential units over ground floor commercial.

¹⁶ Memo to Project File RE: Market and Octavia Plan Amendment (Hub Plan) Updated Population Estimates and Methodology. San Francisco Planning Department. January 2020.

¹⁷ Reasonably foreseeable development projects included projects that were entitled but were not under construction or for which the department had an active application as of May 23, 2018.

¹⁸ Memo to Project File RE: Market and Octavia Plan Amendment (Hub Plan) Updated Population Estimates and Methodology. San Francisco Planning Department. January 2020.

2014.1121PRJ	1601 Mission Street (3514/043)	Demolition of the existing structures and construction of a 140-foot-tall mixed-use building with approximately 200 residential units over ground floor commercial.
2021-008648PRJ	1338 Mission Street (3508/022)	Demolition of the existing buildings and construction of 30-story, 327-foot-tall mixed-use building with approximately 287 residential units over ground floor commercial.
2016-014802PRJ	98 Franklin Street (0836/008 & 009)	Demolition of an existing surface parking lot and construction of a new 365-foot-tall mixed-use building with up to 380 dwelling units over the secondary school facilities for the International High School of the French American International School and ground floor retail.
2015-015133ENV	301 Grove Street (0809/001)	The project proposes alterations to the existing 2-story building including a three-story vertical addition; finished building height would be 69 feet tall.
2024-008290PRJ	30 Van Ness Avenue (0835/004)	The project includes demolition of the existing building (demolition is complete) and construction of an approximately 520-foot-tall building with approximately 348 residential units over seven levels of office uses, with ground floor retail uses.

Analysis of Potential Environmental Effects

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

CEQA Guidelines section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a subsequent EIR or negative declaration for a project that is already adequately covered in a previous negative declaration. An addendum to a negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. This addendum to the EIR documents the environmental effects of the proposed modifications to the project described above and explains why the proposed modifications would not result in any new significant environmental impacts or a substantial increase in the severity of previously identified environmental impacts, and would not require the adoption of any new or considerably different mitigation measures.

As described further below, the revised project would neither result in new or different environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures. No new information has emerged that would materially change the analyses or conclusions set forth in the EIR. Therefore, the revised project would not change the analysis or conclusions previously reached in the EIR.

Land Use and Planning. The consistency of the proposed project with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the revised project. Any potential inconsistencies with plans or policies that could result in physical environmental impacts are discussed under the respective environmental topics, below. The FEIR found that the 2017 project would not obviously or substantially conflict with local or regional plans or policies. The revised project would require a Zoning Map Amendment to increase the allowed height for the podium of the building, from the current base height limit of 120 feet to 140 feet; this amendment is being undertaken by the project sponsor. However, the changes to the proposed building massing and program of development under the revised project would also not result in obvious or substantial conflicts with local or regional plans or policies.

The FEIR found that the 2017 project would not divide an established community or conflict with land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect and would not have the potential to contribute to a significant cumulative impact related to land use and land use planning. The revised project also would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect or divide an established community which typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Therefore, as under the 2017 project the revised project's impacts related to land use and land use planning would be **less than significant**.

Population and Housing. The FEIR found that the 2017 project would have less than significant impacts related to population and housing which typically occur when a project induces substantial unplanned population growth or displaces a substantial number of people or housing necessitating the construction of replacement housing elsewhere. No residential units exist on the project site; therefore, no displacement would occur. The revised project would add 231 units (an increase from 310 residential units to 541 units) and 466 additional residents to the project site and would result in 21 fewer employees than under the 2017 project.¹⁹

As under the 2017 project, the project-related residential population growth on the project site would be within and consistent with population projections for San Francisco developed by ABAG and projections related to the implementation of the Market and Octavia Area Plan. In addition, this increase in population would not substantially change existing area-wide population characteristics, and the resulting density would not exceed levels common and accepted in urban areas such as San Francisco, as well as levels anticipated and encouraged under the Market and Octavia Area Plan. Therefore, as under the 2017 project

¹⁹ Under both the 2017 project and the revised project the proposed change in land use on the project site (from commercial and retail uses to a mixed-use residential building with ground-floor retail or community room/leasing office uses would result in a net decrease in on-site employment and would not create an additional demand for housing.

the revised project's impacts related to population and housing both individually and cumulatively would be **less than significant**.

Cultural Resources. The FEIR found that the 2017 project could have potentially significant impacts (both individually, and cumulatively) to archaeological resources and human remains, unique paleontological resources and/or unique geologic features if any of these resources are present within the project site. Potential impacts to these resources would result from soils disturbance, specifically excavation. The revised project has the same area of excavation as the 2017 project, although the depth of excavation has been reduced from approximately 50 feet below ground surface (bgs) to approximately 30 feet bgs and the amount of excavated material would be reduced from about 35,000 cubic yards to about 21,000 cubic yards.

The FEIR also determined that these impacts would be reduced to a less-than-significant level with the following mitigation measures:

- Mitigation Measure M-CP-2: Archeological Testing, Monitoring, Data Recovery and Reporting
- Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program

These mitigation measures continue to apply to the revised project and impacts to cultural resources would remain **less than significant with mitigation**.²⁰

Tribal Cultural Resources. The FEIR did not analyze impacts on tribal cultural resources, as the application for the project was submitted in 2009 and the tribal cultural resources topic was not analyzed under CEQA until 2015. The proposed project has the potential to significantly impact, if present at the project site, Native American archeological resources, which are considered tribal cultural resources per prior consultation with Native American representatives. However, these impacts would be reduced to a less-than-significant level with the implementation of Mitigation Measure M-CP-2: Archeological Testing, Monitoring, Data Recovery and Reporting, which would continue to apply to the revised project. As such, impacts to tribal cultural resources would be **less than significant with mitigation**.²¹

Historic Resources. There are no historic resources on or immediately adjacent to the project site; therefore, as under the 2017 project the revised project's impacts to historic resources would be **less than significant**.

Transportation and Circulation. For the transportation analysis, key changes under the revised project include the increase in residential units (231 additional units), the conversion of 4,025 gross square feet of retail space to a community room/leasing office, and reduction of parking (see Table 1). Also, with the revised project, the parking spaces would be accessible via a stacker system from the ground floor level rather than a ramp. As such, the ground floor level was redesigned, including slightly repositioning the driveway and curb cut and reducing the width of the curb cut 24 feet to 20 feet. Streetscape improvements under the revised project are generally the same as under the 2017 project. However, under the revised project the sidewalk bulb out along the project site's Oak Street frontage would be reduced in length to

²⁰ Environmental Planning Cultural Resources Review Memo, 1500-1540 Market Street (aka One Oak), Case No. 2024-005509ENV. August 21, 2025.

²¹ Environmental Planning Cultural Resources Review Memo, 1500-1540 Market Street (aka One Oak), Case No. 2024-005509ENV. August 21, 2025.

allow for more on-street pedestrian loading space and a curb ramp to allow for ADA access near the building lobby.

Since the Planning Commission's approval of the 2017 project, the City has adopted amendments to the San Francisco Planning Code that would apply to the revised project. Those amendments include:

- San Francisco Planning Code section 169: Transportation Demand Management (TDM) Program
- San Francisco Planning Code section 155(u): Driveway and Loading Operations Plan (DLOP)

These two code sections effectively implement two FEIR improvement measures and remove the necessity of applying these improvement measures to the revised project:

- I-TR-A: Transportation Demand Management Plan, and
- I-TR-D: Loading Operations Plan

In addition, I-TR-B: Revision of Truck Restrictions on Market Street and I-TR-C: Removal of Flexible Bollards on Market Street are not applicable to the revised project because these improvement measures related to the 2017 projects ground floor retail space. The revised project does not have any retail space, therefore, these improvement measures are not applicable to the revised project.

The impact analysis for the 2017 project was based on a transportation impact study, prepared in 2016 ("2016 Study") which relied on the department's Transportation Impact Analysis Guidelines for Environmental Review from October 2002.²² In 2019, the department comprehensively updated the Transportation Impact Analysis Guidelines for Environmental Review ("2019 guidelines"). Updates included changes in both the scope and methodology for impact analysis and resulted in the elimination and/or consolidation of some topics.²³

A transportation coordination memo²⁴ was prepared for the revised project, consistent with the current guidelines ("2025 Study"), which included: trip generation and loading demand calculations and evaluation of the currently proposed streetscape plan, driveway location and garage configuration. The 2025 Study evaluated the revised project based on current conditions and the department's 2019 guidelines.²⁵ The 2025 Study also updated the cumulative analysis to include findings from the Hub Plan EIR, and the Better Market Street EIR as well as reasonably foreseeable development projects within 0.25 miles from the project site.

This addendum is based on the 2025 Study and reflects the changes in the 2019 guidelines: specifically, removal of sidewalk capacity and transit capacity impact criteria. This deletion is consistent with state guidance about the environmental benefits of more people walking and new transit riders and to reflect

²² *One Oak Street Project Transportation Impact Study (Case No. 2009.0159E)*. LCW Consulting. November 11, 2016.

²³ San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.

²⁴ *One Oak Street (1500-1540 Market Street) (Planning Department Case No. 2024-005509ENV) – FINAL Transportation Technical Memo*, Kittleson & Associates, Inc. September 23., 2025.

²⁵ San Francisco Planning Department. *Transportation Impact Analysis Guidelines for Environmental Review*. February 2019 (updated October 2019). Available at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>.

funding sources for, and policies that encourage, additional ridership.²⁶ Accordingly, this addendum does not evaluate the revised project’s impact on sidewalk capacity or transit capacity.

Some other changes in the 2019 guidelines relate to travel demand updates, including for passenger loading, and the organization of certain topics such as impacts related to hazards and accessibility for people walking, bicycling and driving, and for transit operations are grouped under “Potentially Hazardous Conditions” and “Accessibility”. Accordingly, this addendum uses updated travel demand information, including passenger loading, and organizes the topics like the 2019 guidelines.

The impacts under the revised project are compared to the 2017 project, below.

Trip Generation. The revised project would generate an estimated 3,209 total person-trips (inbound and outbound) on a weekday daily basis, of which 285 person-trips would occur within the PM peak hour compared to 3,513 daily and 577 PM peak hour trips under the 2017 project. The PM peak hour trips generated for both the 2017 project and the revised project are included in **Table 3. Weekday PM Peak Hour Trip Generation by Mode**, below. As shown in Table 3, the total number of PM Peak hour person trips for the revised project would be less than under the 2017 project.

Table 3. Weekday PM Peak Hour Trip Generation by Mode								
	Auto	Taxi/TNC	Transit	Bicycle	Walking	Other ¹	Total	Vehicle Trips
2017 Project (2016 Study)	231		178		107	60	577	171 ²
Revised Project (2025 Study)	112	10	54	11	98		285	93 ³
<i>Difference</i>	<i>(119)</i>		<i>(124)</i>		<i>(9)</i>		<i>(292)</i>	<i>(78)</i>
Sources: LCW Consulting (2016 Study), SF Guidelines (October 2002) Kittleson & associates, Inc. (2025 Study), SF Guidelines (October 2019)								
Notes: ¹ In the 2016 Study “Other” modes include: bicycles, motorcycles, taxi/TNC vehicles, and other modes. ² Based on an average vehicle occupancy rate of 1.35 persons/vehicle ³ Based on an average vehicle occupancy rate of 1.3 persons/vehicle for auto trips and 1.5 persons per vehicle for taxi/TNC trips, so the resulting number of vehicle trips is less than the sum of the person-trips for the two modes.								

Vehicle Miles Traveled. The FEIR found that the 2017 project would have less than significant existing plus project and cumulative vehicle miles traveled impacts. The EIR determined this because the project site is located within an area of the city where existing and future vehicle miles traveled is below the regional vehicle miles traveled thresholds by more than 15 percent.

The revised project would be located at the same project site as the 2017 project. No substantial changes have occurred to the revised project that would change the 2017 project’s vehicle miles traveled impact findings. The revised project may result in less vehicle miles traveled per capita than the 2017 project due

²⁶ San Francisco Planning Department, “Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum”, February 14, 2019.

to less overall vehicular parking in the revised project. Thus, like the EIR findings for the 2017 project, the revised project's vehicle miles traveled impacts would be **less-than-significant**.

Potentially Hazardous Conditions. The FEIR found that the 2017 project would have less than significant existing plus project and cumulative impacts related to traffic hazards, and hazardous conditions for people walking or bicycling. As under the 2017 project the revised project would include design features that are consistent with the City of San Francisco's Better Streets Plan and the urban form of the surrounding blocks and streetscape features intended to reduce potentially hazardous conditions for people walking, most notably the bulb-out at Oak Street and Van Ness Avenue. Also, the only driveway for the project's off-street parking would be located on Oak Street and would not conflict with the pedestrian and bicycle facilities on Market Street. In compliance with Planning Code section 155(u), the Driveway and Loading Operations Plan for the revised project requires a plan to be prepared in consultation with SFMTA and planning to reduce conflicts between driveways and loading. With the reduction in loading demand, vehicle trips, and parking supply under the revised project, the project would result in fewer opportunities for conflicts between drivers and pedestrians or bicyclists at the project driveway. Consequently, the revised project would not create potentially hazardous conditions for people walking, bicycling, driving, or to public transit operations. Thus, impacts of the revised project would remain **less than significant**.

Transit Delay. The FEIR found that the 2017 project would have less than significant existing plus project and cumulative impacts related to transit delay. The revised project would generate an estimated 86 trips by private vehicle and 7 trips by taxi or transportation network company (TNC) for a total of 93 vehicle trips during the PM peak hour, reduced from 171 vehicle trips under the 2017 project. The total number of vehicle trips is less than the Planning Department's transit delay screening criterion of 300 inbound project vehicle trips during the PM peak hour, below which there is no expectation of substantive transit delay. Therefore, as under the 2017 project, the revised project's project-level impacts to transit would be **less than significant**.

The Better Market Street EIR identified a significant cumulative transit impact on the Muni 27 Bryant line. However, the project site is not near the route of the 27 Bryant, and it would not contribute to the identified cumulative transit impact. No significant transit impacts were identified in the Hub Plan EIR. Additionally, as stated above, the revised project would have less vehicle trips than the 2017 project. Therefore, as under the 2017 project the revised project's cumulative impacts to transit would be **less than significant**.

Accessibility. The FEIR noted that adequate access to the project site is already provided via existing bikeways, sidewalks, streets, and curb cuts and that the Better Market Street project²⁷ would continue to bring improvements to the public realm. As under the 2017 project, there are no proposed changes to the public right-of-way that would adversely affect these elements. As such, the revised project would not interfere with accessibility of people walking or bicycling to and from the project site and adjoining areas. Therefore, as under the 2017 project the revised project's existing plus project and cumulative impacts to people walking or bicycling would be **less than significant**.

²⁷ A Final Environmental Impact Report for the Better Market Street project was certified by the Planning Commission on October 10, 2019. The project was approved by the SFMTA Board on October 15, 2019. <https://www.sfmta.com/projects/better-market-street-project>.

Freight Loading. The FEIR found that the 2017 project would have less than significant existing plus project and cumulative impacts related to freight loading demand. The revised project would generate a freight loading demand of 0.73 spaces in the peak loading hour compared to 1.69 spaces under the 2017 project. Rounding up, this would be one space in the peak loading hour for the revised project and two spaces for the 2017 project. There would be no change to the proposed off-street freight loading supply under the revised project. Consistent with Planning Code requirements one full-sized (12 feet x 35 feet) freight loading and two service vehicle (8 feet x 20 feet) loading spaces are proposed within the garage. Additional commercial loading spaces are proposed on Oak Street subject to MTA approval through the Color Curb Program. A truck turning template analysis confirmed that the proposed design for both the streetscape improvements and the garage can adequately accommodate the turning movements for the AASHTO SU-30 single unit truck design vehicle, as well as the smaller NACTO DL-23 delivery truck design vehicle. Given that the freight loading demand reduced under the revised project compared to the 2017 project, and off-street loading supply would be the same, impacts related to freight loading would remain **less than significant**. In addition, the Driveway and Loading Operations Plan for the revised project requires the presence of a loading attendant to proactively manage loading activities to further reduce any loading impacts on Oak Street.

Passenger Loading. As noted, above, passenger loading impacts were not analyzed for the 2017 project. Passenger loading demand for the revised project would be 0.84 spaces during the peak 15-minute period, which is rounded up to 1 space. The project proposes one 60-foot passenger loading zone (three loading spaces) on Oak Street adjacent to the garage entrance, subject to MTA approval through the Color Curb Program. If the passenger loading zone was approved by MTA, the passenger loading demand would be accommodated within the proposed passenger loading zone on Oak Street. Moreover, even if the proposed loading zone was not approved by MTA, and no passenger loading zone was provided for the proposed project, secondary impacts would be unlikely. If passenger loading demand is not met at the curb, passenger loading would likely occur within the public right-of-way on Oak Street, near the entrance to the project garage, close to the proposed residential lobby. This is, and would be, a narrow section of Oak Street, which is not a major thoroughfare, does not include a bike lane, is not on a transit corridor, and includes adequate sidewalks. Therefore, even if passenger loading demand is not met within an on-street passenger loading zone, it would not be likely to create potentially hazardous conditions for people driving, bicycling, or walking, or significant delays for people riding transit. Therefore, impacts related to passenger loading would be **less than significant** under the Revised Project.

Emergency Access. The FEIR found that the 2017 project would have less than significant existing plus project and cumulative impacts related to emergency access. Emergency vehicle access to the project site is currently provided along Oak Street, Market Street, and Van Ness Avenue. San Francisco Fire Department (SFFD) Station 36 is located a block away from the project site on Oak Street just west of Franklin Street. The one-block segment of Oak Street between Franklin Street and Van Ness Avenue is used by fire trucks to access Van Ness Avenue (southbound) or Market Street (eastbound) from Station 36.²⁸ The revised project would not include features that would inhibit emergency vehicle access to the project site. The proposed streetscape improvements would reduce the curb-to-curb width of a section of Oak Street to 20 feet, which meets the minimum width required by SFFD and would allow continued access from Fire

²⁸ Station 36 is interconnected with adjacent traffic signals at Franklin Street and at Gough Street to facilitate emergency vehicle access from the station in both directions (i.e., to travel eastbound against traffic flow on Oak Street to access Gough Street, and to travel eastbound on Oak Street to Franklin Street).

Station 36 to Van Ness Avenue and Market Street. As under the 2017 project, the revised project's streetscape features would be designed to allow emergency vehicle access to Van Ness Avenue and there would be no change in emergency access to the project site; impacts to emergency access would remain **less than significant**.

Construction. The FEIR found that the 2017 project would have a less than significant project-level construction impact. The estimated construction period would be increased from 32 months under the 2017 project to 33 months under the revised project, which is not a substantial change. As under the 2017 project the revised project's transportation-related construction impacts would be **less than significant**.

Since publication of the FEIR, the department improved its understanding of existing city regulations related to transportation construction impacts. That improved understanding has identified the redundancy of Mitigation Measure M-C-TR-7 and Improvement Measure I-TR-E: Construction Measures with existing city regulations, such as San Francisco Regulations for Working in San Francisco Streets (Blue Book), San Francisco Transportation Code (transportation code), and San Francisco Public Works Code (public works code).²⁹ Therefore, Mitigation Measure M-C-TR-7 and I-TR-E are no longer applicable to the revised project. However, as under the 2017 project the revised project's cumulative transportation-related construction impacts would remain **significant and unavoidable** given the substantial extended duration and intense activity of cumulative projects and the potential for them to overlap with the revised project's construction activities and result in significant impacts.

Noise. The FEIR found that the 2017 project could have potentially significant project-level noise impacts. Specifically, demolition and construction activities would temporarily and periodically increase ambient noise and vibration in the project vicinity compared to existing conditions which could impact sensitive receptors, including nearby residents.

The FEIR also determined that this impact could be reduced to a less-than-significant level with the implementation of Mitigation Measure M-NO-2: General Construction Noise Control Measures. The FEIR noted that other cumulative projects in the area, which may be under construction at the same time would also be required to comply with similar mitigation. Under the revised project the construction period has been extended by one month (from 32 to 33 months), but less excavation is proposed which would likely reduce the period of time in which any ground-borne vibration could occur.

Mitigation Measure M-NO-2 would continue to apply to the revised project and noise-related impacts would be **less than significant with mitigation**.

Air Quality. The FEIR found that the 2017 project could have potentially significant project-level air quality impacts. Specifically, the project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations during construction (from diesel construction equipment) and operations (from a diesel back-up generator). As a result, the project could contribute to cumulative air quality impacts.

²⁹ San Francisco Planning Department. *Memorandum: Certain Transportation-Related Construction Management Measures*. October 27, 2021.

The FEIR also determined that these impacts could be reduced to a less-than-significant level with the following mitigation measures:

- Mitigation Measure M-AQ-2: Construction Air Quality
- Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators

The FEIR noted that other cumulative projects in the area, which may be under construction at the same time would also be required to comply with similar mitigation. Under the revised project the construction period would be extended by one month (from 32 to 33 months), but less excavation is proposed which could reduce the amount of diesel-fueled equipment on the site and/or the length of time that such equipment is in use. Moreover, these mitigation measures would continue to apply to the revised project and impacts to air quality would be **less than significant with mitigation**.

Wind. The FEIR found that the 2017 project would not create wind hazards in publicly accessible areas of substantial pedestrian use and that wind-related hazards would be less than significant. Under the revised project, the shape of the building was modified, the building was shifted towards the intersection of Van Ness Avenue and Market Street and the mechanical penthouse/parapet height was increased from 20 feet to 37 feet (at the highest point).

As shown in **Attachment A. Figures**, pp. 24, 39, 44 and 45, the revised project would incorporate the following wind-reducing design features:

- An integrated 50 percent porous wind canopy that would be 12-feet-deep along the Oak Street and Market Street frontages and 15-feet-deep around the building's nose and 25 feet, 8 inches height;
- A 10-foot-deep recess at the amenity levels (levels 15-17) around the building's nose;
- Three solid free-standing wind screens at the alley off of Market Street (west of 5 Oak Street);
- Five 50 percent porous free-standing wind screens along the public sidewalk adjacent to the 1 South Van Ness Avenue building (at the southeast corner of South Van Ness Avenue and Market Street).³⁰

The inclusion of these wind-reducing design features in the revised project implements FEIR Improvement Measure I-W-1: Wind Reduction Features.

A full wind analysis was conducted for the revised project which included wind tunnel testing in a boundary layer wind tunnel using a 1:300 scale model with detailed surrounding developments.³¹ The following three scenarios were tested:

³⁰ Based on the most recent wind tunnel tests, the incorporation of these wind-reducing features for the Revised Project would obviate the need for the on-site and off-site free-standing wind canopies that were included with the 2017 Project.

³¹ ARUP, North America, Ltd., *1500-1540 Market Street – Modified Project, Wind Study*, November 13, 2025.

- **Existing Scenario:** includes all existing buildings and buildings currently under construction without the revised project
- **Project Scenario:** adds the revised project to the existing scenario
- **Cumulative Scenario:** includes the revised project and surrounding cumulative projects that are under review or approved

A summary of the wind hazards for each scenario is included in **Table 4. Summary of Wind Hazards**, below.

As shown in Table 4, there are four wind hazard exceedance locations in the existing scenario for a total of 57 hours, annually. In the project scenario, there would be four wind hazard exceedance locations for a total of 41 hours, annually. Hazard exceedances would occur at locations 30, 40, 111 and 112 in both the existing and project scenarios.

Table 4. Summary of Wind Hazards			
Scenario	# of exceedance locations	# of hours per year wind speeds exceed hazard criterion	Notes:
Existing Scenario	4	57	Hazardous wind speeds occur at locations 30, 40, 111, and 112.
Project Scenario	4	41	Hazardous wind speeds would occur at locations 30, 40, 111, and 112. Compared to the existing scenario, in the project scenario, the hours of exceedance are reduced from 57 to 41.
Cumulative Scenario	17	214	Compared to the project scenario, in the cumulative scenario new hazards would occur at locations 1, 9, 17, 19, 20, 21, 27, 28, 29, 31, 33, 72, 92, 117 and 126. Hazardous wind speeds at locations 30 and 111 that were present in the existing scenario and the project scenario are present in the cumulative scenario. Hazardous wind speeds at locations 40 and 112 that were present in the existing scenario and the project scenario are eliminated in the cumulative scenario.
Source: ARUP North America, Ltd., November 13, 2025			

Given that the number of wind hazard exceedance locations would be the same and hours of exceedances would be reduced under the revised project, project-level wind hazard impacts would be **less than significant**.

In the cumulative scenario, there would be 17 wind hazard exceedance locations for a total of 214 hours, annually. However, given that the hours of exceedances would be reduced in the project scenario, and

given that the revised project includes wind-reducing design features both on-and-off-site, the revised project would not contribute considerably to a cumulative wind impact; therefore, as under the 2017 project the revised project’s cumulative wind impacts would be **less than significant**.

Shadow. The FEIR found that the 2017 project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces and shadow-related impacts would be less than significant both individually and cumulatively. The shadow analysis conducted for the 2017 project³² identified three publicly accessible open spaces that would receive net new shadow from the 2017 project: Patricia’s Green, Page & Laguna Mini Park, and the planned 11th and Natoma Park, all under the jurisdiction of the Recreation and Park Department.

A supplementary shadow analysis was conducted for the revised project which included modeling of the revised project’s building massing and location³³ based on the current existing conditions context which includes all existing buildings and buildings currently under construction. A summary of the quantitative shadow model results for the 2017 project and the revised project are included in **Table 5. Summary of Net New Shadow**, below.

The revised project would no longer result in any net new shadow on the planned 11th and Natoma Park. As shown in Table 5, the revised project would cast incrementally more net new shadow on Patricia’s Green and Page & Laguna Mini Park than under the 2017 project.

Table 5. Summary of Net New Shadow		
Affected Open Space	2017 Project	Revised Project
	<i>Annual SFH (% of TAAS)</i>	<i>Annual SFH (% of TAAS)</i>
Patricia’s Green	148,200 (0.22%)	162,926 (0.24%)
Page & Laguna Mini Park	9,576 (0.04%)	10,018 (0.04%)
Source: Prevision Design, November 5, 2025		

The revised project would cast net new shadow on fewer open spaces. Although the revised project would cast incrementally more shadow on Patricia’s Green and Page & Laguna Mini Park, this net new shadow would be limited to the early morning hours and would occur for a maximum of 21 minutes (Patricia’s Green) and 23 minutes (Page & Laguna Mini Park). Therefore, as under the 2017 project the revised project’s shadow impacts would be **less than significant**.

Water Supply. CEQA Guidelines section 15155 and sections 10910 through 10915 of the California Water Code (often referred to as SB 610) require the preparation of a water supply assessment for certain large projects that meet the definition of a water demand project to determine whether projected water supplies will be sufficient to satisfy the demands of the project in addition to existing and planned future uses.

According to CEQA Guidelines section 15155, a residential development of more than 500 dwelling units comprises a “water demand project.” The 2017 project included 310 residential units and was not

³² Prevision Design, *Shadow Analysis Report for the Proposed One Oak Street Project Per SF Planning Code Section 295 Standards*. May 30, 2017.

³³ Prevision Design, *Shadow Analysis Report for the Proposed 1500-1540 Market Street Project*. November 5, 2025.

considered a water demand project. The revised project would include 541 units; therefore, a water supply assessment was prepared by the San Francisco Public Utilities Commission (SFPUC).³⁴

The SFPUC approved a water supply assessment for the proposed project on July 22, 2025.³⁵ The water supply assessment for the proposed project identifies the project's total water demand, including a breakdown of potable and non-potable water demands.

The proposed project is subject to San Francisco's Non-potable Water Ordinance (Article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 100,000 square feet or more of gross floor area to install and operate an onsite non-potable water system. Commercial buildings must meet their toilet and urinal flushing and drain trap demands through the collection, treatment, and use of available blackwater and condensate. Residential and mixed-use buildings must meet their toilet and urinal flushing, irrigation, clothes washing, and drain trap priming demands through the collection, treatment, and use of available graywater and condensate. While not required, residential and mixed-use projects may use treated blackwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. The proposed project would meet the requirements of the Non-potable Water Ordinance by using graywater and rainwater for toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator. According to the demand estimates, the project's total water demand would be 0.038 mgd, which would be comprised of 0.025 mgd of potable water and 0.013 mgd of non-potable water. Accordingly, 34 percent of the project's total water demand would be met by non-potable water.

The water supply assessment determined that the water demand associated with the proposed project is encompassed within the 2020 Urban Water Management Plan water demand projections and the 2023 Interim Water Demand Projections.

The water supply assessment analyzed water supply and demand under three scenarios: (1) No implementation of the Bay-Delta Plan Amendment (Scenario 1), (2) Implementation of the Healthy Rivers and Landscapes Agreement (Scenario 2), and (3) Implementation of the Bay-Delta Plan Amendment (Scenario 3) and concluded that the SFPUC's total projected water supplies through 2045 will (1) meet the demands of the Project in normal years under all three scenarios, (2) meet the demands of the Project in dry years without rationing beyond the SFPUC's level of service (LOS) goal of no more than 20% system-wide rationing under Scenario 1, (3) require water use reduction but to a lesser degree and in closer alignment to the LOS goal of no more than 20% system-wide water use reduction under Scenario 2 and in comparison to Scenario 3; and (4) not reliably meet the projected demands of the Project without rationing at a level greater than that required to achieve the LOS goal under Scenario 3; and further concluded that the relatively small volume of water demand generated by the proposed project itself would not exacerbate the projected shortfalls resulting from implementation of the Bay-Delta Plan Amendment.³⁶

³⁴ As the water supplier for the City and County of San Francisco, the San Francisco Public Utilities Commission (SFPUC) is required to prepare and adopt a water supply assessment for all water demand projects in San Francisco.

³⁵ San Francisco Public Utilities Commission, Resolution No. 25-0122, July 22, 2025.

³⁶ *Ibid.*

Therefore, the proposed project would be served with water supply from existing entitlements and resources and as under the 2017 project, the revised project would have **less-than-significant** water supply impacts.

Other Environmental Topics. Compared to the 2017 project, the revised project would add 231 residential units and 466 residents to the project site which would incrementally increase the demand for public schools and libraries, police and fire services, water, wastewater treatment and waste management services, and recreational resources, but not to the extent that additional facilities would be required. The project site is mostly covered with impervious surfaces and the revised project would not increase the building footprint, change the drainage patterns on the project site or affect groundwater supply. The revised project would not create new hazards or increase potential exposure to hazardous materials.

The project site is within an urbanized area with high levels of human activity and does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under a Williamson Act contract. The area is not zoned for any agricultural uses, there are no known mineral resources or sensitive biological resources on the project site. The project site is not located in or near lands with state responsibility for fire management or lands classified as very high fire hazard severity zones. The revised project would comply with San Francisco's GHG Reduction Strategy and state, local and federal regulations that protect birds and wildlife. The final foundation design for the revised project has not changed from under the 2017 project and would be reviewed and approved by the Department of Building Inspection.

Therefore, the revised project would not change the analysis or conclusions reached in the FEIR on these other environmental topics and impacts to public services, utilities, recreational resources, hydrology and water quality, hazards and hazardous materials, agricultural, forestry, mineral, energy and biological resources, greenhouse gas emissions and geotechnical and wildfire hazards would remain **less than significant**.

Mitigation Measures

Mitigation measures established in the initial study and EIR for the previous project would still apply to the revised project, except for Improvement Measures I-TR-A: Transportation Demand Management Plan, I-TR-B: Revision of Truck Restrictions on Market Street, I-TR-C: Removal of Flexible Bollards, I-TR-D: Loading Operations Plan, Improvement Measure I-TR-E: Construction Measures, and Improvement Measure I-W-1: Wind Reduction Features, which do not apply to the revised project, as explained above. No new mitigation measures are required.

(Continued on reverse side)

REMARKS (CONTINUED)

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final environmental impact report adopted and issued on June 15, 2017 remain valid and that no supplemental environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

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



Lisa Gibson
Environmental Review Officer



Date of Determination:

cc: Brynn McKiernan, Emerald Fund, Inc.
Joseph Sacchi, Current Planner
San Francisco Planning Commission
San Francisco Board of Supervisors
Bulletin Board/Master Decision File
Distribution List

ATTACHMENT A. FIGURES

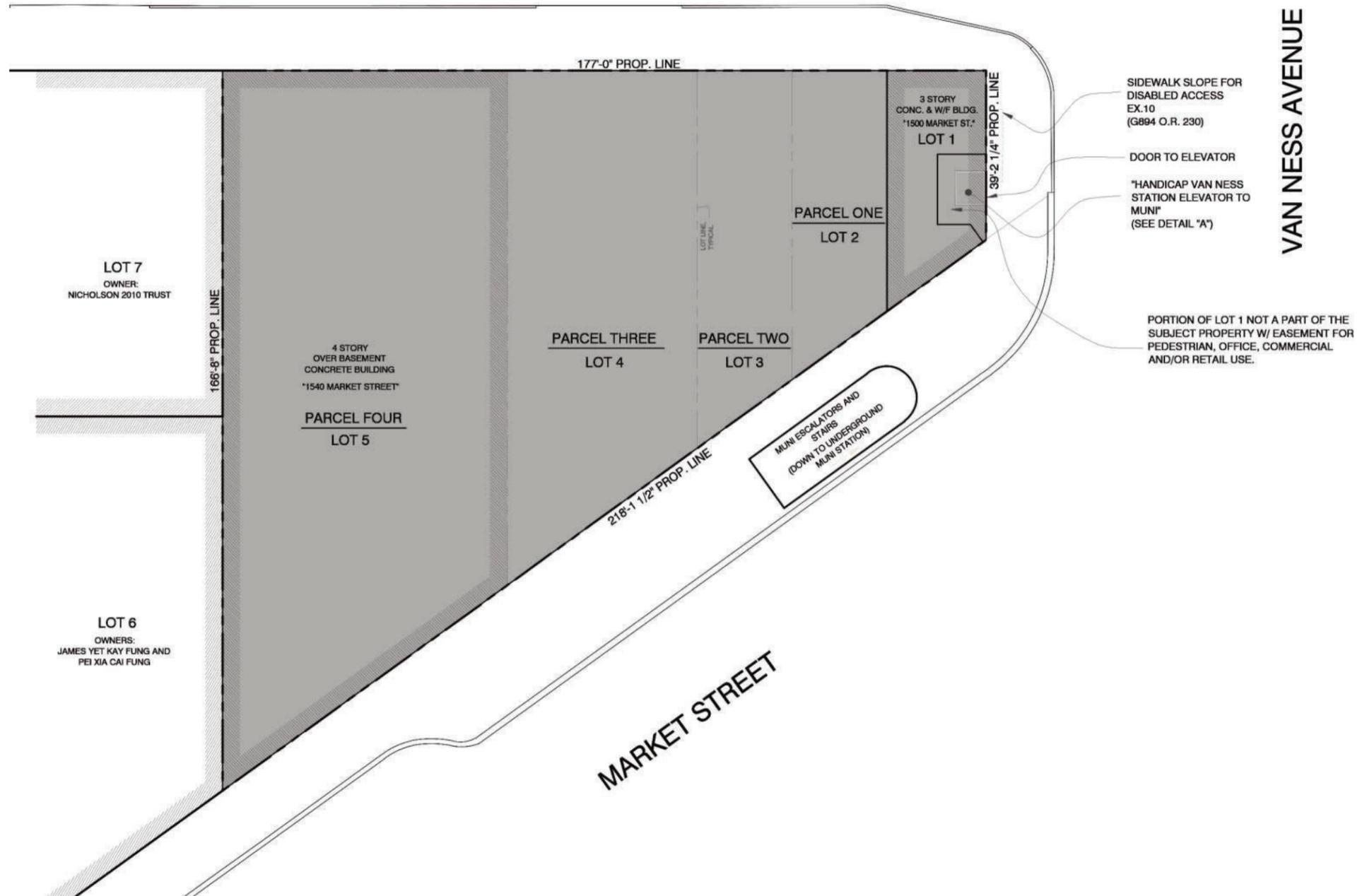
ONE OAK





VIEW FROM VAN NESS/MARKET ST.

OAK STREET

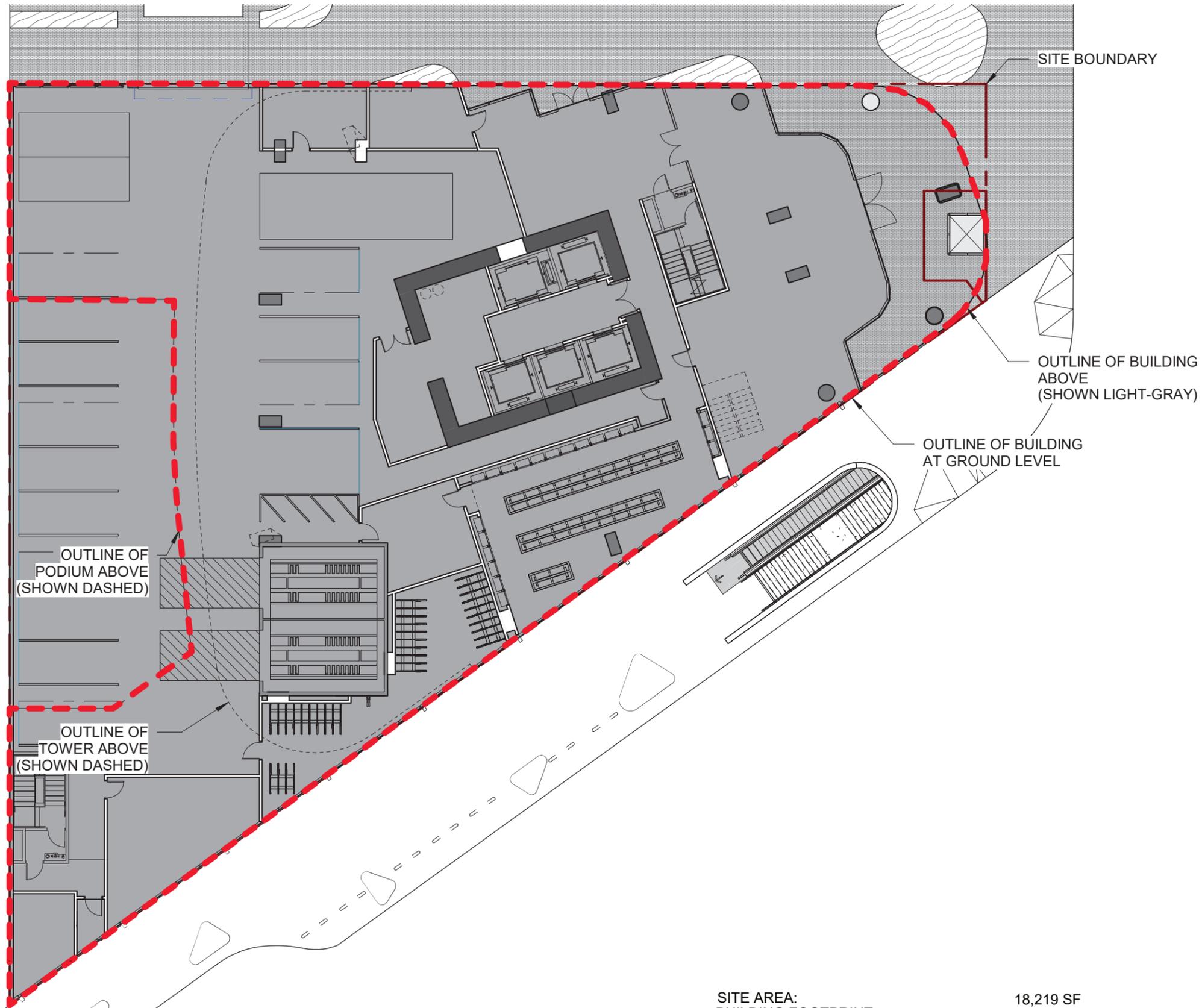


PLOT PLAN
SCALE 1:30

CODE COMPLYING (BASELINE) PLAZA PLAN

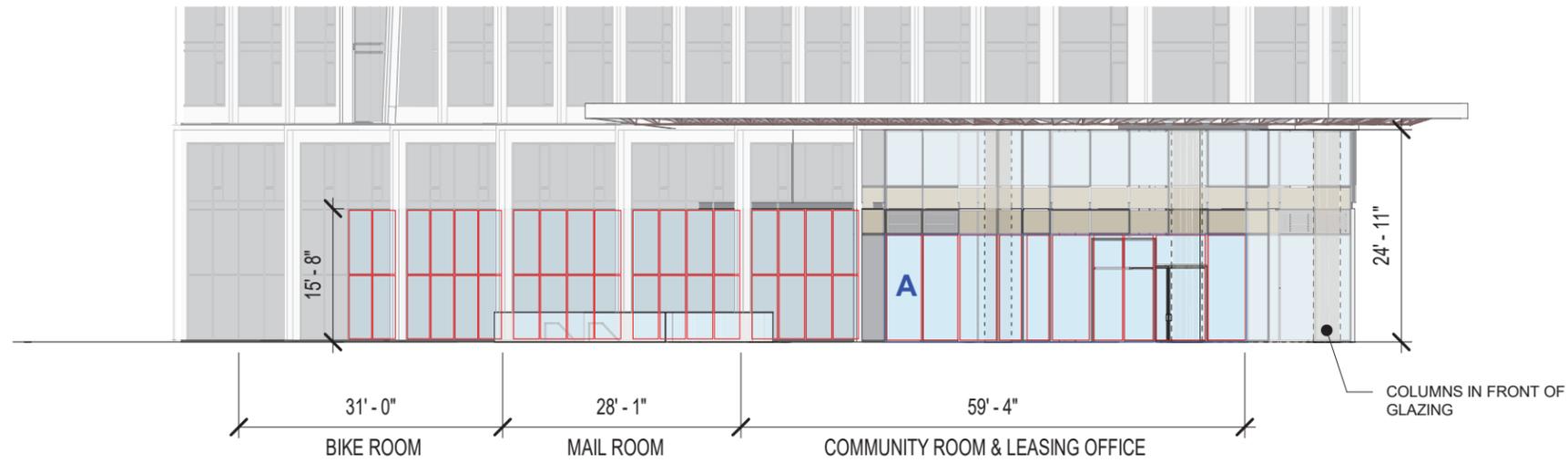
- A** ADA CROSSING
- B** STREETScape TREES
- C** RAISED PLANTER
- D** AT-GRADE PLANTER
- E** PAVING TYPE 1
STANDARD CONCRETE
- H** (N) ELEVATOR ENCLOSURE FOR
MUNI ELEVATOR
- I** CLASS II BIKE RACKS TOTAL - 27
- K** INFORMAL PUBLIC GATHERING
- L** CAFE SEATING
- M** PASSENGER LOADING ZONE
- N** COMMERCIAL LOADING ZONE





SITE AREA:	18,219 SF
BUILDING FOOTPRINT:	18,030 SF
LOT COVERAGE AT GROUND FLOOR:	99.0%
RESIDENTIAL LEVEL FOOTPRINT:	15,423 SF
LOT COVERAGE AT RESIDENTIAL :	84.65%

LOT COVERAGE PLANNING SEC. 210.2 Table 210.2

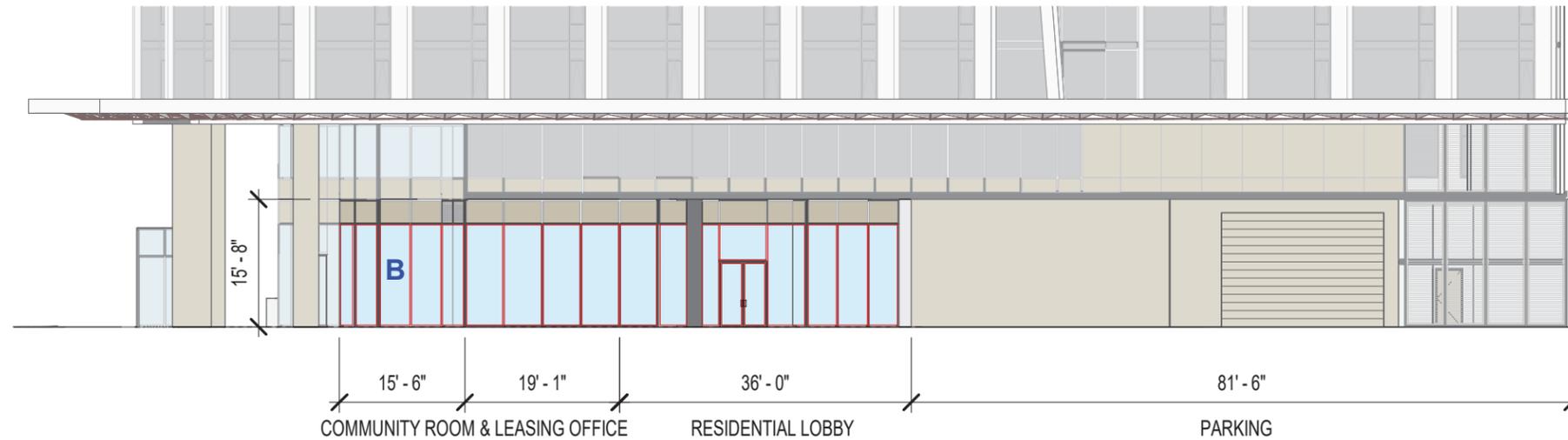


EAST FACADE - ACTIVE USE

TRANSPARENT (EXCLUDING MULLIONS) 'A'	1255 SF
TOTAL AREA	1855 SF

TRANSPARENCY **67.65 %**

1 | EAST ELEVATION (Transparency Study)



NORTH FACADE - ACTIVE USE

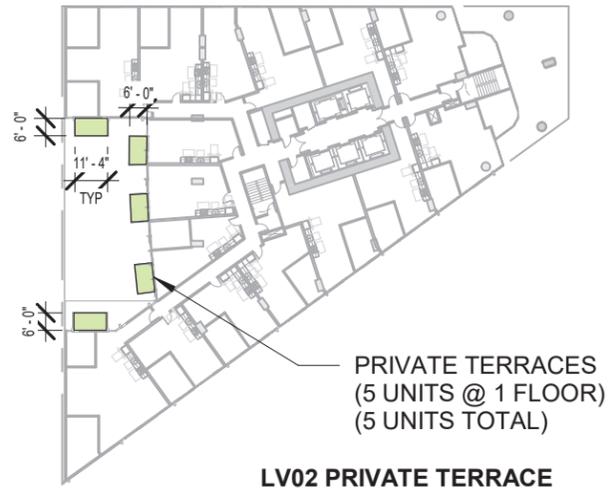
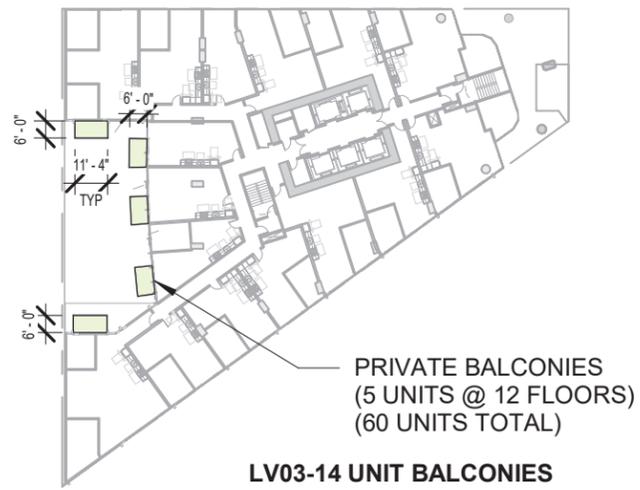
TRANSPARENT (EXCLUDING MULLIONS) 'B'	764 SF
TOTAL AREA	1105 SF

TRANSPARENCY **69.14 %**

2 | NORTH ELEVATION (Transparency Study)

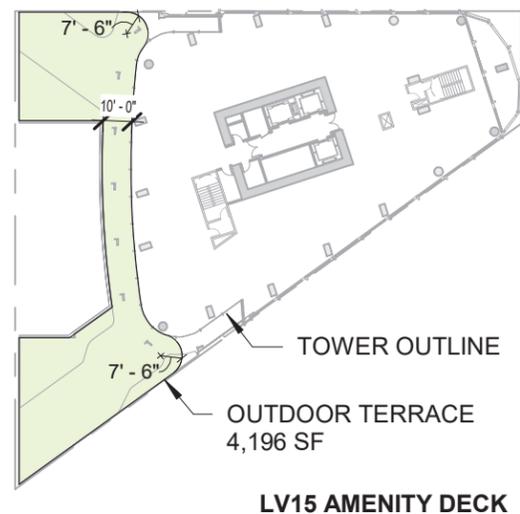
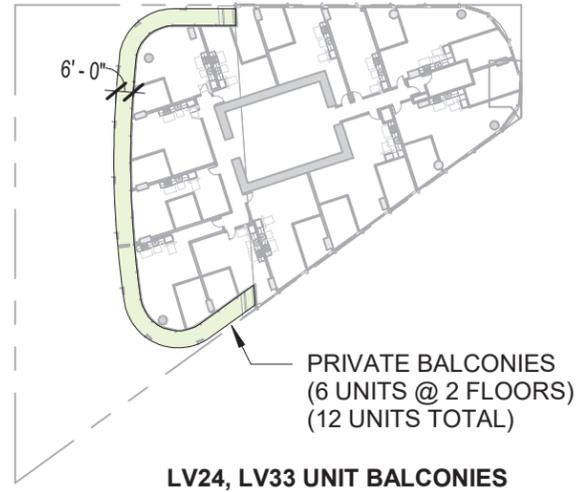
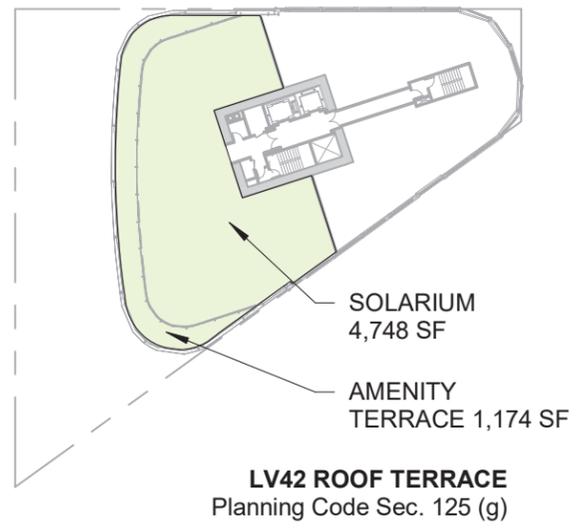
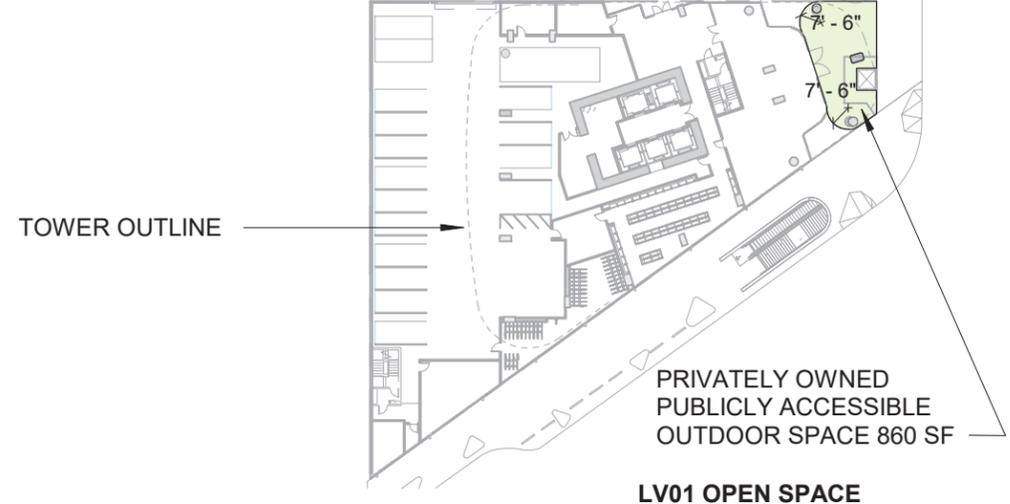
TOTAL ACTIVE USE TRANSPARENCY = 68.21 %

GROUND FLOOR USES DIAGRAM PLANNING SEC. 145.1



PUBLICLY OWNED
PUBLICLY ACCESSIBLE
OUTDOOR SPACE 443 SF

PUBLICLY OWNED
PUBLICLY ACCESSIBLE
OUTDOOR SPACE 960 SF



OPEN SPACE REQUIREMENTS (CURRENT BASE)

NO. OF UNITS	541	UNITS
BALCONIES / TERRACES PROVIDED @MIN. 36 SF/UNIT	77	UNITS (LV02-14, LV24, LV33)
COMMON OPEN SPACE PER UNIT REQ'D	47.88	SF/UNIT
COMMON OPEN SPACES REQ'D (541-77)*47.88=	22,216	SF

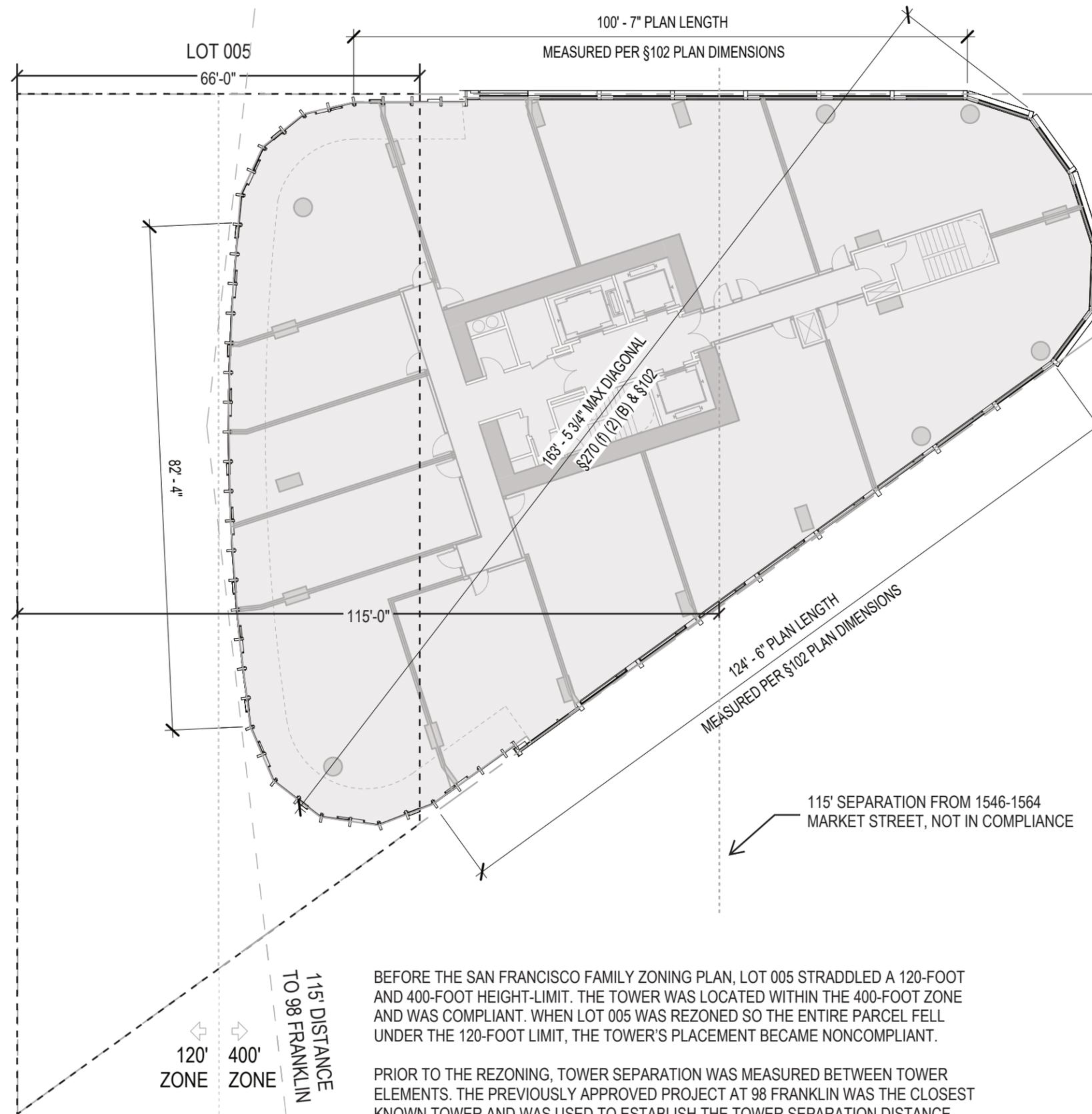
COMMON OPEN SPACE PROVIDED:

PUBLICLY OWNED PUBLICLY ACCESSIBLE OPEN SPACE	1,403	SF
PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE	860	SF
AMENITY TERRACE LEVEL 15	4,196	SF
AMENITY TERRACE LEVEL 42	1,174	SF
SOLARIUM LEVEL 42	4,748	SF

TOTAL **12,381 SF**

DELTA **9,835 SF**

OPEN SPACE



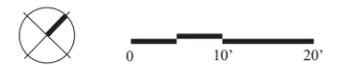
TOWER FOOTPRINT:
11,742 SF

BEFORE THE SAN FRANCISCO FAMILY ZONING PLAN, LOT 005 STRADDLED A 120-FOOT AND 400-FOOT HEIGHT-LIMIT. THE TOWER WAS LOCATED WITHIN THE 400-FOOT ZONE AND WAS COMPLIANT. WHEN LOT 005 WAS REZONED SO THE ENTIRE PARCEL FELL UNDER THE 120-FOOT LIMIT, THE TOWER'S PLACEMENT BECAME NONCOMPLIANT.

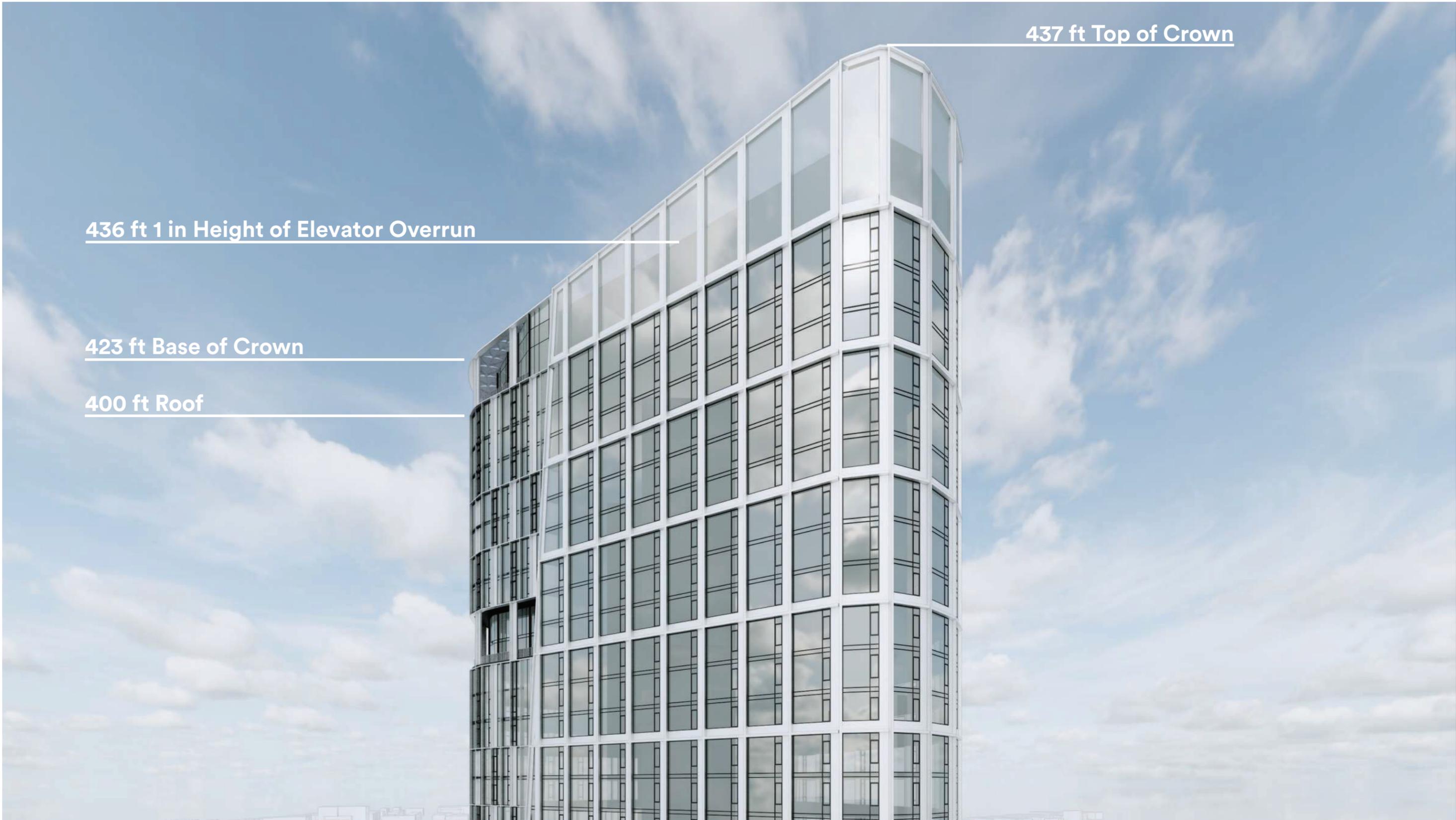
PRIOR TO THE REZONING, TOWER SEPARATION WAS MEASURED BETWEEN TOWER ELEMENTS. THE PREVIOUSLY APPROVED PROJECT AT 98 FRANKLIN WAS THE CLOSEST KNOWN TOWER AND WAS USED TO ESTABLISH THE TOWER SEPARATION DISTANCE. THE NEW ZONING REQUIRES SEPERATION FROM BUILDINGS TALLER THAN 85'.

115' SEPARATION FROM 1546-1564 MARKET STREET, NOT IN COMPLIANCE

120' ZONE
400' ZONE
115' DISTANCE TO 98 FRANKLIN



TOWER PLAN MEASUREMENT AND AREA
COMPLIANCE WITH 145' MAX. DIMENSIONS



437 ft Top of Crown

436 ft 1 in Height of Elevator Overrun

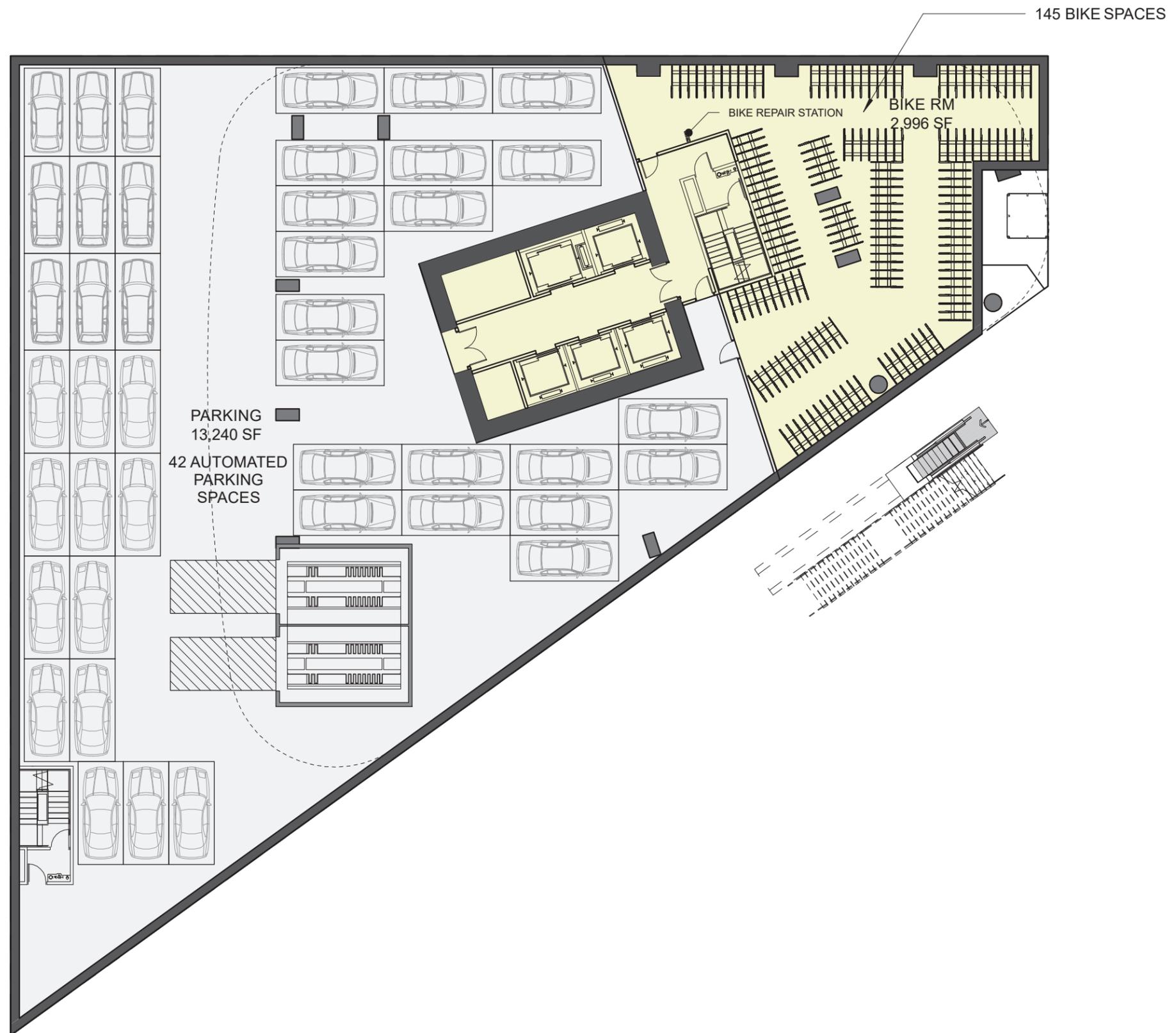
423 ft Base of Crown

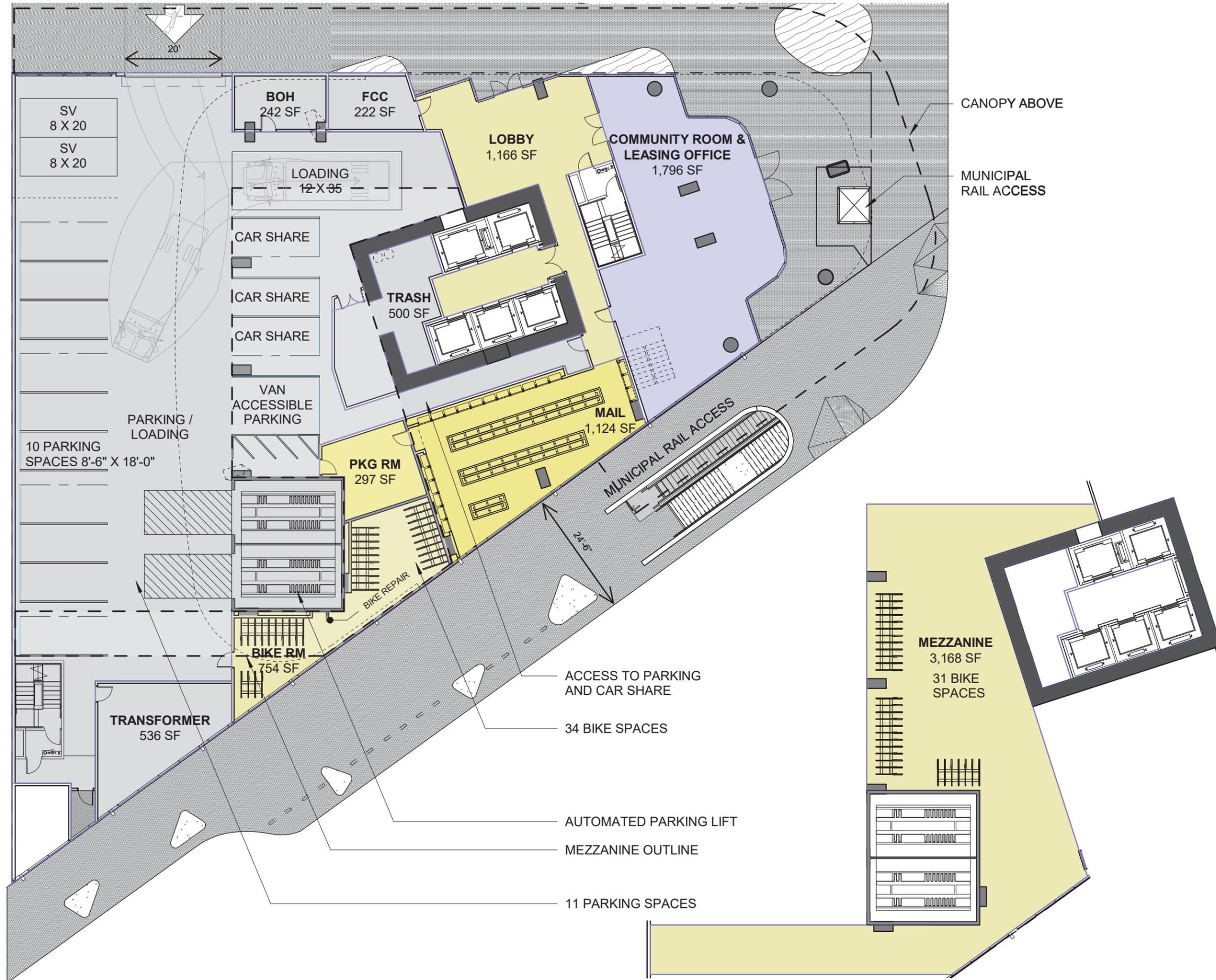
400 ft Roof

HEIGHT

MECHANICAL EQUIPMENT ON THE ROOFTOP

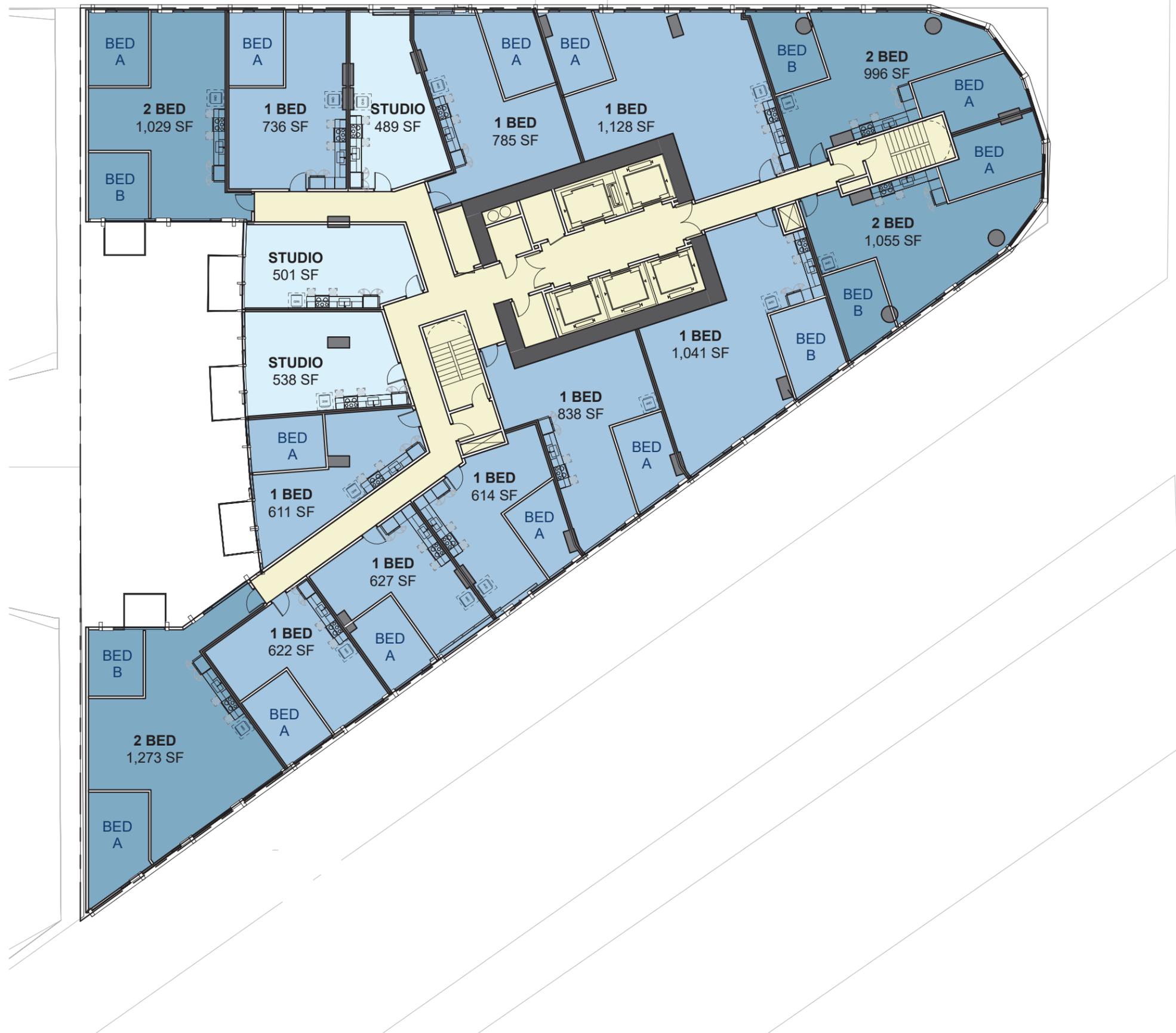




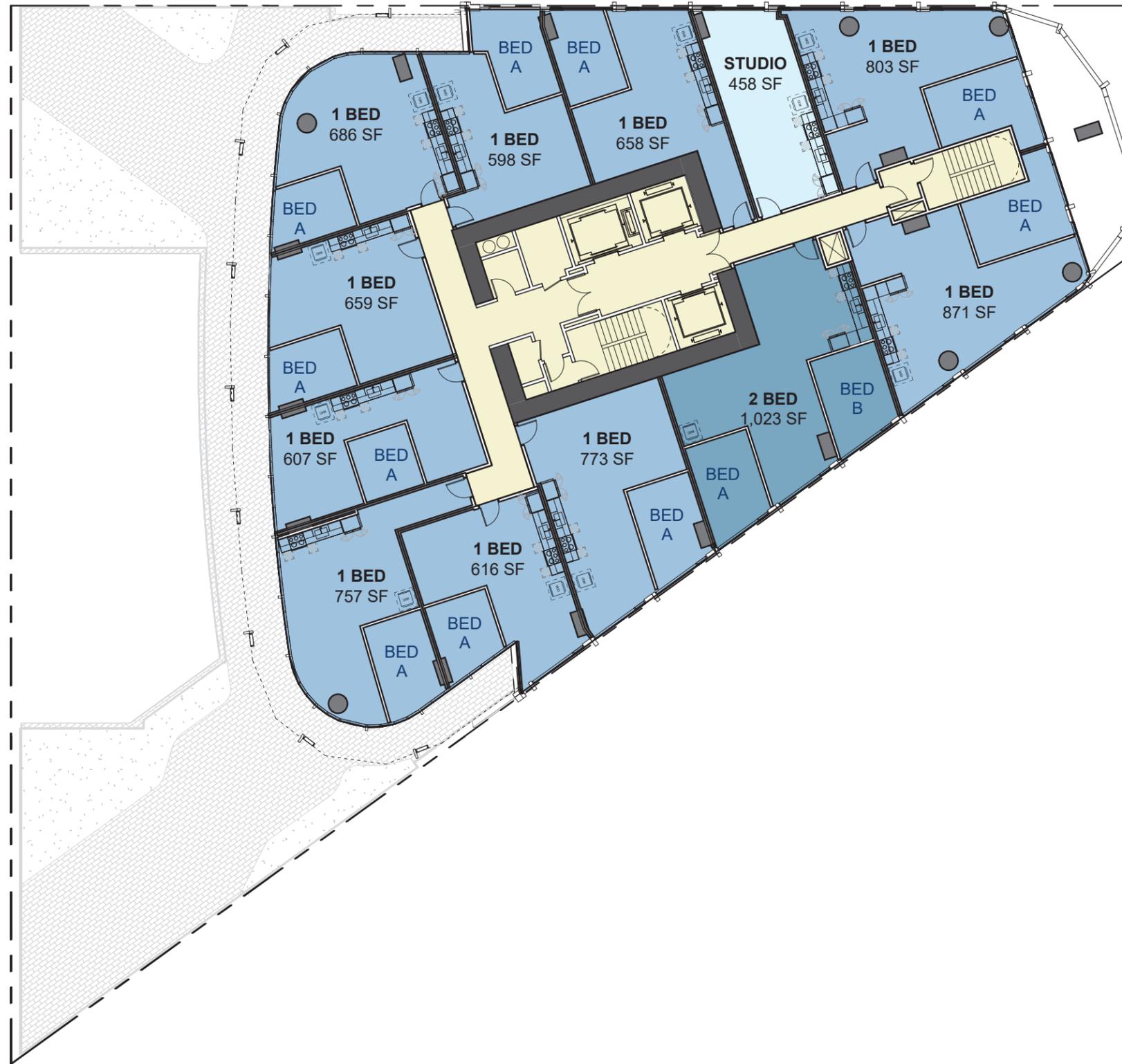




INTEGRATED POROUS WIND CANOPY @ 25'-8" ABOVE GRADE. 12' DEEP ALONG OAK STREET AND MARKET STREET, 15' DEEP AT BUILDING'S NOSE





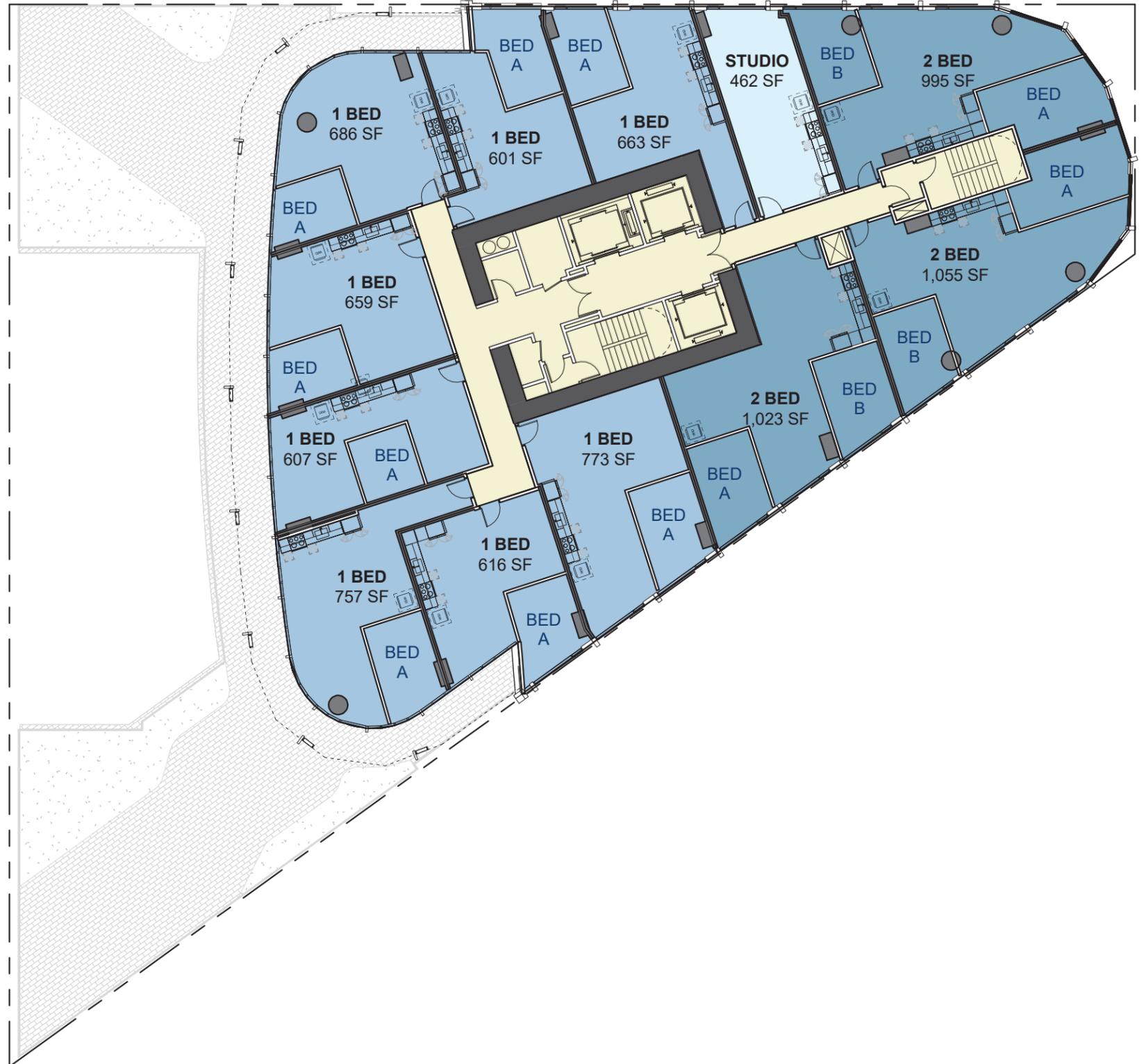


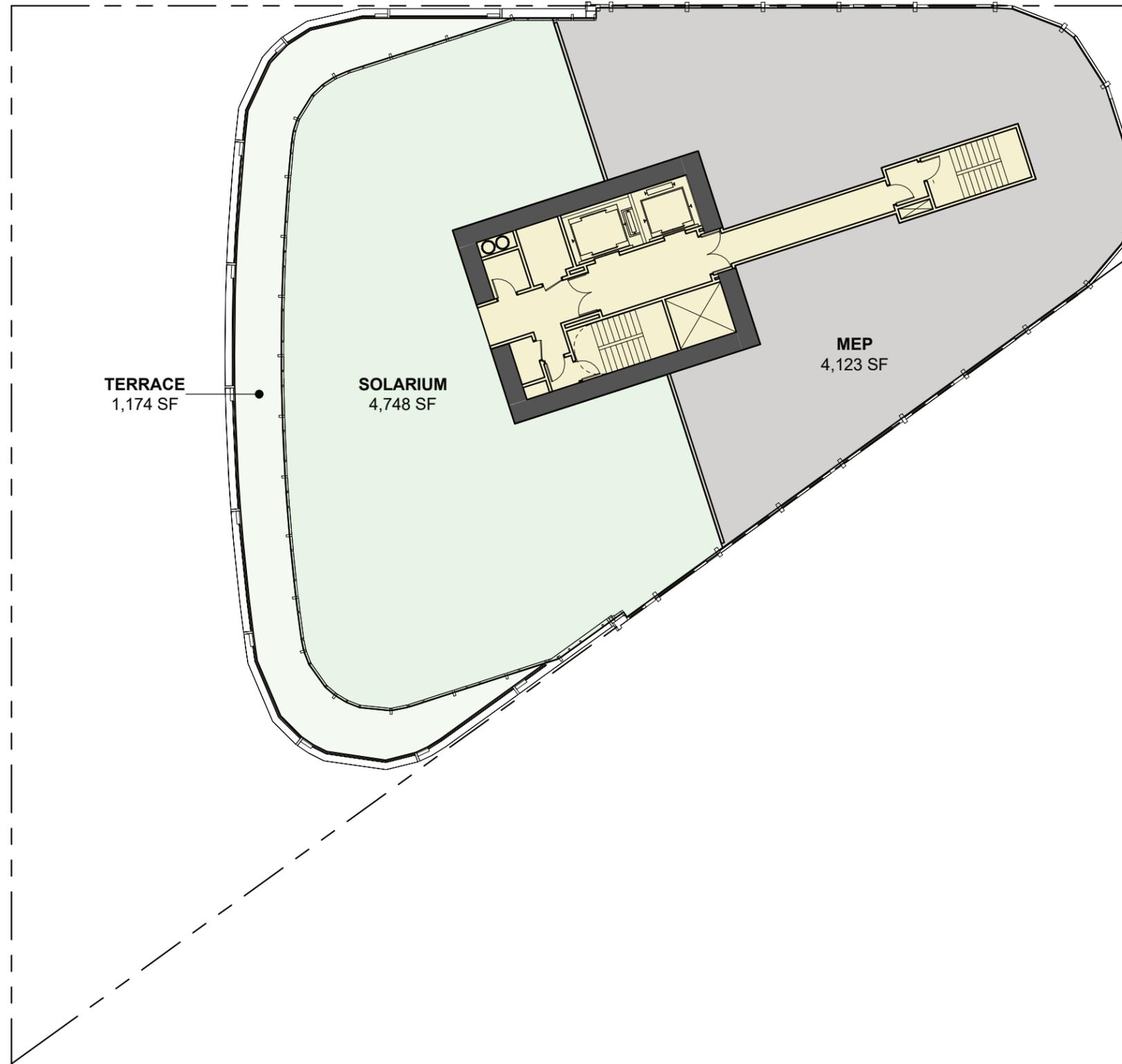


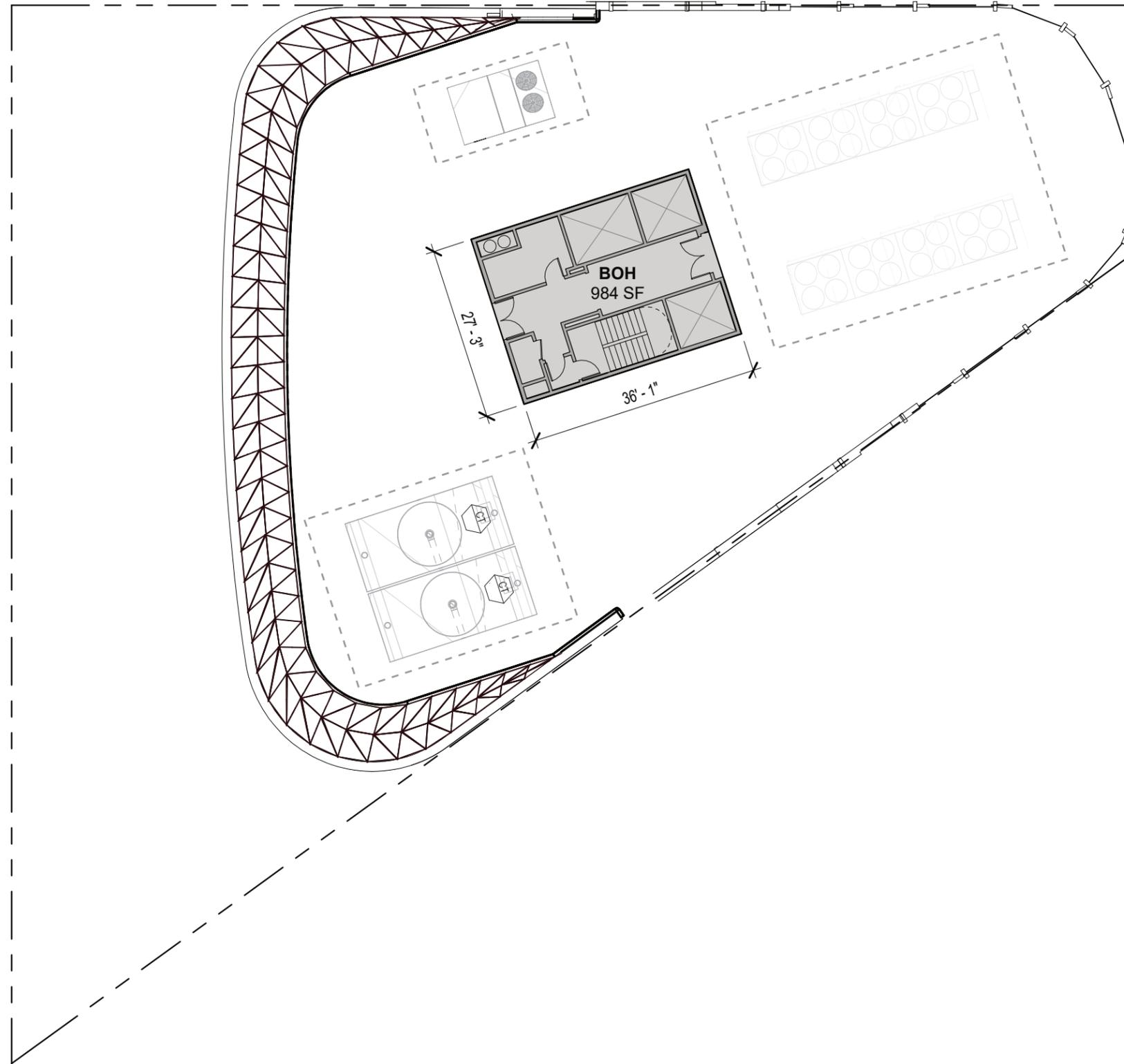


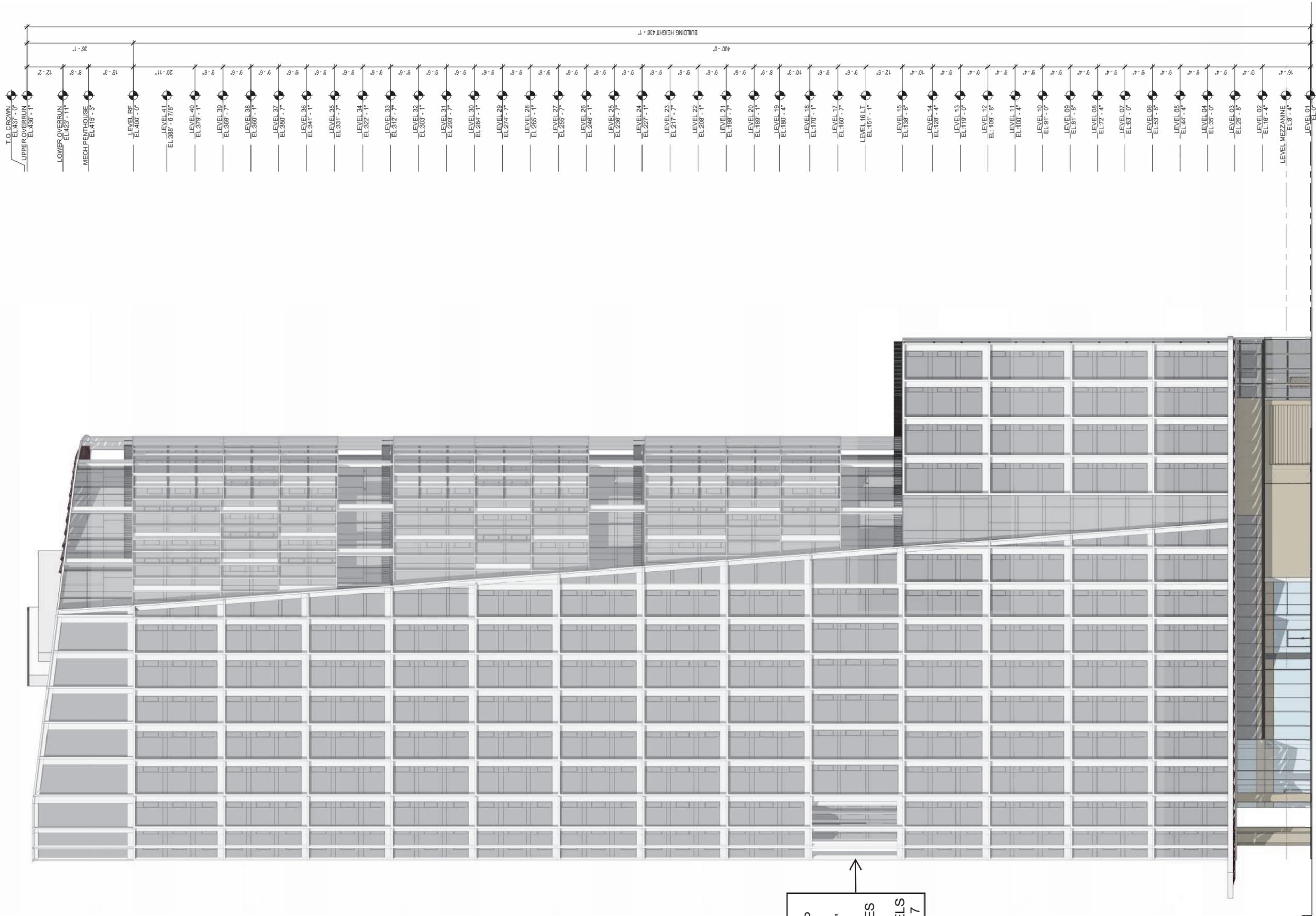
OUTLINE OF FLOOR PLATE AT BALCONY LEVELS (SHOWN DASHED)







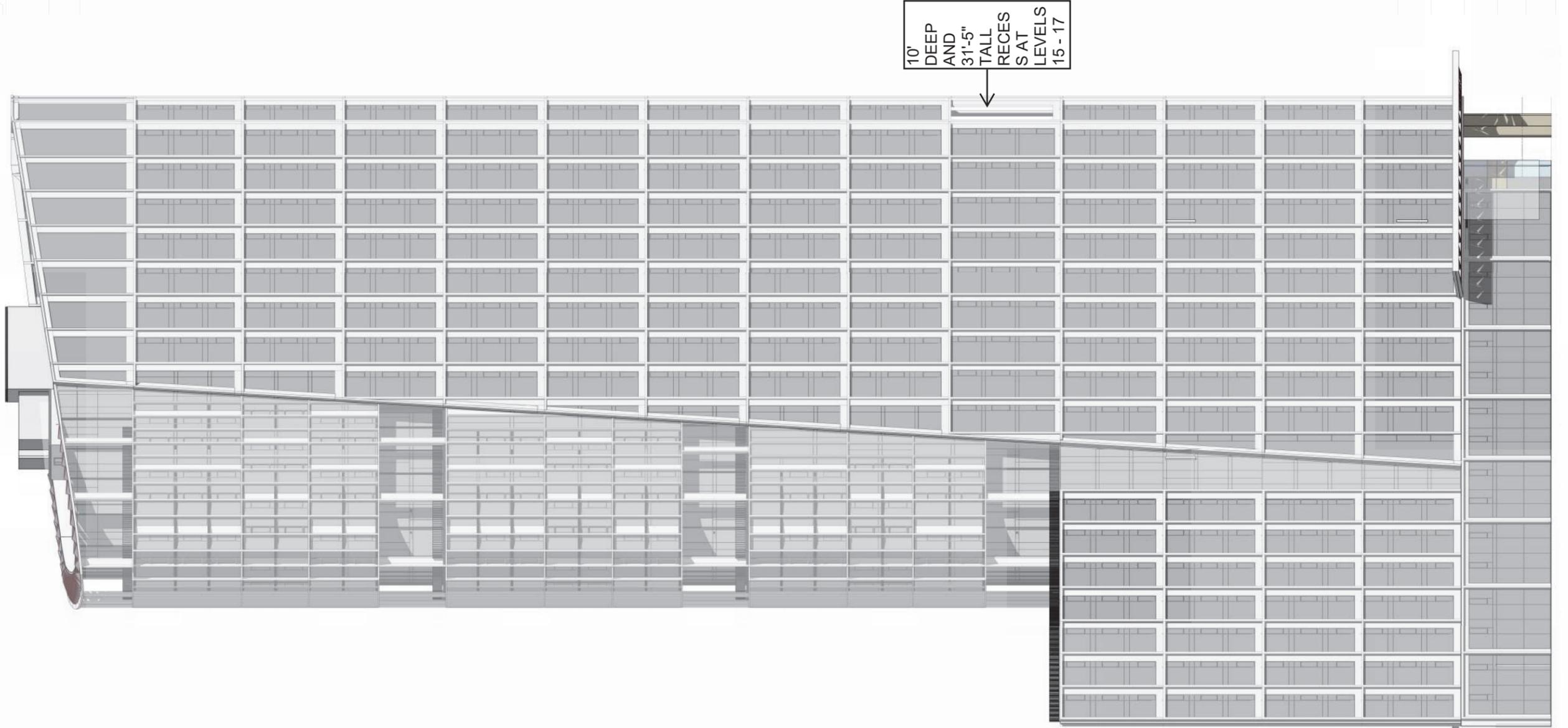
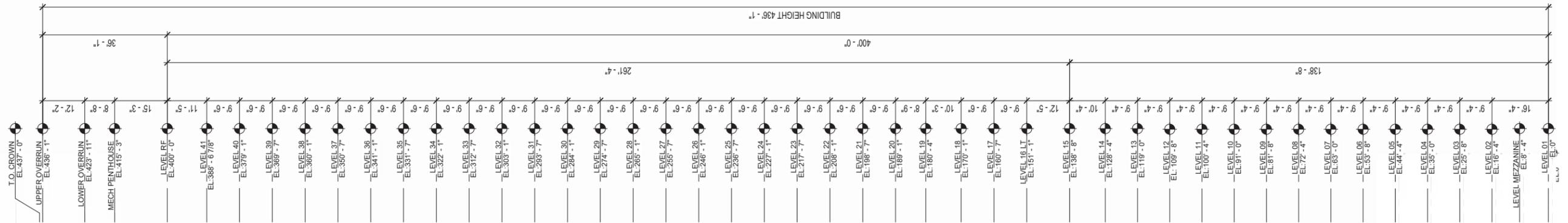


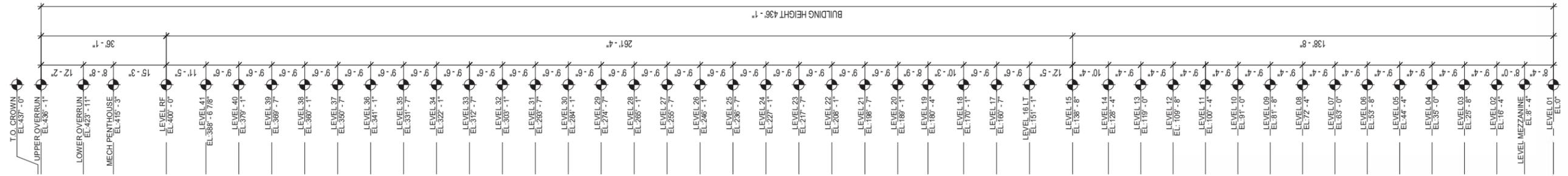


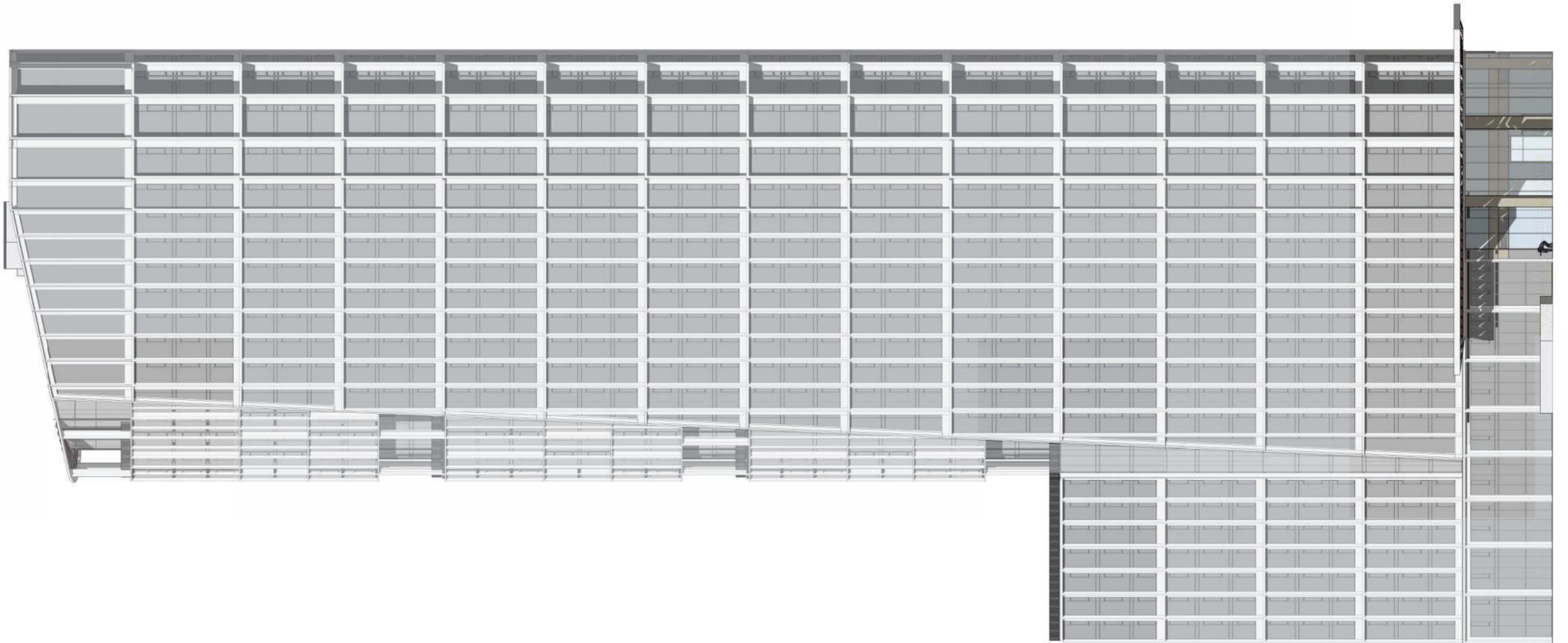
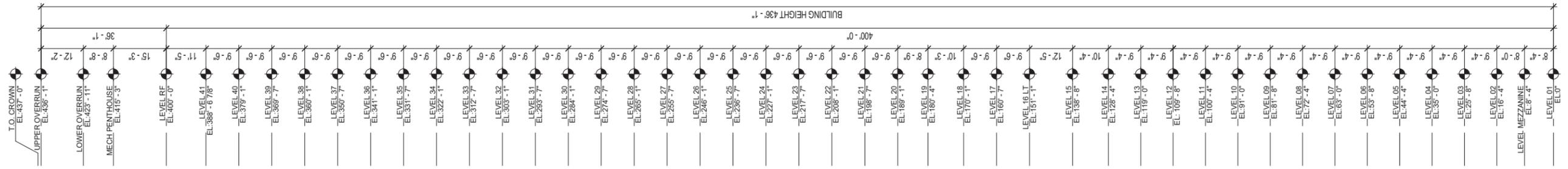
NORTH ELEVATION
SCALE 1/32" = 1' - 0"

10'
DEEP
AND
31'-5"
TALL
RECES
SAT
LEVELS
15 - 17











VIEW FROM MARKET LOOKING WEST

10' DEEP RECESS FOR WIND
MITIGATION AT LEVELS 15-17 NOT
SHOWN ON THIS PAGE, SEE PAGE 44



VIEW FROM MARKET LOOKING EAST



STOREFRONT VIEW



DRIVING ON MARKET ST. LOOKING TOWARDS FERRY BUILDING

10' DEEP RECESS FOR WIND
MITIGATION AT LEVELS 15-17 NOT
SHOWN ON THIS PAGE, SEE PAGE 44



CURB VIEW FROM VAN NESS LOOKING SOUTH



VIEW FROM VAN NESS/MARKET ST.



VIEW FROM VAN NESS LOOKING SOUTH

10' DEEP RECESS FOR WIND MITIGATION AT LEVELS 15-17 NOT SHOWN ON THIS PAGE, SEE PAGE 44



DRIVING ON VAN NESS LOOKING NORTH



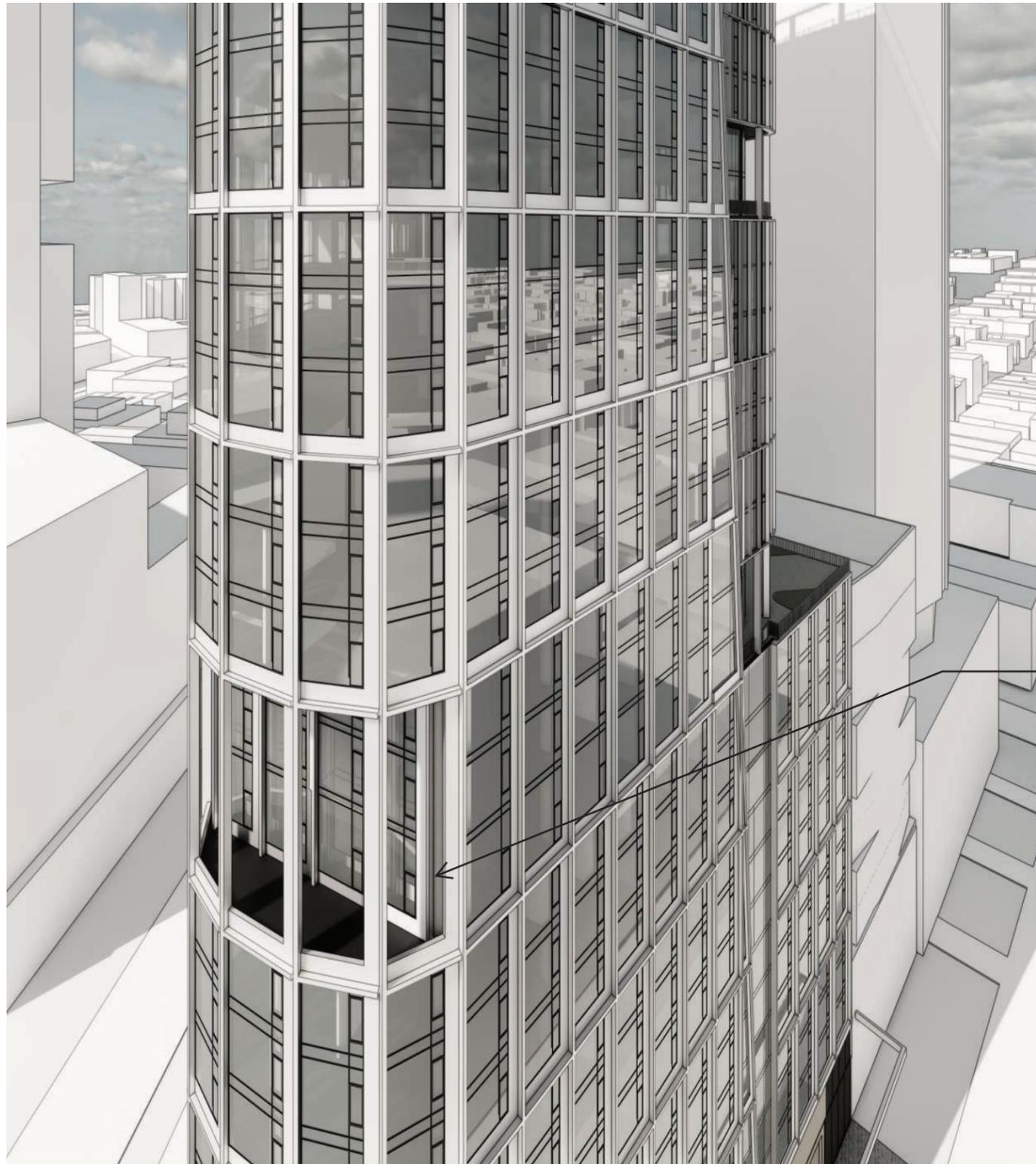
VIEW ON CURB OF MARKET ST.

10' DEEP RECESS FOR WIND
MITIGATION AT LEVELS 15-17 NOT
SHOWN ON THIS PAGE, SEE PAGE 44



STOREFRONT VIEW FROM MARKET ST. LOOKING NORTH

10' DEEP RECESS FOR WIND MITIGATION AT LEVELS 15-17 NOT SHOWN ON THIS PAGE, SEE PAGE 44



RECESSED NOSE FOR WIND



VIEW ON CURB OF MARKET ST.

THREE ON-SITE SOLID WIND SCREENS AT THE ALLY @ 6' TALL, 3' WIDE, PLACED 10' APART AND ORIENTED PARALLEL TO MARKET STREET.

FIVE OFF-SITE POROUS WINDSCREENS AT 1 SOUTH VAN NESS AVENUE @ 6' TALL, 3' WIDE, PLACED WITH RESPECT TO TRAFFIC VISIBILITY AND SIDEWALK ACCESSIBILITY



WIND MITIGATION SITE DIAGRAM