



ADDENDUM 2 TO MITIGATED NEGATIVE DECLARATION

Date:	July 21, 2022
Case Number:	2009.1153ENV-03
Project Title:	San Francisco Market (formerly San Francisco Wholesale Produce Market)
Project Address:	1901 Innes, 2001 Innes, 1900 Kirkwood, and 2000 Kirkwood avenues, San Francisco
Zoning:	80-E/Production, Distribution, and Repair 2
Blocks/Lots¹:	5268/007, 010, and 011, 5284A/004,005, and 006, 5282/031 and 033, 5269/002, 007, 008, and 009, 5262/004, 528/1003 and 005
Lot Size:	13 acres (approximately 566,000 square feet)
Project Sponsor:	Michael Janis – 415-550-4495 ext. 101 mjanis@thesfmarket.org
Staff Contact:	Liz White –628-652-7557 elizabeth.white@sfgov.org

1. Introduction and Background

The San Francisco Planning Department (department) previously analyzed the San Francisco Market Project (formerly San Francisco Wholesale Produce Market) in a 2011 Final Mitigated Negative Declaration (2011 FMND), which was finalized on July 5, 2011.² The department found that that proposed project could have a significant effect on the environment, but with the implementation of mitigation measures, the impacts would be reduced to less-than-significant levels.

Subsequent to the publication of the 2011 FMND, the department evaluated the Quint-Jerrold Connector Road in a 2012 addendum to the 2011 FMND.³ The Quint-Jerrold Connector Road project is proposed by the San Francisco County Transportation Authority (transportation authority) and would reestablish a connection between Oakdale Avenue and Jerrold Avenue via a new road along the west side of the Caltrain tracks. The Quint-Jerrold Connector Road is a separate proposal, unrelated to the San Francisco Market Project, and was not proposed at the time the 2011 FMND was published. However, the transportation authority and San Francisco Public Works began studying the project in 2012, following the adoption of the 2011 FMND. Due to the geographic proximity of the two projects, the department

¹ Blocks/lots identified in this addendum 2 have changed from those originally identified in 2011 FMND as parcels have been subdivided since the adoption of the FMND.

² San Francisco Planning Department, *San Francisco Wholesale Produce Market Project Final Mitigated Negative Declaration*, July 5, 2011. Available at [INITIAL STUDY \(sfplanning.s3.amazonaws.com\)](http://sfplanning.s3.amazonaws.com).

³ San Francisco Planning Department, *Addendum to Mitigated Negative Declaration*, July 4, 2012. This document is available for review on the San Francisco Property Information Map, which can be accessed at <http://sfplanninggis.org/PIM/>. Individual files can be viewed by clicking on the Planning Applications link, clicking on the “More Details” link under the project’s environmental case number (2009.1153ENV-03), and clicking on the “Related Documents” link.

evaluated the Quint-Jerrold Connector road to consider the potential cumulative impacts that could result from both projects and issued an addendum to the FMND on June 4, 2012. The department found that while the Quint-Jerrold Connector road would change the circumstances surrounding the proposed project, the changes would not result in any new or more severe impacts than what was identified in the 2011 FMND.

On June 11, 2012, the San Francisco Board of Supervisors adopted an ordinance approving the San Francisco Wholesale Produce Market ground lease agreement and a resolution for the street vacation of portions of Jerrold and Kirkwood avenues, Selby, Rankin, and Milton I. Ross streets, and Lettuce Lane.^{4,5}

2. Project Location and Site Characteristics

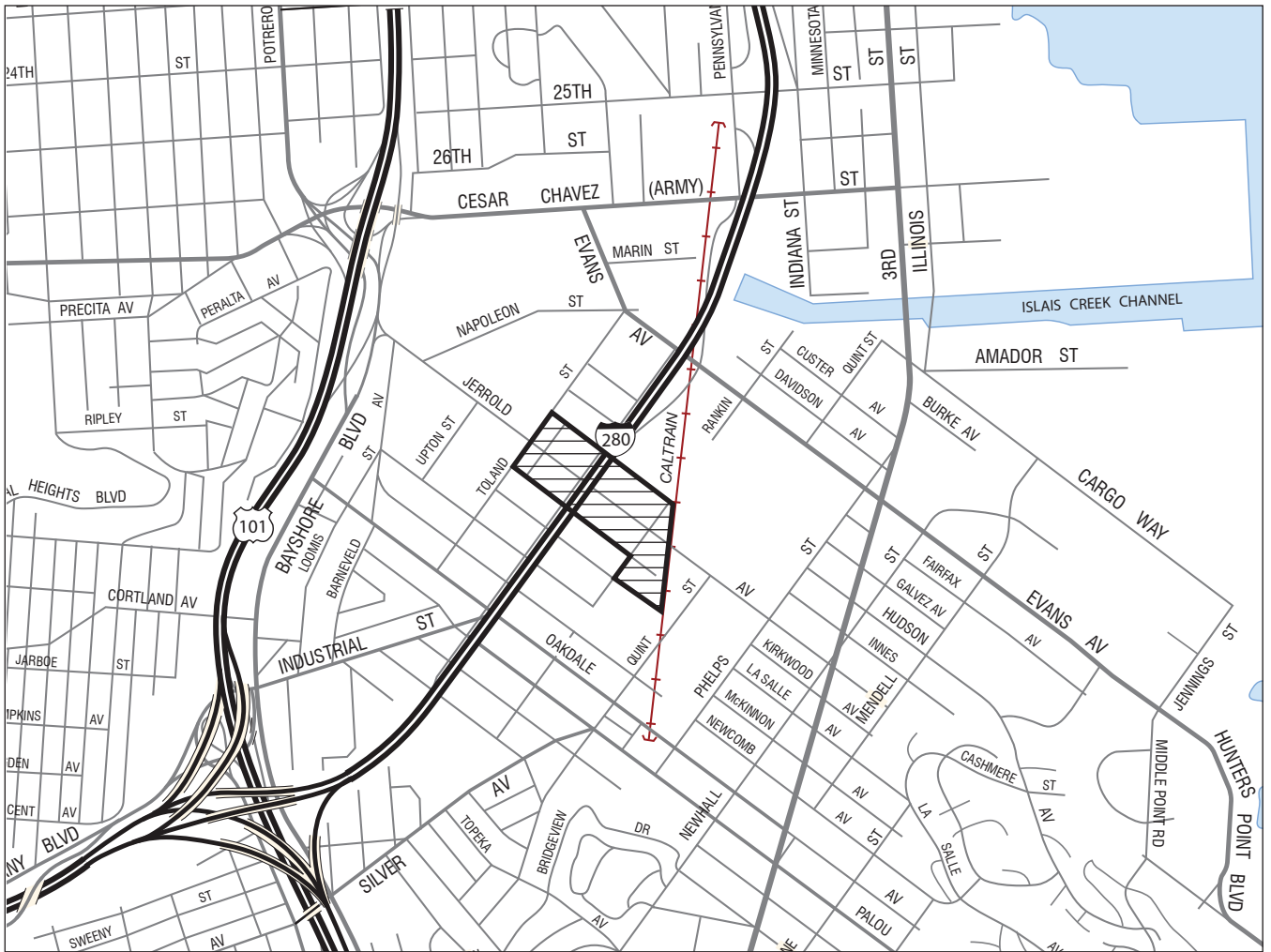
The San Francisco Market campus, located in the Bayview Hunters Point neighborhood at 2095 Jerrold Avenue, functions as a warehouse and distribution center for wholesale produce from a number of produce vendors and growers in the region to grocers, restaurants, and individuals in San Francisco and the Bay Area. The San Francisco Market campus is bisected by the elevated I-280 freeway overpass, which runs parallel and above the existing Selby Street right-of-way. The 13-acre campus consists of the three components: a main site, the 901 Rankin Street building, and the 2101 Jerrold Avenue building.

- The San Francisco Market main site is approximately 8 acres and has frontages along Toland Street, Kirkwood Avenue, Innes Avenue, and Rankin Street. The main site contains four existing primary buildings located at each of the four quadrants defined by the intersection of Jerrold Avenue and Selby Street, under the I-280 freeway: 1901 Innes Avenue (Northeast quadrant), 1900 Kirkwood Avenue (Southeast quadrant), 2001 Innes Avenue (Northwest quadrant), and 2000 Kirkwood Avenue (Southwest quadrant). Each of these four buildings is currently occupied by an existing warehouse and, in some cases, additional accessory structures. The design of these four buildings consists of a loading dock high concrete slab on grade building with an office mezzanine. Each building is similar to the others in size and construction, with structural steel frames and metal siding. The main site is in the Bayview Hunters Point Redevelopment Area - Project Area B, zoned PDR-2 (Core Production, Distribution, and Repair), and within an 80-E height and bulk district.
- The 901 Rankin Street building is located across Rankin Street from the main site at the southeast corner of the intersection of Jerrold Avenue and Rankin Street. A proposal for 901 Rankin Street building was evaluated as part the approved project analysis in the 2011 FMND and 2012 addendum; the project sponsor constructed this building following the San Francisco Board of Supervisor's 2012 approval of the ground lease.
- The 2101 Jerrold Avenue building is a part of the San Francisco Market facility and because it is not proposed to change, it was not included as part of the approved project analysis in the 2011 FMND and 2012 addendum. No changes to the 2101 Jerrold Avenue building are proposed s part of this addendum 2 analysis.

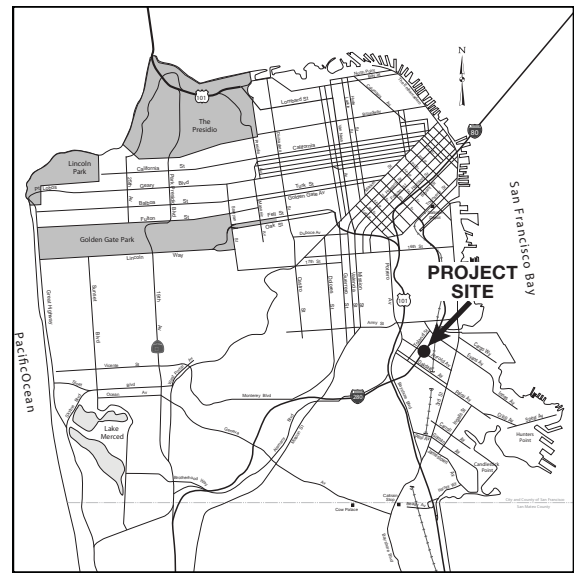
Figures 1 and 2 show the project location and existing site plan.

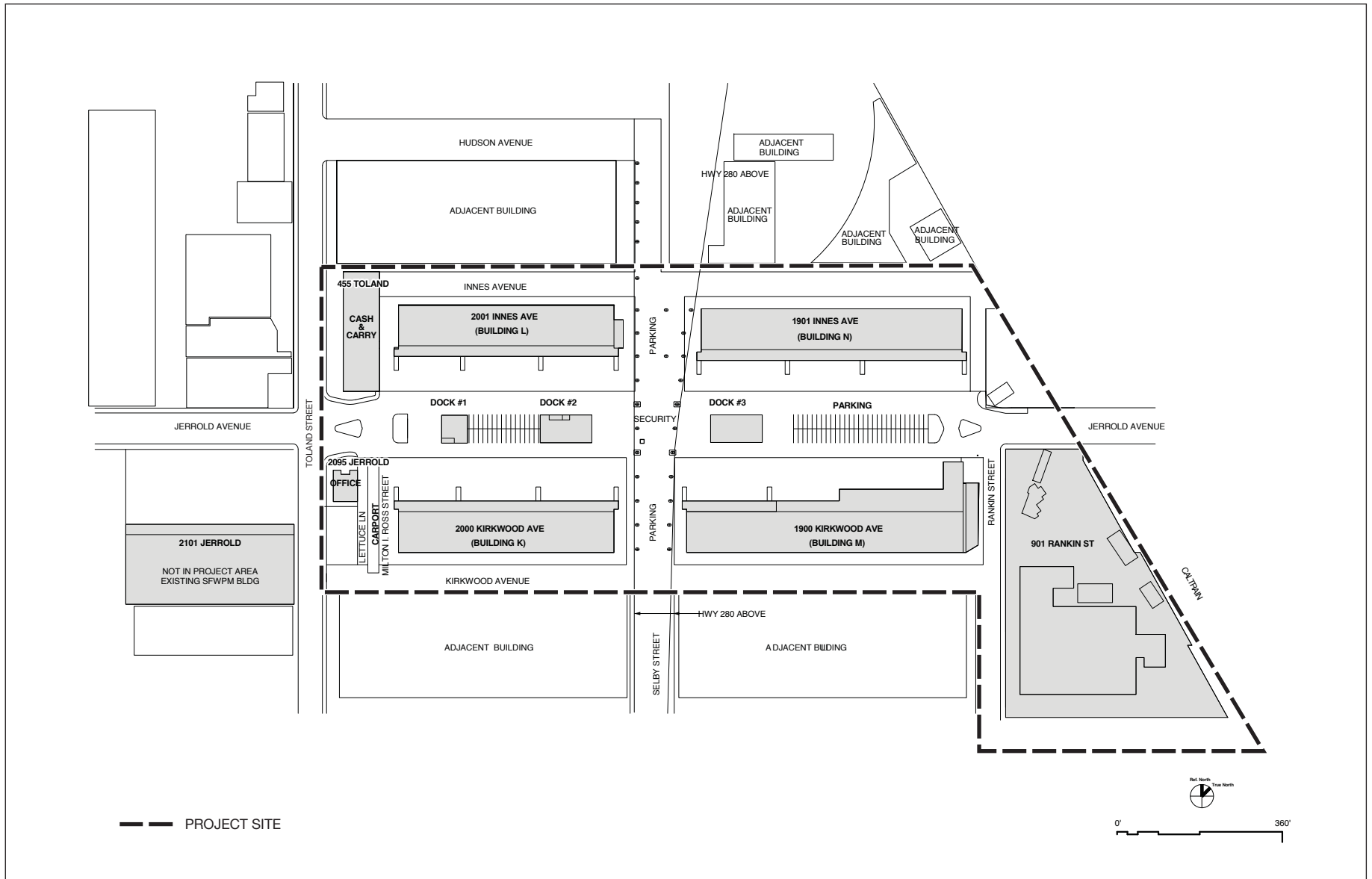
⁴ San Francisco Board of Supervisors Resolution 280-12. File No. 120530.

⁵ San Francisco Board of Supervisors Ordinance No. 163-12. File No. 120670.



Legend
 PROJECT SITE





Source: Jackson Liles Architecture, January 2010

3. Existing Conditions (Year 2022)

Table 1 provides a summary of the existing square footage of each building at the main site, as well as the 901 Rankin Street building. As shown in the table, the four primary buildings at the main site contain approximately 275,000 gross square feet (gsf), while the 901 Rankin Street site includes about 82,600 gsf. The total currently built square footage within the project area is approximately 358,000 gsf, most of which (99 percent) is allocated to warehousing and its accessory office activities; there is a food retail area (about 750 gsf) on the west side of the main site.

Table 1
Existing (Year 2022) Land Uses by Building and Type (gsf)

Land Use Type	Main Site					901 Rankin Site	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW)	2000 Kirkwood (SW)	Total		
Warehousing	70,197	50,718	66,122	46,888	233,925	62,361	296,286
Office	3,744	10,759	8,925	17,086 ^[a]	40,514	20,214	60,728
Restaurant/Café	0	0	750	0	750	0	750
Total	73,941	61,477	75,797	63,974	275,189	82,575	357,764

Note:

- a. Includes approximately 2,700 gsf of space previously used as a Bank of America branch, which has been closed and is not expected to return.

Source: Jackson Liles Architecture – March 2022.

4. Project Setting Changes

The roadway and sidewalk facilities adjacent to and within the project site remain, for the most part, the same as described in the 2011 FMND. However, since the 2011 FMND and the subsequent 2012 addendum, the following transportation network and transit service changes have been implemented within the study area:

1. Construction of the 901 Rankin Street building within the San Francisco Market main site started in 2012, following the adoption of the resolution and ordinance by the San Francisco Board of Supervisors; the building became operational in 2015. As part of this project, the San Francisco Market built a new sidewalk on the east side of Rankin Street from north of McKinnon Avenue to Jerrold Avenue, and on the south side of Jerrold Avenue from Rankin Street to the Caltrain tracks. The new sidewalks include landscaping and installation of Americans with Disabilities (ADA) compliant ramps.
2. In January 2021, the San Francisco Municipal Transportation Agency (SFMTA) temporarily closed Jerrold Avenue between the Caltrain tracks and Phelps Street to vehicle, bicycle, and pedestrian traffic as part of construction of the Biosolids Digester Facilities at the nearby San Francisco Public Utilities Commission (SFPUC) Southeast Treatment Plant; the roadway is expected to reopen in May 2028. East-west traffic in the area is directed at Toland Street (west of the San Francisco

Market site) and at Phelps Street to use Evans or Oakdale avenues as alternate routes.

- As part of SFPUC's construction activities at the Southeast Treatment Plant and the temporary closure of Jerrold Avenue between Phelps Street and the Caltrain tracks, the SFMTA rerouted the 23 Monterey bus route in February 2020. The portion of the 23 Monterey route that ran on Toland Street, Jerrold Avenue, and Phelps Street was rerouted to Oakdale Avenue, Industrial Street, and Palou Avenue. On Palou Avenue, the 23 Monterey stops at the existing bus stops 24 Divisadero, while on Oakdale Avenue new bus stops were installed at Loomis Street (westbound), Barneveld Avenue (eastbound), and Toland Street (eastbound and westbound).

5. Approved Project Description

The approved project analyzed in the 2011 FMND and 2012 addendum is a phased development plan that proposes to replace the existing San Francisco Market buildings at the four quadrants of the main site. In addition to the buildings at the main site, the approved project included the construction of a building containing warehouse and office use at 901 Rankin Street. As noted above, the project sponsor finished construction of the 901 Rankin Street building in 2015 and the building is fully operational. **Figure 3** shows the approved site plan.

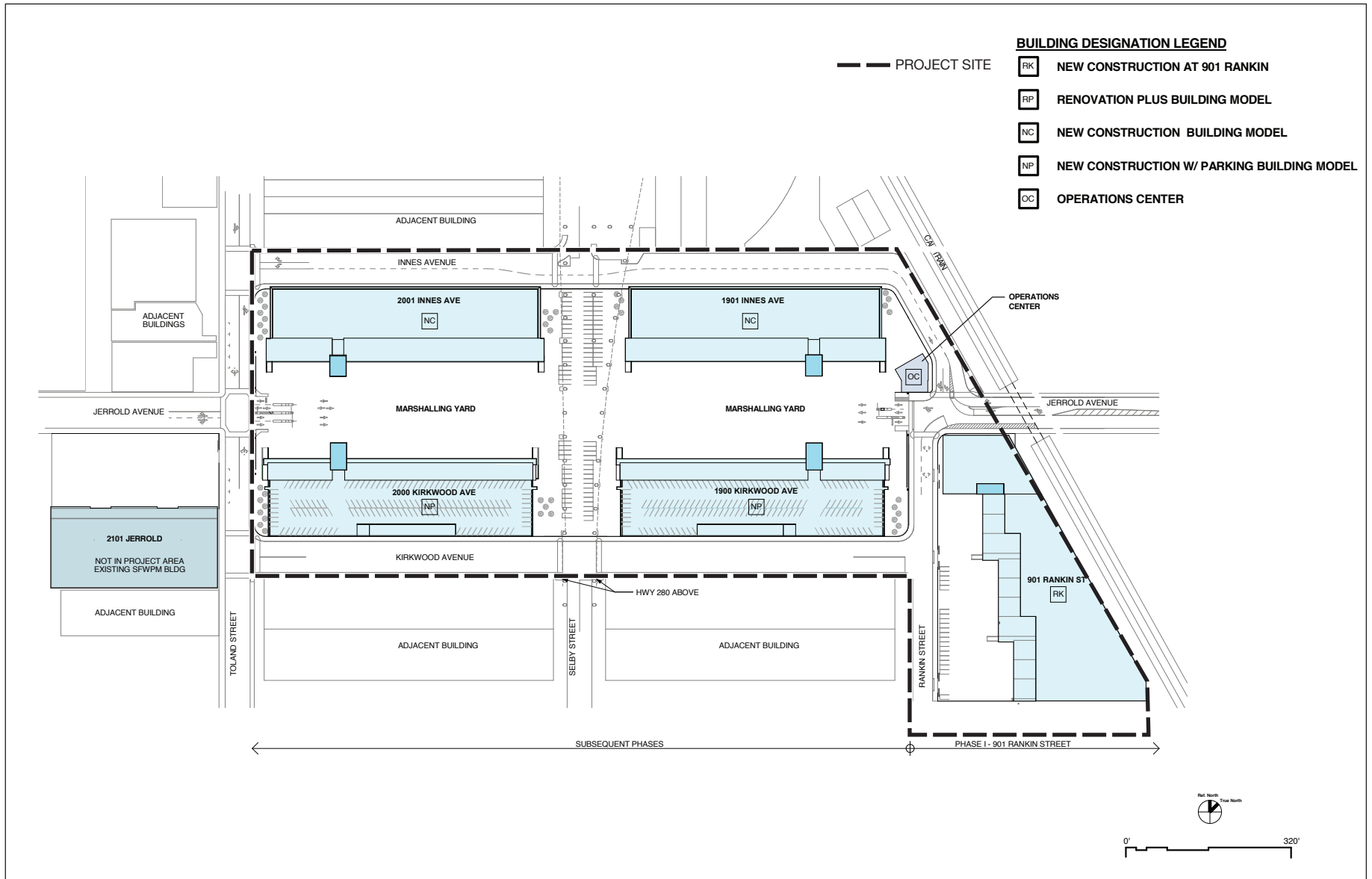
Land Use Types and Intensities

The new buildings at the main site would be taller, at 44 and 45 feet, have a bigger footprint than the existing buildings, and would house warehouse and accessory office functions. The square footage of each building at the main site as well as the 901 Rankin Street building are summarized by use in **Table 2**. The 901 Rankin Street building opened for operation in 2015 providing warehouse space, including refrigerated/cold storage areas, for grocery products. The total size of the already-constructed building (82,575 gsf) is smaller than previously proposed under the approved project (114,258 gsf).

Table 2
Approved Project Land Uses by Building and Type (gsf)

Land Use Type	Main Site					901 Rankin Site	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW)	2000 Kirkwood (SW)	Total		
Warehousing	76,815	75,426	75,432	73,508	301,181	81,004	382,185
Office	14,407	12,656	13,647	14,666	55,376	23,235	78,611
Meeting Hall	0	0	0	0		10,009	10,009
Banking	0	0	0	3,250	3,250		3,250
Restaurant/Café	0	0	750	0	750		750
Total	91,222	88,082	89,829	91,424	360,557	114,258	474,805

Sources: SF Planning Department, Final Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; July 5, 2011, and Jackson Liles Architecture, March 2022.



Source: Jackson Liles Architecture, March 2011

The approved project would increase the amount of existing warehousing space at each of the four buildings on the main site, from a range of approximately 47,000 to 70,000 gsf, as shown on **Table 1**, to a range of approximately 74,000 to 77,000 gsf per building, as shown on **Table 2**. The approved project would also increase the office space in two of the four warehouse buildings, from approximately 4,000 to 11,000 gsf per building to approximately 13,000 to 15,000 gsf per building. All four of the new buildings under the approved project would be of an overall similar size (around 90,000 gsf).

Under the approved project, the amount of restaurant/café space at the site remains unchanged compared to year 2011 as well as under existing conditions (year 2022). The approved project also included approximately 3,300 gsf for retail banking, which was an existing use at the time the 2011 FMND and 2012 addendum analysis was conducted. In addition, the approved project included an approximately 4,000-gsf Operations Center in the northeast quadrant of the main site for support and service uses, a break area for truck drivers, and a truck center for minor maintenance activities and truck washing.

The southeast (1900 Kirkwood Ave) and southwest (2000 Kirkwood Ave) building sites would contain approximately 147 unenclosed parking spaces on the roofs of the warehouse portions of the buildings. The approved project also included the removal of the existing on-street parking east of Toland Street and installation of angled back in parking along Innes and Kirkwood Avenues, for a total of 180 to 220 net new on-street parking spaces.⁶

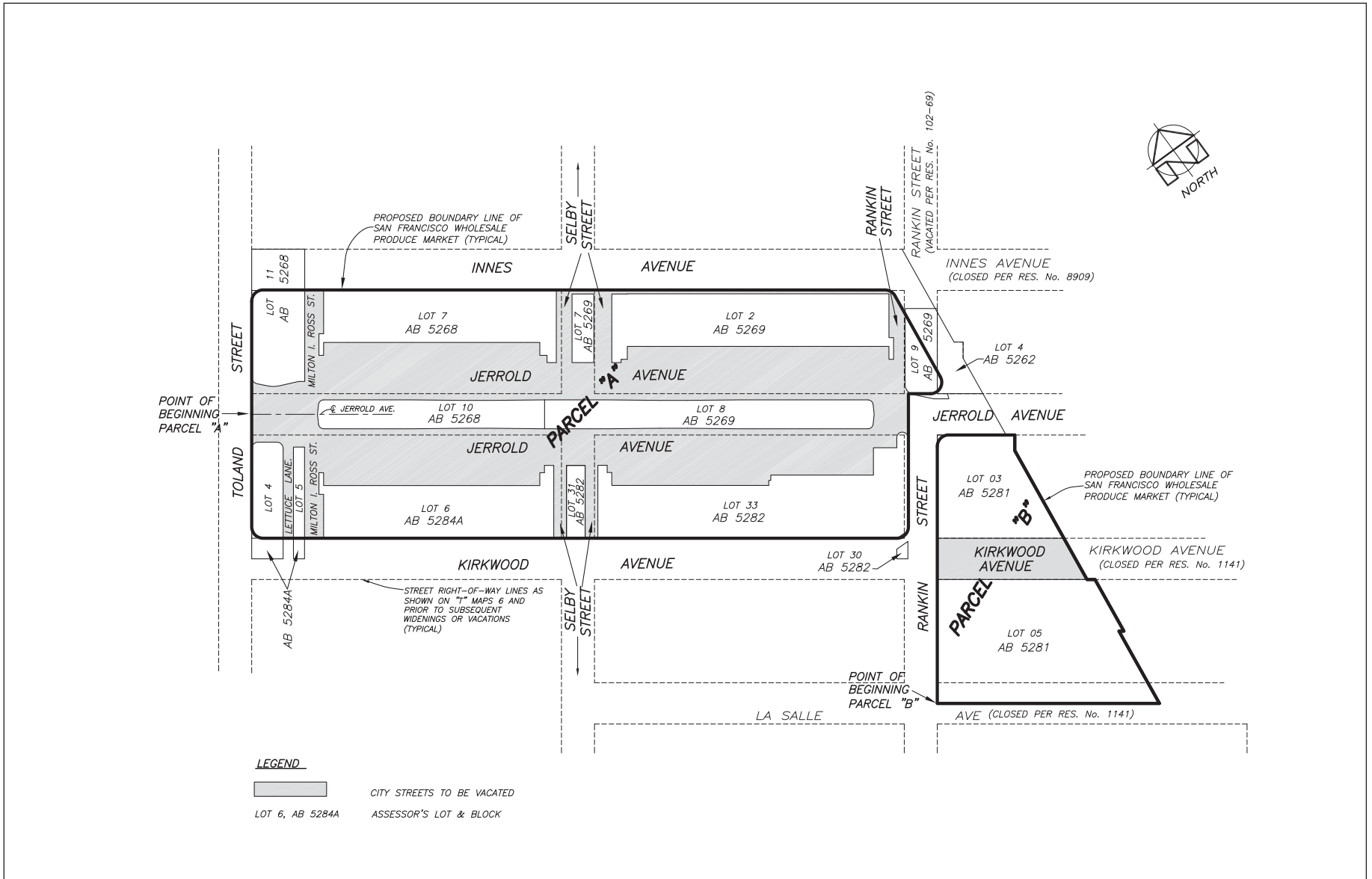
The approved project would change existing road right-of-ways at the main site that will be vacated and retained within city ownership (**Figures 4 and 5**). These right-of-ways include portions of Jerrold Avenue, Selby Street, Kirkwood Avenue (east of Rankin Street) and other associated smaller right-of-ways interior to the existing San Francisco Market facility, such as a portion of Rankin Street, Milton I. Ross Street, and Lettuce Lane. In addition, existing portions of San Francisco Market property will be dedicated road right-of-ways to provide for the extension of Innes Avenue, Kirkwood Avenue, and Rankin Street.

Roadways, Rights-of-Way, and Vehicle Circulation

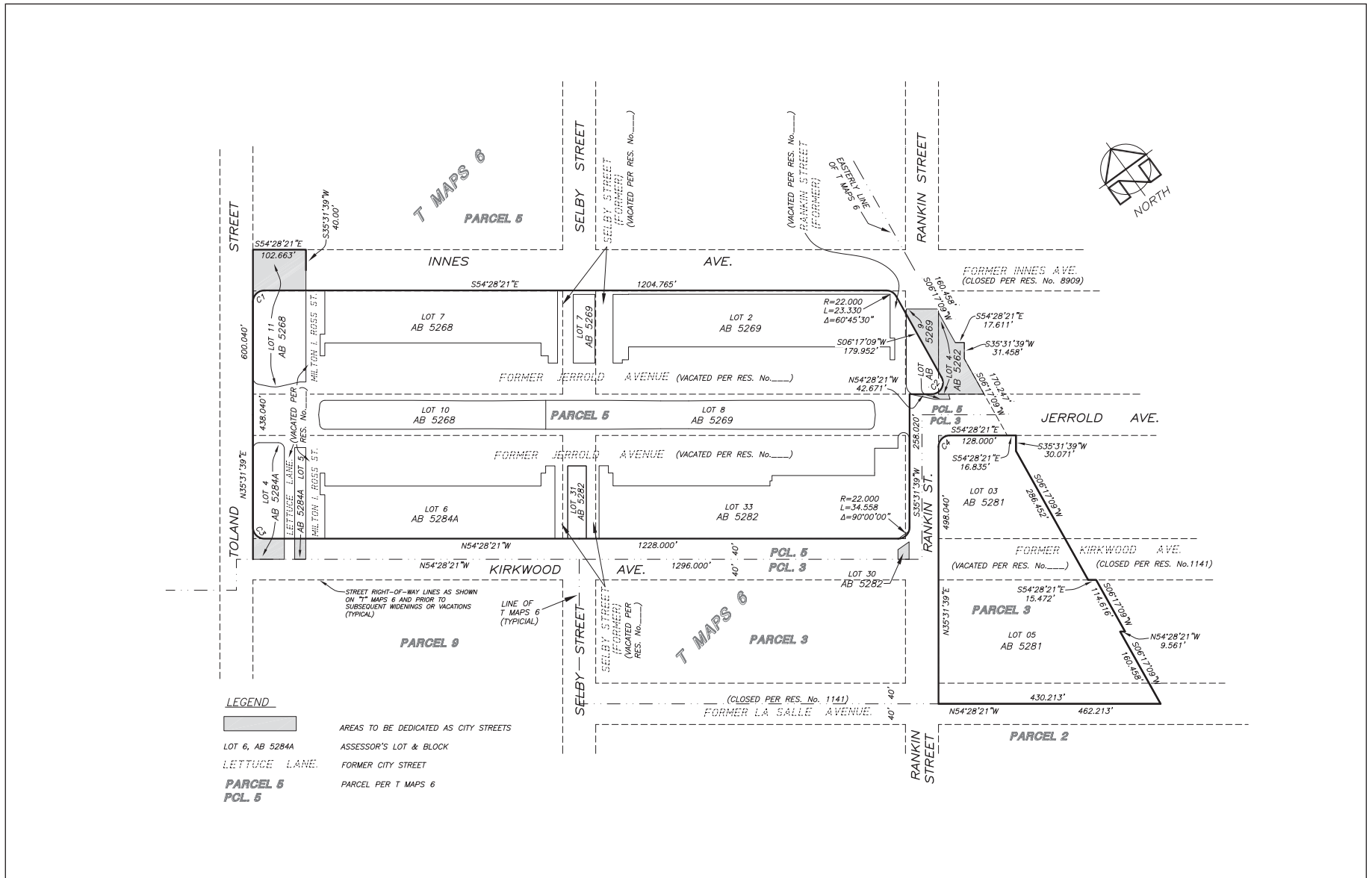
The approved project will vacate Jerrold Avenue on the main site and will reroute through-traffic around the main site on Innes Avenue, which will become the primary route for non-market destined traffic traveling through the area. The roadway network changes are described below and shown in **Figure 6**.

- Vacating the portion of Jerrold Avenue between Toland and Rankin streets. Vehicular traffic not related to the San Francisco Market will ultimately be rerouted to the north on an improved Innes Avenue.
- Vacating the portion of Selby Street (underneath I-280) between Innes and Kirkwood Avenues.
- Dedicating a portion of San Francisco Market to become a part of the Innes Avenue right-of-way, to allow the connection of Innes Avenue to Toland Street, and removing the existing Innes Avenue dead end.

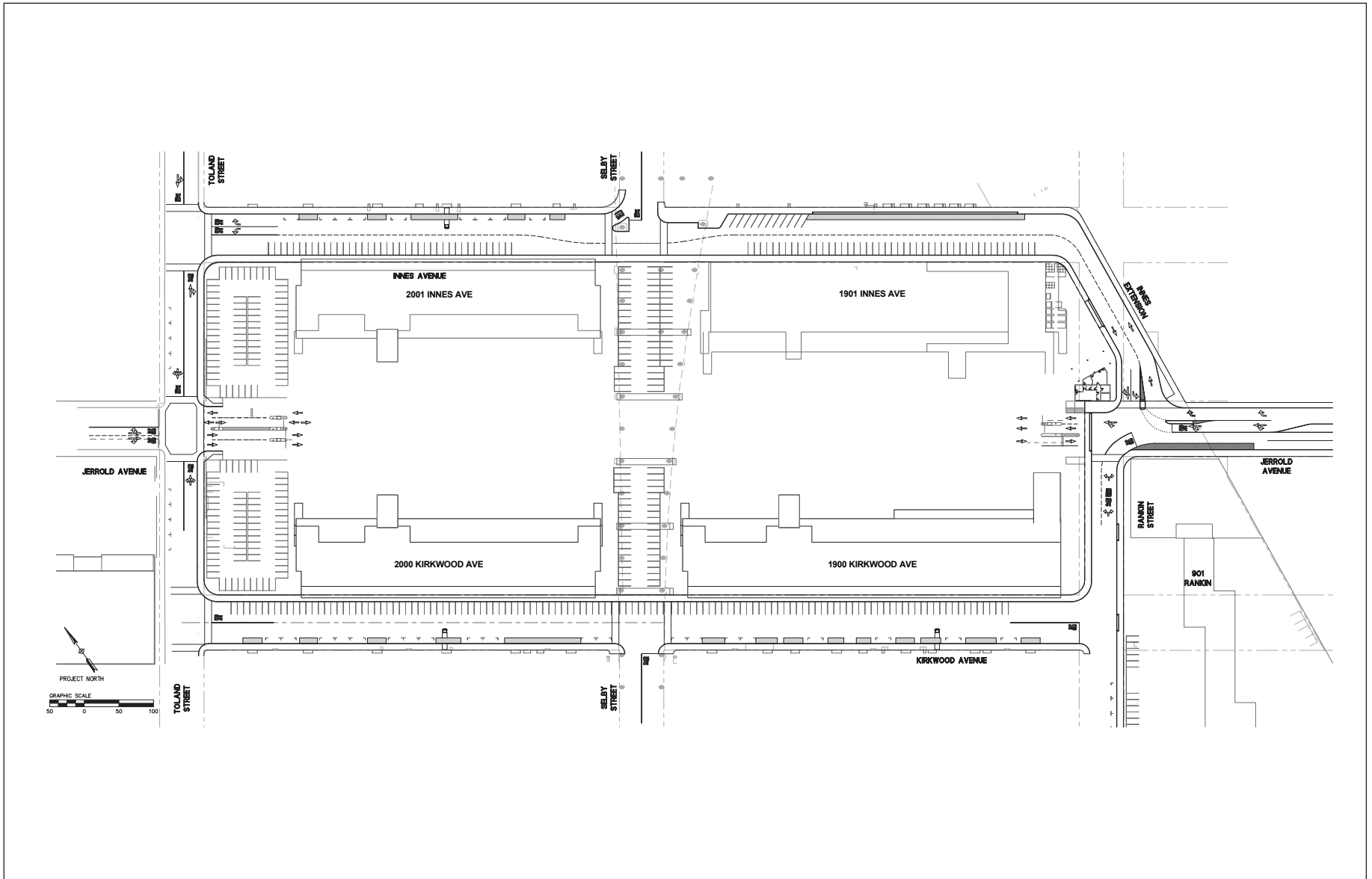
⁶ Approximately 140 spaces on Kirkwood Avenue and 60 spaces on Innes Avenue (total both sides).



Source: SF Wholesale Produce Market, September 2010



Source: SF Wholesale Produce Market, September 2010



Source: BKF Engineers, March 2011

- Dedicating a portion of San Francisco Market to become part of the Kirkwood Avenue right-of-way, to allow the connection of Kirkwood Avenue to Toland Street.
- Relocating the portion of Rankin Street between Jerrold Avenue and Innes Avenue to parallel the existing and adjacent Caltrain right-of-way to become the Innes Avenue Extension, and reconfiguring the intersection of Jerrold Avenue and Rankin Street.

In addition to these infrastructure changes, the approved project assumed the SFMTA would reroute the Muni 23 Monterey bus prior to the closure of Jerrold Avenue between Toland and Rankin streets. The 2011 FMND assumed that the 23 Monterey would be rerouted to Oakdale Avenue following the SFMTA recommended alignment under the Transit Effectiveness Program (TEP) by the time the approved project is implemented. As described in section 4 above, the 23 Monterey has been operating on Oakdale Avenue since February 2020 due to the temporary closure of Jerrold Avenue just east of the project site, due to construction for a nearby SFPUC project.

Construction Phasing and Buildout

The proposed construction of the approved project included three major phases, with the first phase focusing on the 901 Rankin Street site and all required roadway improvements, and the last two involving building demolition and new construction activities at the main site.

The first component of Phase I, which started following the San Francisco Board of Supervisor's adoption of the ordinance and resolution in 2012, consisted of the demolition of the existing structures at the 901 Rankin Street site and the construction of a new warehouse facility. Construction of the 901 Rankin Street building was completed in 2015, and its total size represents about 31,700 gsf less of development than approved in the 2011 FMND and 2012 addendum. The second component of Phase I, which has not yet started construction, proposed to construct all roadway improvements discussed under the Roadways, Rights-of-Way, and Vehicle Circulation subheading, including the demolition of some secondary buildings and docks on the main site. The approved project proposed an approximately 18-month construction period for the entire Phase I.

Construction Phases II and III of the approved project would involve building construction on the main site, with each of these two phases having an approximately 24-month construction period, reaching project buildout in 2028.

Phase II would include demolition of the Produce Building in the southwestern quadrant and the two existing warehouses on the northeastern and southeastern quadrants of the main site, and construction of the 1901 Innes Avenue and 1900 Kirkwood Avenue buildings, as well as the Operation Center. Phase III would include demolition of the existing northwestern and southwestern quadrants warehouses, and construction of the 2001 Innes Avenue and 2000 Kirkwood Avenue buildings.

Building construction staging for equipment and materials for the approved project would occur within the main site or the 901 Rankin Street. No travel lane closures, or closure of crosswalks or pedestrian pathways would be expected, beyond the proposed permanent closure of Jerrold Avenue.

During construction of each building (901 Rankin Street plus the four buildings at the Main Site) there would be an average of between seven and 12 construction workers per day at the project site. Similarly, during construction of each building under the approved project there would be an average of between two and eight construction truck trips per day traveling to and from the project site, with the greatest number during the excavation and shoring phase.

6. Revised Project Description and Comparison to Approved Project

On January 17, 2022, the project sponsor submitted an application for a revised project, which is a change to the project evaluated in the 2011 FMND and 2012 addendum.⁷ The primary two differences between the approved project and the revised project are a longer construction period and phasing, as well as changes to the off-site infrastructure requirements related to the vacation of Jerrold Avenue. This section describes the characteristics of the revised project, and compares them to those of the approved project.

Land Use Types and Intensities

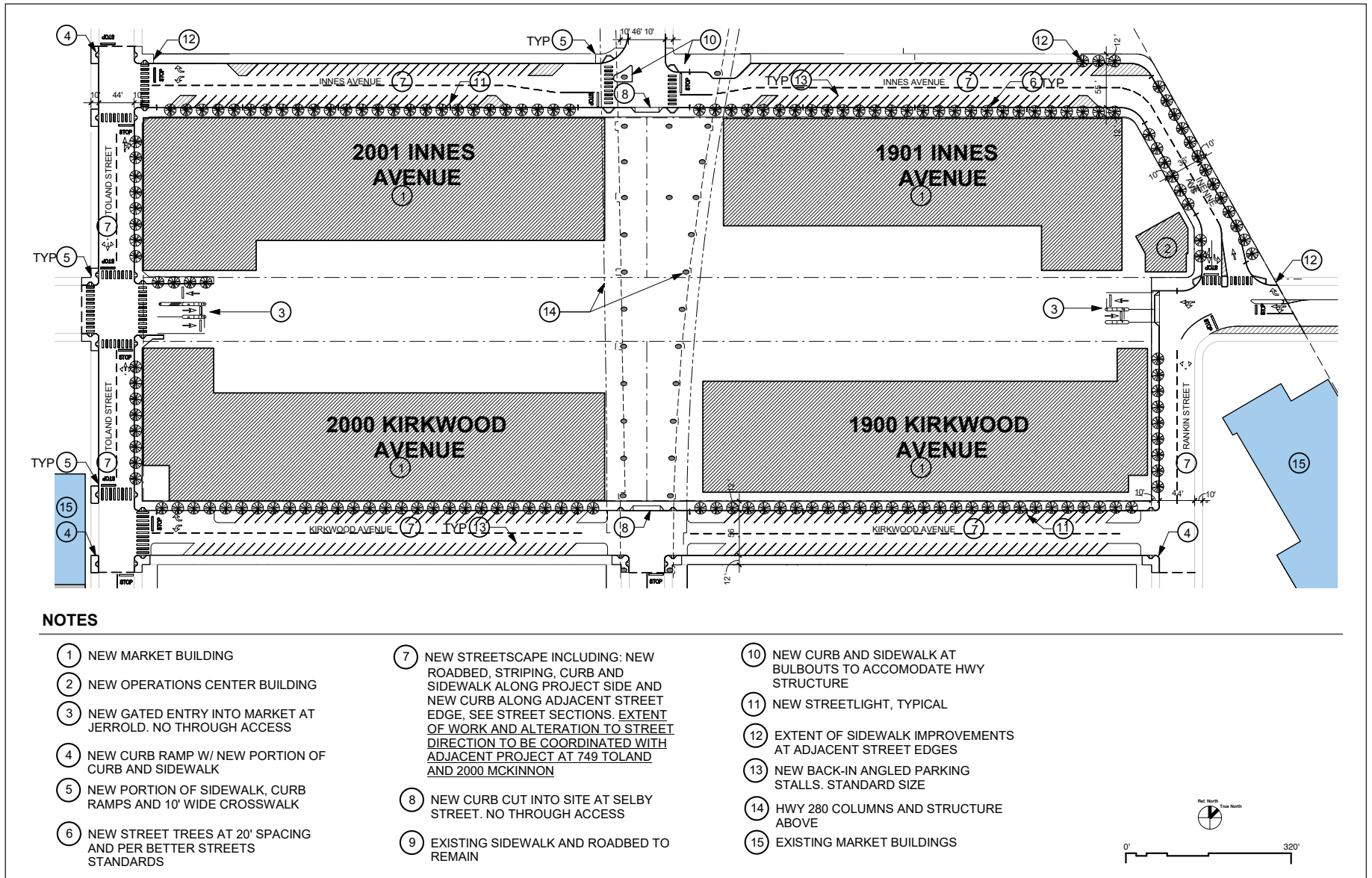
Similar to the approved project, the revised project would demolish the existing San Francisco Market buildings at the four quadrants of the main site, and would construct new buildings at each of the four quadrants (**Figure 7**). The square footage of each building at the main site, plus the 901 Rankin Street building (already constructed), under the revised project are summarized by use in **Table 3**; a summary comparison between the approved and the revised projects is provided in **Table 4**.

Table 3
Revised Project Land Uses by Building and Type (gsf)

Land Use Type	Main Site				Total	901 Rankin Site	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW) [a]	2000 Kirkwood (SW)			
Warehousing	76,815	75,426	94,075	73,508	319,824	62,361	382,185
Office	14,407	12,656	16,668	17,916	61,647	20,214	81,861
Meeting Hall	0	0	10,009	0	10,009	0	10,009
Restaurant/Café	0	0	750	0	750	0	750
Total	91,222	88,082	121,502	91,424	392,230	82,575	474,805

Source: Jackson Liles Architecture – March 2022.

⁷ Email from Brian Liles (JLA) to Elizabeth White (SF Planning), SUBJ: SFM-PRJ application, January 17, 2022.



Source: Jackson Liles Architecture, April 2022

Table 4
Comparison of the Approved Project with the Revised Project

Land Use Type	Approved Project			Revised Project		
	Main Site	901 Rankin Site	Total Project	Main Site	901 Rankin Site ^[a]	Total Project
Warehousing	301,181	81,004	382,185	<i>319,824</i>	<i>62,361</i>	382,185
Office	55,376	23,235	78,611	<i>61,647</i>	<i>20,214</i>	<i>81,861</i>
Meeting Hall		10,009	10,009	<i>10,009</i>	<i>0</i>	10,009
Banking	3,250		3,250	<i>0</i>	<i>0</i>	<i>0</i>
Restaurant/Café	750		750	<i>750</i>	<i>0</i>	<i>750</i>
Total	360,557	114,258	474,805	<i>392,230</i>	<i>82,575</i>	474,805

Notes:

- The 901 Rankin Street building (82,575 gsf) is operational since 2015, and its total size represents about 31,700 gsf less of development than approved in the 2011 FMND.
- Cells in *italics* denote a change from the approved project.

Sources: SF Planning Department, Final Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; July 5, 2011, and Jackson Liles Architecture, March 2022.

No changes to the types of land uses, except banking, or the total intensity of the approved project (main site plus 901 Rankin Street site) are proposed by the revised project. No changes to the approved height and bulk limits are being proposed by the revised project. As shown in **Table 4**, although the revised project represents the same amount of total development (474,805 gsf) as the approved project, the revised project proposes a shift of approximately 31,700 gsf of development from the 901 Rankin Street site to the main site, including the 10,000 gsf Meeting Hall. As seen in **Table 3**, this additional development would be added to the 2001 Innes Avenue (Northwest Quadrant) building, which would, as a result, be about 33 to 38 percent larger than the other three buildings. The proposed height of the building and the building concept remains unchanged. The additional square footage would be added to the building by adjusting the footprint to include approximately 18,700 additional square feet in the warehouse. The remainder, approximately 13,000 square feet, would be added at the partial second level (second level area will not increase building footprint size or building height).⁸ In addition, the 3,250 gsf of banking use that was included at the main site under the approved project would be converted into general office space as part of the revised project.

Table 5 provides a summary of square footage by land use for existing 2022 conditions and the revised project. As shown in the table, the revised project represents an increase in total project area development of approximately 117,000 gsf, compared to existing 2022 conditions, all of which would occur at the main site. This increase in development is the same as the approved project. **Table 6** provides a similar land use comparison between year 2010 conditions (baseline year for the 2011 FMND) and both the approved and the revised projects. The revised project represents an increase of approximately 149,400 gsf in total development compared to year 2010 conditions, the same as the approved project.

⁸ Email from Chloe Hanna-Korpi (JLA) to Elizabeth White (SF Planning), SUBJ: RE: SF Market – EE application material revision, May 15, 2022.

Table 5
Comparison of Existing and Revised Project Land Uses by Type (gsf)

Land Use Type	Existing (Year 2022)			Revised Project ^[a]			Existing (Year 2022) to Revised Project Buildout Net Growth		
	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total
Warehousing	233,925	62,361	296,286	<i>319,824</i>	<i>62,361</i>	<i>382,185</i>	85,899	0	85,899
Office	40,514	20,214	60,728	<i>61,647</i>	<i>20,214</i>	<i>81,861</i>	21,133	0	21,133
Meeting Hall	0	0	0	<i>10,009</i>	<i>0</i>	<i>10,009</i>	10,009	0	10,009
Banking	0	0	0	<i>0</i>	<i>0</i>	<i>0</i>	0	0	0
Restaurant/Café	750	0	750	<i>750</i>	<i>0</i>	<i>750</i>	0	0	0
Total	275,189	82,575	357,764	<i>392,230</i>	<i>82,575</i>	<i>474,805</i>	117,041	0	117,041

Note:

- a. See Table 4; cells in *italics* denote a change from the approved project.

Source: Jackson Liles Architecture – March 2022.

Table 6
Comparison of Year 2010, Approved Project and Revised Project Land Uses by Type (gsf)

Land Use Type	Year 2010 ^[a]	Approved Project ^[b]	Year 2010 to Approved Project Net Growth	Revised Project ^{[b][c]}	Year 2010 to Revised Project Net Growth
Warehousing	279,135	382,185	103,050	382,185	103,050
Office	42,837	78,611	35,774	<i>81,861</i>	39,024
Meeting Hall	0	10,009	10,009	10,009	10,009
Banking	2,717	3,250	533	<i>0</i>	-2,717
Restaurant/Café	750	750	0	750	0
Total	325,439	474,805	149,366	474,805	149,366

Note:

- a. 2010 represents the baseline year for the 2011 FMND.
- b. See Table 4.
- c. Cells in *italics* denote a change from the approved project.

Source: Advant Consulting – April 2022.

Roadway, Rights-of-way, and Vehicle Circulation

The revised project would maintain, but revise the phasing for the proposed vacation of Jerrold Avenue on the main site, and the required roadway infrastructure that would be necessary to have through-traffic rerouted around the San Francisco Market for the approved project (see **Figure 6**).

Construction Phasing and Buildout

Under the approved project, both Kirkwood and Innes Avenues were required to be reconstructed prior to the vacation of Jerrold Avenue between Toland and Rankin streets. The revised project would vacate Jerrold Avenue (and other associated minor streets) and close it to non-market traffic around January 2023. This would occur approximately one year ahead of the start of new building construction, and prior to any Innes or Kirkwood Avenues improvements. Currently, the SFPUC has closed Jerrold Avenue between Rankin and Phelps streets, just east of the project site, due to construction for a nearby SFPUC project. In May 2028, the SFPUC expects to reopen the currently closed segment of Jerrold Avenue between Rankin and Phelps streets.

The revised project would construct the required off-site improvements on Innes Avenue in two steps: an interim condition (by August 2031), and a final condition (by June 2036), both paralleling the construction and subsequent occupancy of new buildings at the main site. The revised project would construct the Kirkwood Avenue improvements no later than June 2036, concurrent with the completion of the new 2001 Innes Avenue building.⁹ The revised project does not result in changes to previously proposed curb cuts, or access points to the main site or the 901 Rankin Street site.

Additionally, as described above in section 5, the pending construction of the approved project (excluding the 901 Rankin Street Building, which is already in operation) would occur in two major phases, with an overall duration of construction of about four years, concluding in 2028. The revised project and its associated roadway infrastructure would be built in about nine phases, over a period of approximately 16 and one half years. It would start with the demolition of existing facilities at the SE Quadrant and construction of the 1900 Kirkwood Avenue building in January 2024, and would conclude with the occupancy of the 2000 Kirkwood Avenue building in June 2041. **Table 7** provides a summary description of the expected development phases, together with their currently estimated start and end dates.

⁹ A 2.2 million gsf Production, Distribution, and Repair development (San Francisco Gateway) is proposed at the two large lots immediately to the south of the San Francisco Market site, at 749 Toland Street and 2000 McKinnon Avenue. As of publication of this addendum, the San Francisco Gateway proposal is currently undergoing environmental review with the San Francisco Planning Department. The project would improve Kirkwood Avenue between Toland and Rankin Streets, including the provision of a new roadbed with curb, gutter and sidewalk along the south edge of Kirkwood Avenue, and a new curb and gutter along the north edge of Kirkwood Avenue (along the San Francisco Market's street frontage). The project also includes designating this portion of Kirkwood Avenue as a one-way eastbound street. A project variant is also being studied as part of the environmental review that expands the streetscape improvements to include the sidewalk along the San Francisco Market street frontage on the north edge of Kirkwood Avenue. If the San Francisco Gateway project is completed before June 2036, then the San Francisco Market project sponsor would only be responsible, as part of its project, for the constructing of the north sidewalk along Kirkwood Avenue before June 2036, instead of having to build a new sidewalk plus roadway. If the San Francisco Gateway variant is selected instead of the San Francisco Gateway project, and the work is completed before June 2036, no additional infrastructure improvements would be required to be built by the San Francisco Market along Kirkwood Avenue. This project is included as part of the San Francisco Market's cumulative impact analysis.

Table 7
Revised Project Construction Phasing^[a]
Listed by Start Date

Phase	Description	Start Date ^[b]	End Date ^[b]	Duration (months)
0 ^[c]	Closure of Jerrold Ave between Rankin and Phelps by SFPUC	Jan 2021	May 2028	76
1	Closure of Jerrold Ave between Toland and Rankin by the San Francisco Market	Jan 2023	----	Permanent
2	Demolition of the existing 455 Toland St building (NW Quadrant), and grading for new surface parking lot.	N.A.	April 2023	----
3	Vacation of Jerrold Ave, and other minor right-of-way areas at the Main Site.	May 2023	May 2023	1
4	Demolition of existing SE Quadrant Building (M) and dock, and construction of 1900 Kirkwood Ave Building	Jan 2024	April 2025	16
5	Demolition of existing structures to connect the west side of Innes Ave with Toland St, and the east side of Innes Ave with Rankin St (Innes Ave Extension); construction of new road bed, curb, gutter, and street markings on these two street segments. Provision of temporary raised pedestrian pathway, including curb ramps, striping, and signage on the south side of Innes Ave and Innes Ave Extension, from Toland St to Rankin St.	Mar 2030	Aug 2031	18
6	Demolition of existing NE Quadrant Building (N) and construction of 1901 Innes Ave Building	May 2030	Aug 2031	16
7	Demolition of any temporarily built roadway and pedestrian facilities on Innes Ave, and construction of new road bed, curb, gutter, and street markings. Provision of permanent sidewalk, street trees, lighting and other streetscape components on the south side of Innes Avenue, and on both sides of Innes Ave Extension. Construction of new intersection at Toland Street and Kirkwood Avenue, and reconstruction of Kirkwood Avenue from Toland to Rankin streets, including curb, gutter, roadbed, and below grade infrastructure, plus new sidewalk, street trees and lighting on the north side.	Jan 2035	Jun 2036	18
8	Demolition of existing NW Quadrant Building (L) and dock, plus surface parking lot, and construction of 2001 Innes Ave Building.	Mar 2035	Jun 2036	16
9	Demolition of existing SW Quadrant Buildings (K and Produce Building), carport, and surface parking lot, and construction of 2000 Kirkwood Ave Building.	Mar 2040	Jun 2041	16

Notes:

- a. See **Attachment B** for the project construction phasing and streetscape diagrams.
- b. Dates are an approximate estimate by the San Francisco Market.
- c. This item is separately performed by the SFPUC and is not part of the revised project.

Source: Jackson Liles Architecture – May 2022.

Based on the phased development schedule presented in **Table 7**, there would be four distinct periods during construction and subsequent occupancy of the four primary buildings at the main site, related to the construction of the required off-site right-of-way improvements (dates are approximate):

- **During Phases 1, 2, 3 and part of Phase 4:** January 2023 through April 2028(±5.3 years) – The 1900 Kirkwood Ave building has been built and is occupied. Jerrold Avenue between Toland and Rankin

streets has been permanently closed to through traffic by the San Francisco Market, while the segment between Rankin and Phelps streets remains temporarily closed by the SFPUC; Innes Avenue remains in its current condition (no direct access to Toland or Rankin streets).

- **From the remainder of Phase 4 through Phase 6:** May 2028 through August 2031 (± 3.3 years) – The 1900 Kirkwood Ave building is occupied, and the 1901 Innes Ave building is under construction. Jerrold Avenue between Rankin and Phelps streets has been reopened by the SFPUC; there is no direct access from Innes Avenue onto Toland or Rankin streets. The San Francisco Market would close and vacate Jerrold Avenue between Toland and Rankin streets. During Phase 6, Innes Avenue is under construction to provide interim connectivity between Toland and Rankin streets.
- **From the end of Phase 6 through the completion of Phase 8:** August 2031 through June 2036 (± 5 years) – The 1900 Kirkwood Ave and the 1901 Innes Ave buildings are occupied, and the 2001 Innes Ave building is under construction. Innes Avenue between Rankin and Toland streets is available on an interim basis. The Innes Avenue Extension and the new intersections at Jerrold and Innes Avenues and Toland Street and Innes Avenue have been built to its final configuration, including curb, gutter and roadbed construction plus below grade infrastructure. The work excludes permanent sidewalks, street trees and lighting, but includes the provision of a temporary raised pedestrian pathway along the south side of the street from Toland Street to the southeast terminus of the Innes Avenue Extension.

In Phase 7, construction would start for a permanent curb, gutter, roadbed, sidewalks, striping for on-street parking, street trees and lighting on Innes Avenue from the north sidewalk curb to the San Francisco Market property line on the south side. Reconstruction of Kirkwood Avenue from between Toland and Rankin streets from the south sidewalk curb to the San Francisco Market property line on the north side, and the new intersection at Toland Street and Kirkwood Avenue are also underway, including curb, gutter, roadbed, striping, and below grade infrastructure, plus sidewalks, street trees and lighting on the north side.¹⁰

- **End of Phase 8 to end of Phase 9:** July 2036 through June 2041 (± 5 years) – The 1900 Kirkwood Ave, the 1901 Innes Ave, and the 2001 Innes Ave buildings are occupied, and the 2000 Kirkwood building would be built during this period. Innes and Kirkwood Avenues between Rankin and Toland streets have been fully reconstructed to their final configuration, including curb, gutter and roadbed construction, below grade infrastructure, and striping for on-street parking. South side improvements on Innes Avenue and north side improvements on Kirkwood Avenue, including sidewalk, street trees, permanent lighting, and signage are provided.

Construction Demand

The duration of construction of the new buildings at the main site under the revised project would be longer than under the approved project. As shown in **Table 7**, it is anticipated that, under the revised project, demolition of existing facilities and construction of each new individual building at the main site would take approximately 16 months, or a total of 64 months. The approved project estimated construction of every two buildings would take approximately 24 months or a total of 48 months. Therefore, the construction of the revised project would take 16 months longer than the approved project.

¹⁰ The Kirkwood Avenue improvements could be partially or completely constructed by the proposed San Francisco Gateway project immediately to the south of the Main Site instead of the San Francisco Market project. This San Francisco Gateway project is currently undergoing environmental review and is conservatively anticipated to begin construction in 2022.

No changes are anticipated between the approved project and revised project for building construction staging for equipment and materials, other travel lane changes (beyond the permanent closure of Jerrold Avenue), or average and peak hour construction worker and truck demand for each building. **Table 8** presents the approximate duration in months, and daily number of construction trucks and construction workers traveling to and from the main site during construction of each individual building. It is anticipated that under the revised project, there would be an average of between two and eight truck trips per day traveling to the project site, with the greatest number during the excavation and grading phase. There would also be an average of between seven and 12 construction workers per day at the project site. The mode of travel of construction workers is not known, however, it is anticipated that the majority of workers would drive to and from the site; some workers may take transit or bicycle.

Table 8
Revised Project Individual Building Construction Duration
and Average Number of Daily Construction Trucks and Workers^[a]

Construction Phase	Approximate Duration (months)	Number of Daily Construction Trucks ^[b]		Number of Daily Construction Workers	
		Peak	Average	Peak	Average
Demolition	1.5	8	4	18	8
Excavation and grading	0.5	16	8	18	8
Foundation/below grade construction	2	12	6	16	7
Base building and exterior finishing	9	8	2	24	12
Interior finishing	3	8	2	24	12
Total	16				

Notes:

- a. The average and peak hour construction worker and truck demand for each building under the revised project would be the same as for the approved project.
- b. Represents all trucks arriving at the construction site, including multiple trips to the site made by the same truck.

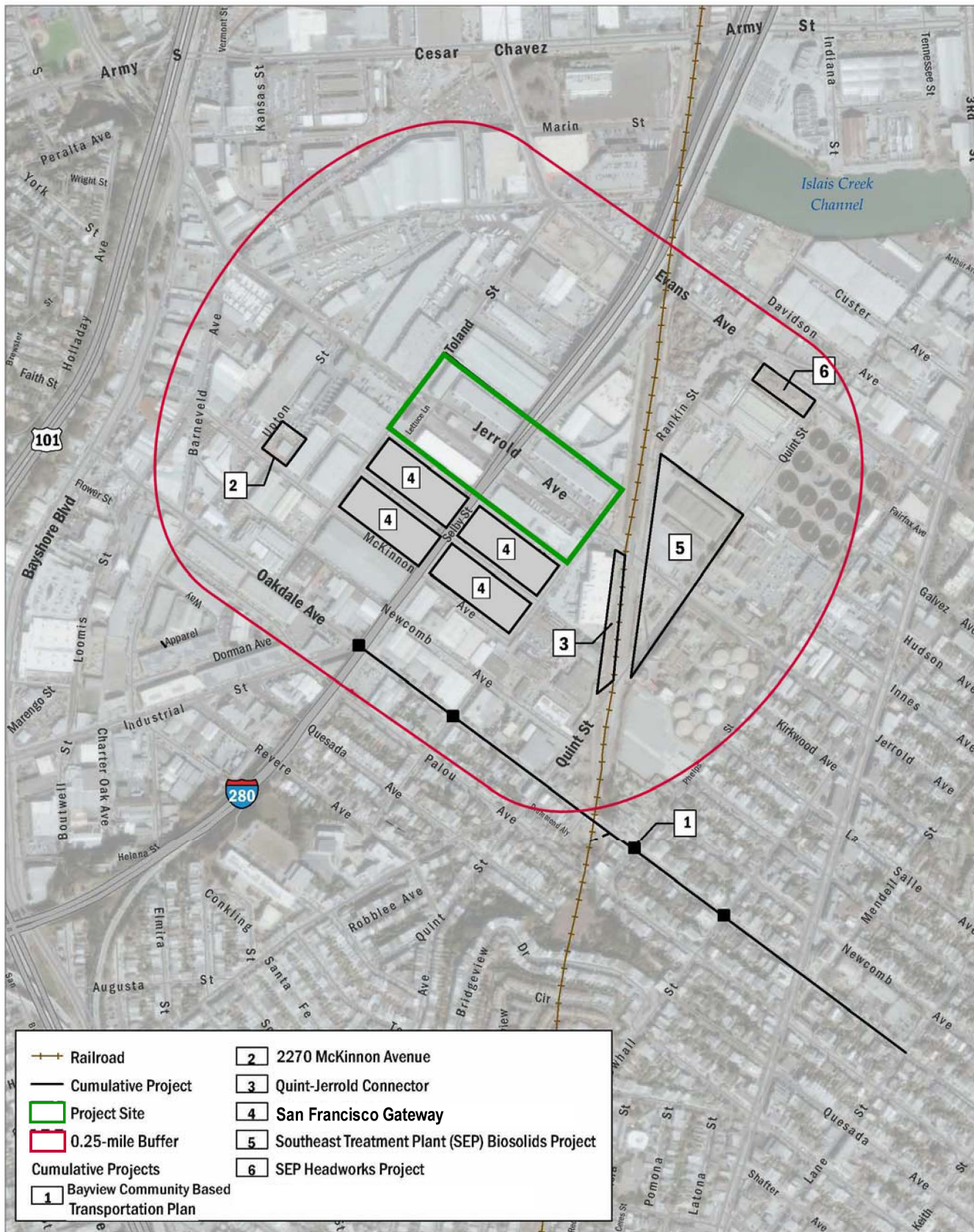
Source: Jackson Liles Architecture – April 2022.

7. Cumulative Setting

Since the 2011 FMND and 2012 addendum, new projects within 0.25 miles of the project have been identified. Cumulative projects within 0.25 miles of the project site considered in the analysis of the revised project include the following and are shown in **Figure 8**:

- **2270 McKinnon Avenue (Planning Department Case No. 2021-001639PRJ)** - The project would demolish the existing accessory building to construct an approximately 119,900-square-foot building containing 111,100 square feet of self-storage use. Construction is anticipated to occur between 2023-2024.
- **San Francisco Gateway Project, located at 749 Toland Street and 2000 McKinnon Avenue (Planning Department Case No. 2015-012491PRJ)** - The project consists of the demolition of the four existing single-story buildings that are currently occupied by PDR space, which encompass 448,000 gross square feet, and the construction of two new three-story buildings. The two new buildings (including PDR space, logistics yard, vehicular circulation systems, and ground-floor retail spaces) would total 2,160,000 gross square feet. Construction is anticipated to take approximately 31 months; the project is currently undergoing environmental review and the projected timing of the project's construction is not currently known. The environmental analysis is based on construction beginning in year 2022.
- **SFPUC projects at Southeast Treatment Plant (Planning Department Case Nos. 2015-000644ENV and 2015-006224ENV)** - The Biosolids Digester Facility Project would replace and relocate the existing solids treatment facilities with more efficient, modern technologies and facilities, while the New Headworks Project would upgrade aging infrastructure to ensure a reliable and seismically safe sewer system. The Biosolids Digester facility construction is anticipated to end in 2028 and the New Headworks facility construction is anticipated to conclude in 2023.
- **Quint-Jerrold Connector** - The proposed Quint-Jerrold Connector Road project is a collaborative project by the SFCTA and Public Works that would link Quint Street just north of Oakdale Avenue to Jerrold Avenue via a new two-way road along the western side of the Caltrain tracks. The new roadway would be approximately 950-foot-long, with one 13-foot wide lane each way, and provide a new sidewalk with street trees and street lighting on the west side. Construction is anticipated to begin in winter 2023 and last one year, subject to funding.
- **Bayview Community Based Transportation Plan** - A five-year investment community-driven planning effort funded through a Caltrans Sustainable Planning Grant that includes pedestrian and lighting improvements, crosswalk improvements, and Muni shelters on Oakdale Avenue. Construction would be implemented as a series of quick-build projects.

Figure 8. Cumulative Projects within 0.25 mile of San Francisco Market Project



AECOM

Source: Initial Study San Francisco Gateway Project 749 Toland Street and 2000 McKinnon Avenue, Planning Department Case No. 2015-012491ENV; prepared by AECOM, March 9, 2022.

8. Purpose of the Addendum

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that,

“[i]f, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of the California Environmental Quality Act (CEQA), that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.”

In addition, CEQA section 21166 and CEQA Guidelines sections 15162-15164 provide that when a mitigated negative declaration has been adopted for a project, no subsequent or supplemental environmental impact report shall be required unless one or more of the following events occurs: (1) Substantial changes are proposed in the project which will require major revisions of the Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken will require major revisions of the previous Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known at the time the Negative Declaration was adopted, becomes available. The lead agency shall prepare an addendum to a previously adopted negative declaration if some changes or additions are necessary, but none of these conditions has occurred.

This addendum evaluates the potential environmental effects of the previously analyzed project changes of the revised project described above. This addendum also analyzes mitigation and improvement measures that were imposed at the time of project approval for which the City or other agencies have either adopted comprehensive regulations that address the same impacts or the City has developed additional guidance to facilitate mitigation measure implementation. The analysis evaluates whether the regulations, which will apply to the project, would provide the same or more effective mitigation than that provided by the adopted mitigation measures and improvement measures. The proposed revised Mitigation and Monitoring and Reporting Program for Case Number 2009.1153ENV-03.

Revised Project Approvals

This addendum evaluates the potential environmental effects of the revised project described above and will be used to support the following project approvals by city agencies needed for implementation of the proposed revised San Francisco Market Project. The project approvals include the following:

- A ground lease between the City and County of San Francisco and a new entity that would replace the City and County of San Francisco Market corporation, and the 2101 Jerrold Avenue site. (San Francisco Board of Supervisors)

9. Analysis of Potential Environmental Effects

The 2011 FMND and 2012 addendum evaluated potential physical environmental impacts of the approved project and found that all impacts would be less than significant, with or without mitigation. A Mitigation

Monitoring and Reporting Program (MMRP) was prepared for the approved project, and applicable mitigation measures from the approved project would be included in the revised project.

This addendum evaluates the revised project with respect to the following resource topics discussed in the initial study, with the addition of a wildfire analysis prescribed by recent CEQA threshold of significance changes. Because the revised project is similar to the approved project evaluated in the initial study, only those environmental topics requiring further analysis are discussed in further detail below. The environmental topics discussed in further detail include:

- Hazardous and Hazardous Materials
- Transportation and Circulation
- Wildfire

The remaining environmental topics are addressed in the “Other Environmental Topics” section.

The revised project would not result in new or different environmental impacts, substantially increase the severity of previously identified environmental impacts or require new mitigation measures. In addition, no new information has emerged that would materially change the analyses or conclusions set forth in the initial study. The following discussion provides the basis for this conclusion.

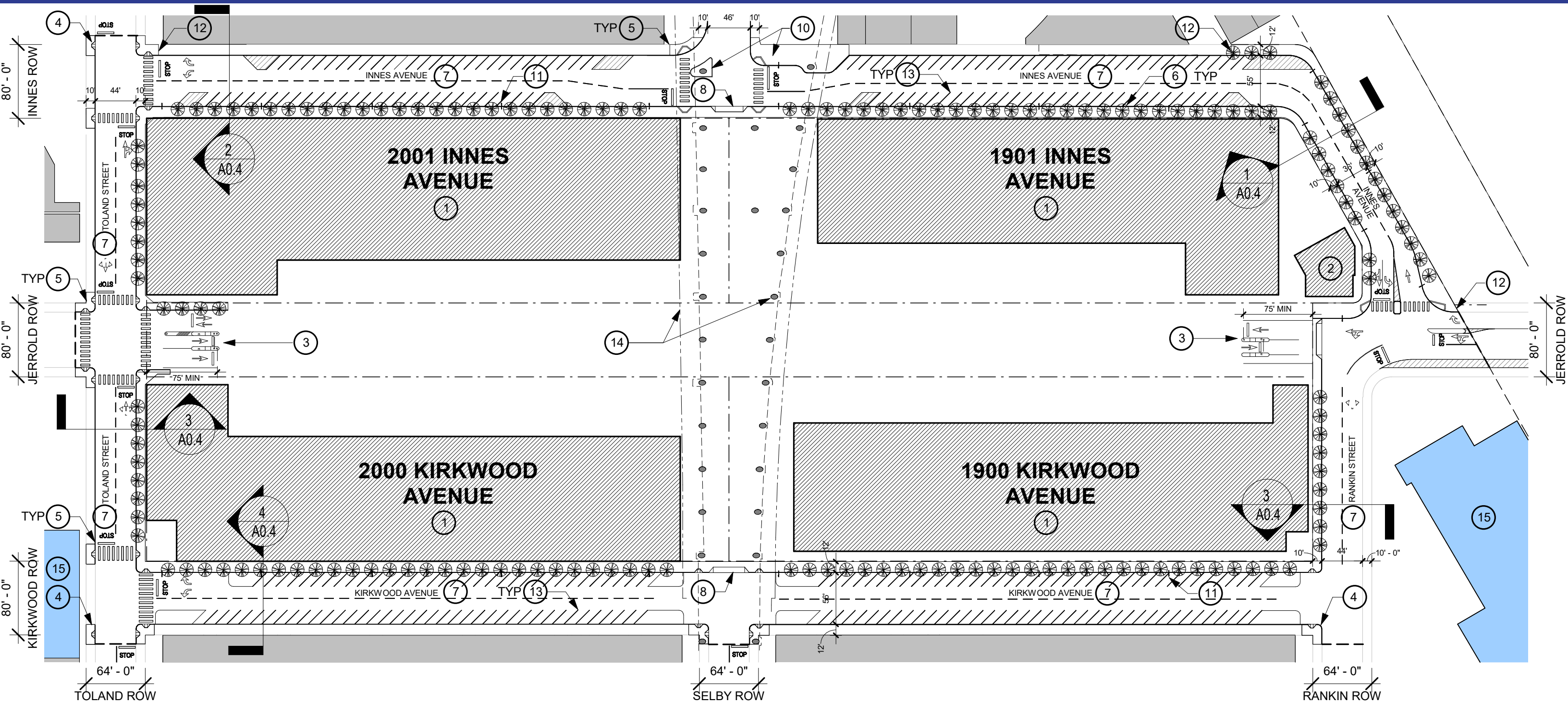
Transportation and Circulation

The transportation and circulation analysis for the 2011 FMND was completed in March 2011. This analysis identified that the San Francisco Market Project would contribute to potentially significant transportation impacts related to vehicle level of service. The study identified two traffic mitigation measures for the intersections of Jerrold Street/Toland Street and Innes Avenue/Toland Street to reduce this impact to a less-than-significant level:

- Mitigation measure M-TR-5a proposed signalization of the Jerrold Avenue/Toland Street intersection; and
- Mitigation measure M-TR-5b proposed signalization of the Innes Avenue/Toland Street intersection.

Additionally, the approved project analysis identified an improvement measure, I-TR-1, which recommends that the San Francisco Market’s third reversible entry/exit lane be implemented, and that at a minimum, each queuing lane be 75 feet long, with 100 feet long preferable. This improvement measure would further reduce the less than significant impact with mitigation impact identified for traffic impacts related to the potential traffic queue spillbacks onto the intersection of Jerrold/Toland. The revised project contains a third entry/exit lane as part of the San Francisco Market’s May 12, 2022 plan set; each queuing lane is approximately 75 feet (minimum) (see Figure 9). Therefore, I-TR-1 is incorporated into the project’s design and the project sponsor has complied with this improvement measure.

The 2012 addendum affirmed the 2011 FMND’s conclusions and determined that the proposed Quint-Jerrold Connector would not change the conclusions reached in the 2011 FMND.



SHEET NOTES

- ① NEW MARKET BUILDING

② NEW OPERATIONS CENTER BUILDING

③ NEW GATED ENTRY INTO MARKET AT JERROLD WITH 75' MINIMUM QUEUEING LANE. NO THROUGH ACCESS
- ④ NEW CURB RAMP W/ NEW PORTION OF CURB AND SIDEWALK

⑤ NEW PORTION OF SIDEWALK, CURB RAMPS AND 10' WIDE CROSSWALK

⑥ NEW STREET TREES AT 20' SPACING AND PER BETTER STREETS STANDARDS
- ⑦ NEW STREETScape INCLUDING: NEW ROADBED, STRIPING, CURB AND SIDEWALK ALONG PROJECT SIDE AND NEW CURB ALONG ADJACENT STREET EDGE, SEE STREET SECTIONS. EXTENT OF WORK AND ALTERATION TO STREET DIRECTION TO BE COORDINATED WITH ADJACENT PROJECT AT 749 TOLAND AND 2000 MCKINNON
- ⑧ NEW CURB CUT INTO SITE AT SELBY STREET. NO THROUGH ACCESS

⑨ EXISTING SIDEWALK AND ROADBED TO REMAIN

⑩ NEW CURB AND SIDEWALK AT BULBOUITS TO ACCOMODATE HWY STRUCTURE

⑪ NEW STREETLIGHT, TYPICAL
- ⑫ EXTENT OF SIDEWALK IMPROVEMENTS AT ADJACENT STREET EDGES

⑬ NEW BACK-IN ANGLED PARKING STALLS. STANDARD SIZE

⑭ HWY 280 COLUMNS AND STRUCTURE ABOVE

⑮ EXISTING MARKET BUILDINGS

Figure 9 - Incorporation of Transportation Improvement Measure 1 (I-TR-1) in SF Market Project

The 2011 transportation analysis relied on the 2002 transportation impact analysis guidelines, which have since been updated to the 2019 transportation impact analysis guidelines. The planning department has since removed level of service as a potentially significant impact for CEQA analysis and therefore, mitigation measures M-TR-5a and M-TR-5b are no longer applicable to the proposed project.

A revised transportation study was completed to evaluate the proposed project changes. **Tables 9 and 10** compare the travel demand for the approved project to the revised project. The transportation analysis prepared in support of this addendum is included as Attachment C.

Table 9
Net-New Weekday Daily and AM Peak Hour Person Trips
Approved Project and Revised Project

Land Use Type	Approved Project			Revised Project		
	Net Size (gsf) ^[a]	Person Trips		Net Size (gsf) ^[a]	Person Trips	
		Daily	AM Peak Hour		Daily	AM Peak Hour
Warehousing	103,050	1,237	87	103,050	1,237	87
Office	35,774	648	57	39,024	706	62
Meeting Hall	10,009	1,501	40	10,009	1,501	40
Banking	533	80	2	-2,717 ^[b]	-406 ^[b]	-11 ^[b]
Restaurant/Café ^[c]	0	0	0	0	0	0
Total	149,366	3,466	186	149,366	3,038	178
Change from Approved Project				0	-428	-8
				0%	-12%	-4%

Notes:

- Net new gsf over year 2011 conditions at the San Francisco Market.
- Under the revised project, there would be no expansion of the bank use as proposed under the approved project (533 gsf over year 2011 conditions) and the existing bank use (2,717 gsf) would be eliminated.

Source: Adavant Consulting – April 2022

Table 10
Net-New Trip Generation by Way of Travel – AM Peak Hour Person Trips^[a]
Approved Project and Revised Project

Project Version	Person Trips by Way of Travel				Vehicle Trips
	Auto	Transit	Other ^[b]	Total	
Approved Project	164	13	9	186	116
Revised Project	156	12	10	178	110
Change from Approved Project	-8	-1	1	-8	-6

Notes:

- Net new uses over year 2011 conditions at the San Francisco Market.
- “Other” includes walk, bicycle, motorcycle, and taxi modes.

Source: Adavant Consulting – April 2022

Construction Impacts

Approved Project Analysis

The 2011 FMND did not identify any significant impacts due to construction-related transportation impacts and did not require any mitigation measures for the approved project. Similarly, the 2012 addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in a significant construction-related transportation impact.

Comparison of the Revised Project to the Approved Project

In general, construction impacts of the revised project would be similar to those described for the approved project in 2011 FMND.

The revised project's construction is estimated to occur in phases over an extended duration of about 18 years between 2023 and 2041 (compared to 16 years between 2012 and 2028 for the approved project). However, the revised project involves a similar level of development as the approved project, and would result in a similar amount of excavation and construction truck trips as the approved project. Construction staging and construction truck and worker trips would also be similar to that described for the approved project in the 2011 FMND. Construction staging occurring on sidewalks or within travel lanes outside of the project site would be subject to review and approval by public works and SFMTA. The construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the blue book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. In addition to the regulations in the blue book, the contractor would be responsible for complying with all city, state and federal codes, rules and regulations.

While the full buildout of the revised project would occur over an 18-year period, construction of individual buildings and the transportation network changes would not occur over an extended duration. As described in section 6, the construction duration of each of the nine construction phases would be less than 18 months, and there would be three periods approximately three to five years long, during which time no construction would occur.

The construction intensity of the revised project would not change compared to the approved project and would not be intense as it relates to the transportation network. Construction staging and the majority of the construction activities would occur within the project site, and interaction between construction activities and the adjacent transportation network would primarily be limited to trucks and construction workers accessing the site at the intersections of Toland Street/Jerrold Avenue and Rankin Street/Jerrold Avenue. Furthermore, as presented in **Table 8**, during the peak period of construction of an individual building there would be a maximum of 16 construction trucks and 24 construction workers traveling to and from the site per day. The number of vehicle trips associated with construction trucks and workers would not be a substantial increase in daily vehicles on area roadways given the existing and peak hour volumes of vehicles.

Jerrold Avenue between Phelps Street and the Caltrain tracks (about 250 feet east of Rankin Street) has been closed since January 2021 to vehicles and people walking and bicycling due to nearby construction at the SFPUC Southeast Treatment Plant. Signs announcing the temporary closure to eastbound traffic are located at the intersection of Jerrold Avenue at Toland Street, indicating alternate routes via Evans or Oakdale Avenue (located about 0.25 miles north and south of Jerrold Avenue, respectively). As a result, there are virtually no people walking and bicycling in the area and on Jerrold Avenue that are not related to the market activities. Fewer than five people were counted walking or bicycling during the a.m. peak hour on Jerrold Avenue at the intersection with Toland Street,¹¹ all of which can be presumed to have the market as their point of origin or destination.

¹¹ Vehicle, pedestrian and bicycle counts collected at the intersection of Jerrold Avenue and Toland Street on Wednesday, November 17, 2021.

The closure by the revised project of Jerrold Avenue between Toland and Rankin streets to non-market vehicles and people in January 2023 would not change this condition for the following five and a half years, given that the SFPUC does not expect to reopen Jerrold Avenue between Phelps Street and the Caltrain tracks until May 2028.¹²

The revised project would require the SFMTA reroute the Muni 23 Monterey bus rerouted prior to the closure of Jerrold Avenue between Toland and Rankin streets, the same as the approved project. Therefore, the revised project would have no construction-related impact changes to the approved project on public transit delay.

Following the reopening of the portion of Jerrold Avenue between Phelps and the Caltrain tracks) by the SFPUC in May 2028, and until August 2031 (about 3.3 years), non-market-related vehicles on Jerrold Avenue would continue to be directed to use Evans and Oakdale avenues to travel east of the Caltrain tracks, while people walking and bicycling could also use McKinnon Avenue to reach Rankin Street, and then get back to Jerrold Avenue. Due to the low volumes of people walking and bicycling that would be affected by the proposed upfront closure of Jerrold Avenue by the revised project, the proposed phased construction activities between May 2028 and August 2031 (40 months) would not substantially interfere with accessibility for people walking and bicycling in the area.

At completion of construction of phase 5 in August 2031, the revised project would provide an improved Innes Avenue configuration, including the ultimate design of the new intersection of Innes Avenue and Toland Street, plus the Innes Avenue Extension. The work would also include the provision of a temporary raised pedestrian pathway, including curb ramps, striping, and signage on the south side of Innes Ave. Therefore, after August 2031 vehicles as well as people walking and bicycling eastbound and westbound on Jerrold Avenue would be able to bypass the project site via Innes Avenue (located 250 feet to the north of Jerrold Avenue) without having to detour the approximately 0.25 miles to Evans or Oakdale avenues.

Starting with the completion of construction of phase 7, in June 2036, and all the way through project buildout five years later, in June 2041, Innes Avenue would be available in its ultimate configuration, including provision of a permanent sidewalk, street trees, lighting and other streetscape components on the south side of the street. Therefore, after June 2036 people walking and bicycling eastbound and westbound on Jerrold Avenue would be able to bypass the project site under improved conditions on Innes Avenue.

During construction, emergency access to the closed portion of Jerrold Avenue within the site would be maintained from both Toland and Rankin streets, where the main entrances to the San Francisco Market would be located. In addition, the permanent closure of Jerrold Avenue for the two-block segment to non-San Francisco Market vehicles would be reviewed by various city agencies through the building permit process, including the fire and police departments, so that emergency vehicle access in the project site vicinity is not impaired. Three fire stations are located nearby, including Station 9 at 2245 Jerrold Avenue to the west, and Station 49 at 1415 Evans Avenue and Station 25 at 3305 Third Street to the east of the project site, and emergency vehicles from these stations would be able to use other east-west arterials (e.g., Evans Avenue to the north of Jerrold Avenue, and Oakdale Avenue to the south of Jerrold Avenue) to reach their destination. The revised project would not include any other roadway or travel lane closures during construction that would

¹² Karen E. Frye, AICP, Acting Manager, Environmental Management, San Francisco Public Utilities Commission, written communication with José I. Farrán, PE.; March 8, 2022.

affect emergency vehicle access, the same as the approved project. In addition, emergency vehicles would be able to use the upgraded segments of Innes Avenue after its opening, starting in August 2031 (i.e., completion of construction phase 5). Therefore, the revised project would not interfere with emergency access. Furthermore, the proposed plans would be reviewed by multiple city agencies through the Streetscape Design Advisory Team (SDAT), comprised of staff from the Planning Department, SFMTA, San Francisco Public Works, SFPUC, San Francisco Fire Department, and the Mayor's office.

Therefore, the closure of Jerrold Avenue to non-market travel at the start of the revised project construction and the proposed phased construction of the revised project would not create potentially hazardous conditions for people walking, bicycling, driving or public transit operations, interfere with emergency access, or interfere with accessibility for people walking, bicycling, or substantially delay transit. This would be the case even during the approximately 40-month period when Innes Avenue is not available as a bypass route for people walking or bicycling. As such, the 18-year phased construction period proposed by the revised project would not have any new or substantially more severe construction-related transportation impacts than the approved project.

Operational Impacts

Approved Project Analysis

The 2011 FMND did not identify any significant impacts related to potentially hazardous conditions for people walking or bicycling, driving or transit operations and did not require any mitigation measures for the approved project. Similarly, the 2012 addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in any significant impacts related to potentially hazardous conditions.

Comparison of the Revised Project to the Approved Project

The revised project would include the same transportation network features as the approved project. However, under the approved project, the transportation network features were to be constructed as part of the first construction phase that included 901 Rankin Street and the street network changes, whereas under the revised project the transportation network changes would be phased in over time as the development builds out. For this reason, potential impacts of the revised project related to potentially hazardous conditions were assessed by phase. The transportation network buildout was reviewed to determine whether the revised project would result in new or more severe potentially hazardous conditions than were identified in the 2011 FMND during one or more phases of the revised project, and at completion. Specifically, the assessment considered transportation network conditions for the following three periods:

- The five years between 2023 and 2028 when Jerrold Avenue between Toland and Rankin streets is closed to non-market vehicles and people, and while Jerrold Avenue between Phelps Street and the Caltrain tracks is closed due to construction activities at the SFPUC Southeast Treatment Plant.
- The three years between 2028 and 2031 after the SFPUC Southeast Treatment Plan construction affecting Jerrold Avenue is completed (i.e., Jerrold Avenue between Phelps Street and the Caltrain tracks is reopened), but before the revised project's Innes Avenue and Innes Avenue extension improvements are completed.
- Following completion of construction phase 5 in 2031, when the revised project's interim configuration of Innes Avenue and the ultimate design of the new intersection of Innes Avenue and Toland Street, plus the Innes Avenue extension are completed.

The revised project proposes the same transportation changes to the public right-of-way as the approved project, none of which would cause potentially hazardous conditions. Similar to the approved project, the design of the street network changes would be consistent with Better Streets Plan guidelines. The street network changes, whether temporary or permanent, would be required to undergo review by the SFMTA Transportation Advisory Staff Committee, which includes representatives from SF Public Works, SFMTA, the fire department, the police department, the Port of San Francisco, and the San Francisco Department of Public Health.

Similar to the assessment of potentially hazardous conditions, the revised project and the transportation network improvements would be phased in over time as the development builds out. Therefore, the impacts of the revised project related to accessibility were assessed by phase and in totality. As described above under the assessment of potentially hazardous conditions, the transportation network buildout was reviewed to determine whether the revised project would result in new or more severe potentially hazardous conditions during one or more phases of the revised project, and at project completion when compared to the approved project.

Walking and Bicycling Accessibility

Based on traffic counts/observation data collected in 2010 and 2021, few people walk and bicycle near the project site, and similar to the approved project, this condition is not anticipated to change with the revised project. Similar to the approved project, the proposed street network changes on Innes Avenue, Innes Avenue Extension, and Kirkwood Avenue would provide new pedestrian facilities where none currently exist, and roadway conditions for people bicycling would improve compared to existing conditions. Thus, the revised project would enhance the walking and bicycling network compared to existing conditions.

However, under the revised project, these street network changes would be first constructed on an interim basis during phase 5 of the revised project (March 2030 to August 2031), instead of during the first construction phase for the approved project. Therefore, for about three years between 2028 and 2031 people walking or bicycling on Jerrold Avenue would be detoured approximately 0.25 miles to other east-west side streets depending on their destination. In the immediate vicinity of the project site, most roadways are in poor condition and similarly, the sidewalk network is incomplete or in poor condition in many locations. The nearest streets that provide east-west access are Evans and Oakdale avenues, each street is located about 0.25 miles north and south of Jerrold Avenue, respectively, and both streets have sidewalks.

Due to the lack of transit stations or stops and major designations near the project site, low volumes of people walking and bicycling that would be affected by the closure of Jerrold Avenue and rerouted to Oakdale or Evans avenues prior to completion of revised project's construction phase 5 (i.e., prior to 2031), and to the interim Innes Avenue and the final Innes Avenue Extension after completion of construction phase 5 (i.e., after 2031), the revised project would not substantially interfere with accessibility for people walking and bicycling in the area.

Emergency Access

Similar to the approved project, the revised project would construct Innes Avenue between Rankin and Toland Streets and construct the Innes Avenue Extension between the east end of Innes Avenue and Jerrold Avenue to provide a parallel connection when Jerrold Avenue between Rankin and Toland streets is closed. However, under the revised project, between 2023 when Jerrold Avenue between Rankin and Toland streets is closed to through (i.e., non-market) traffic, and 2031 when the interim configuration of Innes Avenue between Toland and the Innes Avenue Extension, and the final configuration of Innes Avenue Extension between Innes and Jerrold

avenues are constructed, accessibility for emergency access would be temporarily restricted. Emergency vehicles would no longer be able to use Jerrold Avenue to travel east-west, and emergency vehicles from the three nearby fire stations would use Evans Avenue to the north of Jerrold Avenue, and Oakdale Avenue to the south of Jerrold Avenue to reach their destination. Following completion of the new segment of Innes Avenue in 2031, emergency vehicles would be able to use this street for local access and to connect between Jerrold Avenue east of Rankin Street and Jerrold Avenue west of Toland Street.

The interim and final designs of the Innes Street between Rankin and Toland streets and the Innes Avenue Extension between Jerrold and Innes avenues would meet the Better Streets Plan guidelines of a minimum 20-foot-wide clearance for emergency vehicles for a two-way street. As described above, the design of these streets would be required to undergo detailed design review by multiple City agencies within the City's Transportation Advisory Staff Committee, which includes staff from the fire and police departments. The revised project would not include any other roadway or travel lane closures that would affect emergency vehicle access. Therefore, the revised project would not result in inadequate emergency access.

Therefore, for the reasons described above, the revised project would not interfere with accessibility of people walking or bicycling, or result in inadequate emergency access. As such, the revised project would not have any new or substantially more severe accessibility impacts than the approved project.

Transit Impacts

Approved Project Analysis

The 2011 FMND did not identify any significant transit impacts and did not require any mitigation measures for the project. Similarly, the 2012 addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in a significant transit-related transportation impact.

Comparison of the Revised Project to the Approved Project

The department's significance criteria for transit assesses whether implementation of the project would increase transit travel times and substantially delay transit.

Similar to the approved project, the revised project would close off Jerrold Avenue between Rankin and Toland streets and would require permanent rerouting of the 23 Monterey motor coach bus route. Both the approved and the revised projects assumed that the 23 Monterey would be relocated ahead of the Jerrold Avenue closure to operate on Palou and Oakdale Avenues, consistent with the SFMTA's Muni Forward program.¹³ As described above in section 4, the 23 Monterey was already rerouted in February 2020 due to the temporary construction-related closure of Jerrold Avenue between the Caltrain tracks and Phelps Street for the SFPUC Southeast Treatment Plant construction projects. The 23 Monterey line was relocated from Toland Street, Jerrold Avenue, and Phelps Street to Oakdale Avenue, Industrial Street, and Palou Avenue. This reroute follows the 23 Monterey service improvements identified in the Muni Forward program. Because Jerrold Avenue between Toland and Rankin streets would be closed as part of the first construction phase of the revised project in 2023, which would be prior to the completion of construction activities at the SFPUC Southeast Treatment Plant in 2028, it is assumed that SFMTA would make the 23 Monterey route changes permanent. With the revised project, the 23

¹³ Transit Effectiveness Project Final EIR, March 2014 (Case No. 2011.0558E). Available at <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>.

Monterey would continue to operate similar to existing conditions, and those proposed under the approved project.

For the reasons described above, operation of the revised project would not substantially delay transit. As such, the revised project would not have any new or substantially more severe transit impacts than the approved project.

Cumulative Impacts

Approved Project Analysis

The 2011 FMND did not identify any significant cumulative construction or operational transportation impacts, and no mitigation measures were identified for the approved project. Similarly, the 2012 addendum did not find any significant cumulative transportation impacts related to the implementation of the approved project in combination with the Quint-Jerrold Connector Road.

Comparison of the Revised Project to the Approved Project

Construction

In the project vicinity, construction of the cumulative projects identified above may overlap with each other and the revised project (2023-2041). Like the approved project, sponsors and construction managers of projects considered in the cumulative analysis would be required to coordinate with various City departments, such as the SFMTA and public works, comply with the SFMTA blue book regulations, and coordinate any temporary sidewalk and travel-lane closures to develop plans that would address construction-related vehicle routing, traffic control, and pedestrian movements adjacent to the construction area.

Construction of the development project at 2270 McKinnon Avenue in 2023-2024 and the pedestrian and lighting projects along Oakdale Avenue included as part of the Bayview Community-Based Transportation Plan are located approximately 0.25 miles from the project site, and about 0.20 miles from each other and would not be of extended duration or intensity. While construction of SFPUC projects at the Southeast Treatment Plant would continue through 2028 and would overlap with revised project construction phases 1 through 4, construction activities would occur within the SFPUC Southeast Treatment Plant or along Evans Avenue and therefore, would not overlap in location with the revised project. Construction of the Quint-Jerrold Connector Road project is projected to start in winter 2023 and last a year, and may partially overlap with revised project construction phase 4. However, construction of the Quint-Jerrold Connector Road would not be of extended duration or intensity. Thus, these cumulative projects would not combine with the revised project to result in significant cumulative transportation-related construction impacts.

Construction of the San Francisco Gateway project, which is located directly to the south of the project site, may overlap with construction of the revised project for a period of about 31 months. However, because this project is currently undergoing environmental review, the start of construction date for this project is not known. Construction activities would be similar to the revised project and construction vehicles may share similar access routes. The revised project would have an average of 8 daily truck trips per day or less and up to 12 construction worker daily vehicle trips (the maximum is estimated to be 16 daily construction truck trips for approximately 15 days at a time during the excavation and grading phase) during any one construction phase. In addition, both projects are located on streets that are not through streets, have low volumes of vehicles and people walking and bicycling, and no public transit service. Simultaneous construction of the revised project

and the San Francisco Gateway project would not combine to result in significant cumulative transportation-related construction impacts.

Thus, no significant cumulative construction-related transportation impacts would occur.

Potentially Hazardous Conditions.

The 2270 McKinnon Avenue project, the SFPUC projects within the Southeast Treatment Plant, and the transportation projects along Oakdale Avenue are not located in the immediate vicinity of the project and are not anticipated to result in substantial changes to traffic circulation or include design features that could lead to potentially hazardous conditions for people walking, bicycling, driving, or riding transit. These projects would include construction of new sidewalks adjacent to the site where none exist and/or improvements to existing sidewalks consistent with Better Street Plan requirements.

In the project area, cumulative development projects and the transportation network changes planned as part of the Quint-Jerrold Connector Road Project, improvements along Oakdale Avenue as part of the Bayview Community-Based Transportation Plan, and street network changes proposed as part of the San Francisco Gateway project would conform to public works and SFMTA design standards and the requirements of the Better Streets Plan, the Transit-First Policy, and Vision Zero, as applicable. The cumulative transportation network projects would improve conditions for people walking and bicycling and would not create hazardous conditions for people driving or transit operations.

Under cumulative conditions, trips by people walking, bicycling, or driving on the surrounding street network would increase due to the revised project, other cumulative development projects, and projected growth elsewhere in the city and region. This would generally be expected to increase potential conflicts between people driving and people walking and bicycling, and public transit operations. However, cumulative projects and the revised project would be designed consistent with City policies and design standards, including the Better Streets Plan, and therefore would not create potentially hazardous conditions. Thus, no significant cumulative impacts related to potentially hazardous conditions would occur.

Accessibility

Cumulative projects and projected citywide growth would contribute to increasing the number of people walking, bicycling, driving, or riding transit on streets nearby the project site. Cumulative development and transportation projects would enhance the transportation network for all ways of travel and would promote accessibility for people walking and bicycling. The identified cumulative projects would conform to the requirements of the Better Streets Plan, Transit-First Policy, and Vision Zero, and thus would adhere to planning principles that emphasize providing convenient connections and safe routes for people walking and bicycling.

The cumulative projects would enhance accessibility for people walking and bicycling in the vicinity of the project site. The 2270 McKinnon Avenue project, the San Francisco Gateway project, and the SFPUC Southeast Treatment Plant projects would construct of new sidewalks adjacent to their sites and would include intersection improvements such as crosswalks and traffic controls (e.g., stop signs). The Quint-Jerrold Connector Road project would reestablish a connection between Oakdale and Jerrold avenues along the west side of the Caltrain tracks. The roadway would include one travel lane each way and a new sidewalk on the west side of the roadway. The connector roadway would enhance circulation for vehicular, bicycle and pedestrian

travel in the surrounding area, and would connect with the revised project's reconfiguration of Rankin Street and Innes Avenue.

None of the cumulative projects would include features that would substantially affect vehicle circulation in the project vicinity or impede emergency access compared to existing conditions. As noted above, the Quint-Jerrold Connector Road would reestablish a connection between Oakdale and Jerrold avenues. Prior to finalizing the design and dimensions of any planned transportation network changes under city jurisdiction, the fire and police departments' staff would review and approve streetscape modifications, as required through the Transportation Advisory Staff Committee review process, so that emergency vehicle access is not impeded. This same review process would be applied to the revised project, so that the revised project would not interfere with emergency access.

Under cumulative conditions, there would be a projected increase in vehicles on the streets within the study area, primarily due to the San Francisco Gateway project and the revised project. However, with the planned transportation network improvements that would be constructed as part of these projects and the Quint-Jerrold Connector Road project, the increases in vehicles would not impede travel or access for people walking or bicycling, or for emergency vehicles. No significant cumulative impacts related to accessibility would occur.

Transit Delay

As described above, there are no bus routes currently operating adjacent to the project site. The nearest Muni service includes the 19 Polk operating on Evans Avenue, approximately 0.25 miles to the north, and the 23 Monterey operating on Palou Avenue (east of Industrial Street) and Oakdale Avenue (west of Industrial Street), approximately 0.25 miles to the south, and under cumulative conditions transit operations in the revised project vicinity would remain the same as under existing conditions. In addition, none of the cumulative projects include transportation features that could delay transit (e.g., roadway lane reductions on streets with transit routes).

The revised project would result in less vehicle trips than the approved project so the revised project would not result in new or more severe cumulative transit delay impacts in combination with the growth from 2270 McKinnon Avenue and the San Francisco Gateway projects. Further the 2270 McKinnon Avenue project would not generate a substantial number of vehicle trips during the p.m. peak-hour or redirect vehicles onto adjacent streets with transit routes. The San Francisco Gateway project would generate a substantial number of vehicle trips during the peak hours, however, vehicles would primarily travel on streets that do not contain transit (e.g., Jerrold Avenue, Cesar Chavez Street, Toland Street), on streets that have limited segments with transit (e.g., Oakdale Avenue, Industrial Street), or on streets with exclusive transit right-of-way (e.g., Third Street). Therefore, the San Francisco Gateway project would not result in substantial transit delay.

There is no transit service on Jerrold Avenue adjacent to the SFPUC Southeast Treatment Plant, nor would there be transit service on the Quint-Jerrold Connector Road. Therefore, these projects would not result in transit delay. The pedestrian and lighting projects along Oakdale Avenue within the Bayview Community-Based Transportation Plan would not delay the 23 Monterey route on Oakdale Avenue or delay transit on other streets.

Thus, no significant cumulative transit delay impacts would occur.

Hazards and Hazardous Materials

Approved Project Analysis

The approved project analysis found that the project would not create a significant hazard through routine transport, use, disposal, handling, or emission of hazardous materials.

The approved project analysis found that elevated levels of petroleum hydrocarbons and heavy metals exist at the San Francisco Market site and that soil-disturbing activities could result in exposure of hazardous materials to construction workers and the public. This was found to be potentially significant impact and the FMND identified the following mitigation measures to reduce the potentially significant impact to a less-than-significant level:

- Mitigation measure M-HZ-2a: Preparation of Soil Mitigation Plan;
- Mitigation measure M-HZ-2b: Disposal of Contaminated Soil/Site Health and Safety Plan, and
- Mitigation measure M-HZ-2c: Decontamination of Vehicles

The approved project analysis found that potential impacts associated with encountering polychlorinated biphenyls (PCBs), mercury, lead, or other hazardous substances in building materials would be a potentially significant impact. Implementation of mitigation measure M-HZ-2d: Other Hazardous Buildings Materials (PCBs, mercury) would reduce potential impacts associated with PCBs, mercury, lead, and other hazardous substances in building materials to a less-than-significant level.

The approved project analysis found that the project would not impair or interfere with an adopted emergency response or evacuation plan or expose people to significant risk involving fires and is not within a quarter mile of a school and is not located on a state hazardous materials database.

The FMND analysis found that the approved project would result in a significant impact to hazards and hazardous materials, but with implementation of mitigation measures M-HZ-2a, M-HZ-2b, M-HZ-2c, and M-HZ-2d, the impact would be reduced to a less-than-significant level.

Comparison of the Revised Project to the Approved Project

As previously stated, the revised project is similar to the approved project but would change the construction phasing and buildout of the project. The same conditions described in the 2011 FMND and summarized above remain at the project site. Existing local, state, and federal requirements regarding the handling and disposal of soil and groundwater containing chemical contaminants would apply to the revised project, which would reduce potentially significant impacts associated with hazardous materials to less-than-significant levels. The FMND identified Mitigation Measure M-HZ-2a, M-HZ-2b, M-HZ-2c, and M-HZ-2d to reduce impacts associated with hazards; however, these measures are deemed no longer applicable. Since approval of the approved project in 2012, the Board of Supervisors passed Ordinance 155-13 (effective July 25, 2013), which updated the Maher Ordinance and expanded the boundaries and types of projects for which soil testing is required and includes all substantive elements and actions called for in Mitigation measure M-HZ-2a, M-HZ-2b, M-HZ-2c, and M-HZ-2d. On May 18, 2022, the project sponsor submitted the project for enrollment in the Maher Program.¹⁴ Therefore,

¹⁴ Email from Chloe Hanna-Korpi (JLA) to Elizabeth White (SF Planning), SUBJ: FW: 1900 Kirkwood Ave, SMED #2123- MAHER APPLICATION, May 26, 2022.

compliance with mitigation measures M-HZ-2a, M-HZ-2b, M-HZ-2c, and M-HZ-2d will occur through the Maher Program and these mitigation measures no longer apply to the proposed project. Therefore, the revised project overall would result in less-than-significant individual and cumulative impacts related to hazards and hazardous materials.

Wildfire

Wildfire impacts was added to CEQA Guidelines Appendix G in December 2018 as part of a comprehensive update to the guidelines. As a result, while wildfire was previously discussed in the Hazards and Hazardous Materials section of the EIR, it was not analyzed as a stand-alone section. For this addendum, however, it is a stand-alone section that incorporates the new issue questions from Appendix G. The project site is in a heavily urbanized area within the Bayview neighborhood and is not threatened by wildfire hazards. The California Department of Forestry and Fire Protection has determined that San Francisco County has no Very High Fire Hazard Severity Zones in local responsibility areas and the closest wildland area is Mount Sutro Open Space Reserve, which is approximately 5 miles away. Therefore, this topic is not applicable.

Other Environmental Topics

In addition to the environmental topics discussed above, the 2011 MND analyzed the previous project's impacts on land use and land use planning, aesthetics, population and housing, cultural resources, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, minerals, and agriculture and forest resources. The 2011 MND determined that the previous project would result in no impact or less than significant impacts to all topics except for cultural resources (archeological resources), paleontological resources, and biological resources. Impacts to these topics areas would be reduced to less-than-significant levels with the implementation of mitigation measures (identified below in section 10).

10. Mitigation Measures

The following mitigation measures and improvement measures identified in the initial study for the approved project would still apply to the revised project:

- M-CP-2: Archeological Resources
- M-CP-3: Paleontological Resources
- M-BI-3: Protection of Nesting Birds During construction

The following mitigation measures identified in the initial study for the approved project no longer apply to the revised project (as described above in Section 9. Analysis of Potential Environmental Effects):

- M-TR-5a: Signalization of Jerrold Avenue/Toland Street intersection
- M-TR-5b: Signalization of Innes Avenue/Toland Street intersection
- M-HZ-2a: Preparation of Soil Mitigation Plan
- M-HZ-2b: Disposal of Contaminated Soil/Site Health and Safety Plan
- M-HZ-2c: Decontamination of Vehicles
- M-HZ-2d: Other Hazardous Building Materials (PCBs, Mercury)

The following improvement measure identified in the initial study for the approved project no longer applies to the revised project as the measure has been incorporated into the project design (see Section 9. Analysis of Potential Environmental Effects):

I-TR-1: Entry/Exit lanes and queueing lane length

No new mitigation measures are required based on the analysis described in this addendum.

11. Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FMND issued by the planning department on July 5, 2011, and the project's 2012 addendum, issued on June 4, 2012, remain valid. The proposed revisions to the previously approved project would not cause new significant impacts not identified in the FMND or the 2012 addendum, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the revised 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 has been made pursuant to State and Local requirements:



Lisa Gibson, Environmental Review Officer

July 21, 2022

Date

Attachments

Attachment A. Mitigation Monitoring and Reporting Program (July 14, 2022)

Attachment B. Project Plans (May 12, 2022)

Attachment C. Transportation Impact Study for Revised Project (July 12, 2022)

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

<i>Record No.:</i>	2009.1153ENV-03	<i>Block/Lot:</i>	5268/007, 010, and 011, 5284A/004,005, and 006, 5282/031 and 033, 5269/002, 007, 008, and 009, 5262/004, 528/1003 and 005
<i>Project Title:</i>	San Francisco Market (formerly San Francisco Wholesale Produce Market)	<i>Lot Size:</i>	13 acres
<i>Zoning:</i>	Production, Distribution, and Repair (PDR-2) Use District 80-E Height and Bulk District	<i>Project Sponsor:</i>	Michael Janis, mjanis@thesfmarket.org
		<i>Lead Agency:</i>	San Francisco Planning Department
		<i>Staff Contact:</i>	Liz White – 628.652.7557, elizabeth.white@sfgov.org

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure’s requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Project Mitigation Measure 1: Archeological Resources	X	X		
Project Mitigation Measure 2: Paleontological Resources		X		
Project Mitigation Measure 3: Protection of Nesting Birds During Construction		X		

NOTES:
 * Prior to any ground disturbing activities at the project site.
 ** Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

BL I agree to implement the attached mitigation measure(s) as a condition of project approval.



 Property Owner or Legal Agent Signature

July 14, 2022

 Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

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MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
<p>Project Mitigation Measure 1: Archeological Resources</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from a pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p>	<p>Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).</p>	<p>Prior to issuance of site permits.</p>	<p>Project Sponsor shall retain Archeological consultant to undertake Archeological monitoring program in consultation with ERO.</p>	<p>Complete when Project Sponsor retains qualified Archeological consultant.</p>

<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	<p>Project sponsor's qualified archeological consultant and construction contractor</p>	<p>Prior to issuance of construction permits and throughout the construction period</p>	<p>Planning Department</p>	<p>Considered complete after approval of archeological testing plan</p>
<p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site 	<p>The project sponsor and archeological consultant at the direction of the ERO</p>	<p>Prior to issuance of site permits.</p>	<p>Consultation with ERO on scope of monitoring program</p>	<p>After consultation with and approval by the environmental review officer of the monitoring program</p>

<p>remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. • The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft</p>	<p>ERO, archeological consultant, and project sponsor</p>	<p>After determinations by ERO that an</p>	<p>Archeological consultant to prepare</p>	<p>Considered complete upon approval of ADRP by ERO</p>
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Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 		archeological data recovery program is required	an ADRP in consultation with ERO	

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project sponsor/ archeological consultant in consultation with the City, San Francisco Medical Examiner, California State Native American Heritage Commission, and most likely descendant</p>	<p>Discovery of human remains</p>	<p>Notification of County/City Coroner and, as warranted, notification of NAHC.</p>	<p>Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, that sufficient opportunity has been provided to the Archeological consultant for any scientific /historical analysis of remains/funerary objects specified in the Agreement, and the agreed-upon disposition of the remains has occurred</p>
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis (now the Environmental Planning division) of the Planning Department shall receive three copies of the FARR along with copies of any</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of treatment by archeological consultant as determined by the ERO.</p>	<p>Planning Department / project sponsor</p>	<p>Complete on certification to ERO that copies of the approved ARR have been distributed</p>

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources.</p> <p>In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
PALEONTOLOGICAL RESOURCES				
<p>Project Mitigation Measure 2: Paleontological Resources.</p> <p>In the event that any project soils-disturbing activities encounter evidence of a potential paleontological resource (fossilized vertebrate, invertebrate, and plant remains or the trace or imprint of such remains), the project sponsor shall contact the Environmental Review Officer and a qualified paleontologist to undertake an appropriate assessment of the discovery and, if warranted, further field evaluation, data recovery, documentation, recordation, and curation in accordance with the Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources of the Society of Vertebrate Paleontology (SVP).</p>	Project sponsor, qualified paleontologist, and construction contractor	During ground disturbing activities	If necessary, the project sponsor and a qualified paleontologist shall submit a Paleontological Evaluation Letter or Paleontological Impact Reduction Program to the Environmental Review Officer	Considered complete upon end of ground disturbing activities or, if necessary, approval of a Paleontological Evaluation Letter or Paleontological Impact Reduction Program by the Environmental Review Officer
BIOLOGICAL RESOURCES				
<p>Project Mitigation Measure 3: Protection of Nesting Birds During Construction.</p> <p>The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A preconstruction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests.</p>	Project sponsor, qualified biologist, CDFW (as necessary).	Avoid vegetation removal and construction activities during the nesting season or conduct pre-construction surveys during the bird nesting season within 72 hours prior to the start of construction. Implementation ongoing during	Qualified biologist and project sponsor in coordination with planning department staff if active nests are observed.	Ongoing during construction if active nests are observed. Qualified biologist to submit weekly reports if active nests are observed.

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
		construction if active nests are observed.		

NOTES:

^a Definitions of MMRP Column Headings:

Adopted Mitigation and Improvements Measures: Full text of the mitigation measure(s).

Implementation Responsibility: Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases, it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

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Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH 455 TOLAND ST
- ② CONSTRUCT GRADE PARKING LOT
- ③ DEMOLISH PARKING AND STRUCTURES ON KIRKWOOD AVE

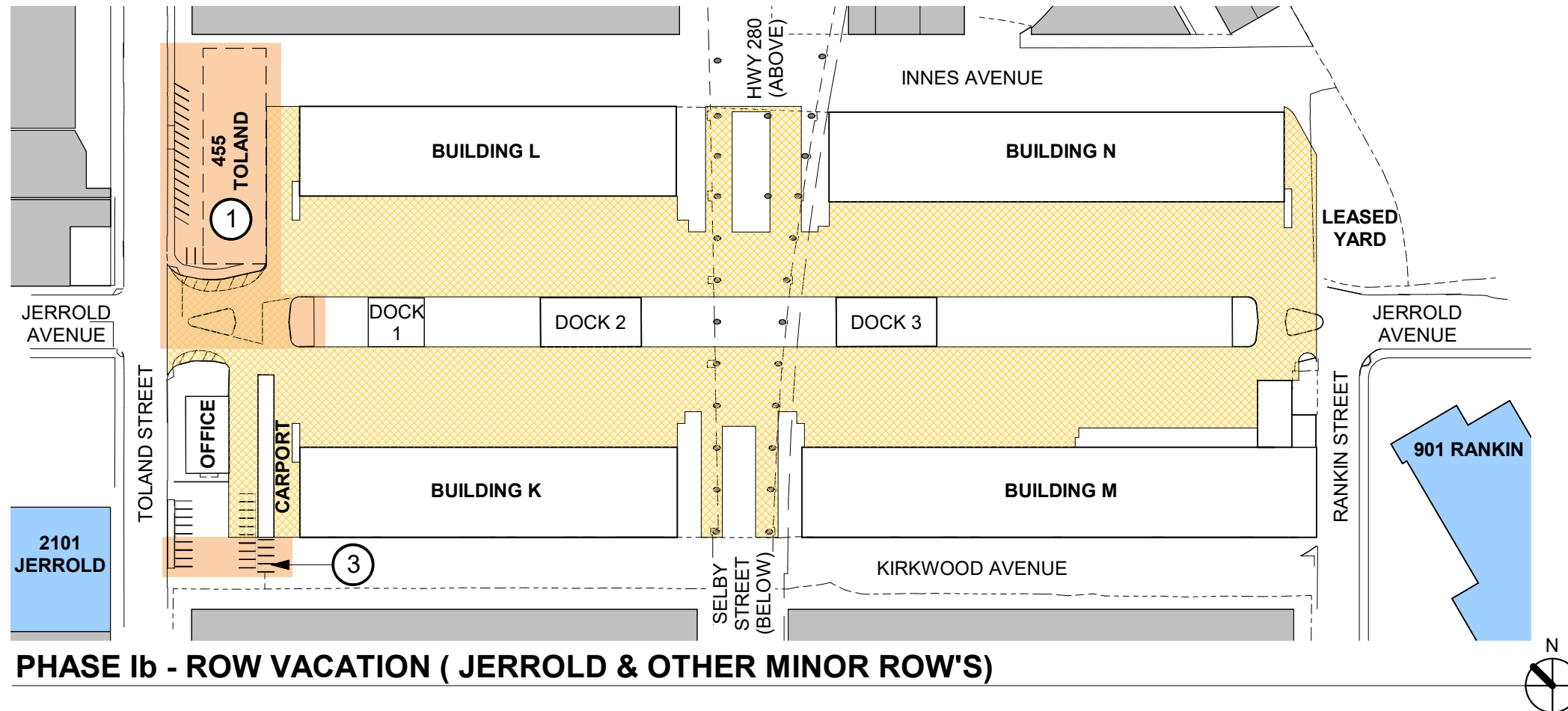
SCHEDULE

START	FINISH	DURATION
NA	MAY 2023	NA

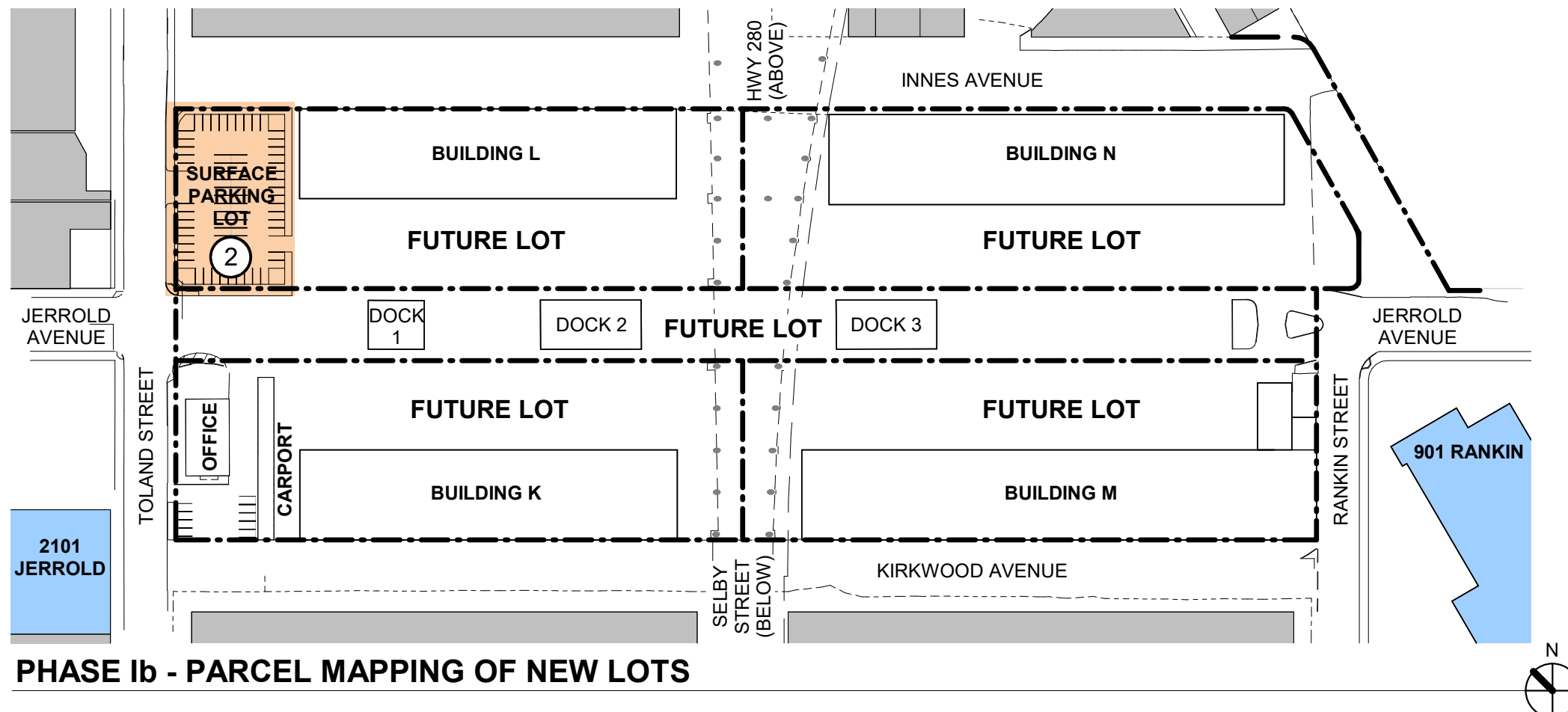
Exhibit D - Phasing Diagrams

Phase Ib
ROW VACATION + PARCEL MAPPING

P1.1B
1" = 160'-0"
04.21.22



PHASE Ib - ROW VACATION (JERROLD & OTHER MINOR ROW'S)









PHASE Ib - PARCEL MAPPING OF NEW LOTS

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING M
- ② DEMOLISH DOCK 3
- ③ CONSTRUCT 1900 KIRKWOOD AVENUE
PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND

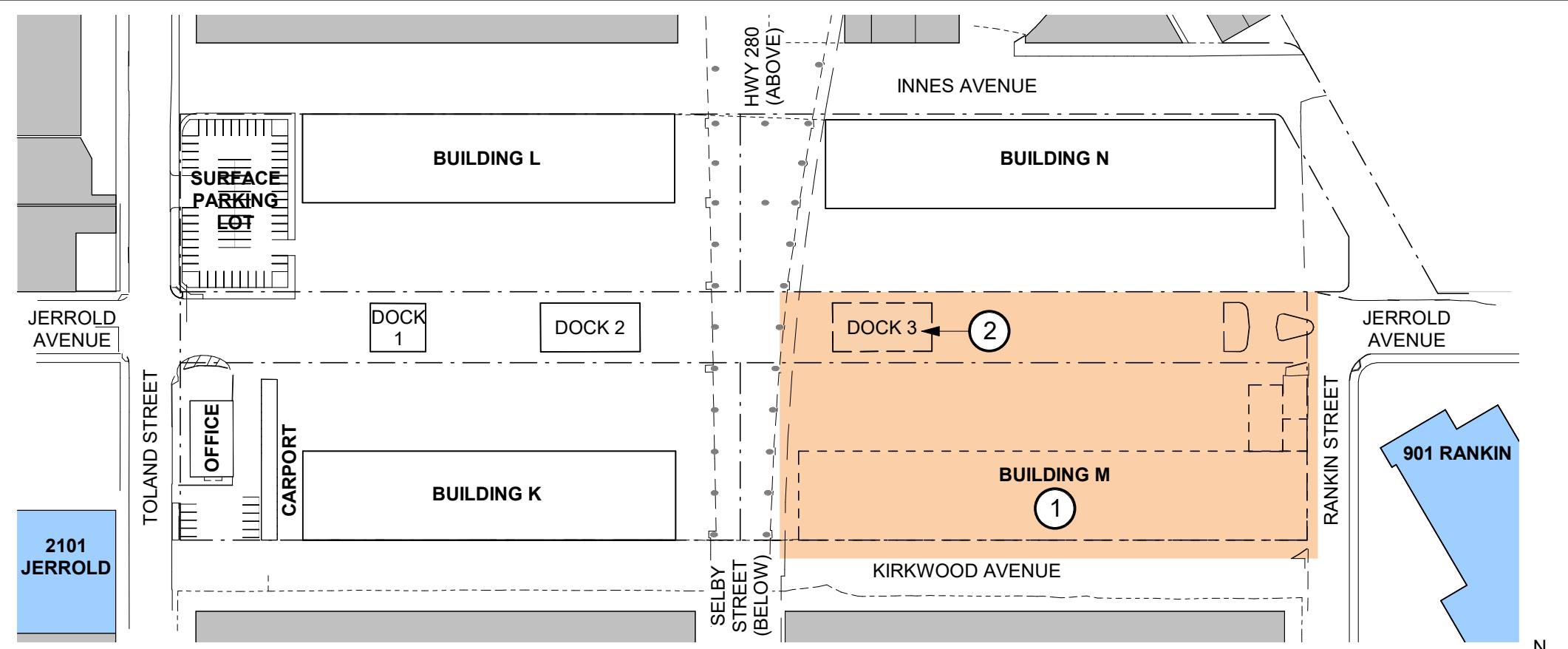
SCHEDULE

START	FINISH	DURATION
JAN 2024	APRIL 2025	16 MONTHS

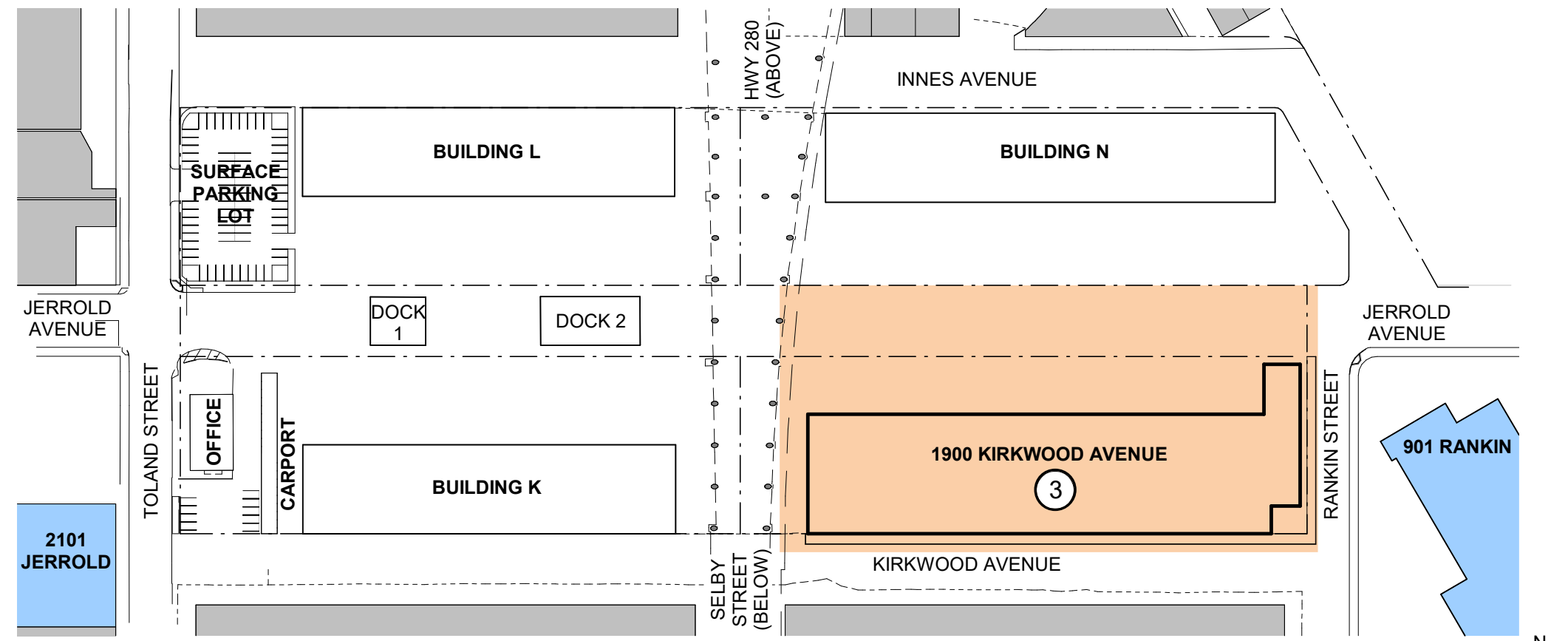
Exhibit D - Phasing Diagrams

Phase IIa
BUILDING NO.1 CONSTRUCTION

P2.2A
1" = 160'-0"
04.21.22



PHASE IIa - BUILDING DEMOLITION



PHASE IIa - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING N
- ② CONSTRUCT 1901 INNES AVENUE
PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND
- ③ CONSTRUCT OPERATIONS CENTER AT JERROLD AND RANKIN ENTRY, UNCHANGED FROM MND

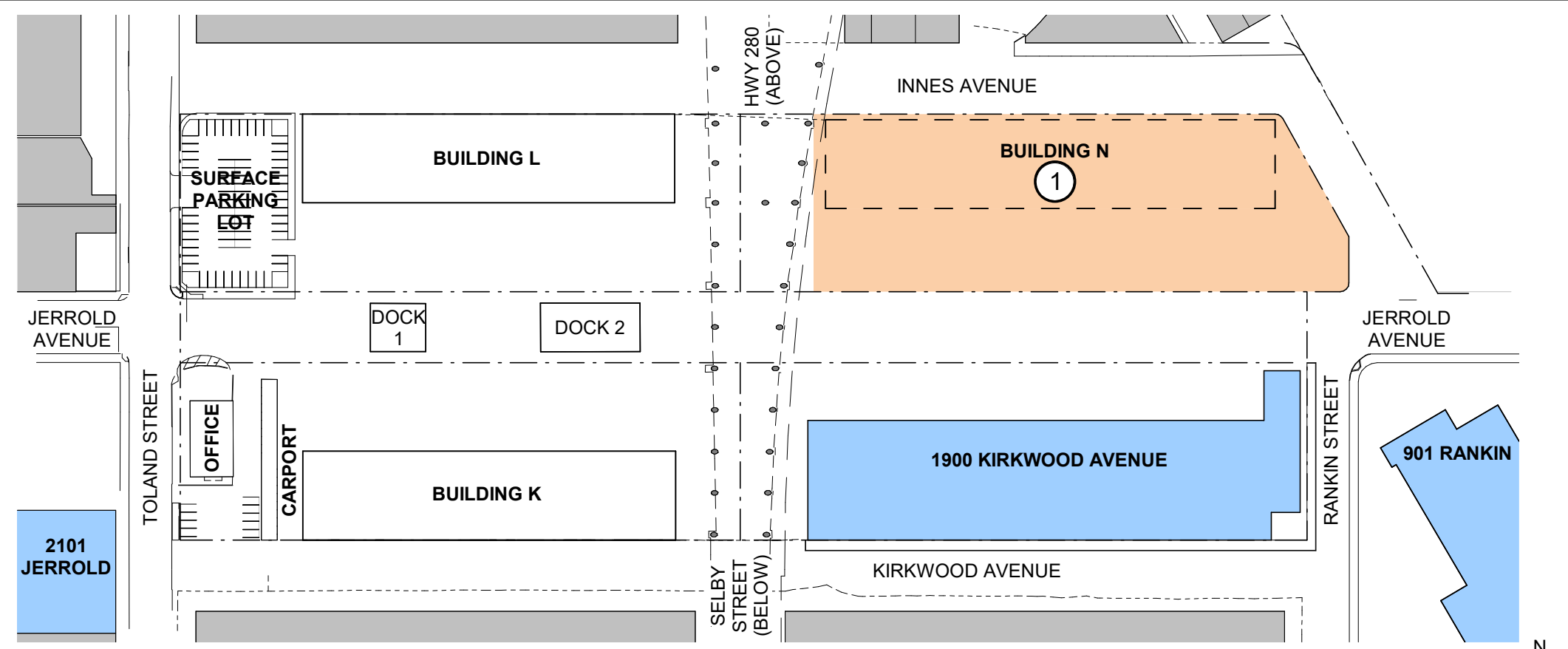
SCHEDULE

START	FINISH	DURATION
MAY 2030	AUG 2031	16 MONTHS

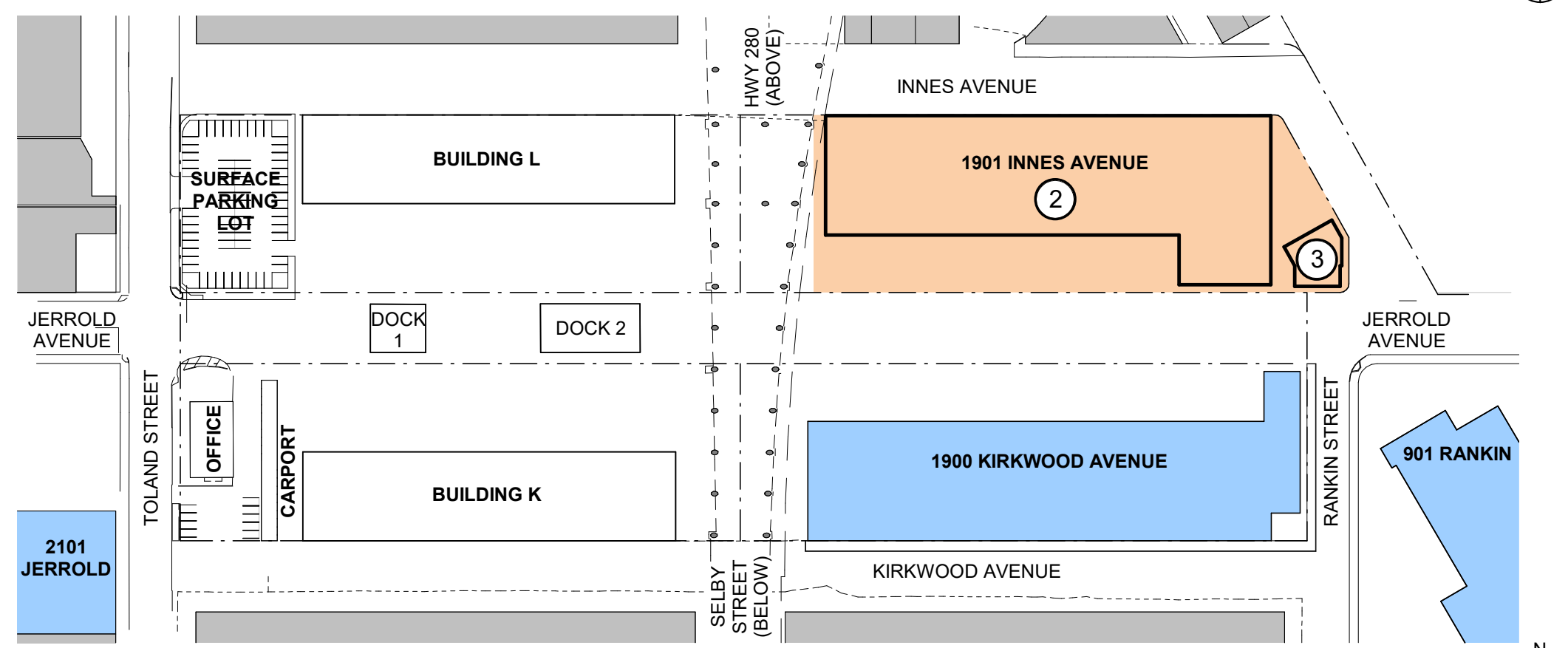
Exhibit D - Phasing Diagrams

Phase IIb
BUILDING NO.2 CONSTRUCTION

P3.2B
1" = 160'-0"
04.21.22



PHASE IIb - BUILDING DEMOLITION









PHASE IIb - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH PARTIAL INNES AVE ROADWAY AND AREA FOR PROPOSED INNES EXTENSION ROADWAY
- ② PROVIDE NEW ROADWAY IMPROVEMENTS COMPRISED OF: NEW ROAD BED, CURB & GUTTER, STREET MARKINGS
- ③ PROVIDE TEMPORARY PEDESTRIAN ACCESS FROM TOLAND ST. TO RANKIN ST. ALONG SOUTH SIDE OF INNES AVE. & INNES EXTENSION COMPRISED OF: TEMPORARY ROLLED ASPHALT CURB, ASPHALT SIDEWALK, CURB RAMPS AS REQ'D, STRIPING, AND SIGNAGE

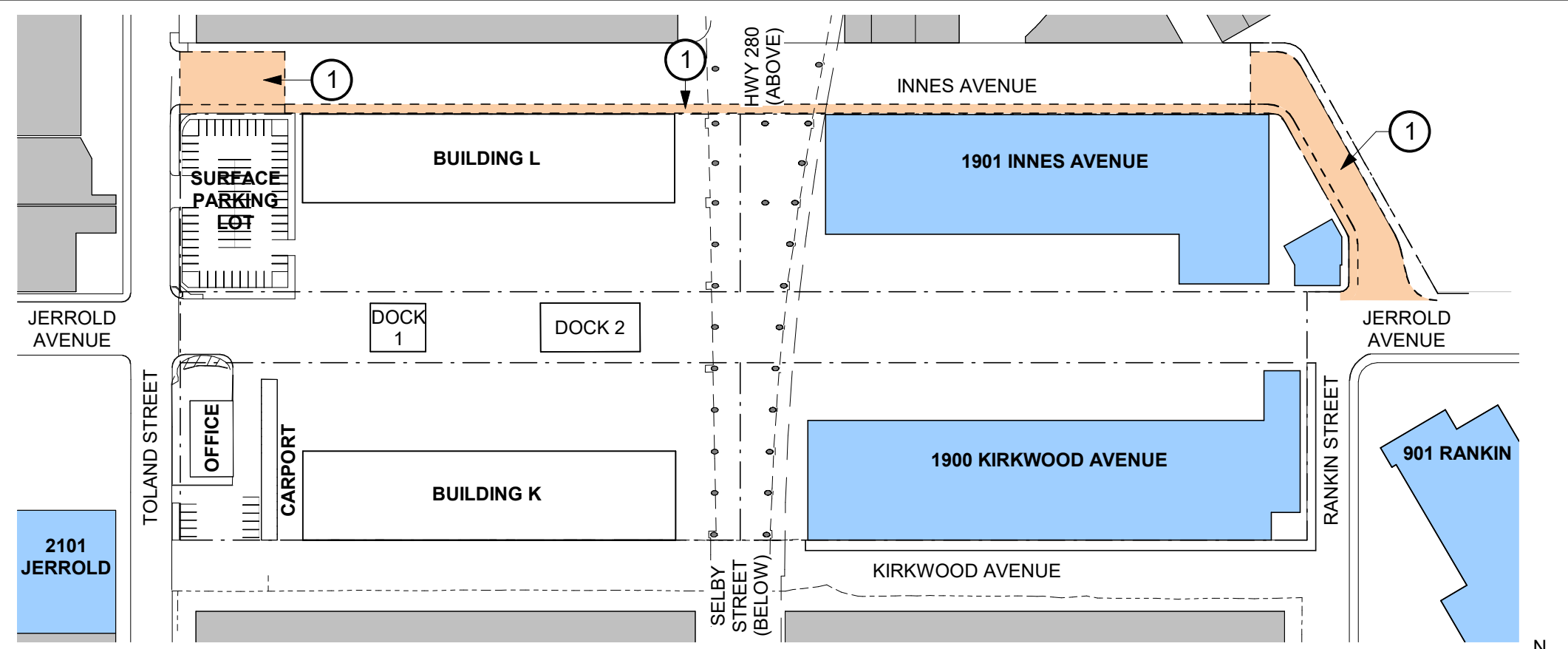
SCHEDULE

START	FINISH	DURATION
MAR 2030	AUG 2031	18 MONTHS

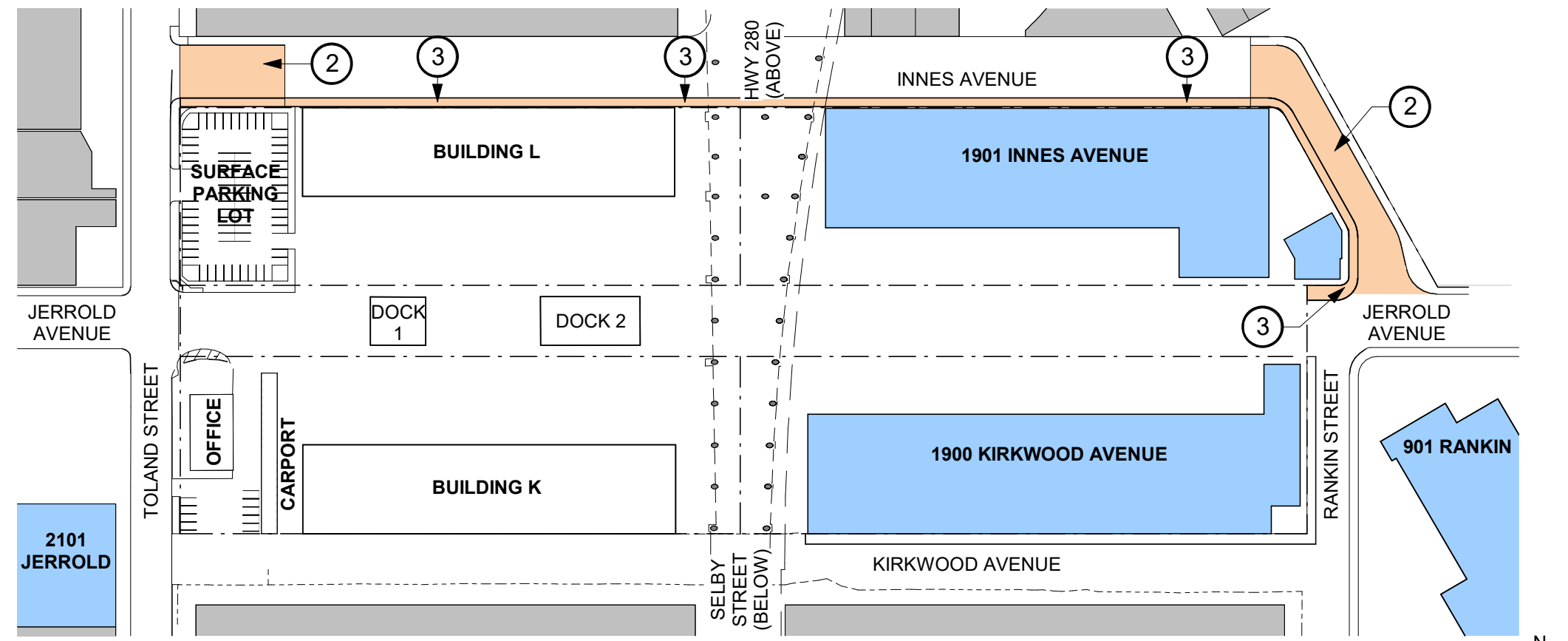
Exhibit D - Phasing Diagrams

Phase Ic
PARTIAL ROW CONSTRUCTION FOR
VEHICLE & PEDESTRIAN CONNECTION

P4.1C
1" = 160'-0"
04.21.22



PHASE Ic - PARTIAL ROW DEMOLITION



PHASE Ic - PARTIAL ROW CONSTRUCTION

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING L
- ② DEMOLISH PUBLIC DOCKS
- ③ DEMOLISH GRADE PARKING
- ④ CONSTRUCT 2001 INNES AVENUE. BUILDING SQ FT WILL INCREASE BY APPROX. 31,700 SF (UNBUILT & REALLOCATED FROM 901 RANKIN). BUILDING HEIGHT AND BULK REMAIN UNCHANGED FROM PROJECT MND *minor modifications to building footprint and an expanded mezzanine will accommodate additional sq ft*

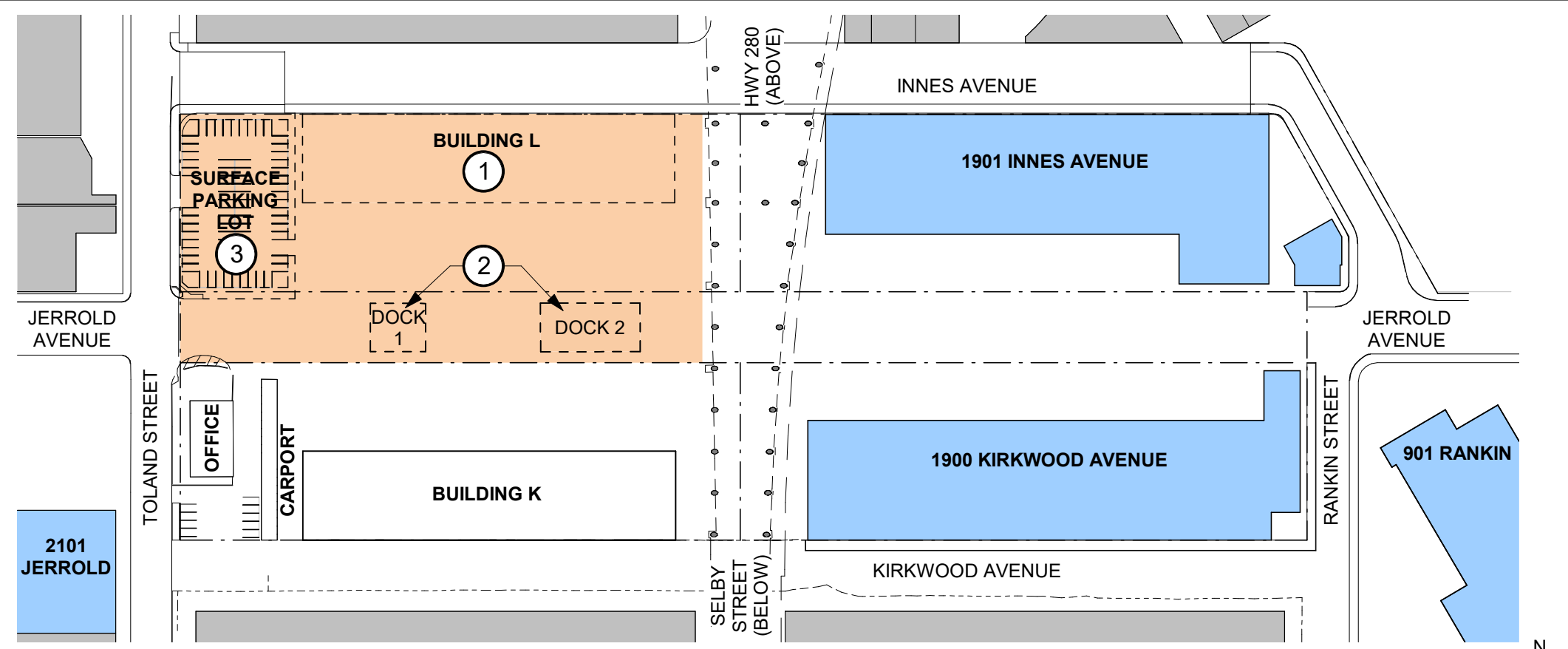
SCHEDULE

START	FINISH	DURATION
MAR 2035	JUN 2036	16 MONTHS

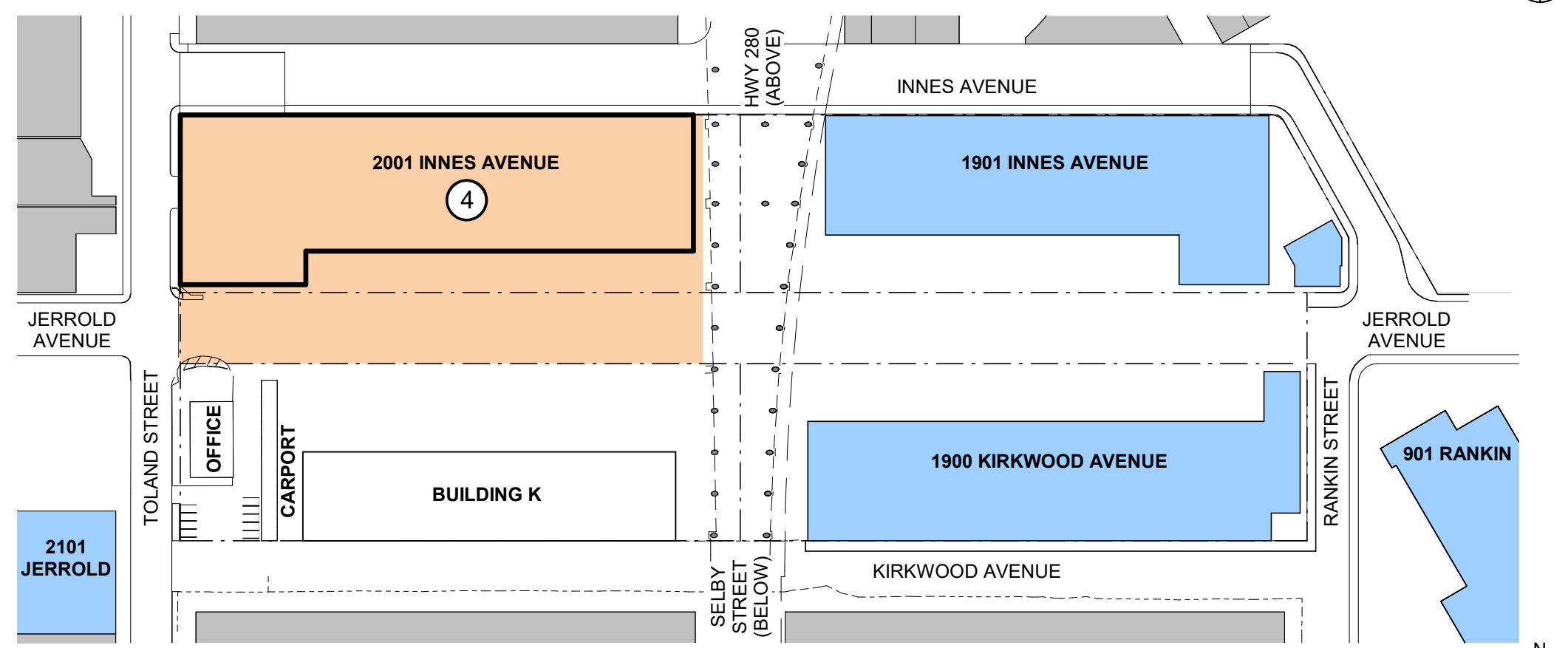
Exhibit D - Phasing Diagrams

Phase IIIa
BUILDING NO.3 CONSTRUCTION

P5.3A
1" = 160'-0"
05.12.22



PHASE IIIa - BUILDING DEMOLITION



PHASE IIIa - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH INNES AVE ROADWAY AND AREA FOR PROPOSED SIDEWALK AT INNES EXTENSION
- ② PROVIDE NEW ROADWAY IMPROVEMENTS. EXTENT OF WORK TO BE COORDINATED WITH ADJACENT PROJECT AT 749 TOLAND AND 2000 MCKINNON
- ③ PROVIDE NEW PERMANENT SIDEWALK, STREET TREES, LIGHTING, AND OTHER STREETSCAPE COMPONENTS AT SOUTH SIDE OF INNES AVE, EITHER SIDE OF INNES EXTENSION, AND NORTH SIDE OF KIRKWOOD AVE

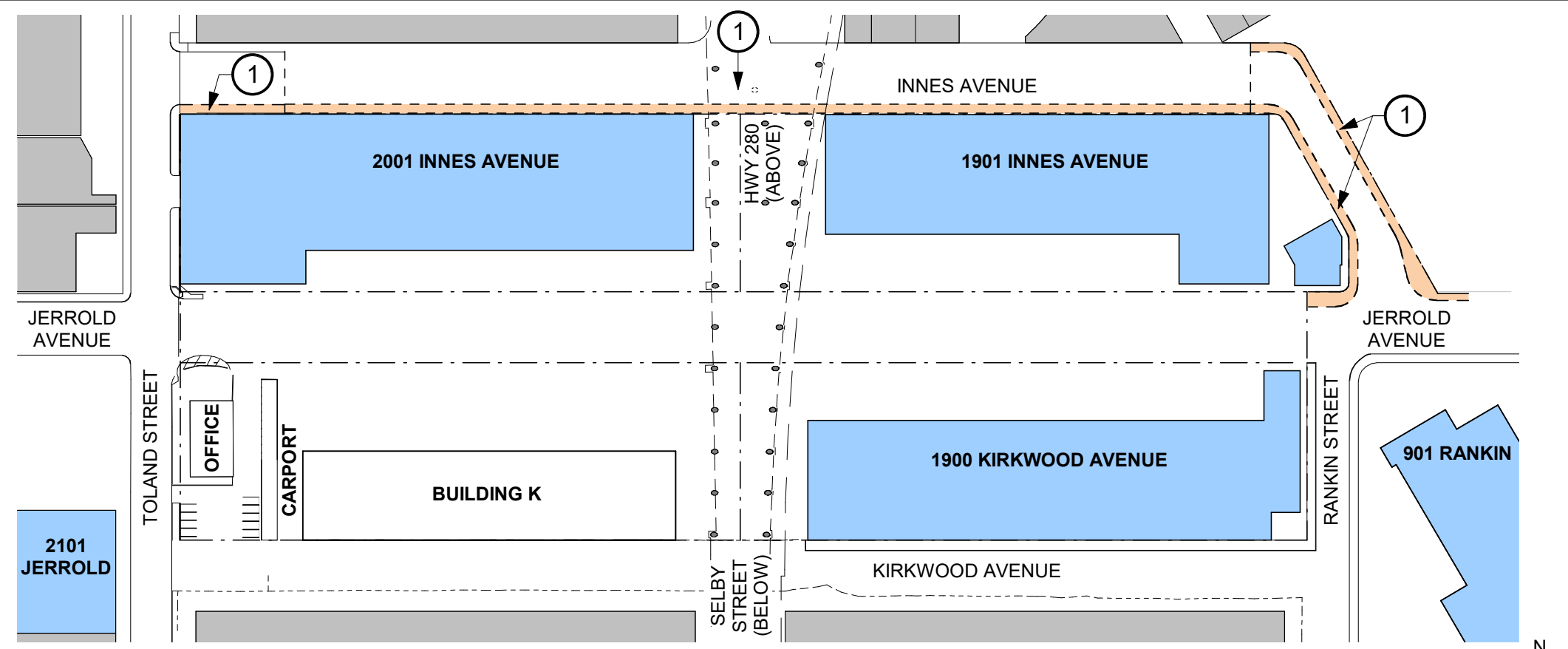
SCHEDULE

START	FINISH	DURATION
JAN 2035	JUN 2036	18 MONTHS

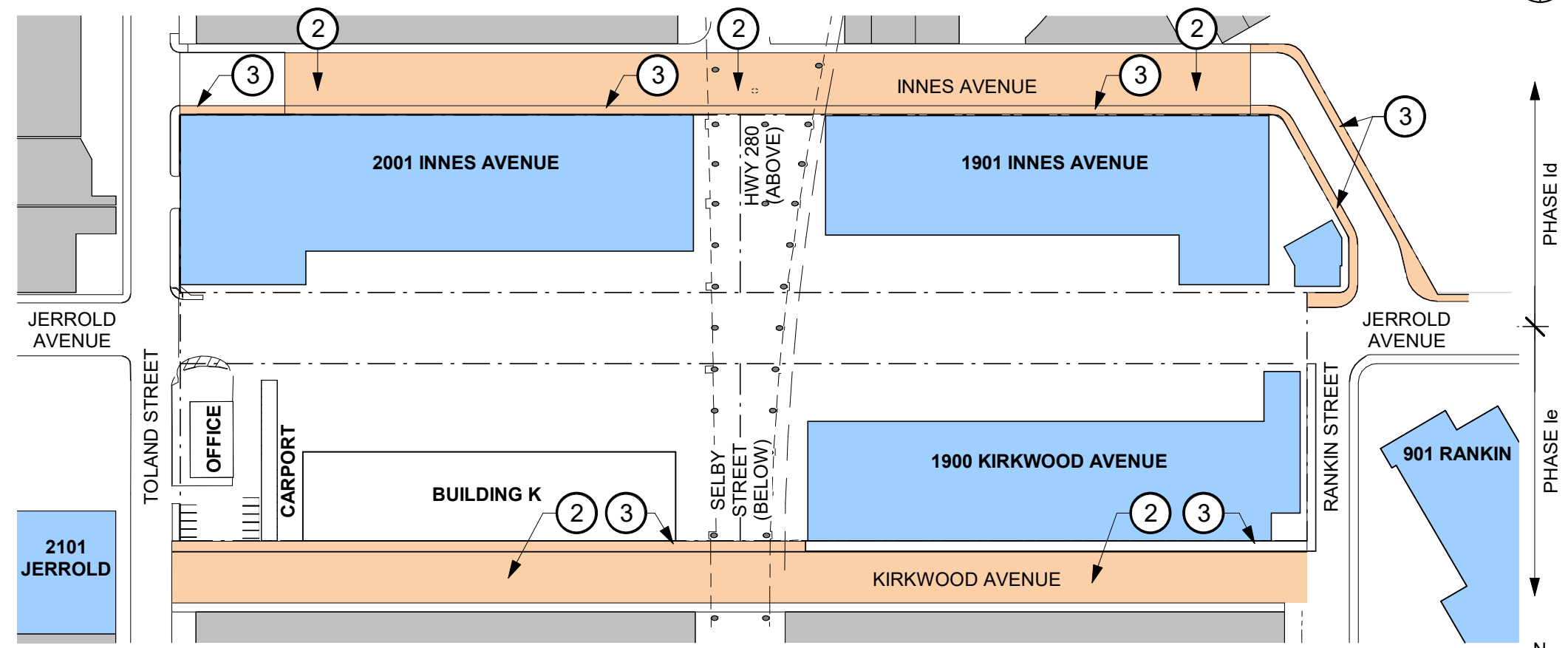
Exhibit D - Phasing Diagrams

Phase Id & Ie
ROW CONSTRUCTION FOR VEHICLE & PEDESTRIAN CONNECTION

P6.1DE
1" = 160'-0"
05.12.22



PHASE Id & 1e - ROW DEMOLITION









PHASE Id & Ie - ROW CONSTRUCTION

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING K
- ② DEMOLISH PRODUCE BUILDING (OFFICE)
- ③ DEMOLISH CARPORT AND GRADE PARKING
- ④ CONSTRUCT 2000 KIRKWOOD AVENUE PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND

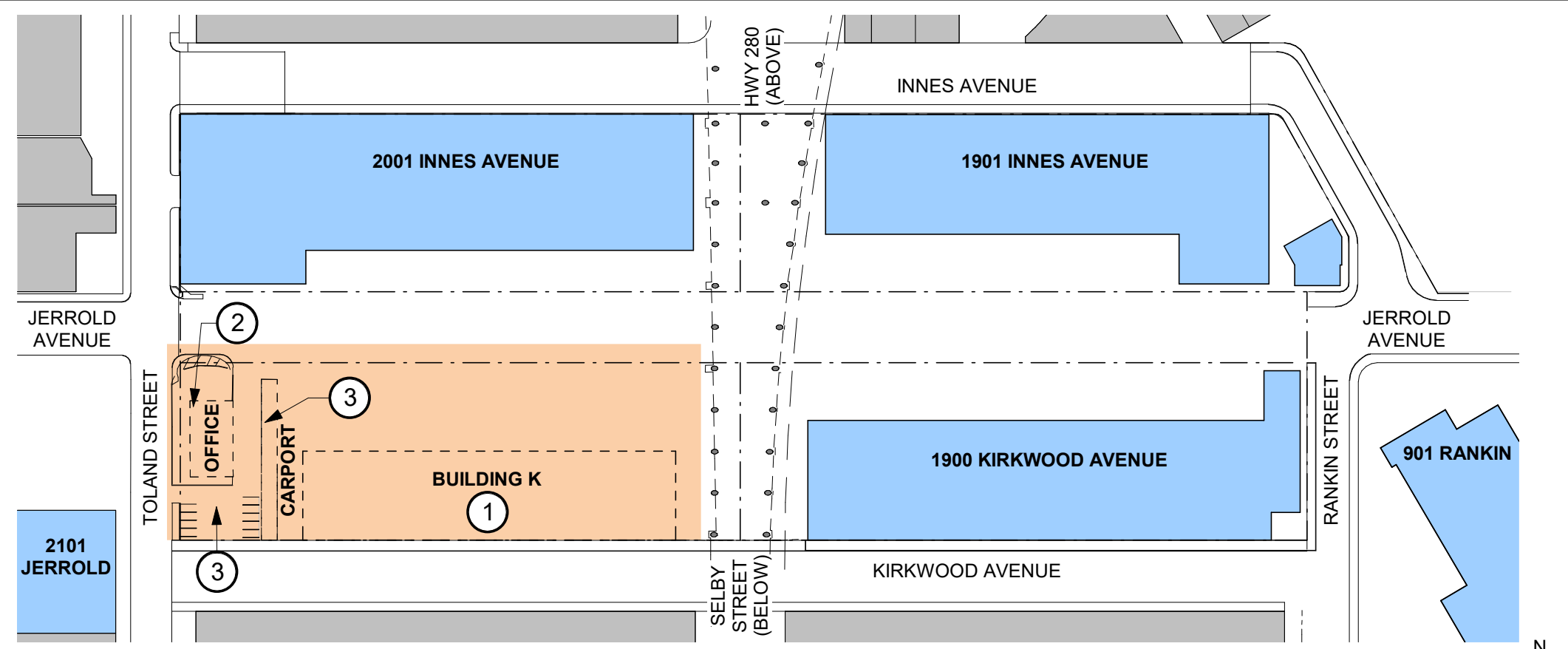
SCHEDULE

START	FINISH	DURATION
MAR 2040	JUN 2041	16 MONTHS

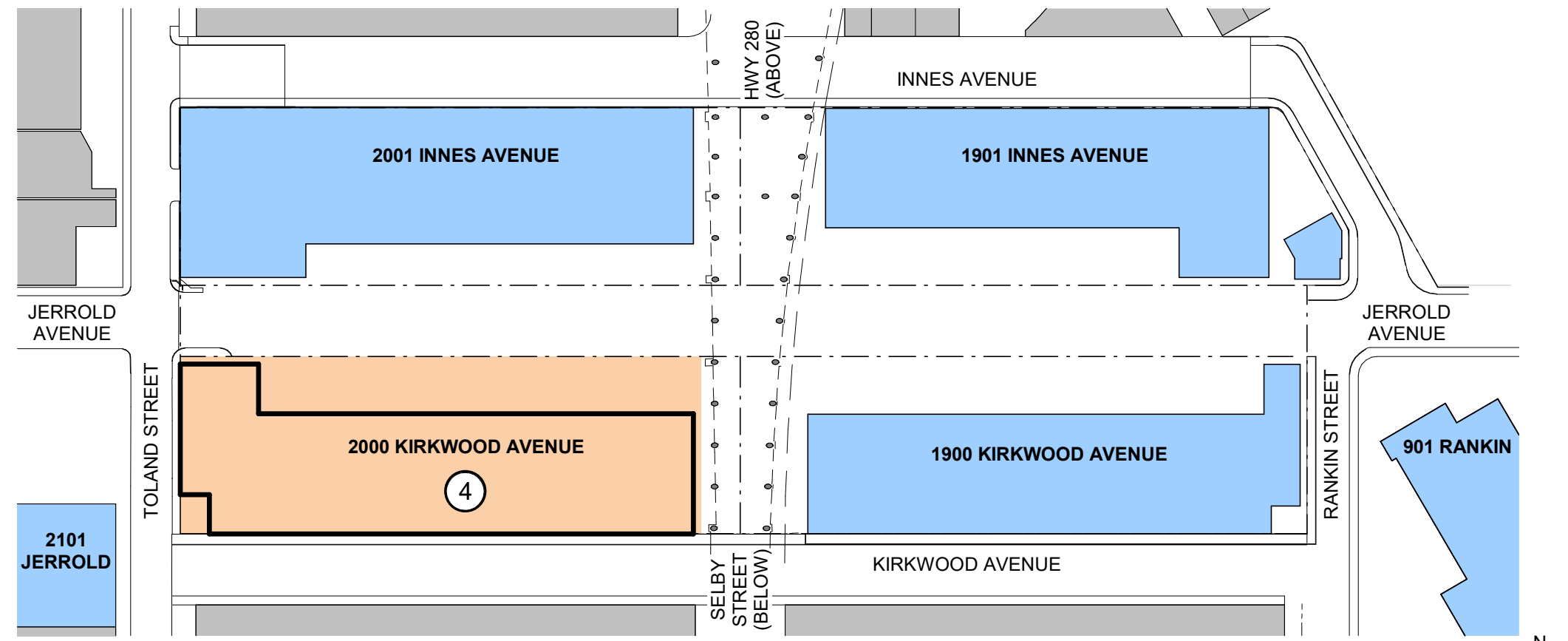
Exhibit D - Phasing Diagrams

Phase IIIb
BUILDING NO.4 CONSTRUCTION

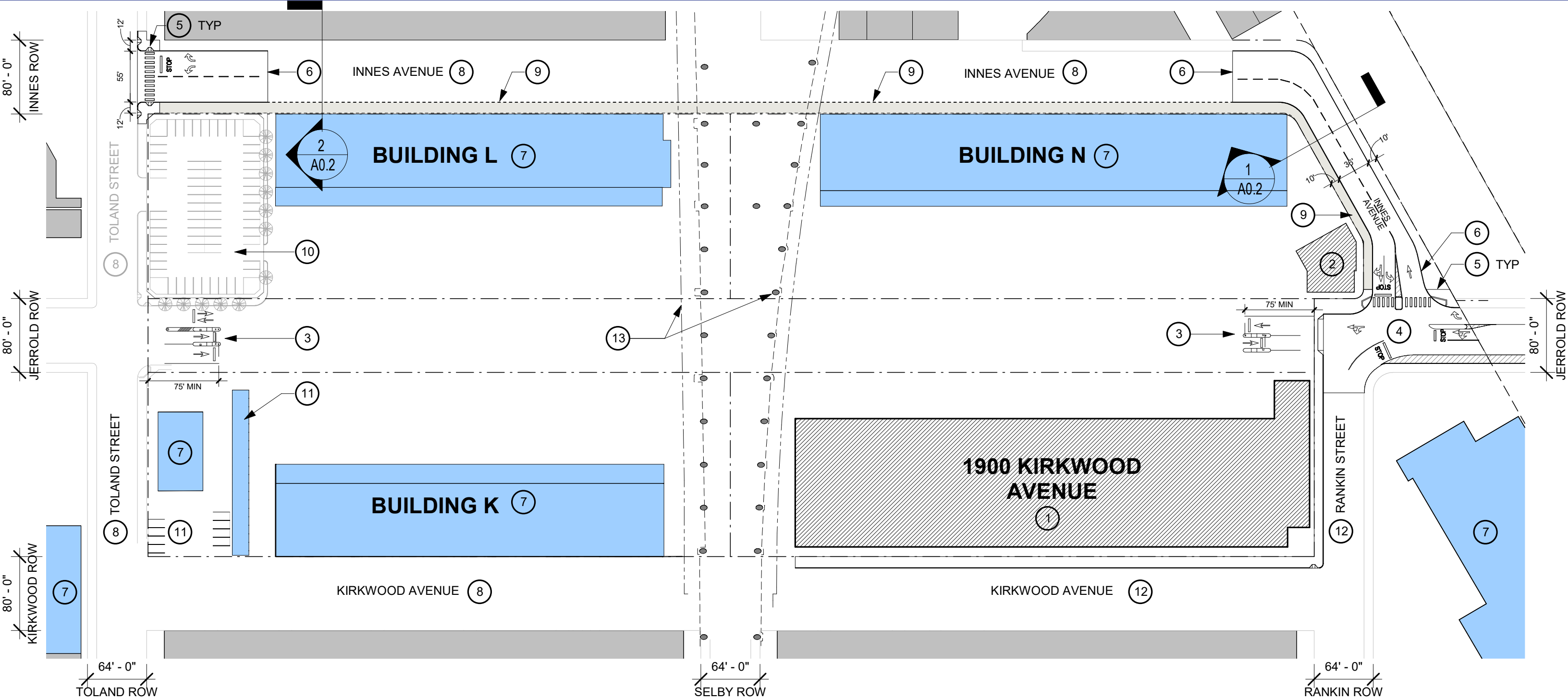
P7.3B
1" = 160'-0"
04.21.22



PHASE IIIb - BUILDING DEMOLITION

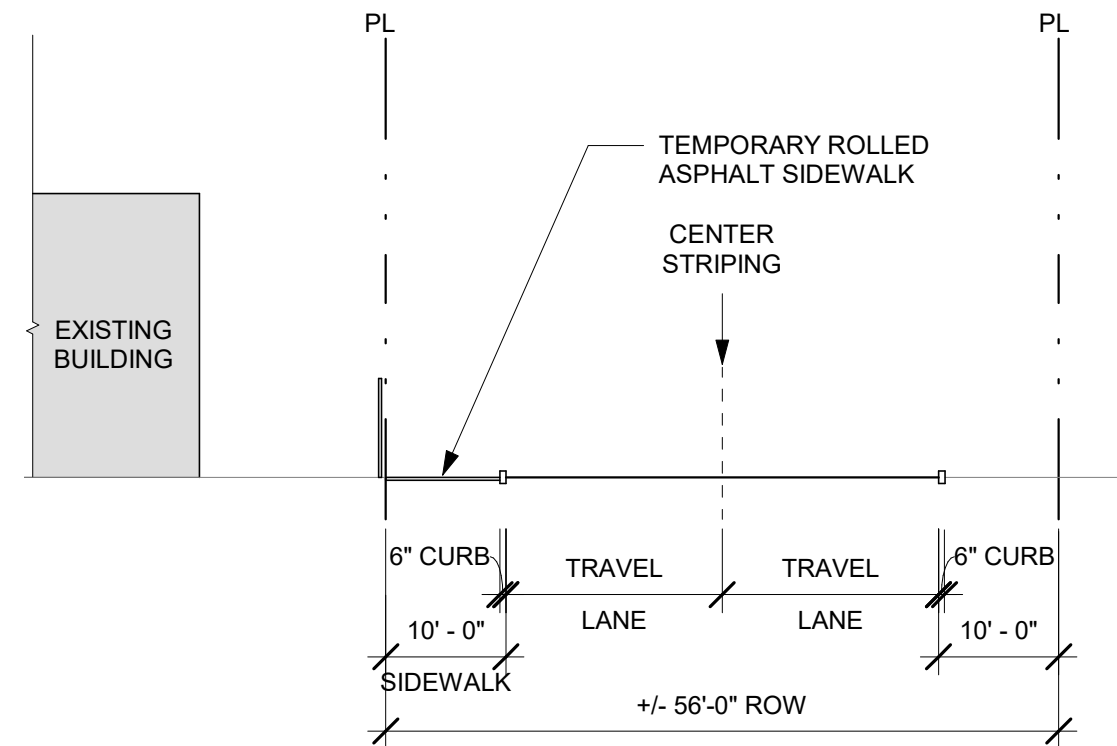
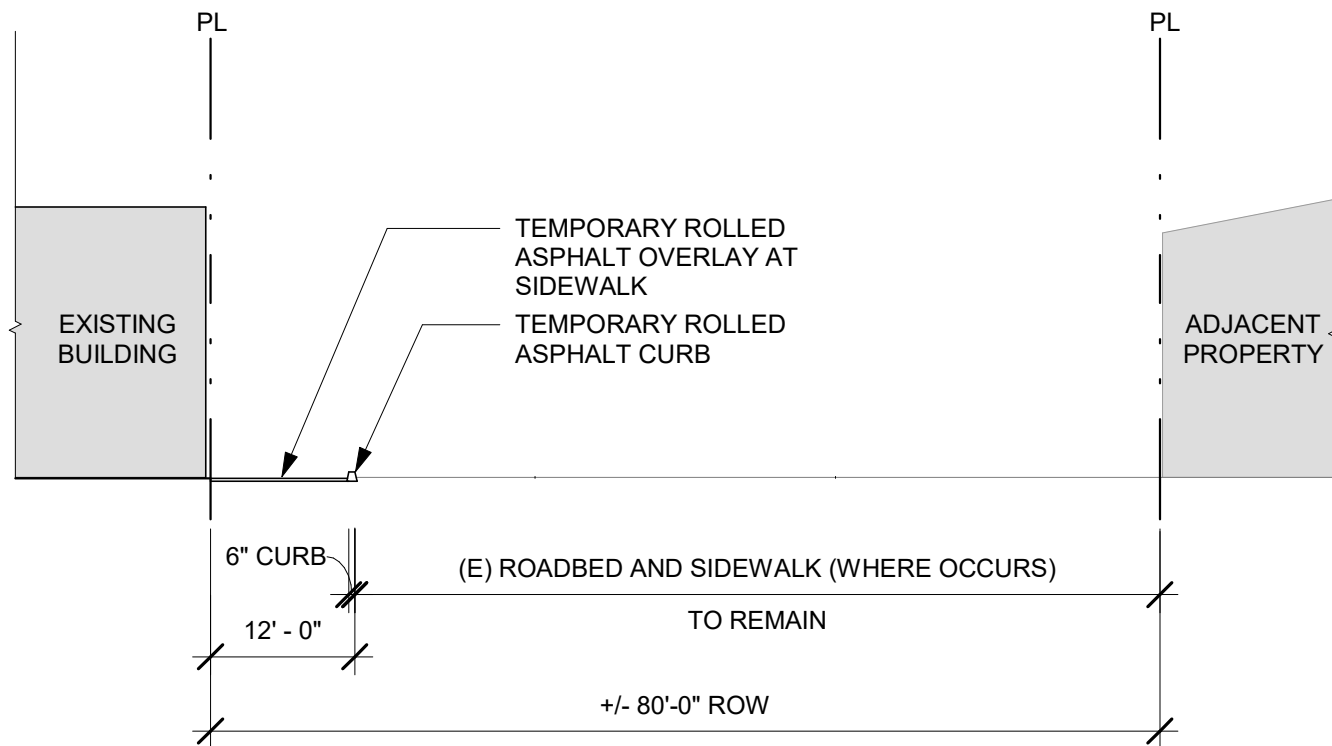


PHASE IIIb - BUILDING CONSTRUCTION



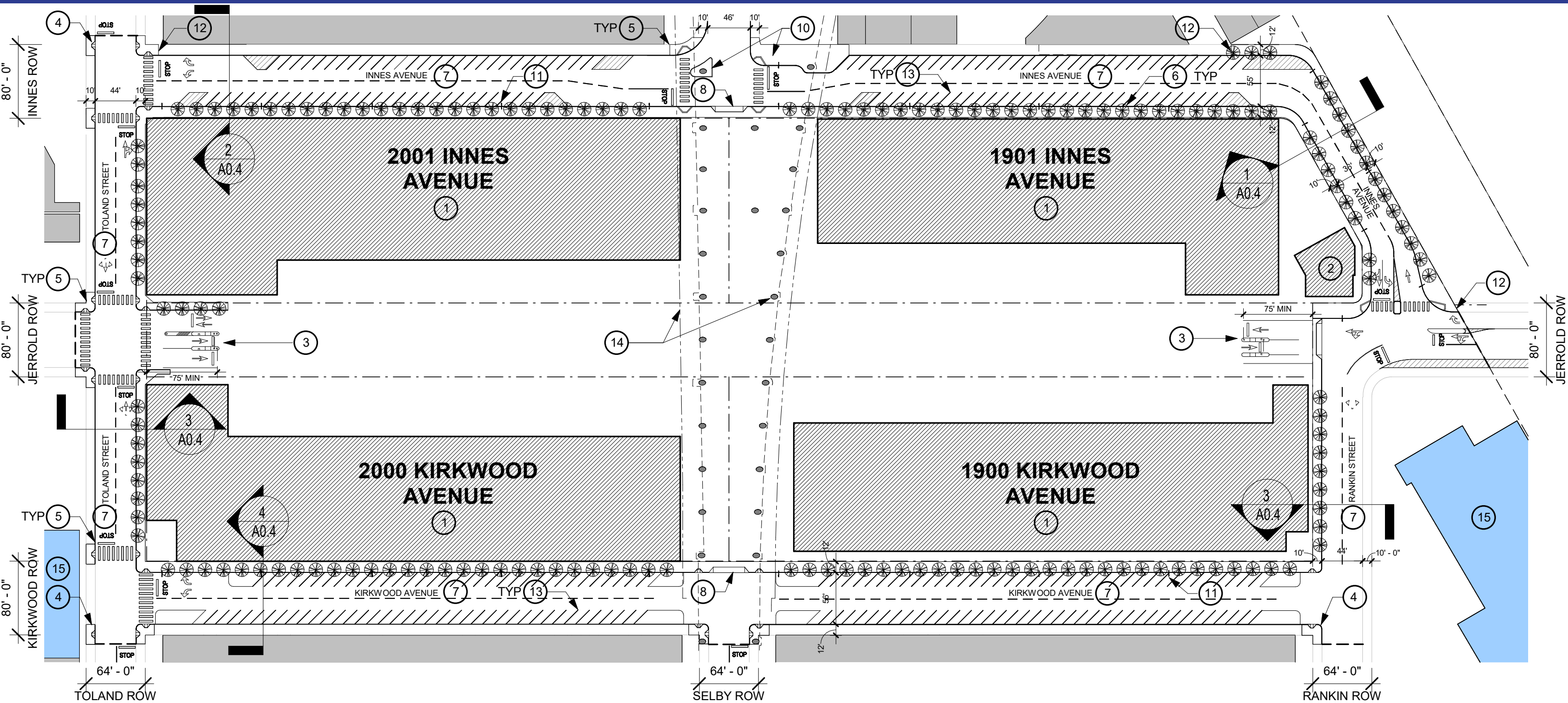
SHEET NOTES

- ① NEW MARKET BUILDING
- ② NEW OPERATIONS CENTER BUILDING
- ③ NEW GATED ENTRY INTO MARKET AT JERROLD WITH 75' MINIMUM QUEUEING LANE. NO THROUGH ACCESS
- ④ IMPROVED INTERSECTION AT JERROLD AND RANKIN: NEW ROAD BED, CURB & GUTTER AND STREET MARKINGS
- ⑤ NEW SIDEWALK, CURB RAMPS AND 10' WIDE CROSSWALK, SEE STREET SECTIONS
- ⑥ NEW PORTION OF ROADWAY: NEW ROAD BED, CURB & GUTTER AND STREET MARKINGS, SEE STREET SECTIONS
- ⑦ EXISTING MARKET BUILDINGS
- ⑧ EXISTING ROAD BED AND SIDEWALK (WHERE OCCURS) TO REMAIN
- ⑨ NEW TEMPORARY PEDESTRIAN ACCESS: ROLLED ASPHALT CURB, ASPHALT OVERLAY AT SIDEWALK, AND CURB RAMPS. STRIPING AND SIGNAGE AS REQ'D
- ⑩ TEMPORARY SURFACE PARKING LOT
- ⑪ EXISTING PARKING AND CARPORT TO REMAIN
- ⑫ NEW CURB & GUTTER AND SIDEWALK ALONG NEW BUILDING STREET FRONTAGE, EXISTING ROAD BED TO REMAIN
- ⑬ HWY 280 COLUMNS AND STRUCTURE ABOVE



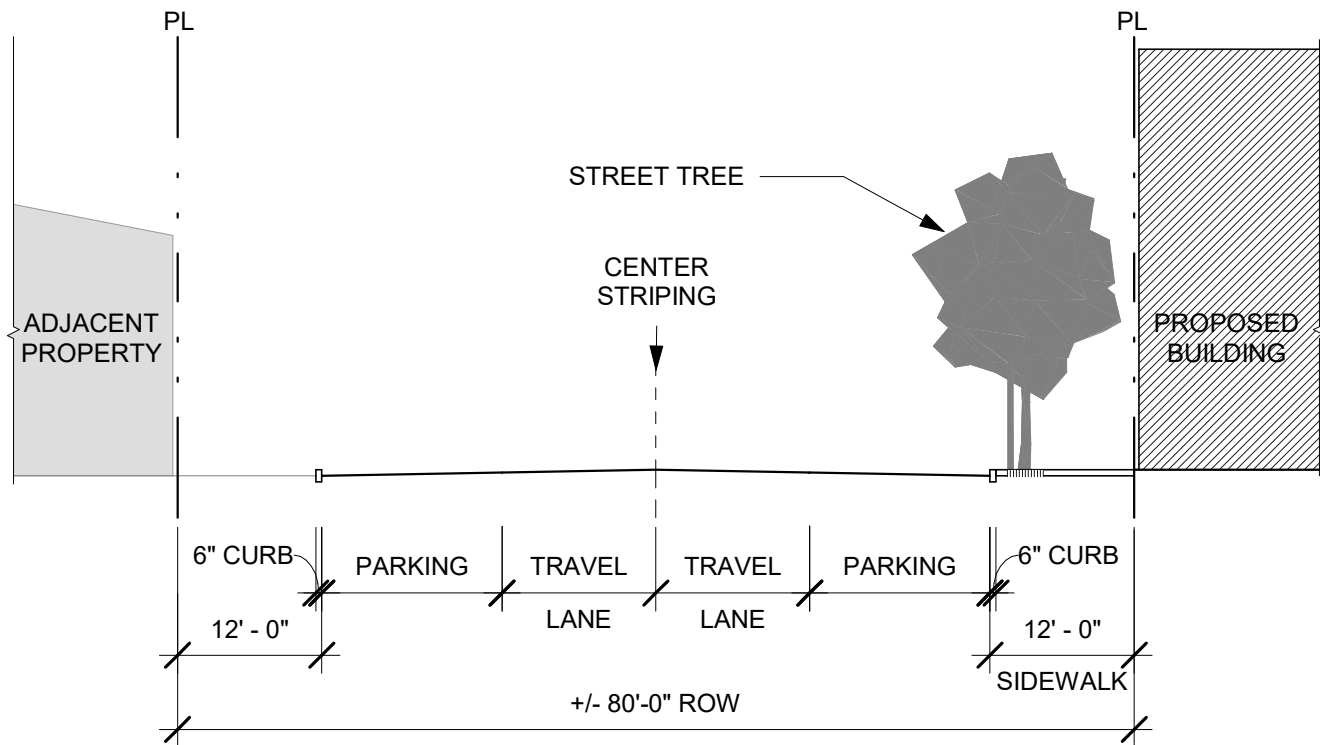
2 STREET SECTION AT INNES - INTERIM PHASES
1/16" = 1'-0"

1 STREET SECTION AT INNES EXTENSION
1/16" = 1'-0"

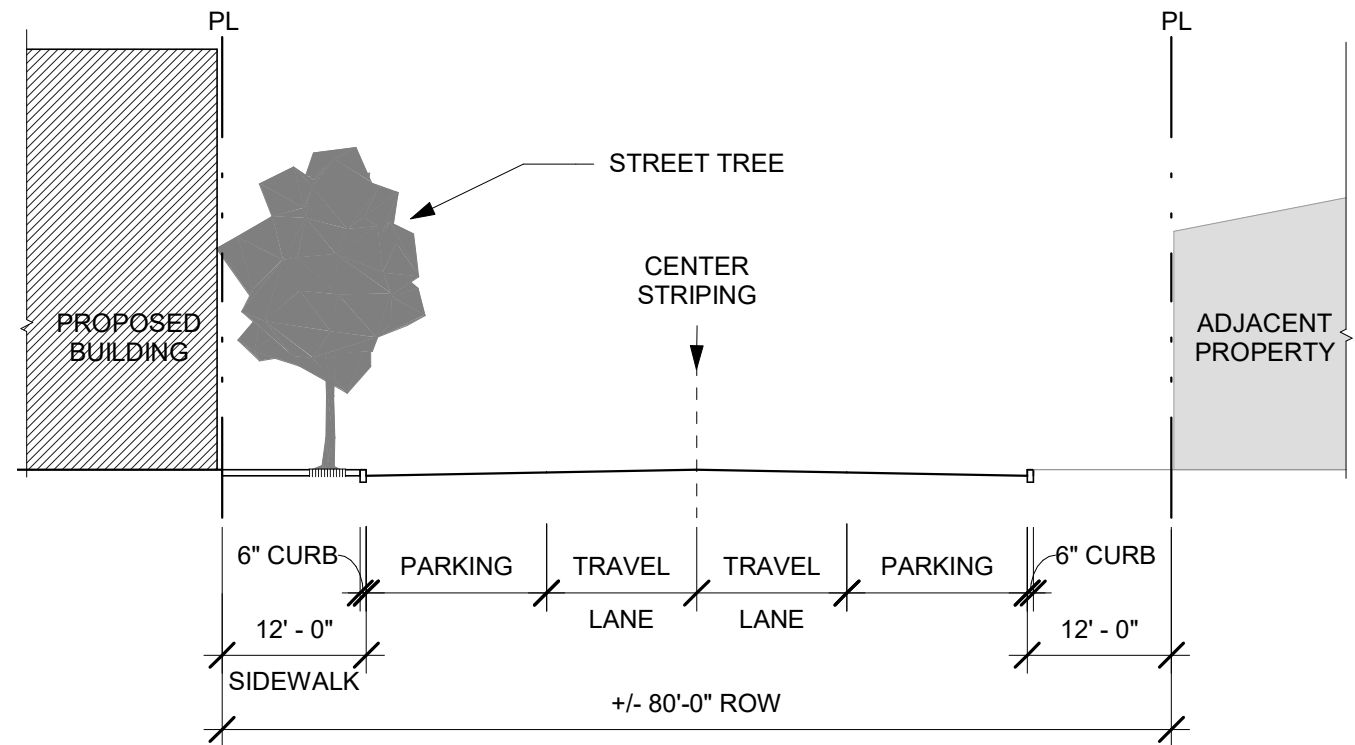


SHEET NOTES

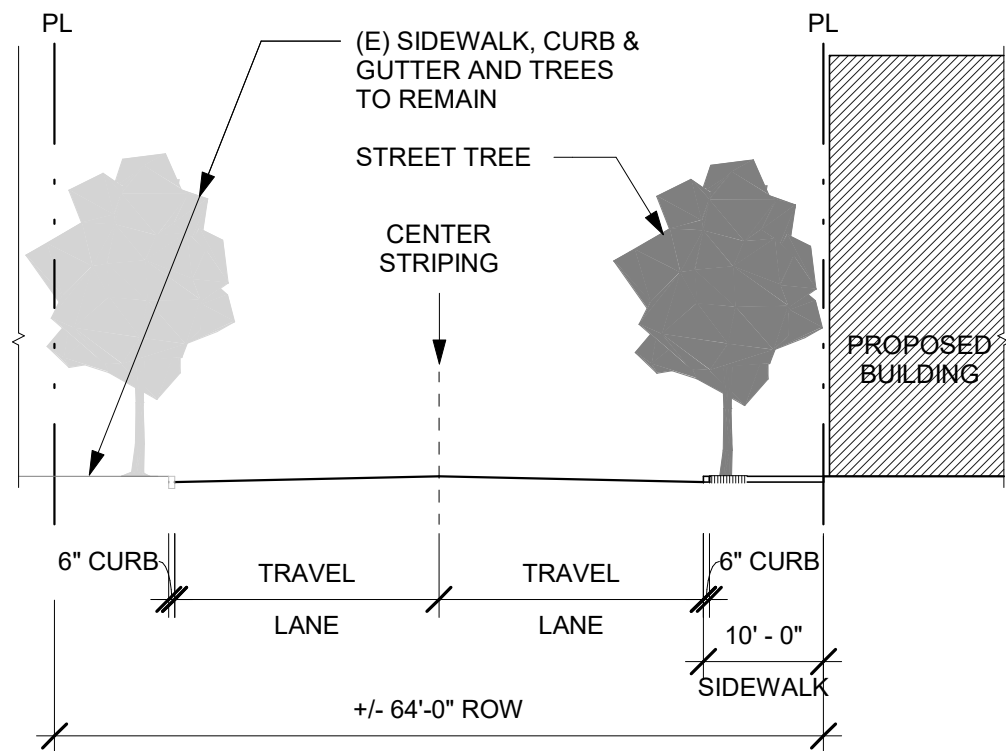
- ① NEW MARKET BUILDING
- ② NEW OPERATIONS CENTER BUILDING
- ③ NEW GATED ENTRY INTO MARKET AT JERROLD WITH 75' MINIMUM QUEUEING LANE. NO THROUGH ACCESS
- ④ NEW CURB RAMP W/ NEW PORTION OF CURB AND SIDEWALK
- ⑤ NEW PORTION OF SIDEWALK, CURB RAMPS AND 10' WIDE CROSSWALK
- ⑥ NEW STREET TREES AT 20' SPACING AND PER BETTER STREETS STANDARDS
- ⑦ NEW STREETScape INCLUDING: NEW ROADBED, STRIPING, CURB AND SIDEWALK ALONG PROJECT SIDE AND NEW CURB ALONG ADJACENT STREET EDGE, SEE STREET SECTIONS. EXTENT OF WORK AND ALTERATION TO STREET DIRECTION TO BE COORDINATED WITH ADJACENT PROJECT AT 749 TOLAND AND 2000 MCKINNON
- ⑧ NEW CURB CUT INTO SITE AT SELBY STREET. NO THROUGH ACCESS
- ⑨ EXISTING SIDEWALK AND ROADBED TO REMAIN
- ⑩ NEW CURB AND SIDEWALK AT BULBOUTS TO ACCOMODATE HWY STRUCTURE
- ⑪ NEW STREETLIGHT, TYPICAL
- ⑫ EXTENT OF SIDEWALK IMPROVEMENTS AT ADJACENT STREET EDGES
- ⑬ NEW BACK-IN ANGLED PARKING STALLS. STANDARD SIZE
- ⑭ HWY 280 COLUMNS AND STRUCTURE ABOVE
- ⑮ EXISTING MARKET BUILDINGS



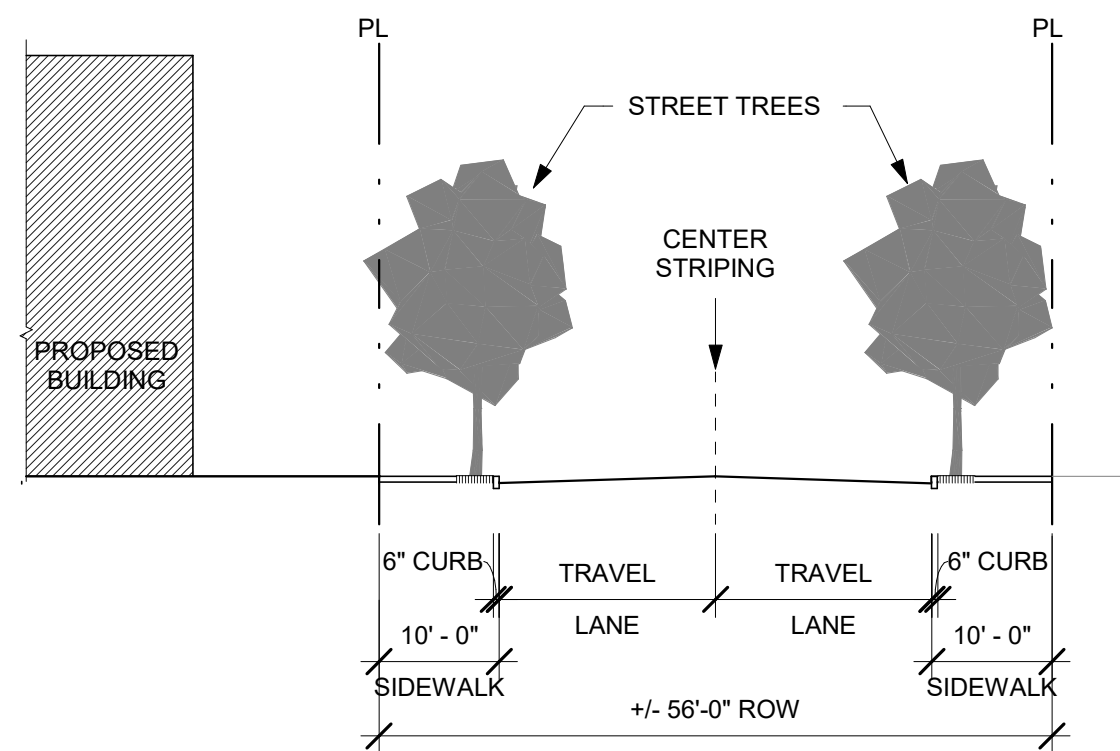
4 STREET SECTION AT KIRKWOOD
1/16" = 1'-0"



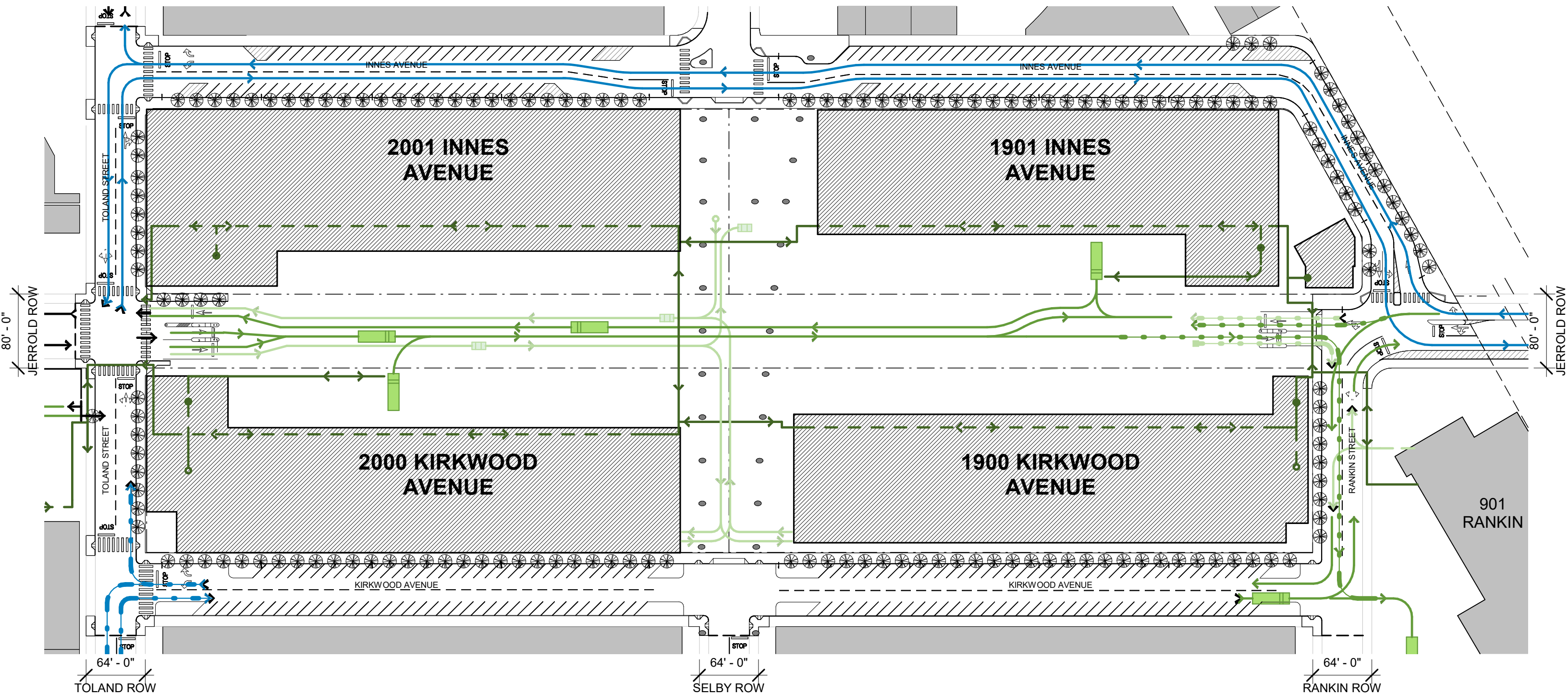
2 STREET SECTION AT INNES - W/ ADJACENT SIDEWALK
1/16" = 1'-0"



3 STREET SECTION AT TOLAND + RANKIN
1/16" = 1'-0"



1 STREET SECTION AT INNES EXTENSION
1/16" = 1'-0"



CIRCULATION LEGEND

- SFM TRUCK CIRCULATION
- SECONDARY SFM TRUCK CIRCULATION
- SFM AUTOMOTIVE CIRCULATION @ GRADE OR ON ROOF
- SECONDARY SFM AUTOMOTIVE CIRCULATION
- SFM MAIN PEDESTRIAN CIRCULATION
- SFM MAIN PEDESTRIAN CIRCULATION @ BUILDING INTERIOR
- PRIMARY VEHICULAR CIRCULATION AROUND SITE (THIS ROUTE WILL BE SIGNED)
- SECONDARY VEHICULAR CIRCULATION AROUND SITE



Memorandum

To: Elizabeth White / Wade Wietgreffe/ Chelsea Fordham – San Francisco Planning Department

From: José I. Farrán – Adavant Consulting
Luba Wyznyckyj – LCW Consulting

Date: July 12, 2022

Final Version

Re: San Francisco Market Expansion and Reconstruction Update
Addendum to the Transportation Impact Study – Case No. 2009.1153ENV

1 INTRODUCTION AND BACKGROUND

This memorandum documents the transportation and circulation assessment for the proposed revisions to the San Francisco Market (SFM),¹ referred to herein as the *revised project*. This analysis is an addendum to the previous transportation study² conducted in support of the project analyzed and approved in a Mitigated Negative Declaration (MND)³ and subsequent addendum⁴ for the expansion and reconstruction of the SFM (referred to herein as the *approved project*). The primary two differences between the approved project and the revised project are a longer construction period and phasing, as well as changes to the roadway and streetscape infrastructure requirements related to the vacation of Jerrold Avenue.

The SFM Campus is located in the Bayview Hunters Point neighborhood at 2095 Jerrold Avenue and consists of the Main Site, the 901 Rankin Street building, and the 2101 Jerrold Avenue building. The 2101 Jerrold Avenue building is a part of the SFM facility and because it is not proposed to change, it was not included as part of the approved project. No changes to the 2101 Jerrold Avenue building are proposed as part of the revised project. The 901 Rankin Street building is part of the approved project, and located across Rankin Street from the Main Site at the southeast corner of the intersection of Jerrold Avenue and Rankin Street; it was constructed after approval of the 2011 MND and 2012 MND

¹ Previously known as the San Francisco Wholesale Produce Market or SFWPM.

² San Francisco Wholesale Produce Market Retention and Expansion Project Transportation Study – Final Report, Adavant Consulting, Planning Department Case No.: 2009.1153, March 23, 2011.

³ San Francisco Planning Department, Final Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; July 5, 2011.

⁴ San Francisco Planning Department, Addendum to Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; June 4, 2012.

addendum. The remainder development of the SFM would occur at the Main Site, which has frontages along Toland Street, Kirkwood Avenue, Innes Avenue, and Rankin Street. The Main Site contains four primary buildings located at the four quadrants defined by the intersection of Jerrold Avenue and the I-280 freeway (see **Figure 1** on the next page). Each of these four buildings is currently occupied by an existing warehouse and, in some cases, additional accessory structures.

The SFM project analyzed in the 2011 MND is the same as the project contained in the 2012 MND addendum, with the focus of the addendum being the construction of the proposed Quint-Jerrold Connector Road to the east of the project site, which had not yet been defined at the time of the 2011 MND analysis.⁵The 2011 MND examined a range of development but focused on the maximum development scenario (474,805 gsf) within two areas, the Main Site centered on Jerrold Avenue, and the nearby building at 901 Rankin Street. The development of the 901 Rankin Street site was completed in 2015, and the building is now operational.

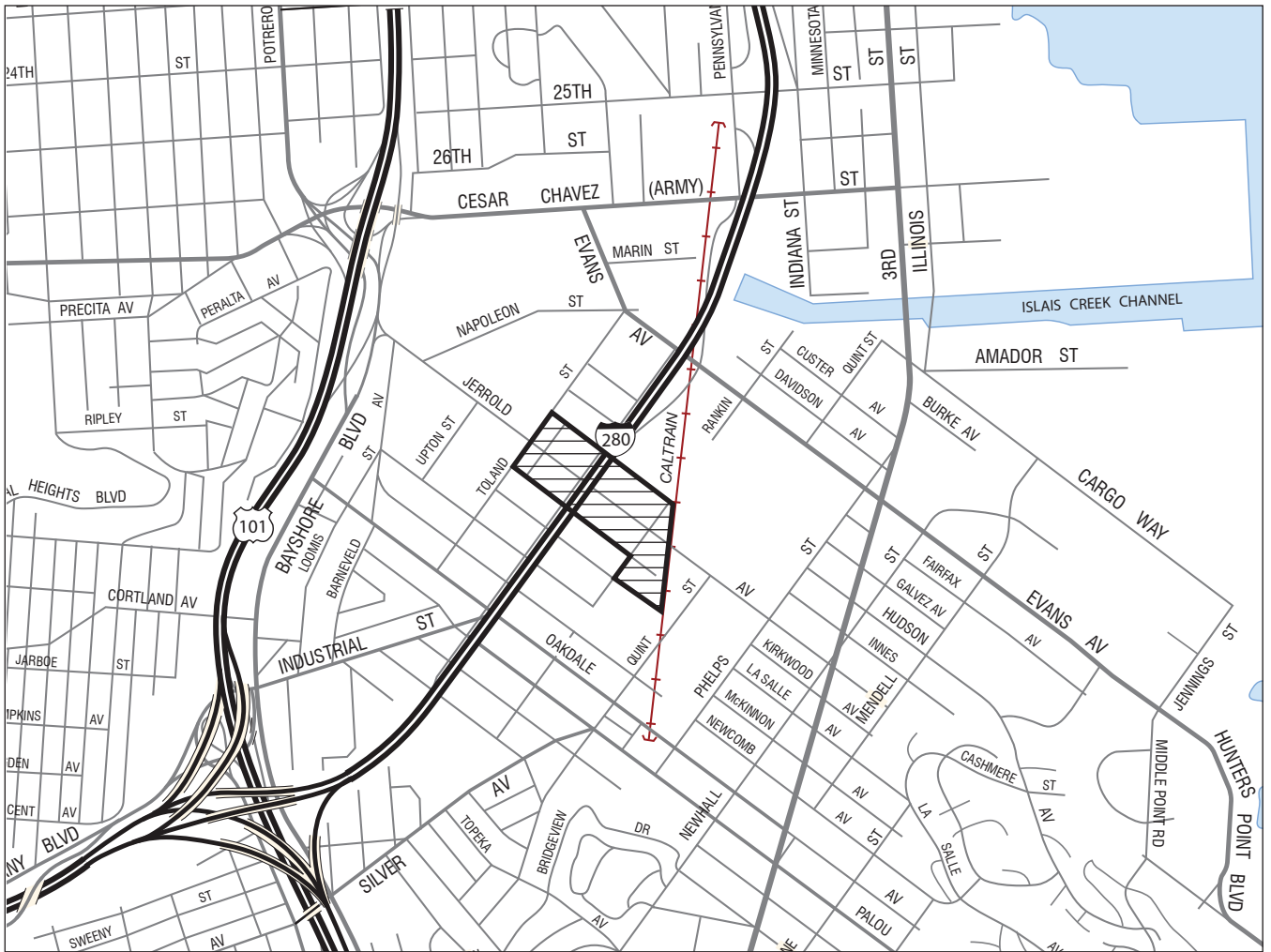
The subsequent sections of this transportation impact study addendum are organized as follows:

- Section 2: Project Location and Site Characteristics
- Section 3: Approved Project Description
- Section 4: Revised Project Description
- Section 5: Changes to Existing Setting since Approved Project
- Section 6: Revised Project Travel Demand
- Section 7: Significance Criteria
- Section 8: Methodology and Thresholds of Significance
- Section 9: Impact Assessment

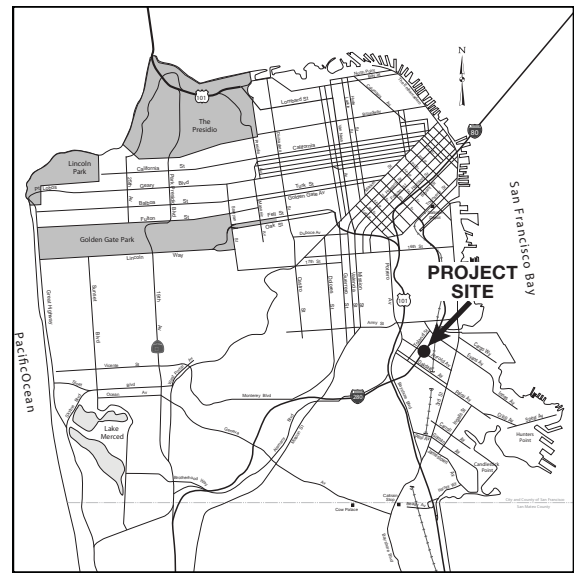
2 PROJECT LOCATION AND SITE CHARACTERISTICS

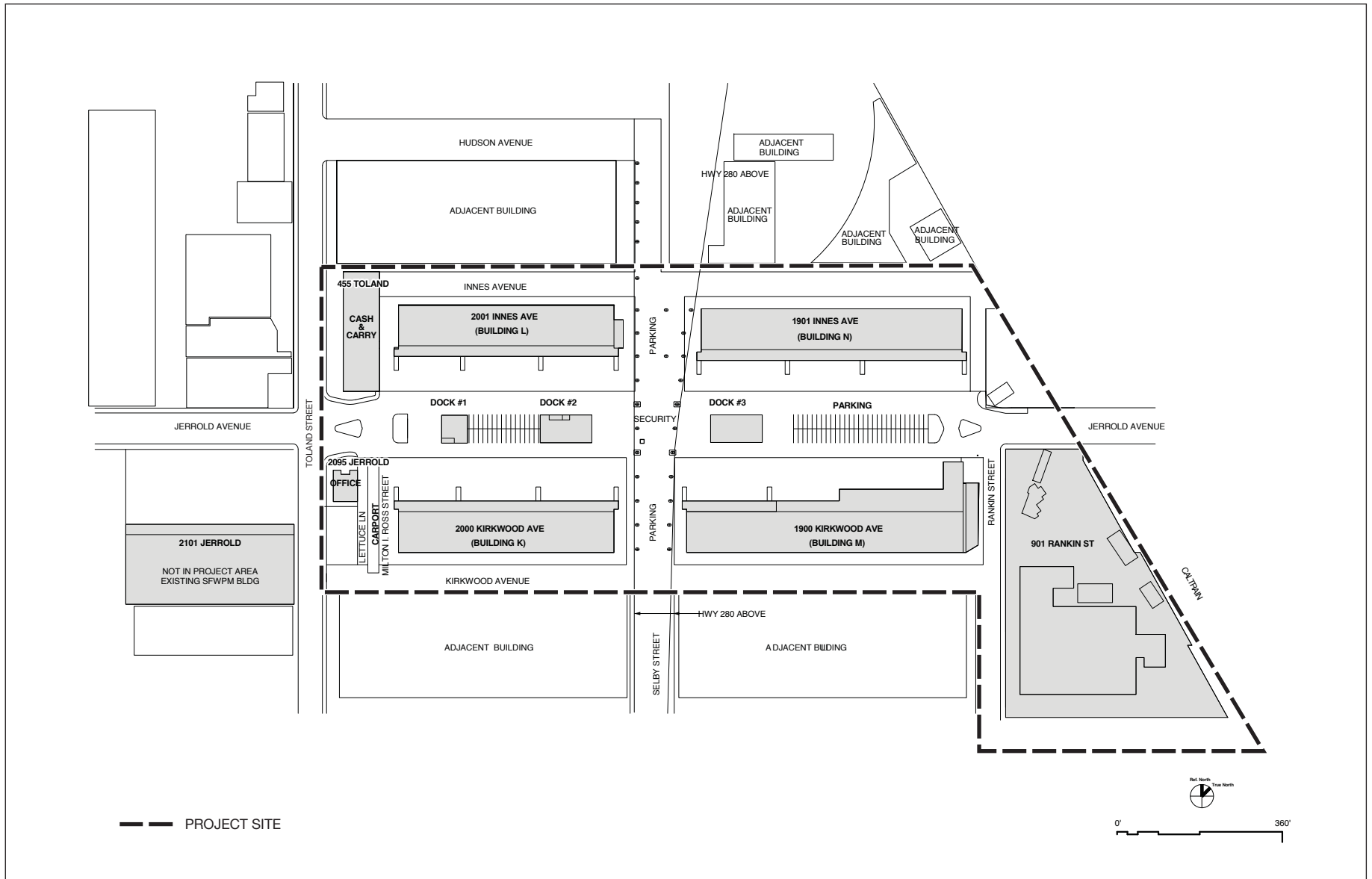
The project site is located in the Bayview Hunters Point Redevelopment Area - Project Area B, zoned PDR-2 (Core Production, Distribution, and Repair), and within an 80-E height and bulk district. The existing SFM Main Site currently occupies approximately eight acres located along Jerrold Avenue between Toland Street and Rankin Street; the already operational 901 Rankin Street site occupies about three acres (**Figure 2**).

⁵ The 2012 MND addendum was conducted to determine if the Quint-Jerrold Connector Road planned by the SFCTA, and unrelated to the SF Wholesale Produce Market Project evaluated in the 2011 MND, would change the circumstances surrounding the analysis of cumulative impacts analyzed in the 2011 MND. The 2012 MND addendum found that these changes would not result in new significant environmental effects not disclosed in the 2011 MND, increase the severity of identified effects, or necessitate new mitigation measures previously deemed infeasible.



Legend
 PROJECT SITE





Source: Jackson Liles Architecture, January 2010

The Main Site is bisected by the elevated I-280 freeway overpass, which runs parallel and above the existing Selby Street right-of-way. It contains four existing primary buildings located at each of the four quadrants defined by the intersection of Jerrold Avenue and Selby Street, under the I-280 freeway. They are referred to as 1901 Innes Avenue (NE quadrant), 1900 Kirkwood Avenue (SE quadrant), 2001 Innes Avenue (NW quadrant), and 2000 Kirkwood Avenue (SW quadrant). Each of these four main building sites is currently occupied by an existing SFM warehouse and in some cases additional docks and accessory structures. The design of these four buildings consists of a loading dock high concrete slab on grade building with an office mezzanine. Each building is similar to the others in size and construction, with structural steel frames and metal siding.

Table 1 provides a summary of the existing square footage of each building at the Main Site, plus the 901 Rankin Street building. As shown in the table, the four primary buildings at the Main Site contain approximately 275,000 gsf, while the 901 Rankin Street site includes about 82,600 gsf. The total currently built square footage within the project area is approximately 358,000 gsf, most of which (99 percent) is allocated to warehousing and its accessory office activities; there is a food retail area (about 750 gsf) on the west side of the Main Site.

Table 1
Existing (Year 2022) Land Uses by Building and Type (gsf)

Land Use Type	Main Site					901 Rankin Site ^[a]	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW)	2000 Kirkwood (SW)	Total		
Warehousing	70,197	50,718	66,122	46,888	233,925	62,361	296,286
Office	3,744	10,759	8,925	17,086 ^[b]	40,514	20,214	60,728
Restaurant/Café	0	0	750	0	750	0	750
Total	73,941	61,477	75,797	63,974	275,189	82,575	357,764

Note:

- a. The current building at 901 Rankin Street was constructed after approval of the 2011 MND and 2012 MND addendum, and opened for operations in 2015.
- b. Includes approximately 2,700 gsf of space previously used as a Bank of America branch, which was closed after approval of the 2011 MND and 2012 MND addendum, and is not expected to return.

Source: Jackson Liles Architecture – March 2022.

3. APPROVED PROJECT DESCRIPTION

LAND USE TYPES AND INTENSITIES

The approved project analyzed in the 2011 MND and 2012 MND addendum is a phased development plan that will replace the existing SFM buildings at the four quadrants of the Main Site. All the buildings located on the Main Site will be demolished, and new buildings at the four quadrants would be constructed (**Figure 3**).

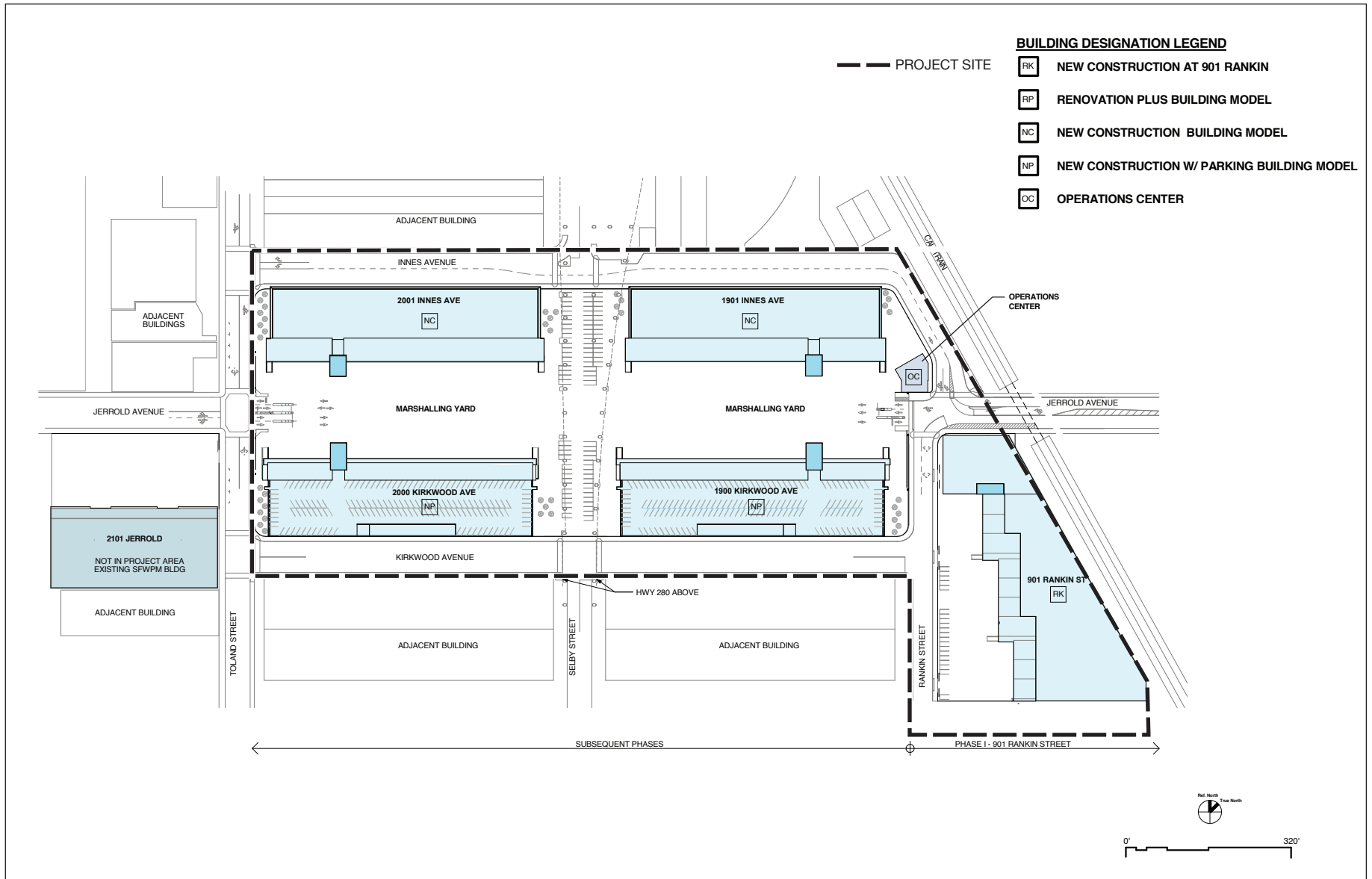
The new buildings will be taller, at 44 and 45 feet, have a bigger footprint than the existing buildings, and will house warehouse and accessory office functions. The square footage of each building at the Main Site plus the 901 Rankin Street building under the approved project are summarized by use in **Table 2**. The 901 Rankin Street building opened for operation in 2015 providing warehouse space, including refrigerated/cold storage areas, for grocery products. The total size of the already constructed building (82,575 gsf) is smaller than previously proposed under the approved project (114,258 gsf).

Table 2
Approved Project Land Uses by Building and Type (gsf)

Land Use Type	Main Site				Total	901 Rankin Site	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW)	2000 Kirkwood (SW)			
Warehousing	76,815	75,426	75,432	73,508	301,181	81,004	382,185
Office	14,407	12,656	13,647	14,666	55,376	23,235	78,611
Meeting Hall	0	0	0	0		10,009	10,009
Banking	0	0	0	3,250	3,250		3,250
Restaurant/Café	0	0	750	0	750		750
Total	91,222	88,082	89,829	91,424	360,557	114,258	474,805

Sources: SF Planning Department, Final Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; July 5, 2011, and Jackson Liles Architecture, March 2022.

As shown in the table, the approved project will increase the amount of existing warehousing space at each of the four buildings on the Main Site, from a range of approximately 47,000 to 70,000 gsf, as shown on **Table 1**, to a range of approximately 74,000 to 77,000 gsf per building, as shown on **Table 2**. The approved project will also increase the office space in two of the four warehouse buildings, from approximately 4,000 to 11,000 gsf per building to approximately 13,000 to 15,000 gsf per building. All four of the new buildings under the approved project will be of an overall similar size (around 90,000 gsf).



Source: Jackson Liles Architecture, March 2011

Under the approved project, the amount of restaurant/café space at the site remains unchanged compared to year 2011 or existing conditions. The approved project will also include approximately 3,300 gsf for retail banking, which was an existing use at the time the 2011 MND and 2012 MND addendum analysis was conducted. In addition, the approved project will include an approximately 4,000-gsf Operations Center in the northeast quadrant of the Main Site for support and service uses, a break area for truck drivers, and a truck center for minor maintenance activities and truck washing.

The southeast (1900 Kirkwood Ave) and southwest (2000 Kirkwood Ave) building sites will contain approximately 147 unenclosed parking spaces on the roofs of the warehouse portions of the buildings. The approved project will also include the removal of the existing on-street parking east of Toland Street and installation of angled back in parking along Innes and Kirkwood Avenues, for a total of 180 to 220 net new on-street parking spaces.⁶

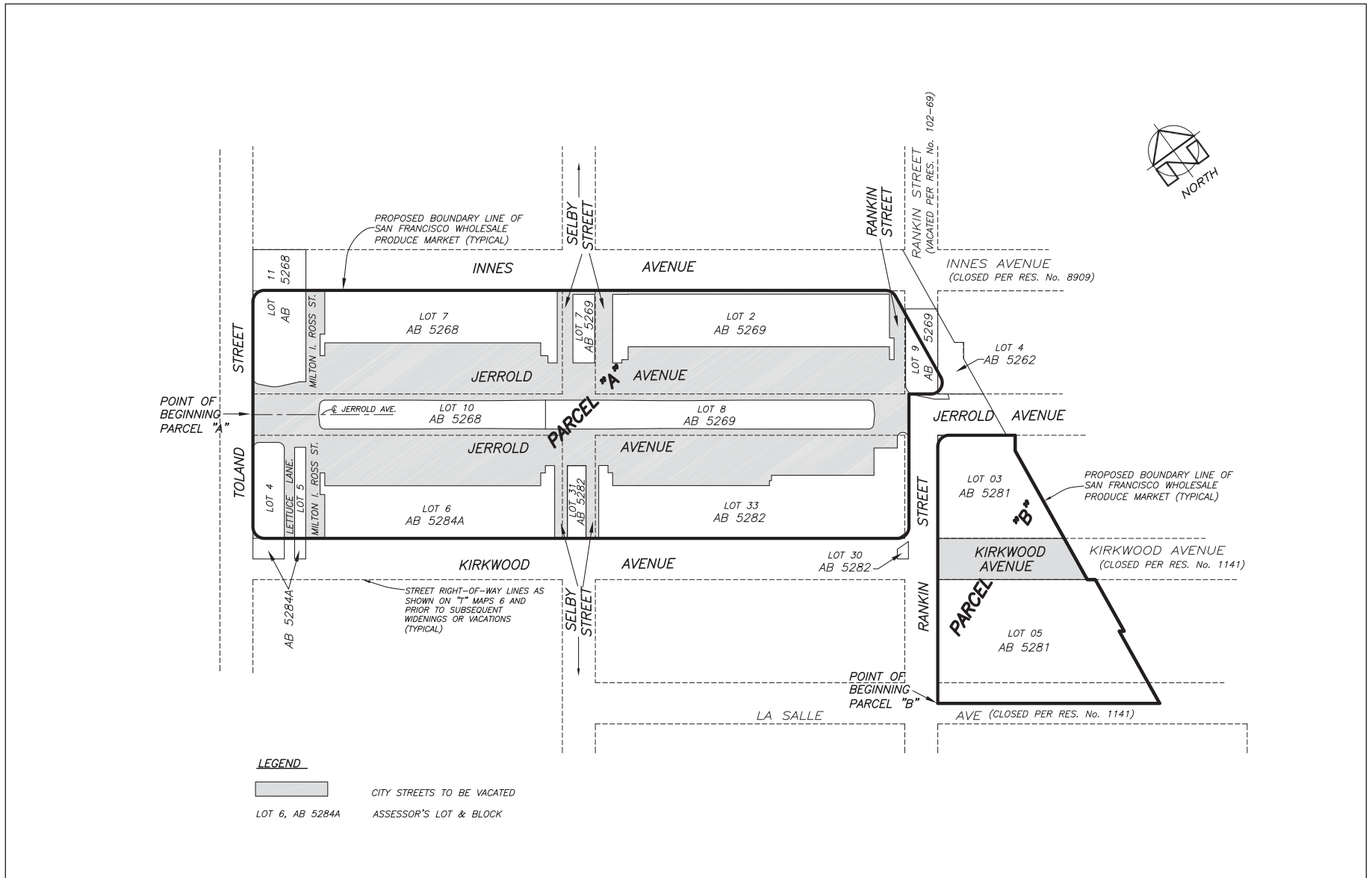
The approved project will change existing road right-of-ways at the Main Site that will be vacated and retained within City ownership (**Figure 4** and **Figure 5**). These right-of-ways include portions of Jerrold Avenue, Selby Street, Kirkwood Avenue (east of Rankin Street) and other associated smaller right-of-ways interior to the existing SFM facility, such as a portion of Rankin Street, Milton I. Ross Street, and Lettuce Lane. In addition, existing portions of SFM property will be dedicated road right-of-ways to provide for the extension of Innes Avenue, Kirkwood Avenue, and Rankin Street.

ROADWAYS, RIGHTS-OF-WAY, AND VEHICLE CIRCULATION

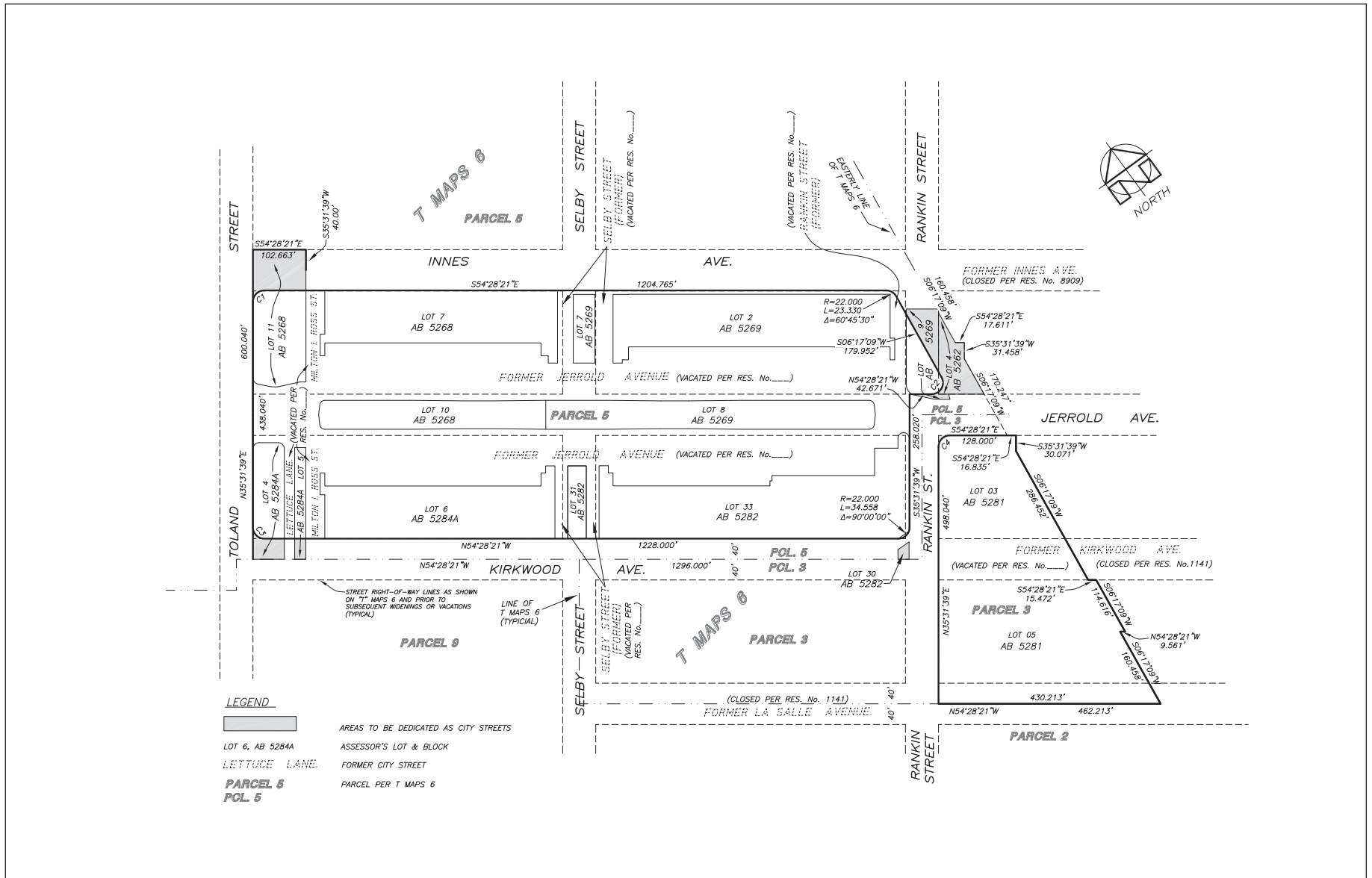
The approved project will vacate Jerrold Avenue on the Main Site and will reroute through-traffic around the Main Site on Innes Avenue, which will become the primary route for non-SFM destined traffic traveling through the area. The roadway network changes are described below and shown in **Figure 6**.

- Vacating the portion of Jerrold Avenue between Toland and Rankin streets. Vehicular traffic not related to the SFM will ultimately be rerouted to the north on an improved Innes Avenue.
- Vacating the portion of Selby Street (underneath I-280) between Innes and Kirkwood Avenues.
- Dedicating a portion of SFM to become a part of the Innes Avenue right-of-way, to allow the connection of Innes Avenue to Toland Street, and removing the existing Innes Avenue dead end.
- Dedicating a portion of SFM to become part of the Kirkwood Avenue right-of-way, to allow the connection of Kirkwood Avenue to Toland Street.

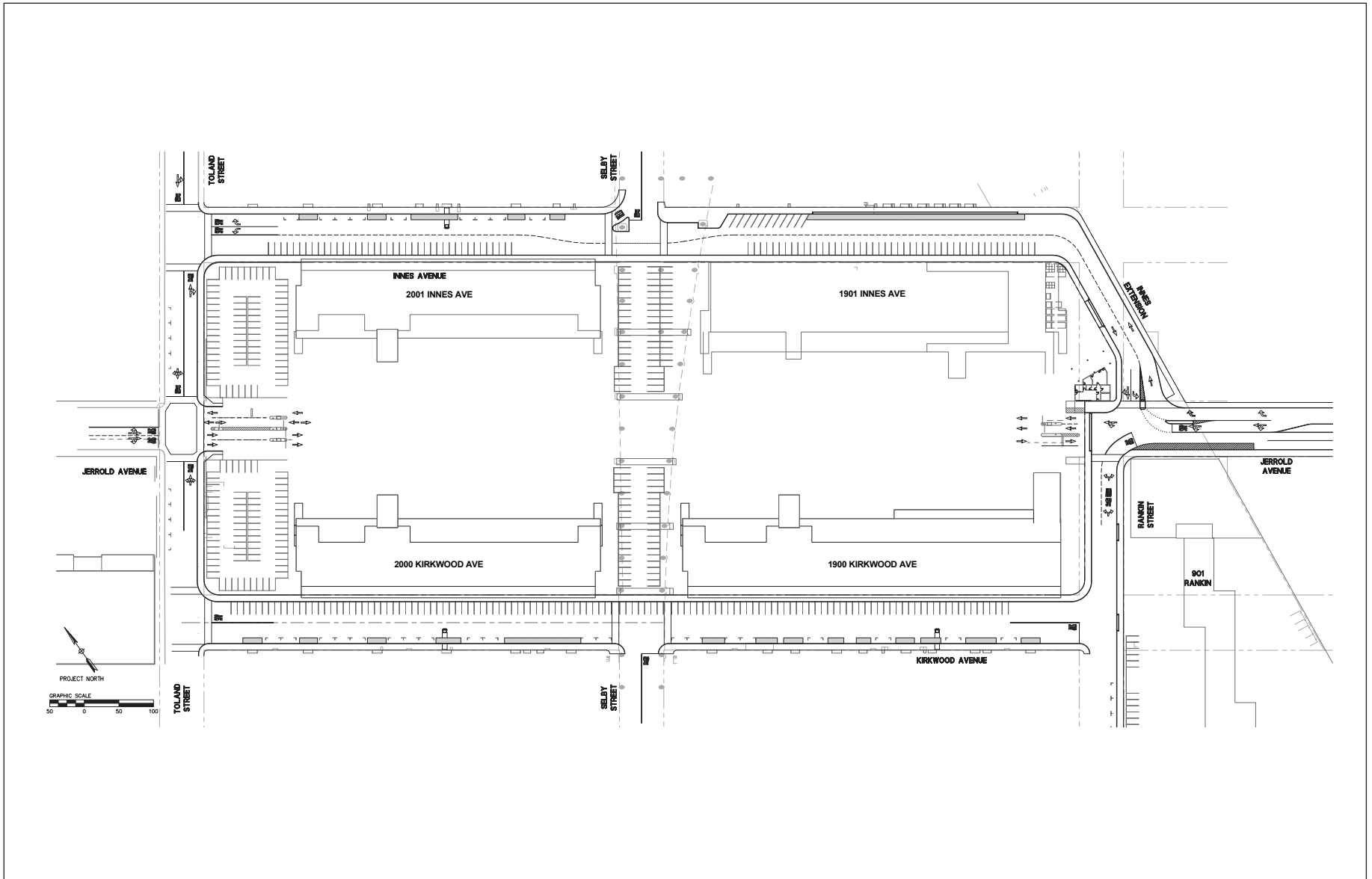
⁶ Approximately 140 spaces on Kirkwood Avenue and 60 spaces on Innes Avenue (total both sides).



Source: SF Wholesale Produce Market, September 2010



Source: SF Wholesale Produce Market, September 2010



Source: BKF Engineers, March 2011



- Relocating the portion of Rankin Street between Jerrold Avenue and Innes Avenue to parallel the existing and adjacent Caltrain right-of-way to become the Innes Avenue Extension, and reconfiguring the intersection of Jerrold Avenue and Rankin Street.

In addition to these infrastructure changes, the approved project assumed the San Francisco Municipal Transportation Agency (SFMTA) would reroute the Muni 23 Monterey bus prior to the closure of Jerrold Avenue between Toland and Rankin streets. The 2011 MND assumed that the 23 Monterey would be rerouted to Oakdale Avenue following the SFMTA recommended alignment under the Transit Effectiveness Program (TEP) by the time the approved project is implemented. The 23 Monterey has been operating on Oakdale Avenue since February 2020 due to the temporary closure of Jerrold Avenue just east of the project site, due to construction for a nearby San Francisco Public Utilities Commission (SFPUC) project.

CONSTRUCTION PHASING AND BUILDOUT

The proposed construction of the approved project includes three major phases, with the first phase focusing on the 901 Rankin Street site and all required roadway improvements, and the last two involving building demolition and new construction activities at the Main Site.

The first component of Phase I, which started after the approval of the 2011 MND and the 2012 MND addendum, consisted of the demolition of the existing structures at the 901 Rankin Street site and the construction of a new warehouse facility. Construction of the 901 Rankin Street building was completed in 2015, and its total size represents about 31,700 gsf less of development than approved in the 2011 MND and 2012 MND addendum. The second component of Phase I, which has not started yet, proposed to construct all roadway improvements discussed in the previous section, including the demolition of some secondary buildings and docks on the Main Site. The approved project proposed an approximately 18-month construction period for the entire Phase I.

Construction Phases II and III of the approved project would involve building construction on the Main Site, with each of these two phases having an approximately 24-month construction period, reaching project buildout in 2028.

Phase II would include demolition of the Produce Building and the two existing warehouses on the northeastern and southeastern quadrants of the Main Site, and construction of the 1901 Innes Avenue and 1900 Kirkwood Avenue buildings, as well as the Operation Center. Phase III would include demolition of the existing northwestern and southwestern quadrants warehouses, and construction of the 2001 Innes Avenue and 2000 Kirkwood Avenue buildings.

Building construction staging for equipment and materials for the approved project would occur within the Main Site or the 901 Rankin Street. No travel lane closures, or closure of crosswalks or pedestrian pathways would be expected, beyond the proposed permanent closure of Jerrold Avenue.

During construction of each building (901 Rankin Street plus the four buildings at the Main Site) there would be an average of between seven and 12 construction workers per day at the project site. Similarly, during construction of each building under the approved project there will be an average of between two and eight construction truck trips per day traveling to and from the project site, with the greatest number during the excavation and shoring phase.

4. REVISED PROJECT DESCRIPTION

This section describes the characteristics of the revised project, and compares them to those of the approved project.

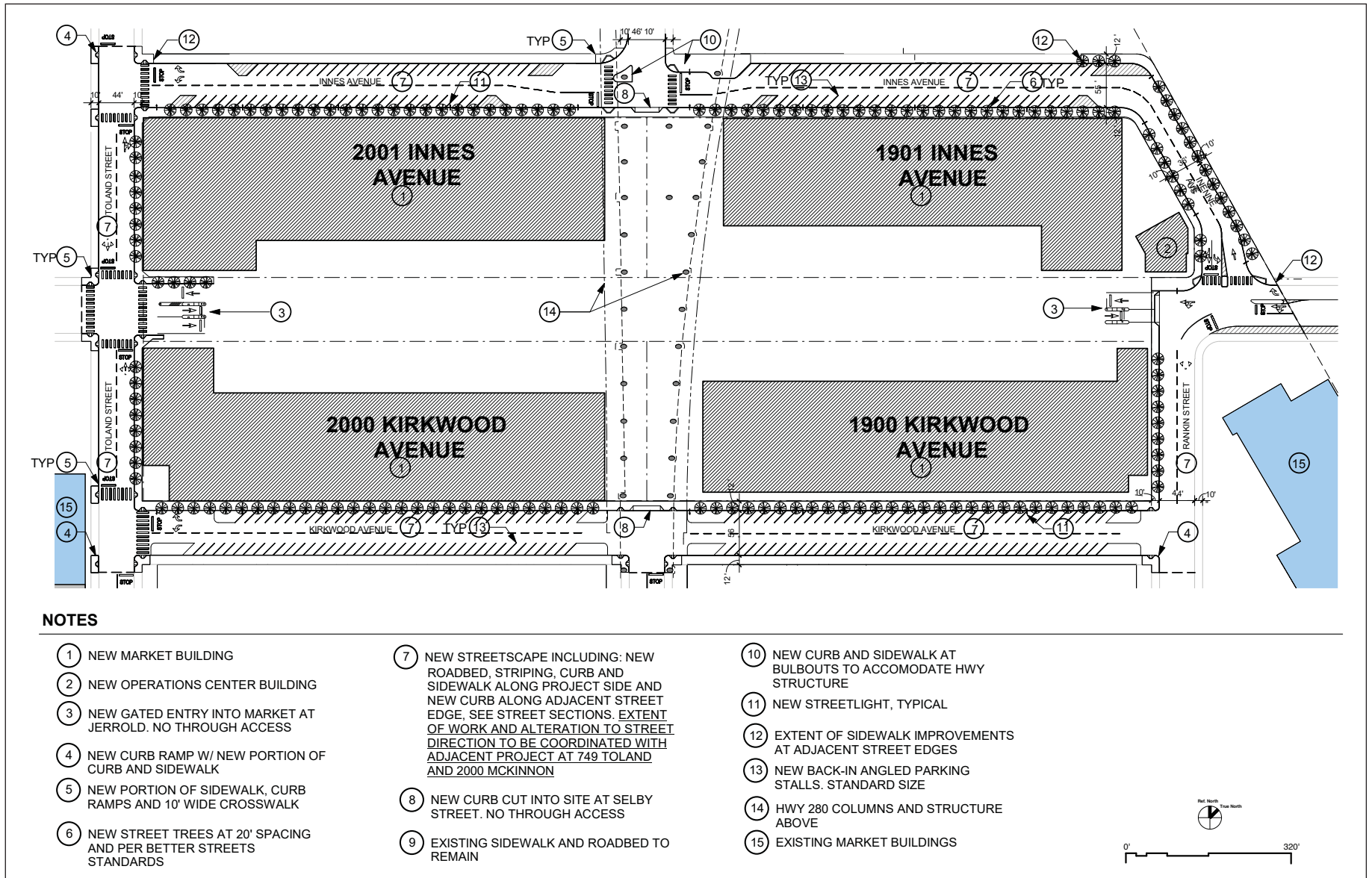
LAND USE TYPES AND INTENSITIES

Similar to the approved project, the revised project would demolish the existing SFM buildings at the four quadrants of the Main Site, and would construct new buildings at each of the four quadrants (**Figure 7** on the next page). The square footage of each building at the Main Site, plus the 901 Rankin Street building (already constructed), under the revised project are summarized by use in **Table 3**; a summary comparison between the approved and the revised projects is provided in **Table 4**.

Table 3
Revised Project Land Uses by Building and Type (gsf)

Land Use Type	Main Site					901 Rankin Site	Total Project Site
	1901 Innes (NE)	1900 Kirkwood (SE)	2001 Innes (NW) [a]	2000 Kirkwood (SW)	Total		
Warehousing	76,815	75,426	94,075	73,508	319,824	62,361	382,185
Office	14,407	12,656	16,668	17,916	61,647	20,214	81,861
Meeting Hall	0	0	10,009	0	10,009	0	10,009
Restaurant/Café	0	0	750	0	750	0	750
Total	91,222	88,082	121,502	91,424	392,230	82,575	474,805

Source: Jackson Liles Architecture – March 2022.



Source: Jackson Liles Architecture, April 2022

Table 4
Comparison of the Approved Project with the Revised Project

Land Use Type	Approved Project			Revised Project		
	Main Site	901 Rankin Site	Total Project	Main Site	901 Rankin Site ^(a)	Total Project
Warehousing	301,181	81,004	382,185	<i>319,824</i>	<i>62,361</i>	382,185
Office	55,376	23,235	78,611	<i>61,647</i>	<i>20,214</i>	<i>81,861</i>
Meeting Hall		10,009	10,009	<i>10,009</i>	0	10,009
Banking	3,250		3,250	0	0	0
Restaurant/Café	750		750	750	0	750
Total	360,557	114,258	474,805	<i>392,230</i>	<i>82,575</i>	474,805

Notes:

- a. The 901 Rankin Street building (82,575 gsf) is operational since 2015, and its total size represents about 31,700 gsf less of development than approved in the 2011 MND.
- b. Cells in *italics* denote a change from the approved project.

Sources: SF Planning Department, Final Mitigated Negative Declaration – San Francisco Wholesale Produce Market Project, Case No.: 2009.1153E; July 5, 2011, and Jackson Liles Architecture, March 2022.

No changes to the types of land uses, except banking, or the total intensity of the approved project (Main Site plus 901 Rankin Street site) are being proposed by the revised project. No changes to the approved height and bulk limits are being proposed by the revised project. As shown in **Table 4**, although the revised project represents the same amount of total development (474,805 gsf) as the approved project, the revised project proposes a shift of approximately 31,700 gsf of development from the 901 Rankin Street site to the Main Site, including the 10,000 gsf Meeting Hall. As seen in **Table 3**, this additional development would be added to the 2001 Innes Avenue (Northwest Quadrant) building, which would, as a result, be about 33 to 38 percent larger than the other three buildings. The proposed height of the building and the building concept remains unchanged. The additional square footage would be added to the building by adjusting its footprint to include approximately 18,700 additional gsf in the warehouse. The remainder, approximately 13,000 gsf, would be added at the partial second level (the larger second level area would not increase building footprint size or building height). In addition, the 3,250 gsf of banking use that was included at the Main Site under the approved project would be converted into general office space as part of the revised project.

Table 5 provides a summary of square footage by land use for existing 2022 conditions and the revised project. As shown in the table, the revised project represents an increase in total project area development of approximately 117,000 gsf, compared to existing 2022 conditions, all of which would occur at the Main Site. This increase in development is the same as the approved project. **Table 6** provides a similar land use comparison between year 2010 conditions (baseline year for the 2011 MND) and both the approved and the revised projects. The revised project represents an increase of approximately 149,400 gsf in total development compared to year 2010 conditions, the same as the approved project.

Table 5
Comparison of Existing and Revised Project Land Uses by Type (gsf)

Land Use Type	Existing (Year 2022)			Revised Project ^[a]			Existing (Year 2022) to Revised Project Buildout Net Growth		
	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total
Warehousing	233,925	62,361	296,286	<i>319,824</i>	<i>62,361</i>	382,185	85,899	0	85,899
Office	40,514	20,214	60,728	<i>61,647</i>	<i>20,214</i>	<i>81,861</i>	21,133	0	21,133
Meeting Hall	0	0	0	<i>10,009</i>	<i>0</i>	10,009	10,009	0	10,009
Banking	0	0	0	<i>0</i>	<i>0</i>	<i>0</i>	0	0	0
Restaurant/Café	750	0	750	<i>750</i>	<i>0</i>	<i>750</i>	0	0	0
Total	275,189	82,575	357,764	<i>392,230</i>	<i>82,575</i>	474,805	117,041	0	117,041

Note:

a. See **Table 4**; cells in *italics* denote a change from the approved project.

Source: Jackson Liles Architecture – March 2022.

Table 6
Comparison of Year 2010, Approved Project and Revised Project Land Uses by Type (gsf)

Land Use Type	Year 2010	Approved Project ^[a]	Year 2010 to Approved Project Net Growth	Revised Project ^{[a] [b]}	Year 2010 to Revised Project Net Growth
Warehousing	279,135	382,185	103,050	382,185	103,050
Office	42,837	78,611	35,774	<i>81,861</i>	39,024
Meeting Hall	0	10,009	10,009	10,009	10,009
Banking	2,717	3,250	533	<i>0</i>	-2,717
Restaurant/Café	750	750	0	<i>750</i>	0
Total	325,439	474,805	149,366	474,805	149,366

Note:

a. See **Table 4**.

b. Cells in *italics* denote a change from the approved project.

Source: Adavant Consulting – April 2022.

ROADWAY, RIGHTS-OF-WAY, AND VEHICLE CIRCULATION

The revised project would maintain, but revise the phasing for the proposed vacation of Jerrold Avenue on the Main Site, and the required roadway infrastructure that would be necessary to have through-traffic rerouted around the SFM for the approved project (see section 3.2 for Roadways, Rights-of-Way, and Vehicle Circulation, as well as [Figure 6](#) and [Appendix A](#)). See next section for details on revised project changes to construction phasing and buildout to the roadways.

CONSTRUCTION PHASING AND BUILDOUT

Under the approved project, both Kirkwood and Innes Avenues were required to be reconstructed prior to the vacation of Jerrold Avenue between Toland and Rankin streets. The revised project would vacate Jerrold Avenue (and other associated minor streets) and close it to non-SFM traffic about January 2023. This would occur approximately one year ahead of the start of new building construction, and prior to any Innes or Kirkwood Avenues improvements. Currently, the SFPUC has closed Jerrold Avenue between Rankin and Phelps streets, just east of the project site, due to construction for a nearby SFPUC project. In May 2028, the SFPUC expects to reopen the currently closed segment of Jerrold Avenue between Rankin and Phelps streets.

The revised project would construct the required off-site improvements on Innes Avenue in two steps: an interim condition (by August 2031), and a final condition (by June 2036), both paralleling the construction and subsequent occupancy of new buildings at the Main Site. The revised project would construct the Kirkwood Avenue improvements no later than June 2036, concurrent with the completion of the new 2001 Innes Avenue building.⁷ The revised project does not result in changes to previously proposed curb cuts, or access points to the Main Site or the 901 Rankin Street site.

Additionally, as described in Section 3.3 (Construction Phasing and Buildout), the pending construction of the approved project (excluding the 901 Rankin Street Building, which is already in operation) would occur in two major phases, with an overall duration of construction of about four years, concluding in 2028. The revised project and its associated roadway infrastructure would be built in about nine phases, over a period of approximately 16 and one half years. It would start with the demolition of existing facilities at the SE Quadrant and construction of the 1900 Kirkwood Avenue Building in January 2024, and would conclude with the occupancy of the 2000 Kirkwood Avenue Building in June 2041. [Table 7](#) provides a summary description of the expected development phases, together with their currently estimated start and end dates.

⁷ The Kirkwood Avenue improvements could be partially or completely constructed by the proposed San Francisco Gateway project immediately to the south of the Main Site instead of the SFM (see [Footnote 8](#) on [p. 19](#)). This project is currently undergoing environmental review.

Table 7
Revised Project Construction Phasing ^[a]
Listed by Start Date

Phase	Description	Start Date ^[b]	End Date ^[b]	Duration (months)
0 ^[c]	Closure of Jerrold Ave between Rankin and Phelps by SFPUC	Jan 2021	May 2028	76
1	Closure of Jerrold Ave between Toland and Rankin by the SFM	Jan 2023	----	Permanent
2	Demolition of the existing 455 Toland St building (NW Quadrant), and grading for new surface parking lot.	N.A.	Apr 2023	----
3	Vacation of Jerrold Ave, and other minor right-of-way areas at the Main Site.	May 2023	May 2023	1
4	Demolition of existing SE Quadrant Building (M) and dock, and construction of 1900 Kirkwood Ave Building	Jan 2024	Apr 2025	16
5	Demolition of existing structures to connect the west side of Innes Ave with Toland St, and the east side of Innes Ave with Rankin St (Innes Ave Extension); construction of new road bed, curb, gutter, and street markings on these two street segments. Provision of temporary raised pedestrian pathway, including curb ramps, striping, and signage on the south side of Innes Ave and Innes Ave Extension, from Toland St to Rankin St.	Mar 2030	Aug 2031	18
6	Demolition of existing NE Quadrant Building (N) and construction of 1901 Innes Ave Building	May 2030	Aug 2031	16
7	Demolition of any temporarily built roadway and pedestrian facilities on Innes Ave, and construction of new road bed, curb, gutter, and street markings. Provision of permanent sidewalk, street trees, lighting and other streetscape components on the south side of Innes Avenue, and on both sides of Innes Ave Extension. Construction of new intersection at Toland Street and Kirkwood Avenue, and reconstruction of Kirkwood Avenue from Toland to Rankin streets, including curb, gutter, roadbed, and below grade infrastructure, plus new sidewalk, street trees and lighting on the north side.	Jan 2035	Jun 2036	18
8	Demolition of existing NW Quadrant Building (L) and dock, plus surface parking lot, and construction of 2001 Innes Ave Building.	Mar 2035	Jun 2036	16
9	Demolition of existing SW Quadrant Buildings (K and Produce Building), carport, and surface parking lot, and construction of 2000 Kirkwood Ave Building.	Mar 2040	Jun 2041	16

Notes:

- a. See **Appendix A** for the project construction phasing and streetscape diagrams.
- b. Dates are an approximate estimate by the SFM.
- c. This item is separately performed by the SFPUC and is not part of the revised project.

Source: Jackson Liles Architecture – May 2022.

Based on the phased development schedule presented in **Table 7**, there would be four distinct periods during construction and subsequent occupancy of the four primary buildings at the Main Site, related to the construction of the required off-site right-of-way improvements (dates are approximate):

- During Phases 1, 2, 3 and part of Phase 4:** January 2023 through April 2028 (± 5.3 years) – The 1900 Kirkwood Ave building has been built and is occupied. Jerrold Avenue between Toland and Rankin streets has been permanently closed to through traffic by the SFM, while the segment between Rankin and Phelps streets remains temporarily closed by the SFPUC; Innes Avenue remains in its current condition (no direct access to Toland or Rankin streets).
- From the remainder of Phase 4 through Phase 6:** May 2028 through August 2031 (± 3.3 years) – The 1900 Kirkwood Ave building is occupied, and the 1901 Innes Ave building is under construction. Jerrold Avenue between Rankin and Phelps streets has been reopened by the SFPUC; there is no direct access from Innes Avenue onto Toland or Rankin streets. During Phase 6, Innes Avenue is under construction to provide interim connectivity between Toland and Rankin streets.
- From the end of Phase 6 through the completion of Phase 8:** August 2031 through June 2036 (± 5 years) – The 1900 Kirkwood Ave and the 1901 Innes Ave buildings are occupied, and the 2001 Innes Ave building is under construction. Innes Avenue between Rankin and Toland streets is available on an interim basis. The Innes Avenue Extension and the new intersections at Jerrold and Innes Avenues and Toland Street and Innes Avenue have been built to its final configuration, including curb, gutter and roadbed construction plus below grade infrastructure. The work excludes permanent sidewalks, street trees and lighting, but includes the provision of a temporary raised pedestrian pathway along the south side of the street from Toland Street to the southeast terminus of the Innes Avenue Extension.

In Phase 7, construction would start for a permanent curb, gutter, roadbed, sidewalks, striping for on-street parking, street trees and lighting on Innes Avenue from the north sidewalk curb to the SFM property line on the south side. Reconstruction of Kirkwood Avenue from between Toland and Rankin streets from the south sidewalk curb to the SFM property line on the north side, and the new intersection at Toland Street and Kirkwood Avenue are also underway, including curb, gutter, roadbed, striping, and below grade infrastructure, plus sidewalks, street trees and lighting on the north side.⁸
- End of Phase 8 to end of Phase 9:** July 2036 through June 2041 (± 5 years) – The 1900 Kirkwood Ave, the 1901 Innes Ave, and the 2001 Innes Ave buildings are

⁸ A new 2.2 million gsf PDR development (San Francisco Gateway) is being proposed at the two large lots immediately to the south of the SFM site, at 749 Toland Street and 2000 McKinnon Avenue, which is currently under review by SF Planning. The project would improve Kirkwood Avenue between Toland and Rankin Streets, including the provision of a new roadbed with curb, gutter and sidewalk along the south edge of Kirkwood Avenue, and a new curb and gutter along the north edge of Kirkwood Avenue (along the SF Market's street frontage). The project also includes designating this portion of Kirkwood Avenue as a one-way eastbound street. A project variant has also been included that expands the streetscape improvements to include the sidewalk along the SFM street frontage on the north edge of Kirkwood Avenue. If the San Francisco Gateway project is completed before June 2036, then the SFM would only be responsible, as part of its project, for the constructing of the north sidewalk along Kirkwood Avenue before June 2036, instead of having to build a new sidewalk plus roadway. If the San Francisco Gateway variant is selected instead of the San Francisco Gateway project, and the work is completed before June 2036, no additional infrastructure improvements would be required to be built by the SFM along Kirkwood Avenue.



occupied, and the 2000 Kirkwood building would be built during this period. Innes and Kirkwood Avenues between Rankin and Toland streets have been fully reconstructed to their final configuration, including curb, gutter and roadbed construction, below grade infrastructure, and striping for on-street parking. South side improvements on Innes Avenue and north side improvements on Kirkwood Avenue, including sidewalk, street trees, permanent lighting, and signage are provided.

Construction Demand

The duration of construction of the new buildings at the Main Site under the revised project would be longer than under the approved project. As shown in **Table 7**, it is anticipated that, under the revised project, demolition of existing facilities and construction of each new individual building at the Main Site would take approximately 16 months or a total of 64 months. The approved project estimated construction of every two buildings would take approximately 24 months or a total of 48 months. Therefore, the construction of the revised project would take 16 months longer than the approved project.

No changes are anticipated between the approved project and revised project for building construction staging for equipment and materials, other travel lane changes (beyond the permanent closure of Jerrold Avenue), or average and peak hour construction worker and truck demand for each building. **Table 8** presents the approximate duration in months, and daily number of construction trucks and construction workers traveling to and from the Main Site during construction of each individual building. It is anticipated that under the revised project there would be an average of between two and eight truck trips per day traveling to the project site, with the greatest number during the excavation and grading phase. There would also be an average of between seven and 12 construction workers per day at the project site. The mode of travel of construction workers is not known, however, it is anticipated that the majority of workers would drive to and from the site; some workers may take transit or bicycle.

Table 8
Revised Project Individual Building Construction Duration
and Average Number of Daily Construction Trucks and Workers ^[a]

Construction Phase	Approximate Duration (months)	Number of Daily Construction Trucks ^[b]		Number of Daily Construction Workers	
		Peak	Average	Peak	Average
Demolition	1.5	8	4	18	8
Excavation and grading	0.5	16	8	18	8
Foundation/below grade construction	2	12	6	16	7
Base building and exterior finishing	9	8	2	24	12
Interior finishing	3	8	2	24	12
Total	16				

Notes:

- a. The average and peak hour construction worker and truck demand for each building under the revised project would be the same as for the approved project.
- b. Represents all trucks arriving at the construction site, including multiple trips to the site made by the same truck.

Source: Jackson Liles Architecture – April 2022.

5. CHANGES TO EXISTING SETTING SINCE APPROVED PROJECT

The roadway and sidewalk facilities adjacent to and within the project site remain, for the most part, the same as described in Chapter 2 of the 2011 transportation study prepared in support of the 2011 MND. However, since approval of the project MND in 2011 and the subsequent addendum in 2012, the following transportation network and transit service changes have been implemented within the study area:

1. Construction of the 901 Rankin Street building within the SFM site started in 2012, following the approval of the MND addendum; the building became operational in 2015. As part of this project, the SFM built a new sidewalk on the east side of Rankin Street from north of McKinnon Avenue to Jerrold Avenue, and on the south side of Jerrold Avenue from Rankin Street to the Caltrain tracks. The new sidewalks include landscaping and installation of ADA ramps.
2. In January 2021, the SFMTA temporarily closed Jerrold Avenue between the Caltrain tracks and Phelps Street to vehicle, bicycle, and pedestrian traffic as part of construction of the Biosolids Digester Facilities at the nearby SFPUC Southeast Treatment Plant; the roadway is expected to reopen in May 2028. East-west traffic in the area is directed at Toland Street (west of the SFM site) and at Phelps Street to use Evans or Oakdale avenues as alternate routes.
3. As part of SFPUC’s construction activities at the Southeast Treatment Plant and the temporary closure of Jerrold Avenue between Phelps Street and the Caltrain tracks, the SFMTA rerouted the 23 Monterey bus route in February 2020. The portion of the 23 Monterey route that ran on Toland Street, Jerrold Avenue, and Phelps Street was

rerouted to Oakdale Avenue, Industrial Street, and Palou Avenue. On Palou Avenue the 23 Monterey stops at the existing bus stops 24 Divisadero, while on Oakdale Avenue new bus stops were installed at Loomis Street (westbound), Barneveld Avenue (eastbound), and Toland Street (eastbound and westbound).

Table 9 provides a comparison of traffic volumes in the vicinity of the project site during the a.m. peak hour (the 60-minute interval with the highest traffic volume is between 7 a.m. and 9 a.m.) in 2010 and 2021; the locations of the count intersections are shown in **Figure 8**, and the detailed count data is included in **Appendix D**. In the aggregate, both data sets are within six percent of each other (4,900 vehicles in 2010 vs 4,600 vehicles in 2021). The 2021 counts reflect the changes in travel patterns due to the temporary closure of Jerrold Avenue between the Caltrain tracks and Phelps Street in January 2021 by the SFMTA for construction activities at the SFPUC Southeast Treatment Plant, as well as construction truck traffic traveling to and from the SFPUC site primarily via Evans Avenue.

Table 9
Traffic Volume Comparison between Years 2010 and 2021
AM Peak Hour

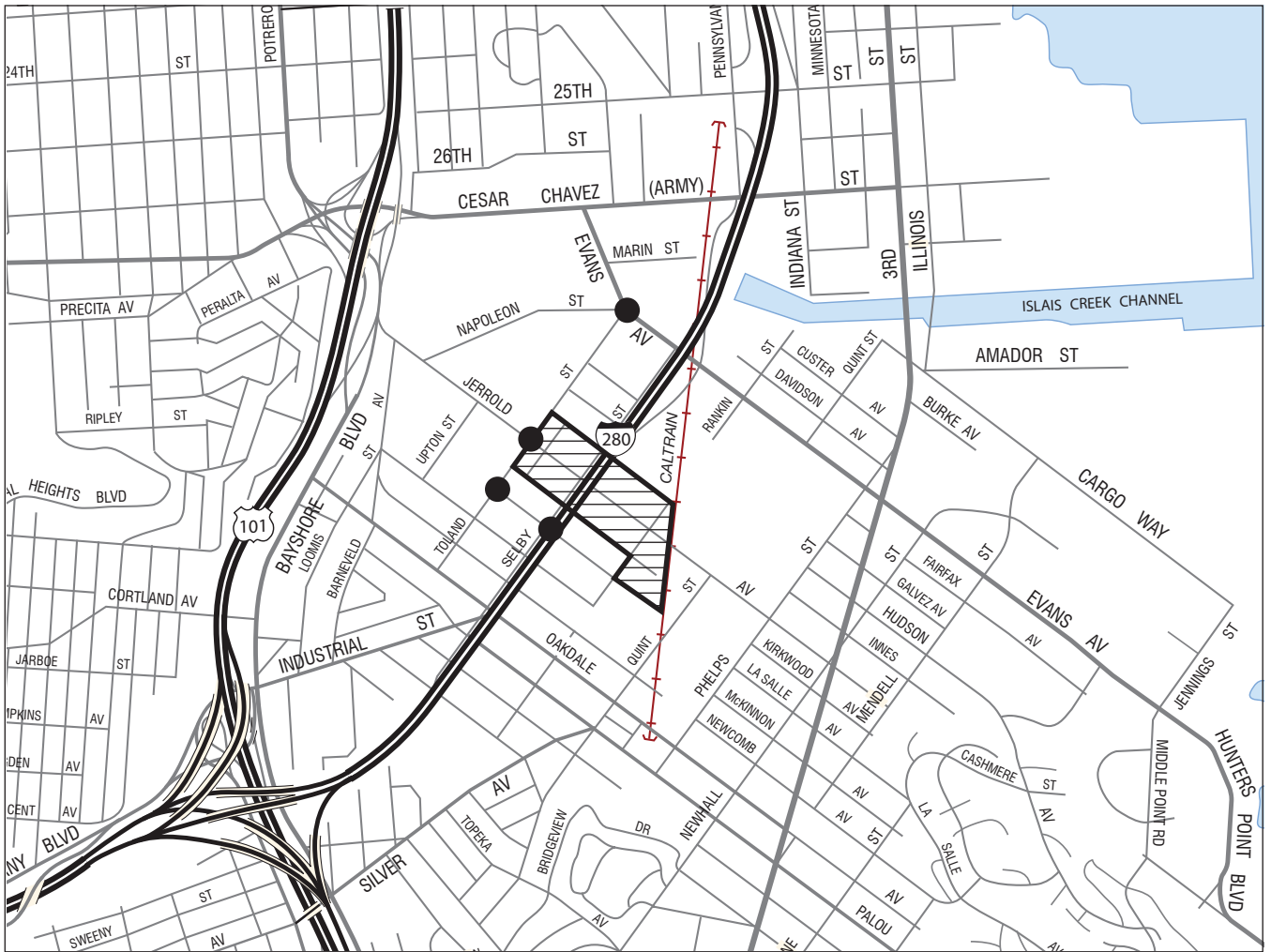
Location		Two-way Traffic		Change from 2010 to 2021	
		April 2010	November 2021	Volume	Percent
Jerrold Ave	west of Toland St	515	307	-208	-40%
	east of Toland St	549	277	-272	-50%
Evans Ave	north of Napoleon St	1,135	1,232	97	9%
	east of Toland St	859	1,037	178	21%
Oakdale Ave	east of Toland St	748	860 ^[a]	112	15%
Toland St	south of Evans Ave	317	233	-84	-26%
	north of Jerrold Ave	366	300	-66	-18%
	south of Jerrold Ave	400	346	-54	-14%
Total		4,889	4,592	-297	-6%

Note:

- a. Estimated value based on adjusted year 2018 counts.



Source: Advant Consulting – April 2022.

As shown in the table, there is a decrease of about 210 to 270 vehicles per hour on Jerrold Avenue, and an increase of 100 to 180 vehicles per hour on Evans Avenue, which is used as the northern alternate route for east-west travel. The a.m. peak hour traffic volume increases of about 110 vehicles per hour can be found on Oakdale Avenue, the southern alternate route for east-west travel (a 60 percent of the increase on Evans Avenue east of Toland Street). North-south traffic on Toland Street has decreased by about 55 and 85 vehicles during the a.m. peak hour. Based on the data presented in the table, overall a.m. peak hour traffic in the area has decreased by approximately 6 percent between 2010 and 2021.



Source: Adavant Consulting

Legend

-  PROJECT SITE
-  INTERSECTION COUNT



6 REVISED PROJECT TRAVEL DEMAND

This section presents the travel demand for the revised project and compares it with the demand for the approved project.

TRAVEL DEMAND METHODOLOGY

Travel demand for the approved project was estimated consistent with the methodology presented in chapter 3 of the 2011 TIS⁹ and the 2002 Transportation Impact Analysis Guidelines for Environmental Review (2002 SF Guidelines),¹⁰ as applicable to the study. Because the SF Guidelines do not include travel demand data for non-standard wholesale land use types such as a produce market, a project-specific methodology was developed and applied to account for the trip making patterns of the approved project. This methodology was based on surveys and vehicle classification counts collected at the site, specifically for the analysis, to understand the travel demand characteristics of the specialized operations that take place at the SFM.

Given that the project represents a non-standard wholesale land use (produce market) for which specific trip generation rates, mode of travel splits, and geographic trip distributions had been developed as part of the analysis of the approved project, the same assumptions were applied for determining travel demand for the revised project. Consistent with the methodology presented in the 2011 TIS, the travel demand analysis for both the approved and revised projects presented in the table represent the net-new increase in trips to and from the project site above the existing conditions in 2011. Trip generation calculation sheets and summaries for the revised project are attached to this memorandum as [Appendix B](#).

TRAVEL DEMAND COMPARISON

Table 10 summarizes the daily and a.m. peak hour person trips for the approved and the revised projects. Although both the approved and the revised projects have the same amount of net new development (149,366 gsf, as shown on **Table 6** in the revised project description), the revised project would generate fewer daily and a.m. peak hour person trips than the approved project. This is because the revised project would not include a bank use¹¹ and the total 3,250 gsf allocated to the bank under the approved project (i.e., 2,717 gsf existing plus 533 gsf additional) was reallocated to office use under the approved project. As shown on **Table 10**, the revised project would generate about 12 percent fewer daily person trips (428 fewer person trips), and 4 percent fewer a.m. peak hour person trips (eight fewer person trips) than the approved project.

⁹ *San Francisco Wholesale Produce Market Retention and Expansion Project Transportation Study*– Final Report, Adavant Consulting, Case No.: 2009.1153, March 23, 2011.

¹⁰ *Transportation Impact Analysis Guidelines for Environmental Review*, San Francisco Planning Department, October 2002.

¹¹ Travel demand associated with a bank is considered a retail use and more trips are associated with retail use than office use.

Table 10
Net-New Weekday Daily and AM Peak Hour Person Trips
Approved Project and Revised Project

Land Use Type	Approved Project			Revised Project		
	Net Size (gsf) ^[a]	Person Trips		Net Size (gsf) ^[a]	Person Trips	
		Daily	AM Peak Hour		Daily	AM Peak Hour
Warehousing	103,050	1,237	87	103,050	1,237	87
Office	35,774	648	57	39,024	706	62
Meeting Hall	10,009	1,501	40	10,009	1,501	40
Banking	533	80	2	-2,717 ^[b]	-406 ^[b]	-11 ^[b]
Restaurant/Café	0	0	0	0	0	0
Total	149,366	3,466	186	149,366	3,038	178
Change from Approved Project				0	-428	-8
				0%	-12%	-4%

Notes:

- a. Net new gsf over year 2011 conditions at the SFM.
- b. Under the revised project, there would be no expansion of the bank use as proposed under the approved project (533 gsf over year 2011 conditions) and the existing bank use (2,717 gsf) would be eliminated.

Source: Adavant Consulting – April 2022

Table 11 summarizes the a.m. peak hour person trips by way of travel and vehicle trips for the approved and the revised projects. As shown in **Table 11**, during the a.m. peak hour, the revised project would generate fewer person trips by auto and transit ways of travel than the approved project, while it would generate one additional person trip by other ways of travel (such as walk, bicycle, motorcycle or taxi/TNC vehicles). During the a.m. peak hour, the revised project would generate six fewer vehicle trips than the approved project.

Table 11
Net-New Trip Generation by Way of Travel – AM Peak Hour Person Trips ^[a]
Approved Project and Revised Project

Project Version	Person Trips by Way of Travel				Vehicle Trips
	Auto	Transit	Other ^[b]	Total	
Approved Project	164	13	9	186	116
Revised Project	156	12	10	178	110
Change from Approved Project	-8	-1	1	-8	-6

Notes:

- a. Net new uses over year 2011 conditions at the SFM.
- b. “Other” includes walk, bicycle, motorcycle, and taxi modes.

Source: Adavant Consulting – April 2022

Table 12 summarizes the daily delivery and service vehicle trip generation for the approved and revised projects, as well as the peak hour loading space demand. Delivery/service loading demand calculations for the revised project is included in **Appendix C**. Because under the revised project there would be a shift of 3,250 gsf from banking to office uses, the revised project would generate ten fewer daily delivery and service vehicle trips. The revised project would generate a demand for 52 additional loading spaces during the peak hour of loading activities, which is one less space than the approved project’s loading demand.

The 2002 SF Guidelines under which travel demand for the approved project was estimated did not include a methodology for estimating passenger loading space demand. The 2019 SF Guidelines¹² include a methodology for calculating passenger loading demand during the peak demand hour. Passenger loading space demand is expressed as the number of loading spaces generated by the land uses during any one minute of the peak 15 minutes of the average peak hour. Applying the 2019 SF Guidelines methodology, the revised project would result in an a.m. peak hour loading space demand of one space during the peak 15 minutes of the p.m. peak hour. Detailed passenger loading demand calculations for the revised project are included in **Appendix C**.

Table 12
Net-New Delivery/Service Vehicle-Trips and Passenger Loading Space Demand
Approved Project and Revised Project

Project Version	Net New Delivery/Service Loading Demand		Net New Passenger Loading Demand ^[b]	
	Daily Truck Trip Generation	Peak Hour Loading Spaces ^[a]	Peak Hour Person Trips	Peak 15-minute Loading Spaces
Approved Project	176	53	N.A.	N.A.
Revised Project	166	52	16	1
Change from Approved Project	-10	-1	N.A.	N.A.

Notes:

- a. Based on field data collected for the approved project, assumes 12-hour delivery period and 4-hour loading/unloading duration.
- b. The transportation analysis of the approved project did not include a methodology for estimating passenger loading space demand. Therefore, passenger loading demand for approved project and change from approved project is indicated as N.A. (not available).

Source: Adavant Consulting – April 2022

¹² *Transportation Impact Analysis Guidelines*, San Francisco Planning Department, February 2019 (Updated October 2019).



7 SIGNIFICANCE CRITERIA

The transportation significance criteria were updated as part of the 2019 SF Guidelines. The criteria for determining the significance of impacts for the revised project are consistent with the environmental checklist in Appendix G of the CEQA Guidelines, as modified by the department. For the purpose of this analysis, the bullet points below were used to determine whether implementing the revised project would result in a new or more severe transportation and circulation impacts than were previously identified in the 2011 MND. Implementation of the revised project would have a significant effect on transportation and circulation if the project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which pertains to vehicle miles travelled (VMT);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or
- Result in inadequate emergency access.

The department uses significance criteria to facilitate the transportation analysis and address the Appendix G checklist. The criteria are as follows:

Construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling or substantially delay public transit.

Operation of the project would have a significant effect if it would:

- Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations.
- Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.
- Substantially delay public transit.
- 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.
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit.

As described above, the revised project would generate fewer daily and a.m. peak hour person trips and daily and peak hour truck trips than the approved project. Therefore, the below analysis does not discuss any operational impacts associated with revised project trips. Instead, the operational impact analysis is only on the revised project's changes to the approved project's construction phasing and buildout for the topics of potentially hazardous conditions, accessibility, and public transit delay.

Additionally, this addendum reflects two changes because of state and local actions. The state amended CEQA to remove automobile delay as a consideration (CEQA section 21099(b)(2)). In March 2016, Planning Commission resolution 19579 implemented this state-level change in San Francisco. In February 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). With that update, the department deleted the transit capacity impact criterion. The deletion is consistent with state guidance about the environmental benefits of new transit riders and to reflect funding sources for, and policies that encourage, additional ridership.¹³ Accordingly, this addendum does not evaluate the revised project's impact on automobile delay or transit capacity.

8 METHODOLOGY AND THRESHOLDS OF SIGNIFICANCE

CONSTRUCTION IMPACTS

The analysis for addressing project construction impacts uses preliminary project construction information for the revised project and evaluates whether the revised project would result in new or more severe construction impacts than were identified in the 2011 MND under the approved project. The evaluation addresses the staging and duration of construction activities, estimated daily worker and truck trips, truck routes, roadway and/or sidewalk closures, and evaluates the effects of construction activities on people walking, bicycling, or driving, and riding public transit and emergency vehicle operators.

POTENTIALLY HAZARDOUS CONDITIONS

A "hazard" refers to a project generated vehicle potentially colliding with a person walking, bicycling, or driving or public transit vehicle that could cause serious or fatal physical injury, accounting for the aspects described below. Human error or non-compliance with laws, weather conditions, time-of-day, and other factors can affect whether a collision could occur. However, for purposes of CEQA, hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. This analysis focuses on hazards that could reasonably stem from the project itself, beyond collisions that may result from aforementioned non-engineering aspects or the transportation system as a whole.

¹³ San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.



Therefore, the methodology qualitatively addresses the potential for the revised project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or public transit operations, and evaluates whether the revised project would result in new or more severe potentially hazardous conditions than were identified in the 2011 MND under the approved project. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking, bicycling, or driving.

ACCESSIBILITY

The methodology qualitatively addresses the potential for the revised project to interfere with the accessibility of people walking or bicycling or results in inadequate emergency access, and evaluates whether the revised project would result in new or more severe accessibility impacts than were identified in the 2011 MND under the approved project. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking and bicycling or emergency service operator facilities.

PUBLIC TRANSIT DELAY

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the revised project would substantially delay public transit. For individual lines, if the revised project would result in transit delay greater than equal to four minutes, then it might result in a significant impact. For individual Muni routes with headways less than eight minutes, the department may use a threshold of significance less than four minutes. For individual surface lines operated by regional agencies, if the revised project would result in transit delay greater than one-half headway, then it might result in a significant impact. The department considers the following qualitative criteria for determining whether that delay would result in significant impacts due to a substantial number of people riding transit switching to riding in private or for-hire vehicles: transit service headways and ridership, origins and destinations of trips, availability of other transit and modes, and competitiveness with private vehicles. The methodology also evaluates whether the revised project would result in any new or more severe impacts than what those originally identified in the 2011 MND.

9 IMPACT ASSESSMENT

CONSTRUCTION IMPACTS

Approved Project Analysis

The 2011 MND did not identify any significant impacts due to construction-related transportation impacts and did not require any mitigation measures for the approved project. Similarly, the 2012 MND addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in a significant construction-related transportation impact.

*Comparison of the Revised Project to the Approved Project*

In general, construction impacts of the revised project would be similar to those described for the approved project in 2011 MND.

The revised project's construction is estimated to occur in phases over an extended duration of about 18 years between 2023 and 2041 (compared to 16 years between 2012 and 2028 for the approved project). However, the revised project involves a similar level of development as the approved project, and would result in a similar amount of excavation and construction truck trips as the approved project. Construction staging and construction truck and worker trips would also be similar to that described for the approved project in the 2011 MND. Construction staging occurring on sidewalks or within travel lanes outside of the project site would be subject to review and approval by public works and SFMTA. The construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the blue book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. In addition to the regulations in the blue book, the contractor would be responsible for complying with all city, state and federal codes, rules and regulations.

While the full buildout of the revised project would occur over an 18-year period, construction of individual buildings and the transportation network changes would not occur over an extended duration. As presented in **Table 7. Revised Project Construction Phasing**, the construction duration of each of the nine construction phases would be less than 18 months, and there would be three periods approximately three to five years long, during which time no construction would occur.

The construction intensity of the revised project would not change compared to the approved project and would not be intense as it relates to the transportation network. Construction staging and the majority of the construction activities would occur within the project site, and interaction between construction activities and the adjacent transportation network would primarily be limited to trucks and construction workers accessing the site at the intersections of Toland Street/Jerrold Avenue and Rankin Street/Jerrold Avenue. Furthermore, as presented in **Table 8. Revised Project Individual Building Construction Duration**, during the peak period of construction of an individual building there would be a maximum of 16 construction trucks and 24 construction workers traveling to and from the site per day. The number of vehicle trips associated with construction trucks and workers would not be a substantial increase in daily vehicles on area roadways given the existing and peak hour volumes of vehicles.

Jerrold Avenue between Phelps Street and the Caltrain tracks (about 250 feet east of Rankin Street) has been closed since January 2021 to vehicles and people walking and bicycling due to nearby construction at the SFPUC Southeast Treatment Plant. Signs announcing the temporary closure to eastbound traffic are located at the intersection of Jerrold Avenue at Toland Street, indicating alternate routes via Evans or Oakdale Avenue (located about 0.25 miles north and south of Jerrold Avenue, respectively). As a result, there are virtually no people walking and bicycling in the area and on Jerrold Avenue that

are not related to the SFM activities. Fewer than five people were counted walking or bicycling during the a.m. peak hour on Jerrold Avenue at the intersection with Toland Street,¹⁴ all of which can be presumed to have the SFM as their point of origin or destination.

The closure by the revised project of Jerrold Avenue between Toland and Rankin streets to non-SFM vehicles and people in January 2023 would not change this condition for the following five and a half years, given that the SFPUC does not expect to reopen Jerrold Avenue between Phelps Street and the Caltrain tracks until May 2028.¹⁵

The revised project would require the SFMTA reroute the Muni 23 Monterey bus rerouted prior to the closure of Jerrold Avenue between Toland and Rankin streets, the same as the approved project. Therefore, the revised project would have no construction-related impact changes to the approved project on public transit delay.

Following the reopening of the portion of Jerrold Avenue between Phelps and the Caltrain tracks) by the SFPUC in May 2028, and until August 2031 (about 3.3 years), non-SFM-related vehicles on Jerrold Avenue would continue to be directed to use Evans and Oakdale avenues to travel east of the Caltrain tracks, while people walking and bicycling could also use McKinnon Avenue to reach Rankin Street, and then get back to Jerrold Avenue. Due to the low volumes of people walking and bicycling that would be affected by the proposed upfront closure of Jerrold Avenue by the revised project, the proposed phased construction activities between May 2028 and August 2031 (40 months) would not substantially interfere with accessibility for people walking and bicycling in the area.

At completion of construction of phase 5 in August 2031, the revised project would provide an improved Innes Avenue configuration, including the ultimate design of the new intersection of Innes Avenue and Toland Street, plus the Innes Avenue Extension. The work would also include the provision of a temporary raised pedestrian pathway, including curb ramps, striping, and signage on the south side of Innes Ave. Therefore, after August 2031 vehicles as well as people walking and bicycling eastbound and westbound on Jerrold Avenue would be able to bypass the project site via Innes Avenue (located 250 feet to the north of Jerrold Avenue) without having to detour the approximately 0.25 miles to Evans or Oakdale avenues.

¹⁴ Vehicle, pedestrian and bicycle counts collected at the intersection of Jerrold Avenue and Toland Street on Wednesday, November 17, 2021.

¹⁵ Karen E. Frye, AICP, Acting Manager, Environmental Management, San Francisco Public Utilities Commission, written communication with José I. Farrán, P.E., Advant Consulting; March 8, 2022.



Starting with the completion of construction of phase 7, in June 2036, and all the way through project buildout five years later, in June 2041, Innes Avenue would be available in its ultimate configuration, including provision of a permanent sidewalk, street trees, lighting and other streetscape components on the south side of the street. Therefore, after June 2036 people walking and bicycling eastbound and westbound on Jerrold Avenue would be able to bypass the project site under improved conditions on Innes Avenue.

During construction, emergency access to the closed portion of Jerrold Avenue within the site would be maintained from both Toland and Rankin streets, where the main entrances to the SFM would be located. In addition, the permanent closure of Jerrold Avenue for the two-block segment to non-SFM vehicles would be reviewed by various city agencies through the building permit process, including the fire and police departments, so that emergency vehicle access in the project site vicinity is not impaired. Three fire stations are located nearby, including Station 9 at 2245 Jerrold Avenue to the west, and Station 49 at 1415 Evans Avenue and Station 25 at 3305 Third Street to the east of the project site, and emergency vehicles from these stations would be able to use other east-west arterials (e.g., Evans Avenue to the north of Jerrold Avenue, and Oakdale Avenue to the south of Jerrold Avenue) to reach their destination. The revised project would not include any other roadway or travel lane closures during construction that would affect emergency vehicle access, the same as the approved project. In addition, emergency vehicles would be able to use the upgraded segments of Innes Avenue after its opening, starting in August 2031 (i.e., completion of construction phase 5). Therefore, the revised project would not interfere with emergency access. Furthermore, the proposed plans would be reviewed by multiple city agencies through the Streetscape Design Advisory Team (SDAT), comprised of staff from the Planning Department, SFMTA, San Francisco Public Works, SFPUC, San Francisco Fire Department, and the Mayor's office.

Therefore, the closure of Jerrold Avenue to non-SFM travel at the start of the revised project construction and the proposed phased construction of the revised project would not create potentially hazardous conditions for people walking, bicycling, driving or public transit operations, interfere with emergency access, or interfere with accessibility for people walking, bicycling, or substantially delay transit. This would be the case even during the approximately 40-month period when Innes Avenue is not available as a bypass route for people walking or bicycling. As such, the 18-year phased construction period proposed by the revised project would not have any new or substantially more severe construction-related transportation impacts than the approved project. For these reasons, same as the approved project, the revised project's construction-related transportation impacts would be *less than significant*. No mitigation would be required.

OPERATIONAL IMPACTS

Potentially Hazardous Conditions Impacts

Approved Project Analysis

The 2011 MND did not identify any significant impacts related to potentially hazardous conditions for people walking or bicycling, driving or transit operations and did not require any mitigation measures for the approved project. Similarly, the 2012 MND addendum

found that the approved project in combination with the Quint-Jerrold Connector Road would not result in any significant impacts related to potentially hazardous conditions.

Comparison of the Revised Project to the Approved Project

The revised project would include the same transportation network features as the approved project. However, under the approved project, the transportation network features were to be constructed as part of the first construction phase that included 901 Rankin Street and the street network changes, whereas under the revised project the transportation network changes would be phased in over time as the development builds out (see **Table 7. Revised Project Construction Phasing**). For this reason, potential impacts of the revised project related to potentially hazardous conditions were assessed by phase. The transportation network buildout was reviewed to determine whether the revised project would result in new or more severe potentially hazardous conditions than were identified in the 2011 MND during one or more phases of the revised project, and at completion. Specifically, the assessment considered transportation network conditions for the following three periods:

- The five years between 2023 and 2028 when Jerrold Avenue between Toland and Rankin streets is closed to non-SFM vehicles and people, and while Jerrold Avenue between Phelps Street and the Caltrain tracks is closed due to construction activities at the SFPUC Southeast Treatment Plant.
- The three years between 2028 and 2031 after the SFPUC Southeast Treatment Plan construction affecting Jerrold Avenue is completed (i.e., Jerrold Avenue between Phelps Street and the Caltrain tracks is reopened), but before the revised project's Innes Avenue and Innes Avenue extension improvements are completed.
- Following completion of construction phase 5 in 2031, when the revised project's interim configuration of Innes Avenue and the ultimate design of the new intersection of Innes Avenue and Toland Street, plus the Innes Avenue extension are completed.

The revised project proposes the same transportation changes to the public right-of-way as the approved project, none of which would cause potentially hazardous conditions. Similar to the approved project, the design of the street network changes would be consistent with Better Streets Plan guidelines. The street network changes, whether temporary or permanent, would be required to undergo review by the city's Transportation Advisory Staff Committee (TASC), which is chaired by the SFMTA and includes representatives from other city agencies such as San Francisco Public Works, the fire department, the department, the police department, the Port of San Francisco, and the San Francisco Department of Public Health. Any changes to the public right-of-way would still need to go through subsequent approval processes, such as by Public Works and the SFMTA board.

Walking and Bicycling Hazards

Similar to the approved project, the revised project would include the same closure of Jerrold Avenue between Rankin and Toland streets and the same street network changes on Innes Avenue and Innes Avenue Extension as a replacement to Jerrold Avenue for non-SFM east-west travel in the area (i.e., the buildout of the roadway and sidewalk on Innes



Avenue between Rankin and Toland streets, and the buildout of Innes Avenue Extension to connect back to Jerrold Avenue). Jerrold Avenue, Rankin Street and Innes Avenue do not currently have sidewalks. When completed, the Innes Avenue and Rankin Street network changes would provide dedicated facilities for people walking which would reduce the potential for conflicts between people walking and vehicles and would improve roadway conditions for people bicycling.

However, under the revised project, these street network changes would be constructed during phase 5 of the revised project (March 2030 to August 2031), instead of during the first construction phase for the approved project. As described in **Table 7. Revised Project Construction Phasing**, a temporary pedestrian pathway would be constructed as part of construction phase 5 in 2030-2031, and the permanent sidewalk and associated facilities would be constructed as part of construction phase 7 in 2035-2036 (see the graphic depictions in **Appendix A**). Permanent sidewalks would be provided on both sides of the street on the new Innes Avenue Extension (i.e., the relocated Rankin Street between Jerrold and Innes avenues) and the connection to Toland Street, while temporary sidewalks would be provided on the south side of Innes Avenue between the new Innes Avenue Extension and the vicinity of the Toland Street intersection. Therefore, prior to 2031 people walking or bicycling east-west on Jerrold Avenue would be detoured approximately 0.25 miles to other east-west side streets, depending on their destination.

In the immediate vicinity of the project site, most roadways are in poor condition (e.g., broken pavement and potholes), there are generally no curbs or gutters, and the sidewalk network is incomplete or in poor condition on many locations on both Toland and Rankin streets. In addition, there are no sidewalks on most east-west streets between Evans and Oakdale avenues. The nearest streets that provide east-west access are Evans and Oakdale avenues. Evans Avenue is a class III signed bicycle route where bicyclists share travel lanes with vehicles, while on Oakdale Avenue, there are class II bicycle lanes each way. Both streets have sidewalks. There are no sidewalks or any type of designated path for people walking or bicycling on Jerrold Avenue along the Main Site, as commercial truck activities take place at the loading docks located at both edges of the street. Outside of the Main Site, there is new sidewalk on the south side of Jerrold Avenue extending from Rankin Street toward the Caltrain tracks, which was built as part of the 901 Rankin Street building.

Thus, under the revised project, the closure of Jerrold Avenue without providing replacement facilities prior to the closure (e.g., as under the approved project) would require people walking and bicycling to walk and bicycle further on roadways and sidewalks in poor condition to access east-west streets such as Evans or Oakdale avenues located about 0.25 miles north and south of Jerrold Avenue, respectively. However, because the existing conditions for people walking and bicycling on Jerrold Avenue along the Main Site are already very poor and subject to interference by truck and other commercial vehicle traffic and loading/unloading operations, the proposed reroute by the revised project to other roadways between 2023 and 2031 (i.e., when the reconstructed/improved Innes Avenue is not available) would not exacerbate an existing or create a new potentially hazardous conditions for people walking and bicycling.

Similar to the approved project, the revised project would provide sidewalks, curbs and other streetscape features on the north side of Kirkwood Avenue as part of construction of the buildings at 1900 Kirkwood Avenue and 2000 Kirkwood Avenue. This would improve conditions for people walking compared to existing conditions (Kirkwood Avenue between Toland and Rankin streets currently does not have any sidewalks) and reduce the potential for conflicts between people walking and driving on Kirkwood Avenue. These changes would be consistent with city design specifications and would not result in potentially hazardous conditions for people walking or bicycling.

Driving and Public Transit Operations Hazards

Similar to the approved project, the revised project would close Jerrold Avenue between Rankin and Toland streets at the start of project construction in 2023, but unlike the approved project, the revised project would not construct any new roadway infrastructure that would allow through traffic on Jerrold Avenue to reroute around SFM until 2031. Because Jerrold Avenue between Phelps Street and the Caltrain tracks is currently closed due to construction at the SFPUC Southeast Treatment Plant, there would not be any through traffic on Jerrold Avenue that would need to reroute until construction at the SFPUC Southeast Plant is completed in 2028. However, between 2028 when Jerrold Avenue between Phelps Street and the Caltrain tracks is reopened and 2031 when the Innes Avenue and Rankin Street components of the revised project are constructed, through traffic on Jerrold Avenue would need to be rerouted elsewhere. Through traffic on Jerrold Avenue approaching Toland Street from the west would reroute to either Evans or Oakdale avenues, while through-traffic on Jerrold Avenue approaching Rankin Street from the east would reroute via Rankin Street to McKinnon Avenue and Toland Street to reconnect with Jerrold Avenue. These reroutes would add approximately 0.5 miles to the trip. Because there would be a small number of vehicles that would reroute to other roadways between 2023 and 2031 while the temporarily improved Innes Avenue is not available, the revised project would not result in potentially hazardous conditions for people driving.

The revised project's closure of Jerrold Avenue between Toland and Rankin streets would result in the reconfiguration of the two intersections on either end of this segment of Jerrold Avenue. Similar to the approved project, vehicle entrance/exit gates would be provided at these intersections to control access into the project site. Because intersection traffic volumes and vehicle trips generated by the revised project would be similar to those analyzed for the approved project, the queuing analysis conducted for the approved project would still be applicable. The queuing analysis for the approved project determined that the proposed configuration of the gates at either end of the SFM site would accommodate the expected vehicle demand without resulting in substantial queuing that could block traffic on Toland or Rankin streets or result in potentially hazardous conditions for people driving.

The revised project's street network changes on Innes Avenue and the Innes Avenue Extension would accommodate various vehicle types, including trucks. The designs for the changes would be subject to review and approval by city agencies such as the SFMTA, public works and the fire department so that streets are designed consistent with city and state policies and design standards, as applicable. Therefore, similar to the approved

project, the revised project would not result in potentially hazardous conditions for people driving.

There is no public transit service on roadways adjacent to the project site. The nearest Muni service includes the 19 Polk operating on Evans Avenue, approximately 0.25 miles to the north, and the 23 Monterey operating on Palou Avenue (east of Industrial Street) and Oakdale Avenue (west of Industrial Street), approximately 0.25 miles to the south. Therefore, similar to the approved project, the revised project would not result in potentially hazardous conditions for public transit operations.

Overall, the revised project would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations. As such, the revised project would not have any new or substantially more severe potentially hazardous conditions impacts than the approved project. For these reasons, same as the approved project, the revised project's impacts related to potentially hazardous conditions would be *less than significant*. No mitigation would be required.

Accessibility Impacts

Approved Project Analysis

The 2011 MND did not identify significant impacts to people walking or bicycling, or impediments to emergency vehicle travel, and did not require any mitigation measures for the approved project. Similarly, the 2012 MND addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in any significant accessibility-related transportation impacts.

Comparison of the Revised Project to the Approved Project

Similar to the assessment of potentially hazardous conditions, the revised project and the transportation network improvements would be phased in over time as the development builds out. Therefore, the impacts of the revised project related to accessibility were assessed by phase and in totality. As described above under the assessment of potentially hazardous conditions, the transportation network buildout was reviewed to determine whether the revised project would result in new or more severe potentially hazardous conditions during one or more phases of the revised project, and at project completion when compared to the approved project.

Walking and Bicycling Accessibility

Based on traffic counts/observation data collected in 2010 and 2021, few people walk and bicycle near the project site, and similar to the approved project, this condition is not anticipated to change with the revised project. Similar to the approved project, the proposed street network changes on Innes Avenue, Innes Avenue Extension, and Kirkwood Avenue would provide new pedestrian facilities where none currently exist, and roadway conditions for people bicycling would improve compared to existing conditions. Thus, the revised project would enhance the walking and bicycling network compared to existing conditions.

However, under the revised project, these street network changes would be first constructed on an interim basis during phase 5 of the revised project (March 2030 to August 2031), instead of during the first construction phase for the approved project. Therefore, for about three years between 2028 and 2031 people walking or bicycling on Jerrold Avenue would be detoured approximately 0.25 miles to other east-west side streets depending on their destination. In the immediate vicinity of the project site, most roadways are in poor condition and similarly, the sidewalk network is incomplete or in poor condition in many locations. The nearest streets that provide east-west access are Evans and Oakdale avenues, each street is located about 0.25 miles north and south of Jerrold Avenue, respectively, and both streets have sidewalks.

Due to the lack of transit stations or stops and major designations near the project site, low volumes of people walking and bicycling that would be affected by the closure of Jerrold Avenue and rerouted to Oakdale or Evans avenues prior to completion of revised project's construction phase 5 (i.e., prior to 2031), and to the interim Innes Avenue and the final Innes Avenue Extension after completion of construction phase 5 (i.e., after 2031), the revised project would not substantially interfere with accessibility for people walking and bicycling in the area.

Emergency Access

Similar to the approved project, the revised project would construct Innes Avenue between Rankin and Toland Streets and construct the Innes Avenue Extension between the east end of Innes Avenue and Jerrold Avenue to provide a parallel connection when Jerrold Avenue between Rankin and Toland streets is closed. However, under the revised project, between 2023 when Jerrold Avenue between Rankin and Toland streets is closed to through (i.e., non-SFM) traffic, and 2031 when the interim configuration of Innes Avenue between Toland and the Innes Avenue Extension, and the final configuration of Innes Avenue Extension between Innes and Jerrold avenues are constructed, accessibility for emergency access would be temporarily restricted. Emergency vehicles would no longer be able to use Jerrold Avenue to travel east-west, and emergency vehicles from the three nearby fire stations would use Evans Avenue to the north of Jerrold Avenue, and Oakdale Avenue to the south of Jerrold Avenue to reach their destination. Following completion of the new segment of Innes Avenue in 2031, emergency vehicles would be able to use this street for local access and to connect between Jerrold Avenue east of Rankin Street and Jerrold Avenue west of Toland Street.

The interim and final designs of the Innes Street between Rankin and Toland streets and the Innes Avenue Extension between Jerrold and Innes avenues would meet the Better Streets Plan guidelines of a minimum 20-foot-wide clearance for emergency vehicles for a two-way street. As described above, the design of these streets would be required to undergo detailed design review by multiple City agencies within the City's Transportation Advisory Staff Committee, which includes staff from the fire and police departments. The revised project would not include any other roadway or travel lane closures that would affect emergency vehicle access. Therefore, the revised project would not result in inadequate emergency access.

Therefore, for the reasons described above, the revised project would not interfere with accessibility of people walking or bicycling, or result in inadequate emergency access. As such, the revised project would not have any new or substantially more severe accessibility impacts than the approved project. For these reasons, same as the approved project, the revised project's impacts related to accessibility would be *less than significant*. No mitigation would be required.

Transit Impacts

Approved Project Analysis

The 2011 MND did not identify any significant transit impacts and did not require any mitigation measures for the project. Similarly, the 2012 MND addendum found that the approved project in combination with the Quint-Jerrold Connector Road would not result in a significant transit-related transportation impact.

Comparison of the Revised Project to the Approved Project

The department's significance criteria for transit assesses whether implementation of the project would increase transit travel times and substantially delay transit.

Similar to the approved project, the revised project would close of Jerrold Avenue between Rankin and Toland streets and would require permanent rerouting of the 23 Monterey motor coach bus route. Both the approved and the revised projects assumed that the 23 Monterey would be relocated ahead of the Jerrold Avenue closure to operate on Palou and Oakdale Avenues, consistent with the SFMTA's Muni Forward program.¹⁶ As described above, the 23 Monterey was already rerouted in February 2020 due to the temporary construction-related closure of Jerrold Avenue between the Caltrain tracks and Phelps Street for the SFPUC Southeast Treatment Plant construction projects. The 23 Monterey line was relocated from Toland Street, Jerrold Avenue, and Phelps Street to Oakdale Avenue, Industrial Street, and Palou Avenue. This reroute follows the 23 Monterey service improvements identified in the Muni Forward program. Because Jerrold Avenue between Toland and Rankin streets would be closed as part of the first construction phase of the revised project in 2023, which would be prior to the completion of construction activities at the SFPUC Southeast Treatment Plant in 2028, it is assumed that SFMTA would make the 23 Monterey route changes permanent. Thus, with the revised project, the 23 Monterey would continue to operate similar to existing conditions, and those proposed under the approved project.

Thus, for the reasons described above, operation of the revised project would not substantially delay transit. As such, the revised project would not have any new or substantially more severe transit impacts than the approved project. For these reasons, same as the approved project, the revised project's transit impacts would be *less than significant*. No mitigation would be required.

¹⁶ Transit Effectiveness Project Final EIR, March 2014 (Case No. 2011.0558E). Available at <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>, accessed March 29, 2022.



CUMULATIVE IMPACTS

Approved Project Analysis

The 2011 MND did not identify any significant cumulative construction or operational transportation impacts, and no mitigation measures were identified for the approved project. Similarly, the 2012 MND addendum did not find any significant cumulative transportation impacts related to the implementation of the approved project in combination with the Quint-Jerrold Connector Road.

Comparison of the Revised Project to the Previous Project

Cumulative projects within an approximately 0.25-mile radius of the project site considered in the analysis of the revised project are listed below. A figure showing their locations is included in [Appendix E](#).

- 2270 McKinnon Avenue (Planning Department Case No. 2021-001639PRJ) – The project would demolish the existing accessory building to construct an approximately 119,900-square-foot building containing 111,100 square feet of self-storage use. (anticipated construction to occur between 2023-2024)
- San Francisco Gateway located at 749 Toland Street and 2000 McKinnon Avenue (Planning Department Case No. 2015-012491PRJ)– The project consists of the demolition of the four existing single-story buildings that are currently occupied by PDR space, which encompass 448,000 gross square feet, and the construction of two new three-story buildings. The two new buildings (including PDR space, logistics yard, vehicular circulation systems, and ground-floor retail spaces) would total 2,160,000 gross square feet. (no start of construction date has been identified; anticipated construction of both buildings expected to take approximately 31 months)
- SFPUC projects at Southeast Treatment Plant (Planning Department Case Nos. 2015-000644ENV and 2015-006224ENV)– The Biosolids Digester Facility Project would replace and relocate the existing solids treatment facilities with more efficient, modern technologies and facilities, while the New Headworks Project would upgrade aging infrastructure to ensure a reliable and seismically safe sewer system. (construction of both projects is ongoing; construction of the Biosolids Digester Facility project is expected to end in 2028, while construction for the New Headworks Project is expected to end in 2023)
- Quint-Jerrold Connector Road – The proposed Quint-Jerrold Connector Road project is a collaborative project by the SFCTA and Public Works that would link Quint Street just north of Oakdale Avenue to Jerrold Avenue via a new two-way road along the western side of the Caltrain tracks. The new roadway would be approximately 950-foot-long, with one 13-foot wide lane each way, and provide a new sidewalk with street trees and street lighting on the west side. (construction expected to begin in winter 2023 and last approximately one year, subject to funding)
- Bayview Community Based Transportation Plan – A five-year investment community-driven planning effort funded through a Caltrans Sustainable Planning



Grant that includes pedestrian and lighting improvements, crosswalk improvements, and Muni shelters on Oakdale Avenue. (construction would be implemented as a series of quick-build projects)

Construction. In the project vicinity, construction of the cumulative projects identified above may overlap with each other and the revised project (2023-2041). Like the approved project, sponsors and construction managers of projects considered in the cumulative analysis would be required to coordinate with various City departments, such as the SFMTA and public works, comply with the SFMTA blue book regulations, and coordinate any temporary sidewalk and travel-lane closures to develop plans that would address construction-related vehicle routing, traffic control, and pedestrian movements adjacent to the construction area.

Construction of the development project at 2270 McKinnon Avenue in 2023-2024 and the pedestrian and lighting projects along Oakdale Avenue included as part of the Bayview Community-Based Transportation Plan are located approximately 0.25 miles from the project site, and about 0.20 miles from each other and would not be of extended duration or intensity. While construction of SFPUC projects at the Southeast Treatment Plant would continue through 2028 and would overlap with revised project construction phases 1 through 4, construction activities would occur within the SFPUC Southeast Treatment Plant or along Evans Avenue and therefore, would not overlap in location with the revised project. Construction of the Quint-Jerrold Connector Road project is projected to start in winter 2023 and last a year, and may partially overlap with revised project construction phase 4. However, construction of the Quint-Jerrold Connector Road would not be of extended duration or intensity. Thus, these cumulative projects would not combine with the revised project to result in significant cumulative transportation-related construction impacts.

Construction of the San Francisco Gateway project, which is located directly to the south of the project site, may overlap with construction of the revised project for a period of about 31 months. However, because this project is currently undergoing environmental review, the start of construction date for this project is not known. Construction activities would be similar to the revised project and construction vehicles may share similar access routes. The revised project would have an average of 8 daily truck trips per day or less and up to 12 construction worker daily vehicle trips (the maximum is estimated to be 16 daily construction truck trips for approximately 15 days at a time during the excavation and grading phase) during any one construction phase. In addition, both projects are located on streets that are not through streets, have low volumes of vehicles and people walking and bicycling, and no public transit service. Simultaneous construction of the revised project and the San Francisco Gateway project would not combine to result in significant cumulative transportation-related construction impacts.

Thus, no significant cumulative construction-related transportation impacts would occur, and this impact would be *less than significant*. No mitigation would be required.



Potentially Hazardous Conditions. The 2270 McKinnon Avenue project, the SFPUC projects within the Southeast Treatment Plant, and the transportation projects along Oakdale Avenue are not located in the immediate vicinity of the project and are not anticipated to result in substantial changes to traffic circulation or include design features that could lead to potentially hazardous conditions for people walking, bicycling, driving, or riding transit. These projects would include construction of new sidewalks adjacent to the site where none exist and/or improvements to existing sidewalks consistent with Better Street Plan requirements.

In the project area, cumulative development projects and the transportation network changes planned as part of the Quint-Jerrold Connector Road Project, improvements along Oakdale Avenue as part of the Bayview Community-Based Transportation Plan, and street network changes proposed as part of the San Francisco Gateway project would conform to public works and SFMTA design standards and the requirements of the Better Streets Plan, the Transit-First Policy, and Vision Zero, as applicable. The cumulative transportation network projects would improve conditions for people walking and bicycling and would not create hazardous conditions for people driving or transit operations.

Under cumulative conditions, trips by people walking, bicycling, or driving on the surrounding street network would increase due to the revised project, other cumulative development projects, and projected growth elsewhere in the city and region. This would generally be expected to increase potential conflicts between people driving and people walking and bicycling, and public transit operations. However, cumulative projects and the revised project would be designed consistent with City policies and design standards, including the Better Streets Plan, and therefore would not create potentially hazardous conditions. Thus, no significant cumulative impacts related to potentially hazardous conditions would occur and this impact would be *less than significant*. No mitigation would be required.

Accessibility. Cumulative projects and projected citywide growth would contribute to increasing the number of people walking, bicycling, driving, or riding transit on streets nearby the project site. Cumulative development and transportation projects would enhance the transportation network for all ways of travel and would promote accessibility for people walking and bicycling. The identified cumulative projects would conform to the requirements of the Better Streets Plan, Transit-First Policy, and Vision Zero, and thus would adhere to planning principles that emphasize providing convenient connections and safe routes for people walking and bicycling.

The cumulative projects would enhance accessibility for people walking and bicycling in the vicinity of the project site. The 2270 McKinnon Avenue project, the San Francisco Gateway project, and the SFPUC Southeast Treatment Plant projects would construct of new sidewalks adjacent to their sites and would include intersection improvements such as crosswalks and traffic controls (e.g., stop signs). The Quint-Jerrold Connector Road project would reestablish a connection between Oakdale and Jerrold avenues along the west side of the Caltrain tracks. The roadway would include one travel lane each way and a new sidewalk on the west side of the roadway. The connector roadway would enhance



circulation for vehicular, bicycle and pedestrian travel in the surrounding area, and would connect with the revised project's reconfiguration of Rankin Street and Innes Avenue.

None of the cumulative projects would include features that would substantially affect vehicle circulation in the project vicinity or impede emergency access compared to existing conditions. As noted above, the Quint-Jerrold Connector Road would reestablish a connection between Oakdale and Jerrold avenues. Prior to finalizing the design and dimensions of any planned transportation network changes under city jurisdiction, the fire and police departments' staff would review and approve streetscape modifications, as required through the Transportation Advisory Staff Committee review process, so that emergency vehicle access is not impeded. This same review process would be applied to the revised project, so that the revised project would not interfere with emergency access.

Under cumulative conditions, there would be a projected increase in vehicles on the streets within the study area, primarily due to the San Francisco Gateway project and the revised project. However, with the planned transportation network improvements that would be constructed as part of these projects and the Quint-Jerrold Connector Road project, the increases in vehicles would not impede travel or access for people walking or bicycling, or for emergency vehicles.

As a result, no significant cumulative impacts related to accessibility would occur, and this impact would be *less than significant*. No mitigation would be required.

Transit Delay. As described above, there are no bus routes currently operating adjacent to the project site. The nearest Muni service includes the 19 Polk operating on Evans Avenue, approximately 0.25 miles to the north, and the 23 Monterey operating on Palou Avenue (east of Industrial Street) and Oakdale Avenue (west of Industrial Street), approximately 0.25 miles to the south, and under cumulative conditions transit operations in the revised project vicinity would remain the same as under existing conditions. In addition, none of the cumulative projects include transportation features that could delay transit (e.g., roadway lane reductions on streets with transit routes).

The revised project would result in less vehicle trips than the approved project so the revised project would not result in new or more severe cumulative transit delay impacts in combination with the growth from 2270 McKinnon Avenue and the San Francisco Gateway projects. Further the 2270 McKinnon Avenue project would not generate a substantial number of vehicle trips during the p.m. peak-hour or redirect vehicles onto adjacent streets with transit routes. The San Francisco Gateway project would generate a substantial number of vehicle trips during the peak hours, however, vehicles would primarily travel on streets that do not contain transit (e.g., Jerrold Avenue, Cesar Chavez Street, Toland Street), on streets that have limited segments with transit (e.g., Oakdale Avenue, Industrial Street), or on streets with exclusive transit right-of-way (e.g., Third Street). Therefore, the San Francisco Gateway project would not result in substantial transit delay.



There is no transit service on Jerrold Avenue adjacent to the SFPUC Southeast Treatment Plant, nor would there be transit service on the Quint-Jerrold Connector Road. Therefore, these projects would not result in transit delay. The pedestrian and lighting projects along Oakdale Avenue within the Bayview Community-Based Transportation Plan would not delay the 23 Monterey route on Oakdale Avenue or delay transit on other streets.

Thus, no significant cumulative transit delay impacts would occur. Therefore, cumulative transit delay impacts would be *less than significant*. No mitigation would be required.

Conclusion Thus for the reasons described above, the revised project would not have any new or substantially more severe cumulative transportation impacts related to construction, accessibility, or transit delay than those identified in the 2011 MND or the 2012 MND addendum, and no mitigations would be required.

APPENDIX A
REVISED PROJECT DRAWINGS

PROJECT CONSTRUCTION PHASING

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH 455 TOLAND ST
- ② CONSTRUCT GRADE PARKING LOT
- ③ DEMOLISH PARKING AND STRUCTURES ON KIRKWOOD AVE

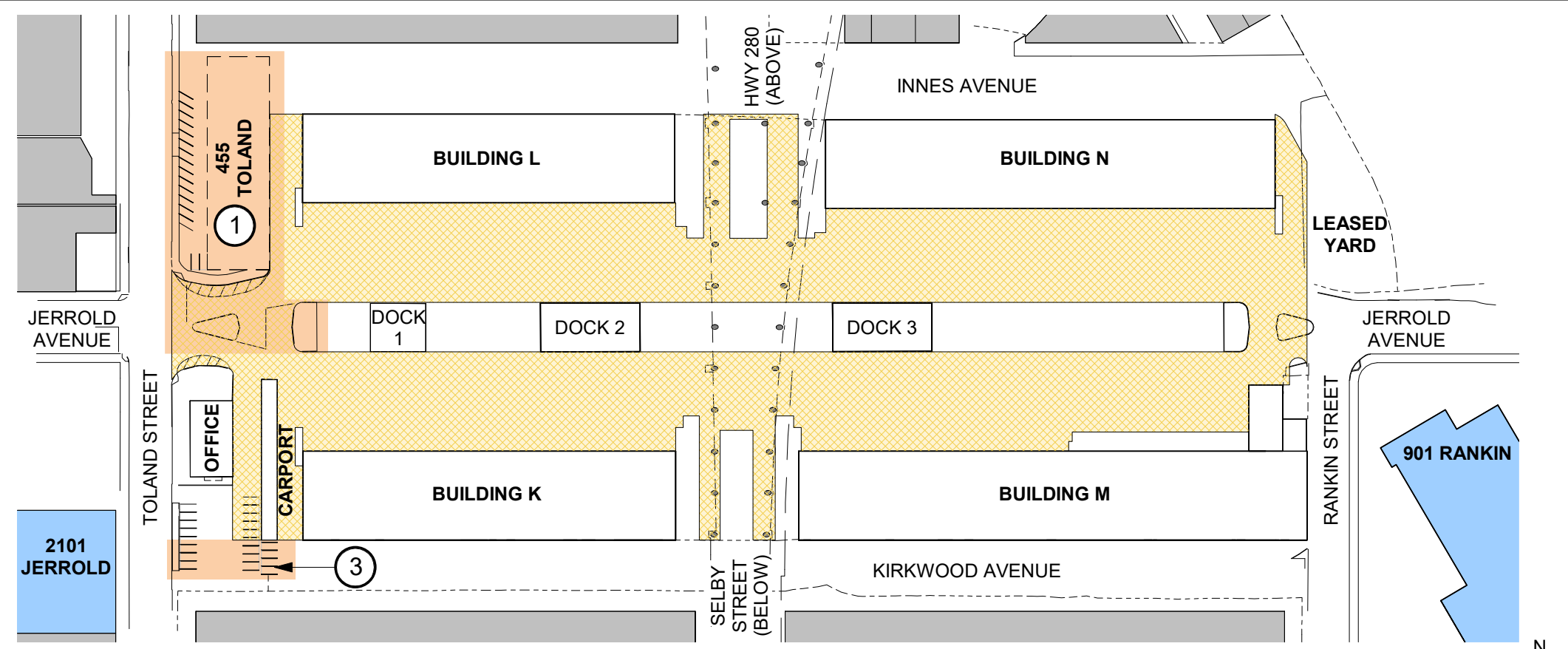
SCHEDULE

START	FINISH	DURATION
NA	MAY 2023	NA

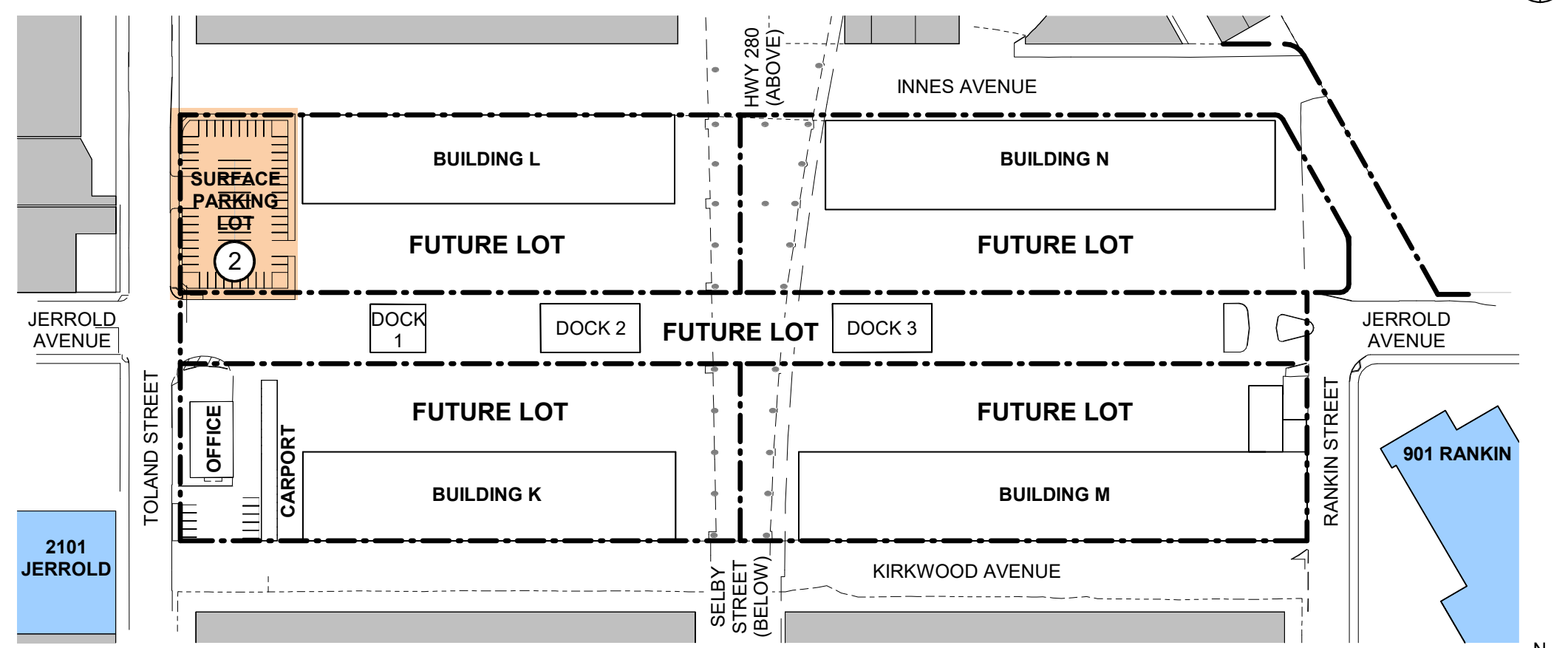
Exhibit D - Phasing Diagrams

Phase Ib
ROW VACATION + PARCEL MAPPING

P1.1B
1" = 160'-0"
04.21.22



PHASE Ib - ROW VACATION (JERROLD & OTHER MINOR ROW'S)









PHASE Ib - PARCEL MAPPING OF NEW LOTS

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING M
- ② DEMOLISH DOCK 3
- ③ CONSTRUCT 1900 KIRKWOOD AVENUE
PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND

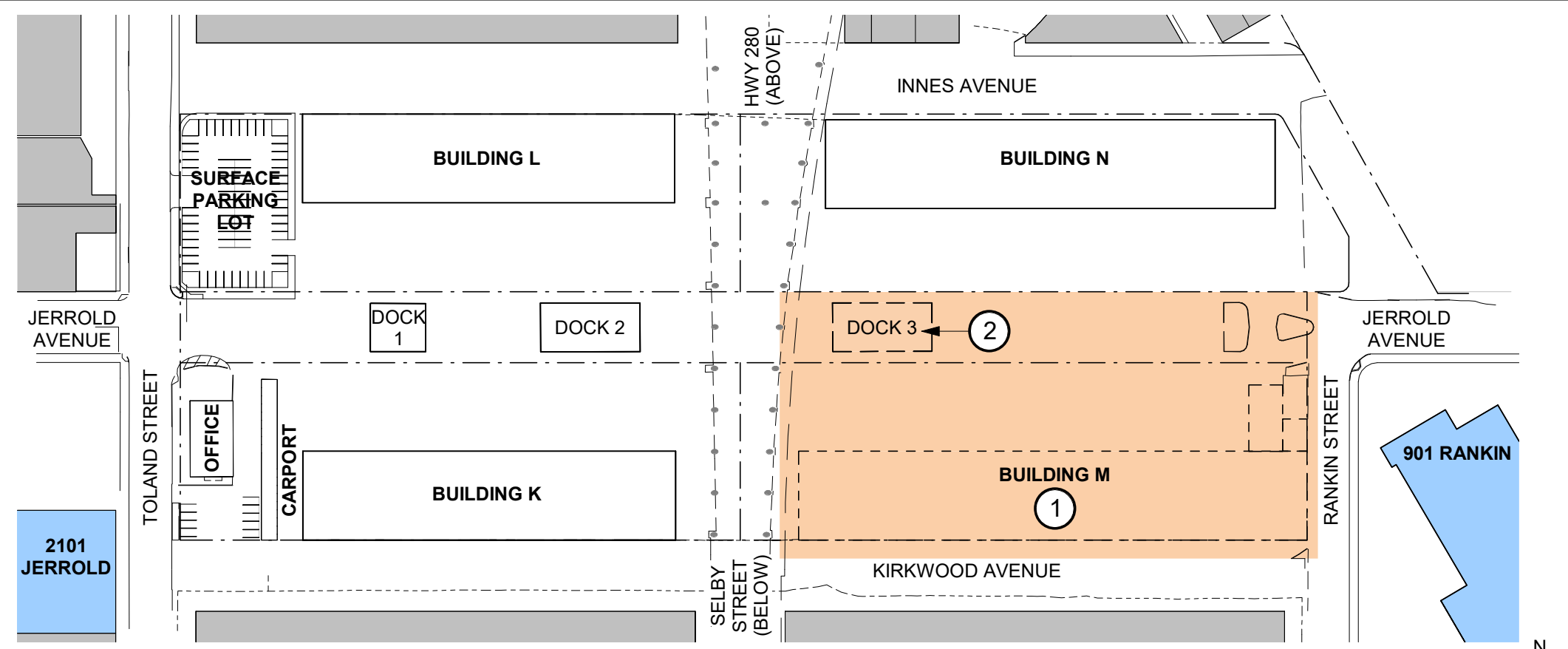
SCHEDULE

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JAN 2024	APRIL 2025	16 MONTHS

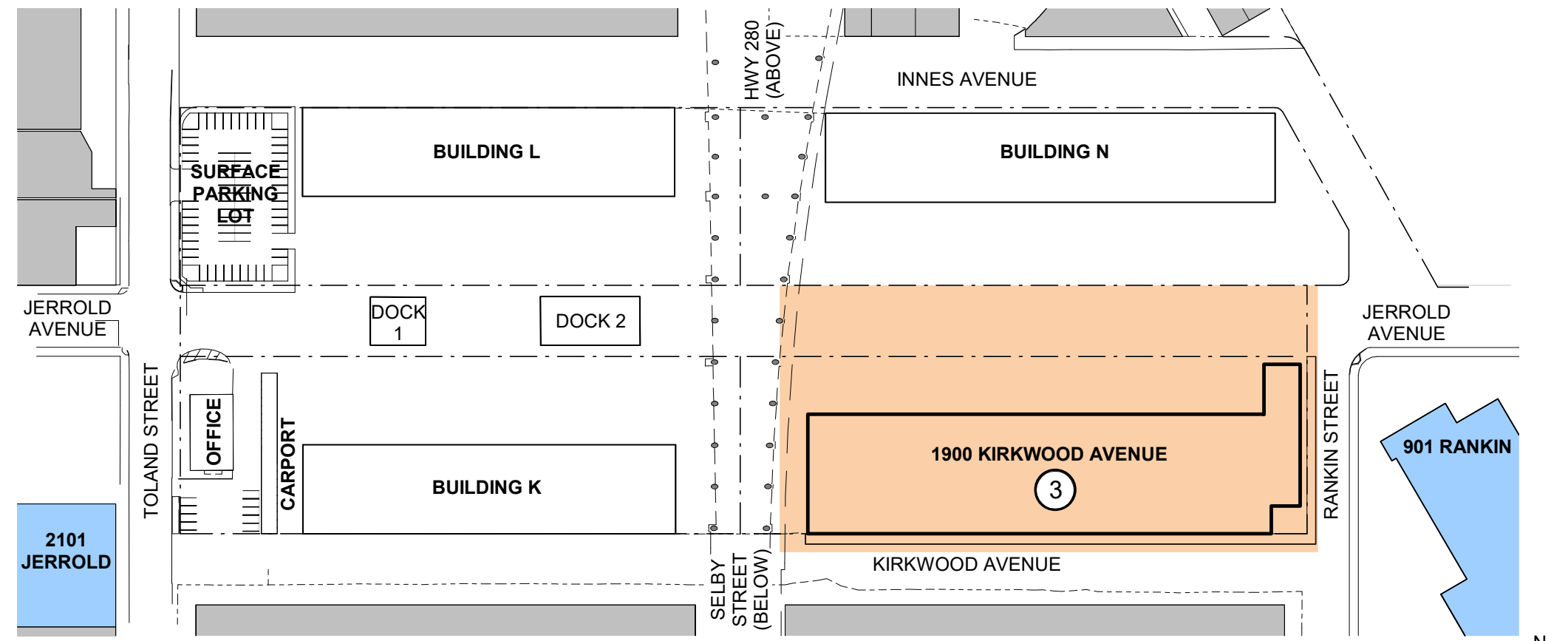
Exhibit D - Phasing Diagrams

Phase IIa
BUILDING NO.1 CONSTRUCTION

P2.2A
1" = 160'-0"
04.21.22



PHASE IIa - BUILDING DEMOLITION









PHASE IIa - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING N
- ② CONSTRUCT 1901 INNES AVENUE
PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND
- ③ CONSTRUCT OPERATIONS CENTER AT JERROLD AND RANKIN ENTRY, UNCHANGED FROM MND

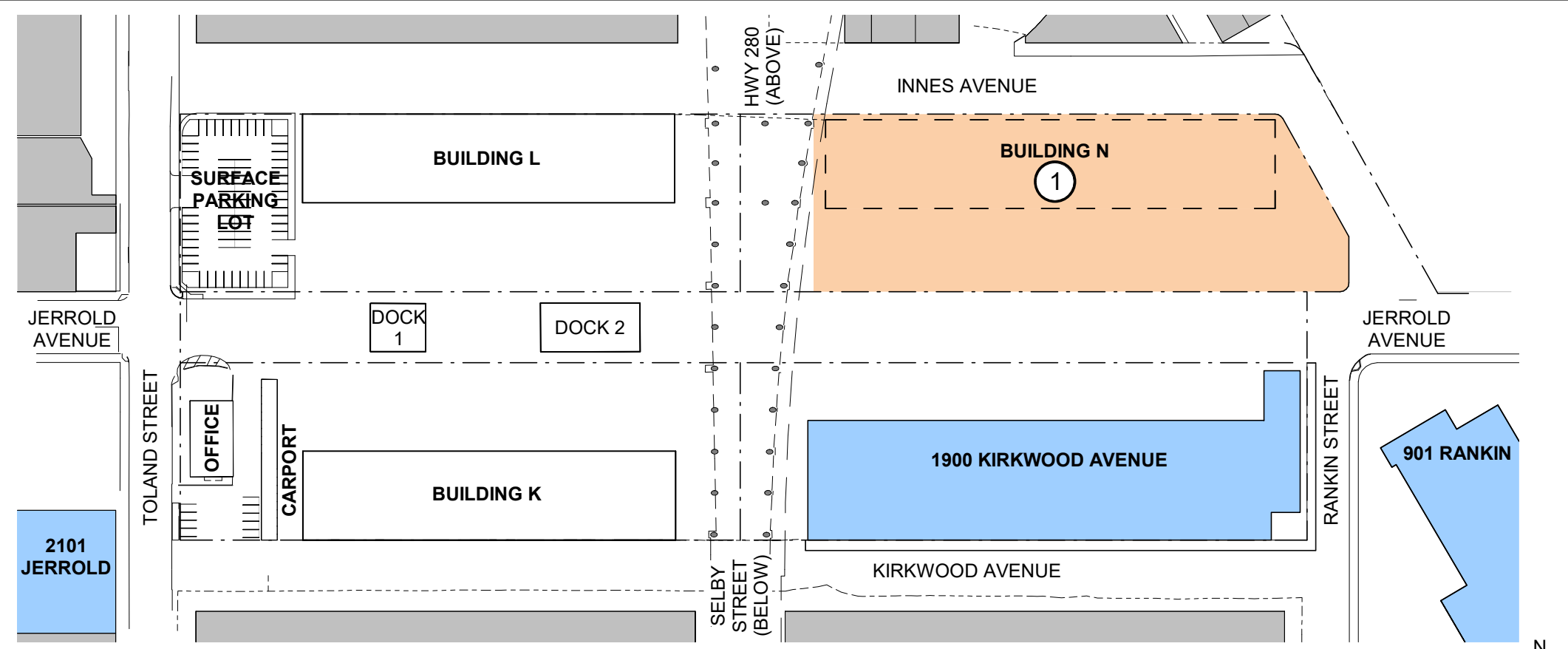
SCHEDULE

START	FINISH	DURATION
MAY 2030	AUG 2031	16 MONTHS

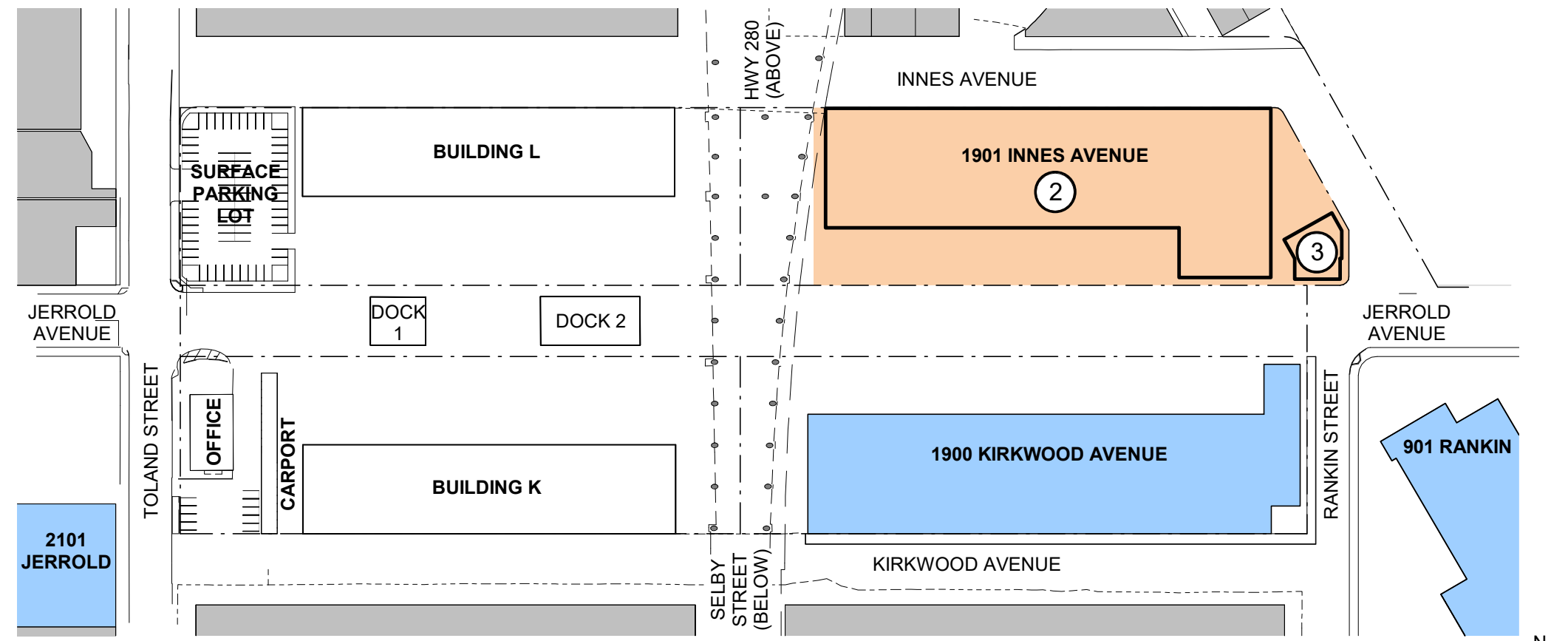
Exhibit D - Phasing Diagrams

Phase IIb
BUILDING NO.2 CONSTRUCTION

P3.2B
1" = 160'-0"
04.21.22



PHASE IIb - BUILDING DEMOLITION



PHASE IIb - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH PARTIAL INNES AVE ROADWAY AND AREA FOR PROPOSED INNES EXTENSION ROADWAY
- ② PROVIDE NEW ROADWAY IMPROVEMENTS COMPRISED OF: NEW ROAD BED, CURB & GUTTER, STREET MARKINGS
- ③ PROVIDE TEMPORARY PEDESTRIAN ACCESS FROM TOLAND ST. TO RANKIN ST. ALONG SOUTH SIDE OF INNES AVE. & INNES EXTENSION COMPRISED OF: TEMPORARY ROLLED ASPHALT CURB, ASPHALT SIDEWALK, CURB RAMPS AS REQ'D, STRIPING, AND SIGNAGE

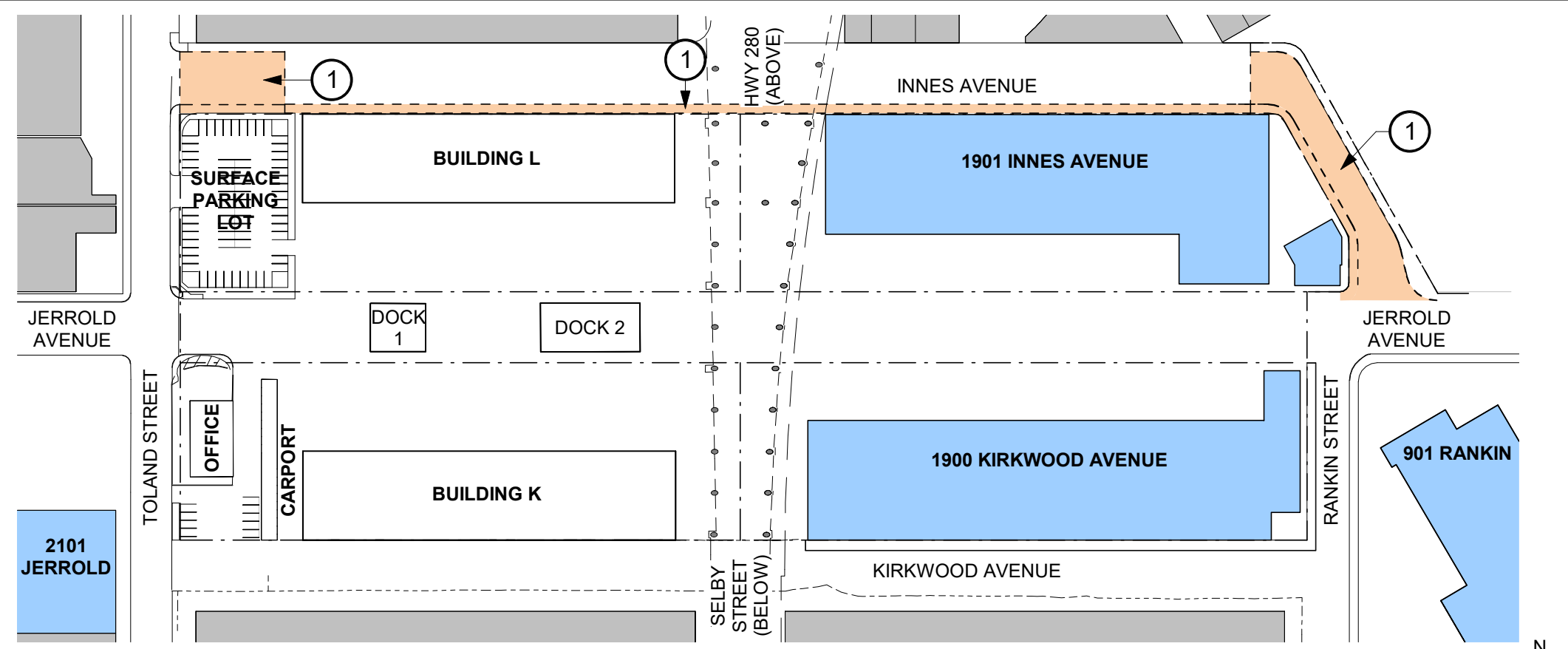
SCHEDULE

START	FINISH	DURATION
MAR 2030	AUG 2031	18 MONTHS

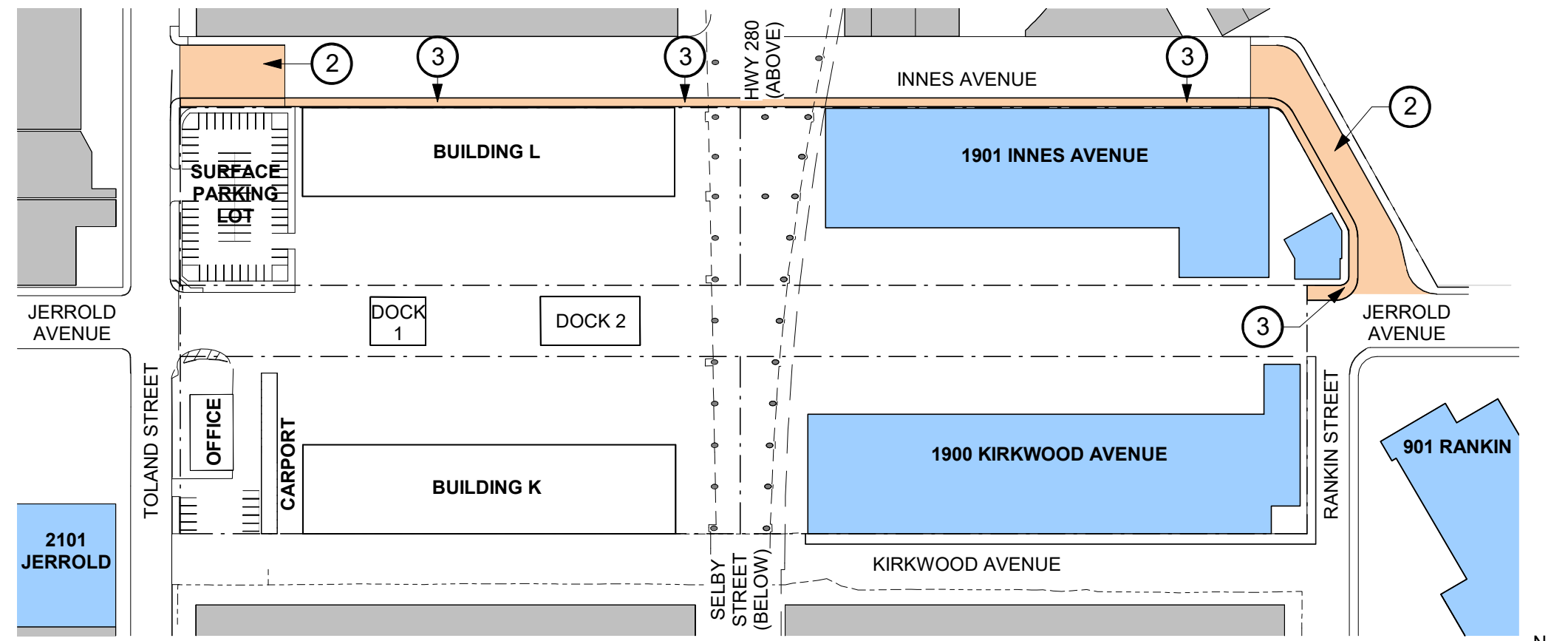
Exhibit D - Phasing Diagrams

Phase Ic
PARTIAL ROW CONSTRUCTION FOR
VEHICLE & PEDESTRIAN CONNECTION

P4.1C
1" = 160'-0"
04.21.22



PHASE Ic - PARTIAL ROW DEMOLITION









PHASE Ic - PARTIAL ROW CONSTRUCTION

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING L
- ② DEMOLISH PUBLIC DOCKS
- ③ DEMOLISH GRADE PARKING
- ④ CONSTRUCT 2001 INNES AVENUE. BUILDING SQ FT WILL INCREASE BY APPROX. 31,700 SF (UNBUILT & REALLOCATED FROM 901 RANKIN). BUILDING HEIGHT AND BULK REMAIN UNCHANGED FROM PROJECT MND *minor modifications to building footprint and an expanded mezzanine will accommodate additional sq ft*

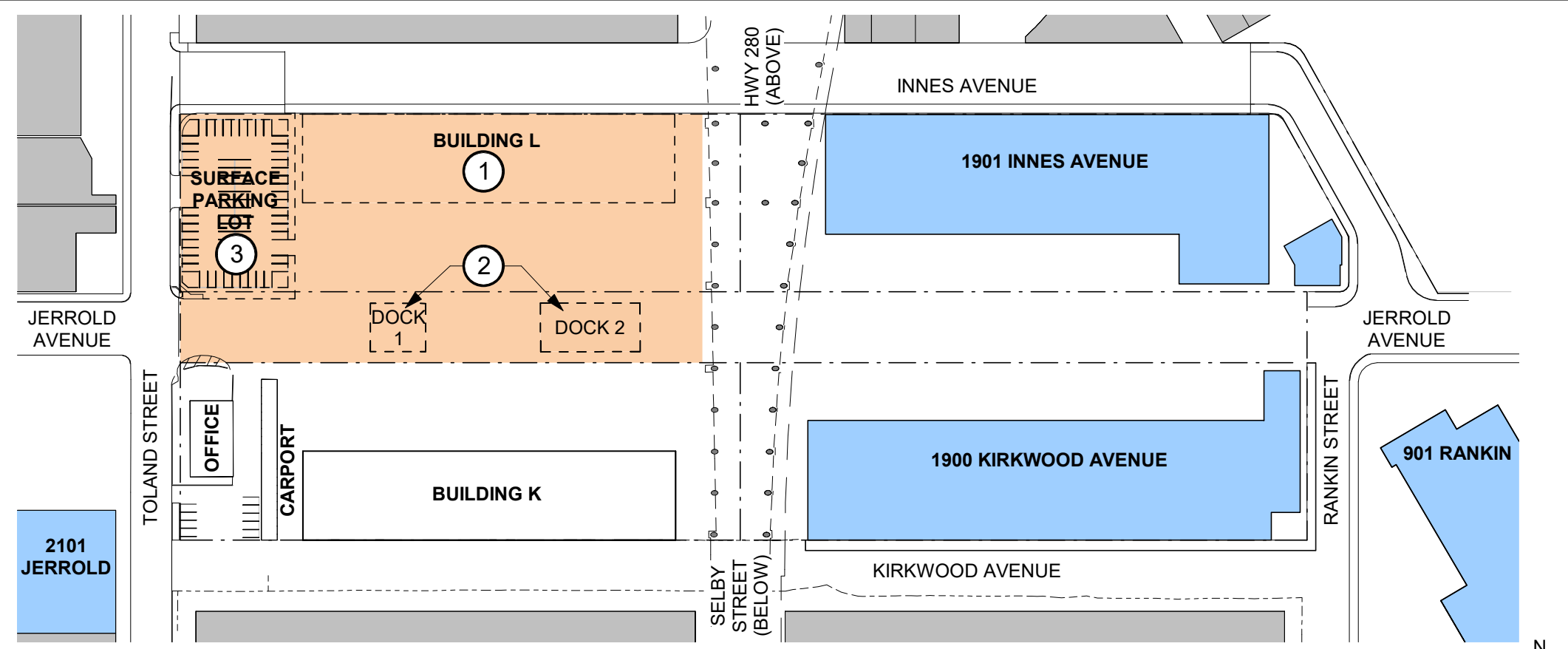
SCHEDULE

START	FINISH	DURATION
MAR 2035	JUN 2036	16 MONTHS

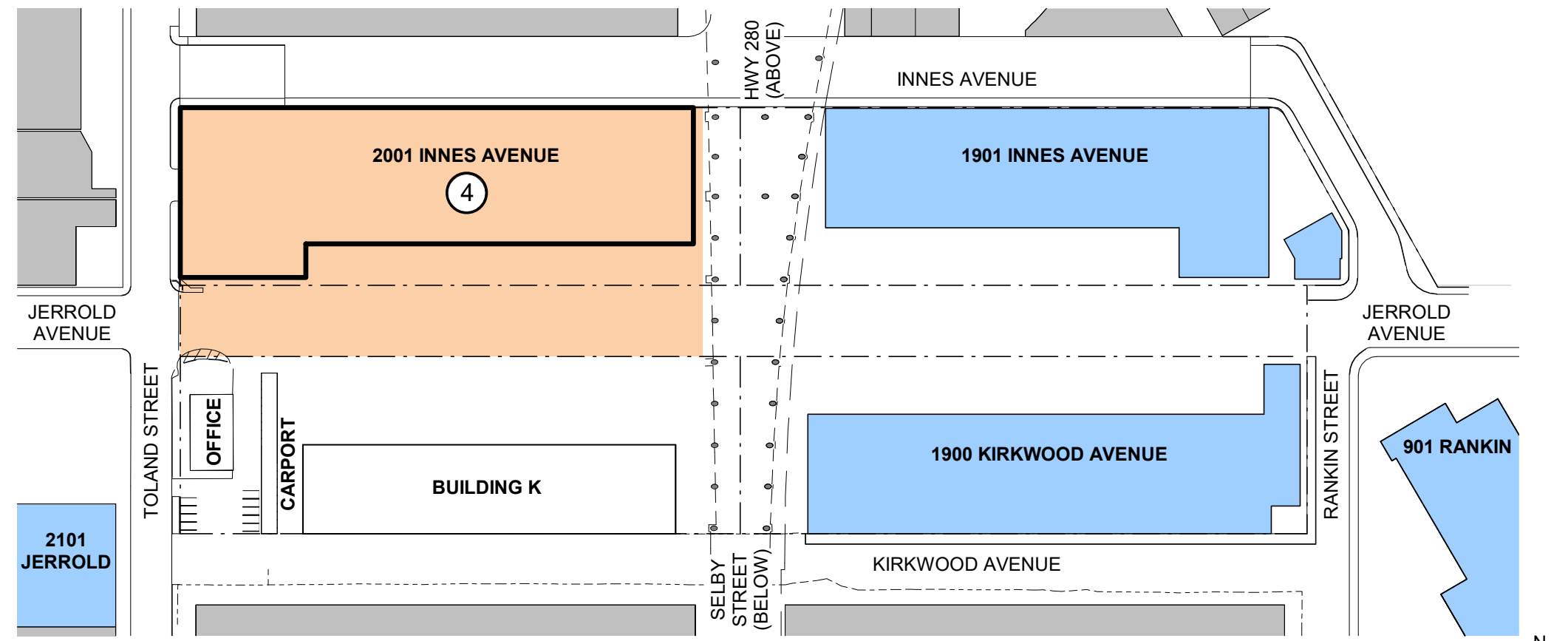
Exhibit D - Phasing Diagrams

Phase IIIa
BUILDING NO.3 CONSTRUCTION

P5.3A
1" = 160'-0"
05.12.22



PHASE IIIa - BUILDING DEMOLITION



PHASE IIIa - BUILDING CONSTRUCTION

Reinvestment Project



LEGEND

- SF MARKET BUILDINGS
- SF MARKET BUILDINGS TO REMAIN
- ADJACENT BUILDINGS
- AREA OF WORK
- RIGHT-OF-WAY (ROW) TO BE VACATED
- FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH INNES AVE ROADWAY AND AREA FOR PROPOSED SIDEWALK AT INNES EXTENSION
- ② PROVIDE NEW ROADWAY IMPROVEMENTS. EXTENT OF WORK TO BE COORDINATED WITH ADJACENT PROJECT AT 749 TOLAND AND 2000 MCKINNON
- ③ PROVIDE NEW PERMANENT SIDEWALK, STREET TREES, LIGHTING, AND OTHER STREETSCAPE COMPONENTS AT SOUTH SIDE OF INNES AVE, EITHER SIDE OF INNES EXTENSION, AND NORTH SIDE OF KIRKWOOD AVE

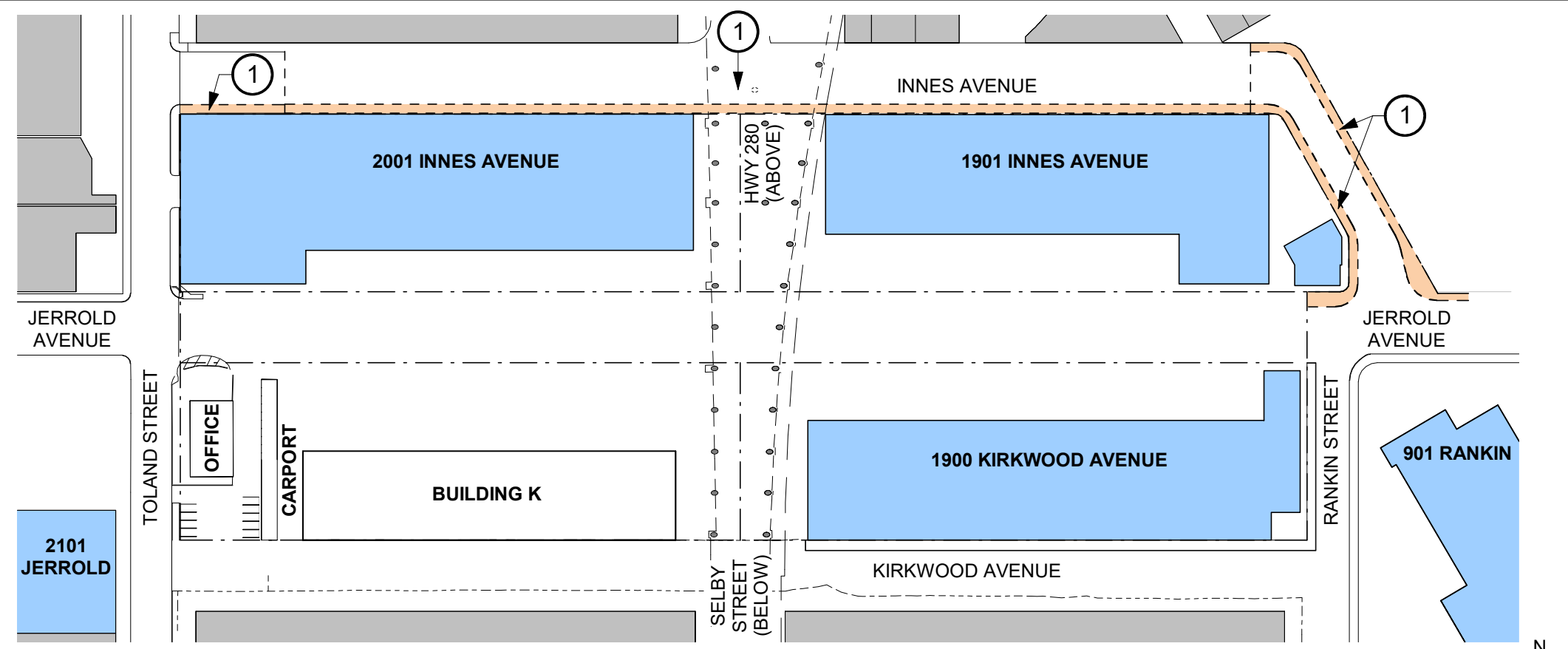
SCHEDULE

START	FINISH	DURATION
JAN 2035	JUN 2036	18 MONTHS

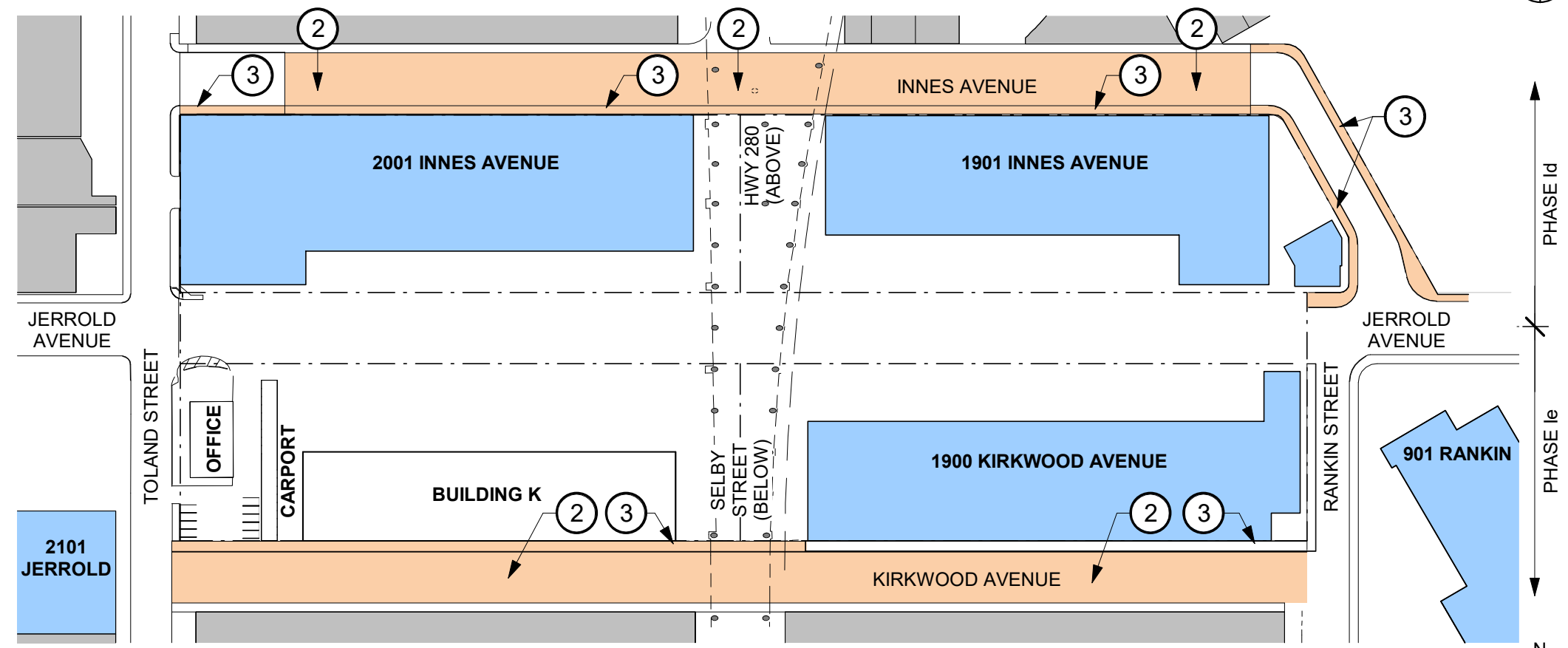
Exhibit D - Phasing Diagrams

Phase Id & Ie
ROW CONSTRUCTION FOR VEHICLE & PEDESTRIAN CONNECTION

P6.1DE
1" = 160'-0"
05.12.22



PHASE Id & 1e - ROW DEMOLITION









PHASE Id & Ie - ROW CONSTRUCTION

Reinvestment Project



LEGEND

-  SF MARKET BUILDINGS
-  SF MARKET BUILDINGS TO REMAIN
-  ADJACENT BUILDINGS
-  AREA OF WORK
-  RIGHT-OF-WAY (ROW) TO BE VACATED
-  FUTURE LOT AND PROPERTY LINES

NOTES

- ① DEMOLISH BUILDING K
- ② DEMOLISH PRODUCE BUILDING (OFFICE)
- ③ DEMOLISH CARPORT AND GRADE PARKING
- ④ CONSTRUCT 2000 KIRKWOOD AVENUE PROPOSED BUILDING SIZE REMAINS UNCHANGED FROM THE APPROVED MND

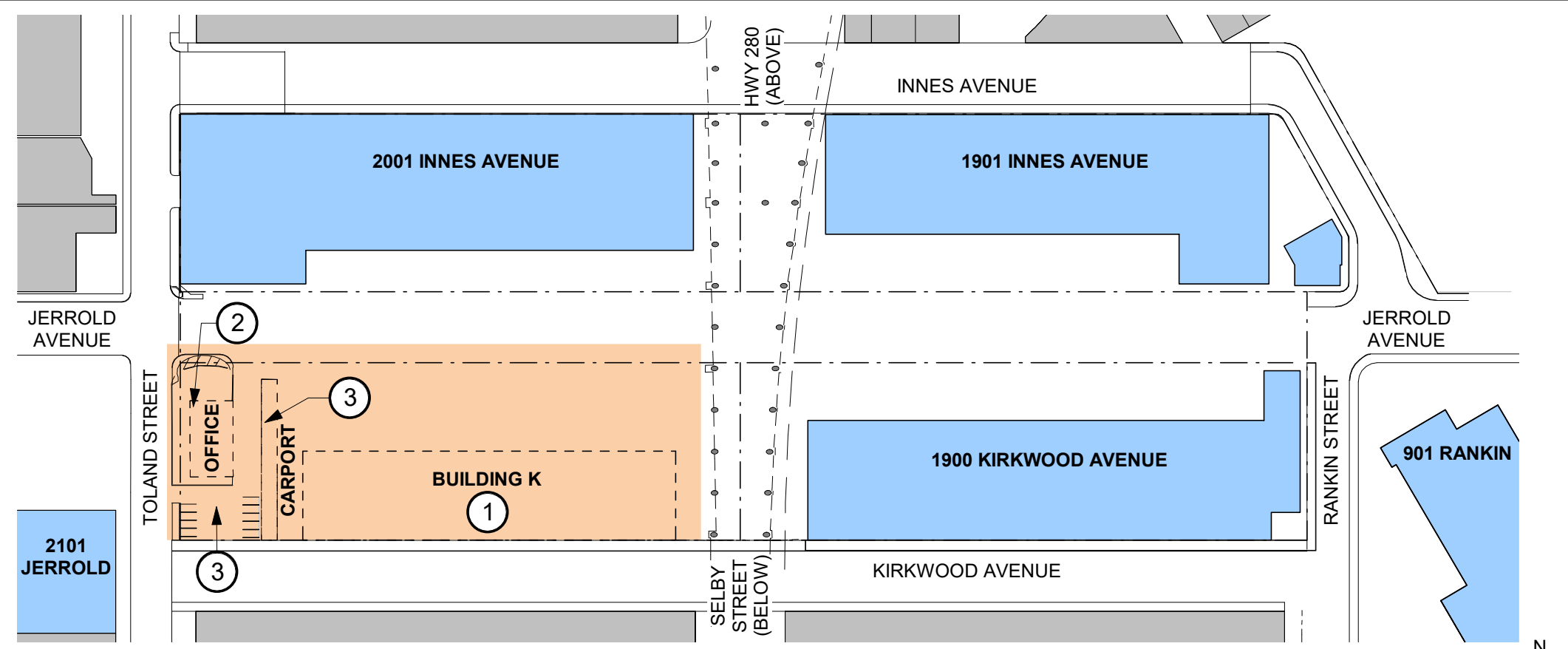
SCHEDULE

START	FINISH	DURATION
MAR 2040	JUN 2041	16 MONTHS

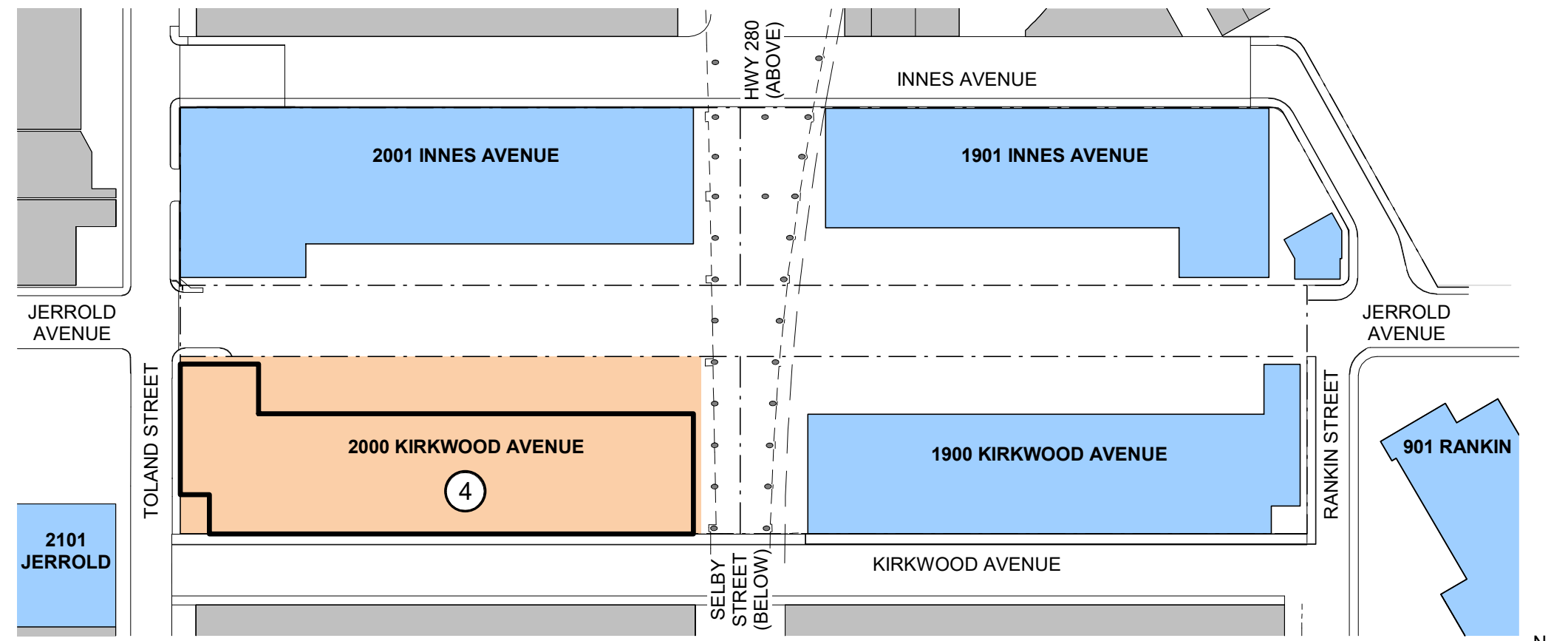
Exhibit D - Phasing Diagrams

Phase IIIb
BUILDING NO.4 CONSTRUCTION

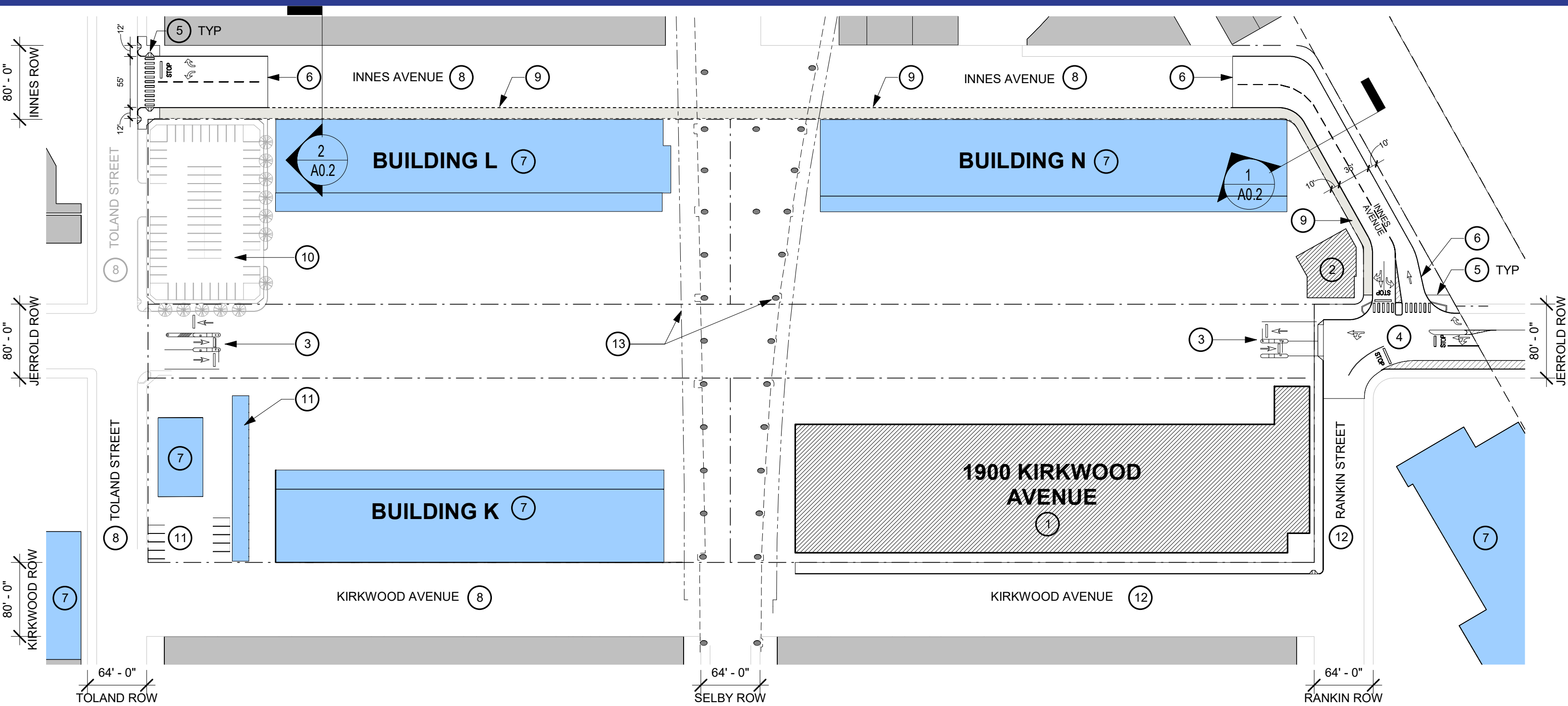
P7.3B
1" = 160'-0"
04.21.22



PHASE IIIb - BUILDING DEMOLITION



PHASE IIIb - BUILDING CONSTRUCTION



SHEET NOTES

- ① NEW MARKET BUILDING
- ② NEW OPERATIONS CENTER BUILDING
- ③ NEW GATED ENTRY INTO MARKET
- ④ IMPROVED INTERSECTION AT JERROLD AND RANKIN: NEW ROAD BED, CURB & GUTTER AND STREET MARKINGS
- ⑤ NEW SIDEWALK, CURB RAMPS AND 10' WIDE CROSSWALK, SEE STREET SECTIONS
- ⑥ NEW PORTION OF ROADWAY: NEW ROAD BED, CURB & GUTTER AND STREET MARKINGS, SEE STREET SECTIONS
- ⑦ EXISTING MARKET BUILDINGS
- ⑧ EXISTING ROAD BED AND SIDEWALK (WHERE OCCURS) TO REMAIN
- ⑨ NEW TEMPORARY PEDESTRIAN ACCESS: ROLLED ASPHALT CURB, ASPHALT OVERLAY AT SIDEWALK, AND CURB RAMPS. STRIPING AND SIGNAGE AS REQ'D
- ⑩ TEMPORARY SURFACE PARKING LOT
- ⑪ EXISTING PARKING AND CARPORT TO REMAIN
- ⑫ NEW CURB & GUTTER AND SIDEWALK ALONG NEW BUILDING STREET FRONTAGE, EXISTING ROAD BED TO REMAIN
- ⑬ HWY 280 COLUMNS AND STRUCTURE ABOVE

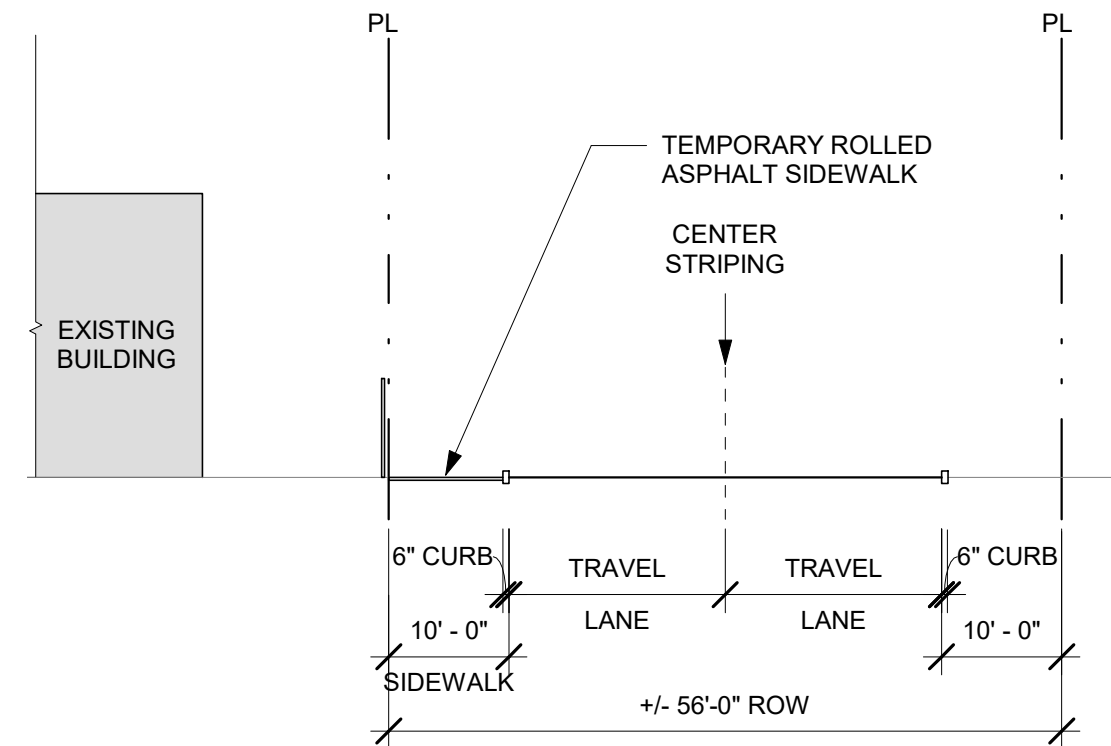
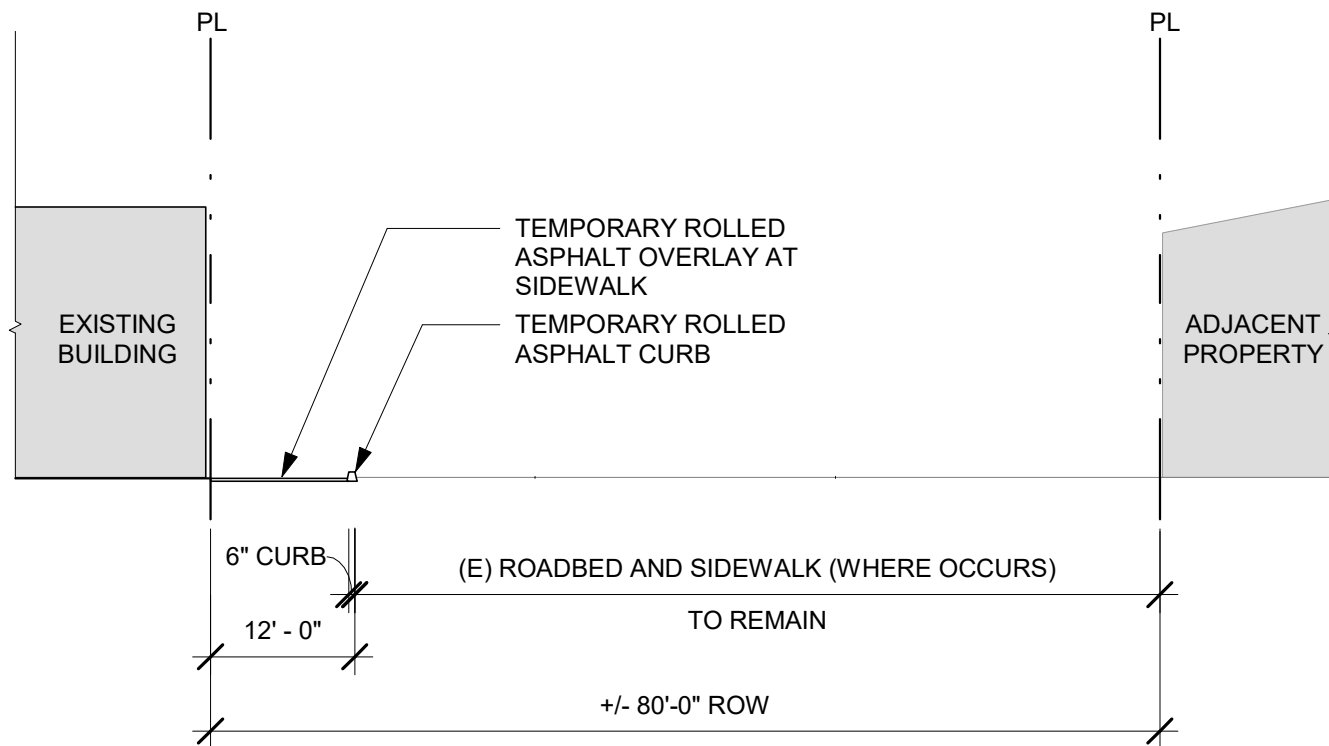


EXHIBIT E - STREETScape OVERVIEW - INTERIM PLAN

A0.1
1" = 100'-0"
04.21.22

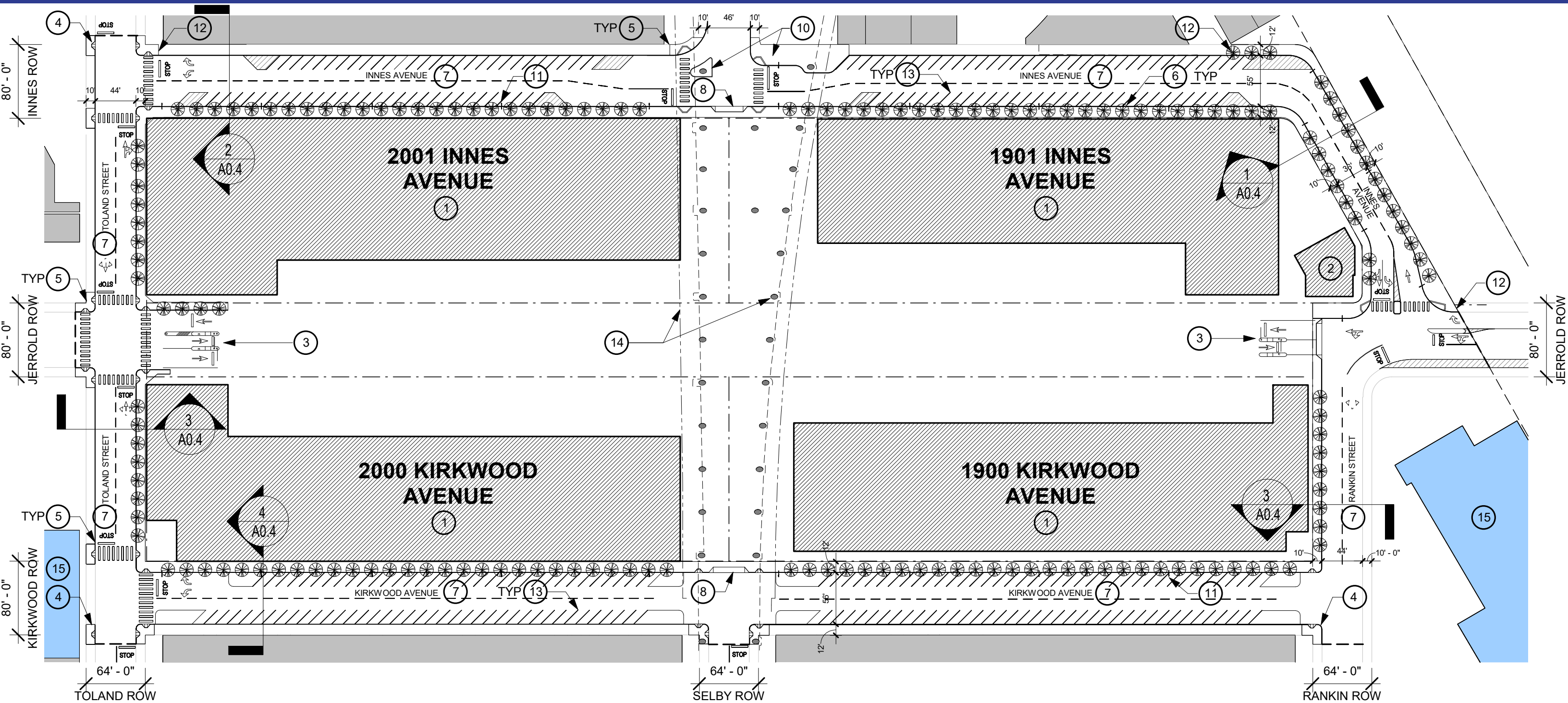


STREETSCAPE PLANS



2 STREET SECTION AT INNES - INTERIM PHASES
1/16" = 1'-0"

1 STREET SECTION AT INNES EXTENSION
1/16" = 1'-0"



SHEET NOTES

- ① NEW MARKET BUILDING

② NEW OPERATIONS CENTER BUILDING

③ NEW GATED ENTRY INTO MARKET AT JERROLD. NO THROUGH ACCESS
- ④ NEW CURB RAMP W/ NEW PORTION OF CURB AND SIDEWALK

⑤ NEW PORTION OF SIDEWALK, CURB RAMPS AND 10' WIDE CROSSWALK

⑥ NEW STREET TREES AT 20' SPACING AND PER BETTER STREETS STANDARDS
- ⑦ NEW STREETScape INCLUDING: NEW ROADBED, STRIPING, CURB AND SIDEWALK ALONG PROJECT SIDE AND NEW CURB ALONG ADJACENT STREET EDGE, SEE STREET SECTIONS. EXTENT OF WORK AND ALTERATION TO STREET DIRECTION TO BE COORDINATED WITH ADJACENT PROJECT AT 749 TOLAND AND 2000 MCKINNON
- ⑧ NEW CURB CUT INTO SITE AT SELBY STREET. NO THROUGH ACCESS

⑨ EXISTING SIDEWALK AND ROADBED TO REMAIN

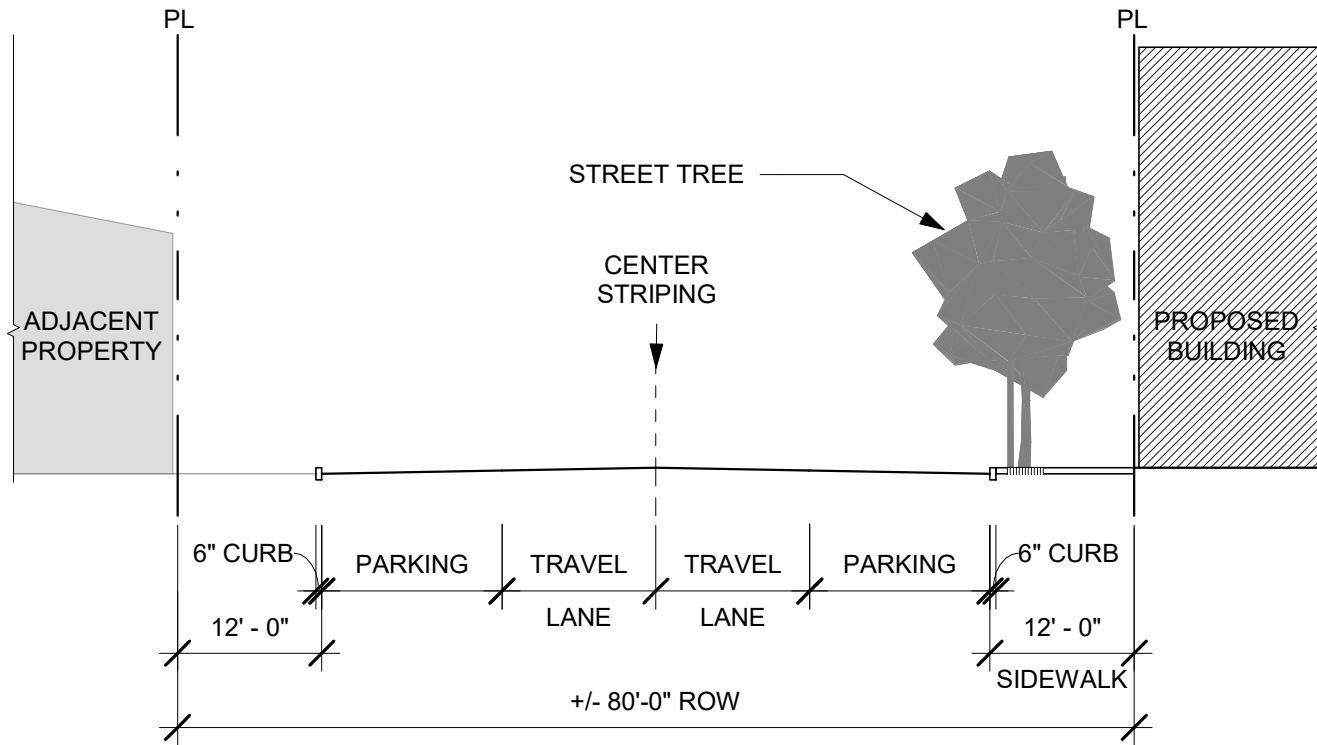
⑩ NEW CURB AND SIDEWALK AT BULBOUTS TO ACCOMODATE HWY STRUCTURE

⑪ NEW STREETLIGHT, TYPICAL
- ⑫ EXTENT OF SIDEWALK IMPROVEMENTS AT ADJACENT STREET EDGES

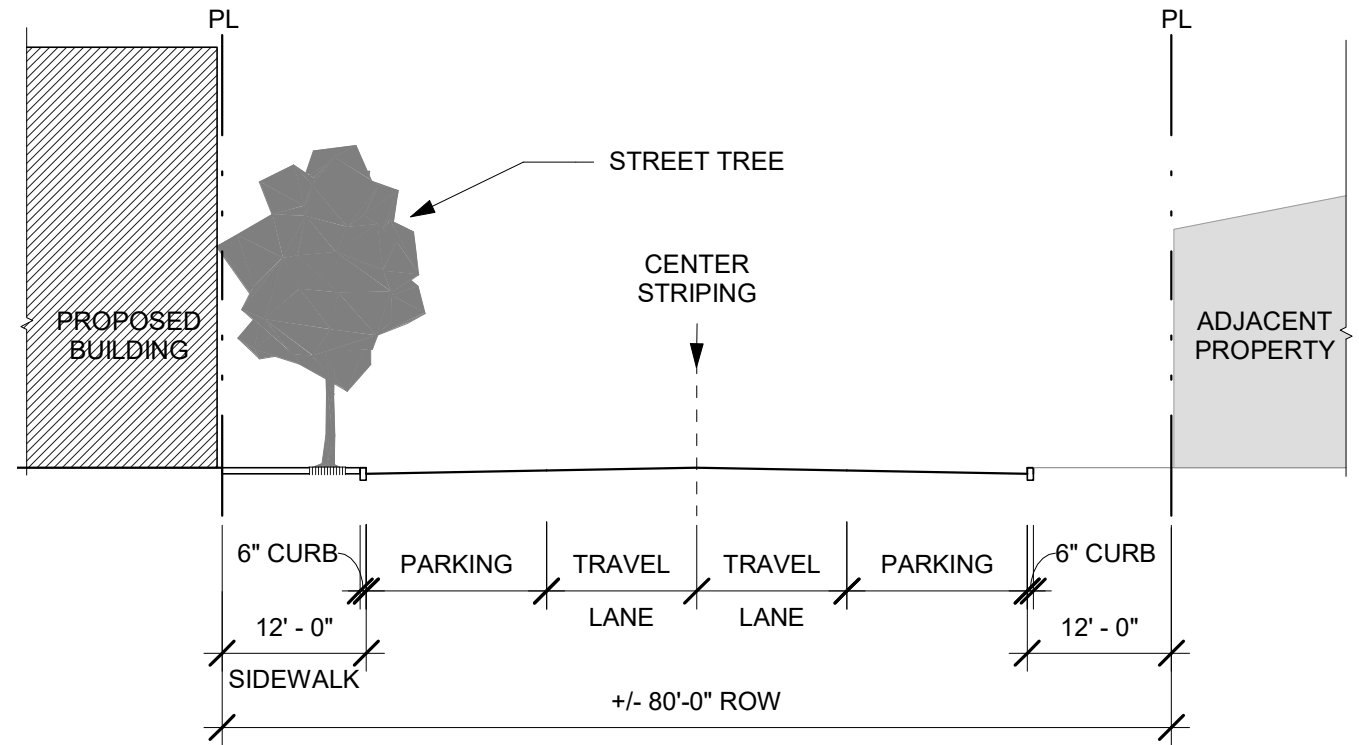
⑬ NEW BACK-IN ANGLED PARKING STALLS. STANDARD SIZE

⑭ HWY 280 COLUMNS AND STRUCTURE ABOVE

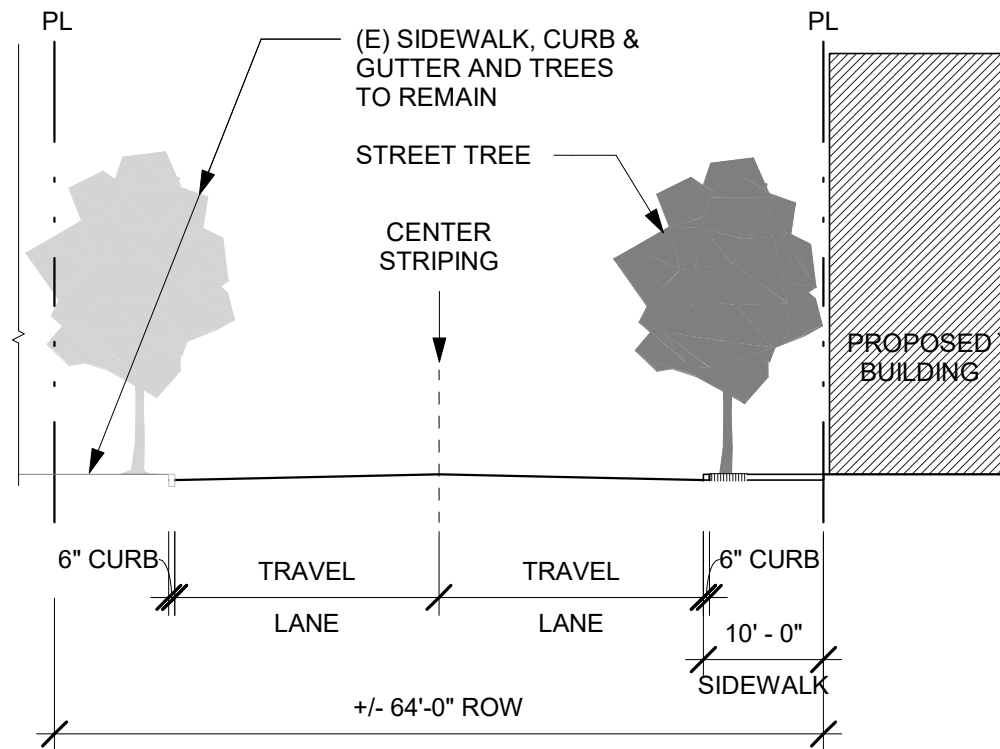
⑮ EXISTING MARKET BUILDINGS



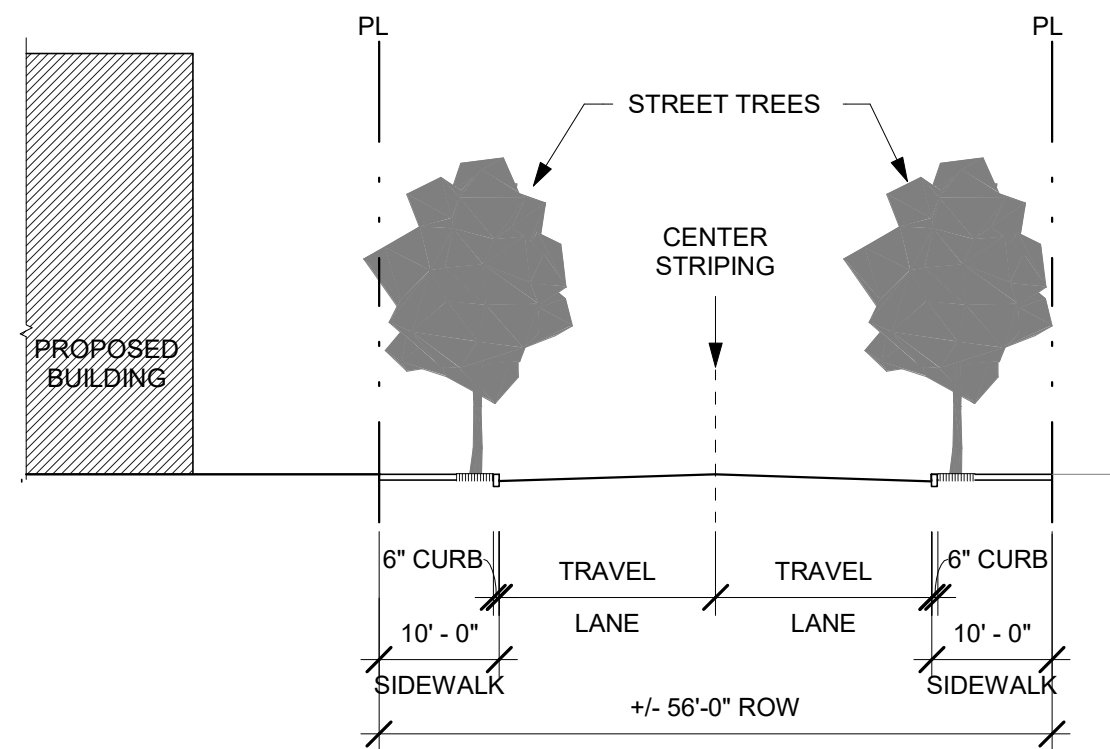
4 STREET SECTION AT KIRKWOOD
1/16" = 1'-0"



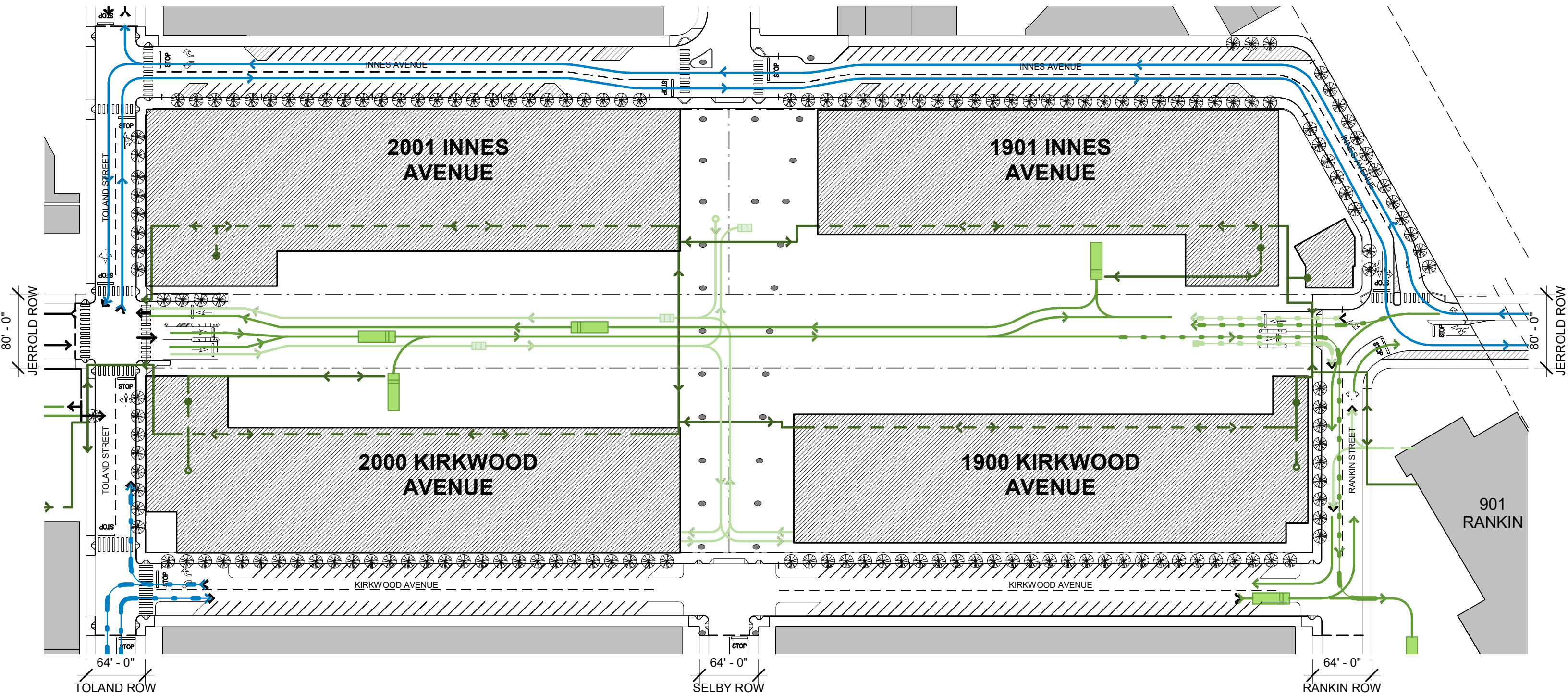
2 STREET SECTION AT INNES - W/ ADJACENT SIDEWALK
1/16" = 1'-0"



3 STREET SECTION AT TOLAND + RANKIN
1/16" = 1'-0"



1 STREET SECTION AT INNES EXTENSION
1/16" = 1'-0"



CIRCULATION LEGEND

- SFM TRUCK CIRCULATION
- SECONDARY SFM TRUCK CIRCULATION
- SFM AUTOMOTIVE CIRCULATION @ GRADE OR ON ROOF
- SECONDARY SFM AUTOMOTIVE CIRCULATION
- SFM MAIN PEDESTRIAN CIRCULATION
- SFM MAIN PEDESTRIAN CIRCULATION @ BUILDING INTERIOR
- PRIMARY VEHICULAR CIRCULATION AROUND SITE (THIS ROUTE WILL BE SIGNED)
- SECONDARY VEHICULAR CIRCULATION AROUND SITE

APPENDIX B

REVISED PROJECT TRIP GENERATION

LAND USES

SAN FRANCISCO MARKET - Phase 2

REVISED PROJECT DEFINITION

LAND USE TYPE	YEAR 2010 LAND USE INTENSITY BY BUILDING AND L.U. TYPE (gsf)						
	1901 Innes NE quadrant	1900 Kirkwood SE quadrant	2001 Innes NW quadrant	2000 Kirkwood SW quadrant	Total Main Site	901 Rankin Site	Total Project Site
Warehousing	70,197	50,718	66,122	46,888	233,925	45,210	279,135
Office	3,744	10,759	8,925	14,369	37,797	5,040	42,837
Meeting Hall					-		-
Banking				2,717	2,717		2,717
Restaurant/Café			750		750		750
Total	73,941	61,477	75,797	63,974	275,189	50,250	325,439

LAND USE TYPE	YEAR 2022 LAND USE INTENSITY BY BUILDING AND L.U. TYPE (gsf)						
	1901 Innes NE quadrant	1900 Kirkwood SE quadrant	2001 Innes NW quadrant	2000 Kirkwood SW quadrant	Total Main Site	901 Rankin Site	Total Project Site
Warehousing	70,197	50,718	66,122	46,888	233,925	62,361	296,286
Office	3,744	10,759	8,925	17,086	40,514	20,214	60,728
Meeting Hall					-		-
Banking					-		-
Restaurant/Café			750		750		750
Total	73,941	61,477	75,797	63,974	275,189	82,575	357,764

LAND USE TYPE	REVISED PROJECT LAND USE INTENSITY BY BUILDING AND L.U. TYPE (gsf)						
	1901 Innes NE quadrant	1900 Kirkwood SE quadrant	2001 Innes NW quadrant	2000 Kirkwood SW quadrant	Total Main Site	901 Rankin Site	Total Project Site
Warehousing	76,815	75,426	94,075	73,508	319,824	62,361	382,185
Office	14,407	12,656	16,668	17,916	61,647	20,214	81,861
Meeting Hall			10,009		10,009		10,009
Banking					-		-
Restaurant/Café			750		750		750
Total	91,222	88,082	121,502	91,424	392,230	82,575	474,805

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT DEFINITION

LAND USE TYPE	LAND USE INTENSITY BY TYPE (gsf)											
	YEAR 2010			YEAR 2022			APPROVED PROJECT			REVISED PROJECT		
	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total
Warehousing	233,925	45,210	279,135	233,925	62,361	296,286	301,181	81,004	382,185	319,824	62,361	382,185
Office	37,797	5,040	42,837	40,514	20,214	60,728	55,376	23,235	78,611	61,647	20,214	81,861
Meeting Hall	-	-	-	-	-	-	-	10,009	10,009	10,009	-	10,009
Banking	2,717	-	2,717	-	-	-	3,250	-	3,250	-	-	-
Restaurant/Café	750	-	750	750	-	750	750	-	750	750	-	750
Total	275,189	50,250	325,439	275,189	82,575	357,764	360,557	114,248	474,805	392,230	82,575	474,805
On-site parking spaces	319	78	397	319	65	384	375	65	440	375	65	440
On-site loading spaces	146	-	146	146	20	166	166	20	186	166	20	186

LAND USE TYPE	LAND USE INTENSITY BY TYPE (gsf)								
	GROWTH BETWEEN YEAR 2010 AND REVISED PROJECT			GROWTH BETWEEN YEAR 2022 AND REVISED PROJECT			DIFFERENCE BETWEEN APPROVED AND REVISED PROJECTS		
	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total
Warehousing	85,899	17,151	103,050	85,899	0	85,899	18,643	-18,643	0
Office	23,850	15,174	39,024	21,133	0	21,133	6,271	-3,021	3,250
Meeting Hall	10,009	0	10,009	10,009	0	10,009	10,009	-10,009	0
Banking	-2,717	0	-2,717	0	0	0	-3,250	0	-3,250
Restaurant/Café	0	0	0	0	0	0	0	0	0
Total	117,041	32,325	149,366	117,041	0	117,041	31,673	-31,673	0

SAN FRANCISCO MARKET - Phase 2

REVISED PROJECT DEFINITION

LAND USE TYPE	REVISED PROJECT GROWTH FROM YEAR 2010 BY BUILDING AND L.U. TYPE (gsf)						
	1901 Innes	1900 Kirkwood	2001 Innes	2000 Kirkwood	Total	901 Rankin	Total
	NE quadrant	SE quadrant	NW quadrant	SW quadrant	Main Site	Site	Project Site
Warehousing	6,618	24,708	27,953	26,620	85,899	17,151	103,050
Office	10,663	1,897	7,743	3,547	23,850	15,174	39,024
Meeting Hall	0	0	10,009	0	10,009	0	10,009
Banking	0	0	0	-2,717	-2,717	0	-2,717
Restaurant/Café	0	0	0	0	0	0	0
Total	17,281	26,605	45,705	27,450	117,041	32,325	149,366

LAND USE TYPE	REVISED PROJECT GROWTH FROM YEAR 2022 BY BUILDING AND L.U. TYPE (gsf)						
	1901 Innes	1900 Kirkwood	2001 Innes	2000 Kirkwood	Total	901 Rankin	Total
	NE quadrant	SE quadrant	NW quadrant	SW quadrant	Main Site	Site	Project Site
Warehousing	6,618	24,708	27,953	26,620	85,899	-	85,899
Office	10,663	1,897	7,743	830	21,133	-	21,133
Meeting Hall	-	-	10,009	-	10,009	-	10,009
Banking	-	-	-	-	-	-	-
Restaurant/Café	-	-	-	-	-	-	-
Total	17,281	26,605	45,705	27,450	117,041	-	117,041

TRIP GENERATION SUMMARY

SAN FRANCISCO MARKET - Phase 2

REVISED PROJECT TRIP GENERATION - WEEKDAY

FINAL SUMMARY OF NET NEW TRIPS

Mode	Daily Person Trips and Vehicle Trips					AM Peak Hour Person Trips and Vehicle Trips					Percent of Daily vs AM Peak Hour					
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	
Person Trips																
Auto	1,157	525	792	0	2,474	81	51	24	0	156	87.6%	7.0%	9.7%	3.0%	0.0%	6.3%
Transit	80	45	44	0	169	6	4	2	0	12	6.7%	7.5%	8.9%	4.5%	0.0%	7.1%
Walk	0	90	238	0	328	0	5	2	0	7	3.9%	0.0%	5.6%	0.8%	0.0%	2.1%
Other	0	46	21	0	67	0	2	1	0	3	1.7%	0.0%	4.3%	4.8%	0.0%	4.5%
All Modes Person Trips	1,237	706	1,095	0	3,038	87	62	29	0	178	100.0%	7.0%	8.8%	2.6%	0.0%	5.9%
Total Vehicle Trips	665	304	428	0	1,397	54	37	19	0	110	100.0%	8.1%	12.2%	4.4%	0.0%	7.9%
<i>Avg. veh occup.</i>	<i>1.74</i>	<i>1.73</i>	<i>1.85</i>	<i>0.00</i>	<i>1.77</i>	<i>1.50</i>	<i>1.38</i>	<i>1.26</i>	<i>0.00</i>	<i>1.42</i>						

Distribution	Total Daily PTs	AM Peak Hour Person-Trips					AM Peak Hour Transit-Trips					AM Peak Hour Vehicle-Trips				
		Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	284	9	6	2	0	17	1	1	1	0	3	5	3	1	0	9
Superdistrict 2	346	10	7	3	0	20	1	1	0	0	2	6	4	2	0	12
Superdistrict 3	1,356	26	16	7	0	49	2	1	1	0	4	15	8	4	0	27
Superdistrict 4	199	7	5	2	0	14	0	0	0	0	0	4	3	1	0	8
East Bay	252	11	8	4	0	23	2	1	0	0	3	6	4	2	0	12
North Bay	77	4	3	2	0	9	0	0	0	0	0	2	2	1	0	5
South Bay	416	18	15	8	0	41	0	0	0	0	0	15	12	7	0	34
Out of Region	108	2	2	1	0	5	0	0	0	0	0	1	1	1	0	3
All Origins	3,038	87	62	29	0	178	6	4	2	0	12	54	37	19	0	110

Work/Non-work % AM Peak Hour	Warehouse		Office		Retail		Rest./Café	
	Work	Non-work	Work	Non-work	Work	Non-work	Work	Non-work
Inbound	80%	50%	100%	50%	100%	50%	100%	50%
Outbound	20%	50%	0%	50%	0%	50%	0%	50%

AM Peak Hour Auto Person Trips	Inbound					Outbound					Total Inbound+Outbound				
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	5	3	2	0	10	3	0	0	0	3	8	3	2	0	13
Superdistrict 2	6	5	2	0	13	3	1	0	0	4	9	6	2	0	17
Superdistrict 3	16	10	4	0	30	8	1	0	0	9	24	11	4	0	39
Superdistrict 4	5	4	2	0	11	2	0	0	0	2	7	4	2	0	13
East Bay	7	7	4	0	18	3	0	0	0	3	10	7	4	0	21
North Bay	3	3	2	0	8	1	0	0	0	1	4	3	2	0	9
South Bay	13	15	7	0	35	4	0	0	0	4	17	15	7	0	39
Out of Region	1	1	1	0	3	1	1	0	0	2	2	2	1	0	5
All Origins	56	48	24	0	128	25	3	0	0	28	81	51	24	0	156

SAN FRANCISCO MARKET - Phase 2

REVISED PROJECT TRIP GENERATION - WEEKDAY
FINAL SUMMARY OF NET NEW TRIPS

AM Peak Hour Transit Person Trips	Inbound					Outbound					Total Inbound+Outbound				
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
Superdistrict 2	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
Superdistrict 3	0	1	1	0	2	1	0	0	0	1	1	1	0	3	
Superdistrict 4	0	0	1	0	1	0	0	0	0	0	0	0	1	1	
East Bay	1	1	0	0	2	0	0	0	0	0	1	1	0	2	
North Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
South Bay	2	0	0	0	2	0	0	0	0	0	2	0	0	2	
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
All Origins	5	4	2	0	11	1	0	0	0	1	6	4	2	12	

AM Peak Hour Walk/Other Person Trips	Inbound					Outbound					Total Inbound+Outbound				
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2
Superdistrict 2	0	1	0	0	1	0	0	0	0	0	0	1	0	1	
Superdistrict 3	0	3	3	0	6	0	1	0	0	1	0	4	3	7	
Superdistrict 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
East Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
North Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
South Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
All Origins	0	5	3	0	8	0	2	0	0	2	0	7	3	10	

AM Peak Hour All Modes Person Trips	Inbound					Outbound					Total Inbound+Outbound				
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	6	5	2	0	13	3	1	0	0	4	9	6	2	0	17
Superdistrict 2	7	7	2	0	16	3	1	0	0	4	10	8	2	0	20
Superdistrict 3	16	14	8	0	38	9	2	0	0	11	25	16	8	0	49
Superdistrict 4	5	4	3	0	12	2	0	0	0	2	7	4	3	0	14
East Bay	8	8	4	0	20	3	0	0	0	3	11	8	4	0	23
North Bay	3	3	2	0	8	1	0	0	0	1	4	3	2	0	9
South Bay	15	15	7	0	37	4	0	0	0	4	19	15	7	0	41
Out of Region	1	1	1	0	3	1	1	0	0	2	2	2	1	0	5
All Origins	61	57	29	0	147	26	5	0	0	31	87	62	29	0	178

AM Peak Hour Vehicle-Trips	Inbound					Outbound					Total Inbound+Outbound				
	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total	Warehouse	Office	Retail	Rest/Café	Total
Superdistrict 1	3	2	1	0	6	3	0	0	0	3	6	2	1	0	9
Superdistrict 2	4	4	2	0	10	2	0	0	0	2	6	4	2	0	12
Superdistrict 3	10	8	4	0	22	4	1	0	0	5	14	9	4	0	27
Superdistrict 4	3	3	1	0	7	1	0	0	0	1	4	3	1	0	8
East Bay	4	4	2	0	10	2	0	0	0	2	6	4	2	0	12
North Bay	1	2	1	0	4	1	0	0	0	1	2	2	1	0	5
South Bay	10	12	7	0	29	4	0	1	0	5	14	12	8	0	34
Out of Region	1	1	0	0	2	1	0	0	0	1	2	1	0	0	3
All Origins	36	36	18	0	90	18	1	1	0	20	54	37	19	0	110
					82%					18%					

TRIP GENERATION BY LAND USE

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: WAREHOUSING (WORK TRIPS)

Proposed Size:	103,050 gsf		
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	12.0 trips/gsf	Person-trip Generation % and Rate [1]:	7.0% 0.84 trips/gsf
Total Person-trips:	1,237 person-trips	Total Person-trips:	87 person-trips
Work Trips [2]: 40%	495 person-trips	Work Trips [2]: 67%	58 person-trips

Origins	Distribution [3]	Mode	Percent [4]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto	89.1%	1.30	37	28	4	3
		Transit	10.9%		4	1	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		41	28	5	3
Superdistrict 2	10.6%	Auto	91.2%	1.26	48	38	6	4
		Transit	8.8%		5	1	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		52	38	6	4
Superdistrict 3	23.9%	Auto	93.1%	1.25	110	88	13	10
		Transit	6.9%		8	1	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		118	88	14	10
Superdistrict 4	7.9%	Auto	92.8%	1.48	36	25	4	3
		Transit	7.2%		3	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		39	25	5	3
East Bay	14.3%	Auto	90.1%	1.61	64	40	7	5
		Transit	9.9%		7	1	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		71	40	8	5
North Bay	5.6%	Auto	96.5%	1.44	27	19	3	2
		Transit	3.5%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		28	19	3	2
South Bay	26.9%	Auto	97.1%	1.13	129	114	15	13
		Transit	2.9%		4	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		133	114	16	13
Out of Region	2.5%	Auto	88.2%	1.56	11	7	1	1
		Transit	11.8%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		12	7	1	1
TOTAL	100.0%	Auto	93.3%	1.29	461	358	54	42
		Transit	6.7%		33	4	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		495	358	58	42

- Notes:
 [1] Based on survey data and a comparison with other trip generation sources
 [2] SF Guidelines, Appendix C - Table C-2 (Manufacturing/Industrial); the a.m. percentage of work trips is assumed to be the same as the p.m. percentage
 [3] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)
 [4] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All), with adjustments:
 percentages for "Walk" and "Other" have been added to "Auto", as well as 2/3 of the "Transit" percentages

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: WAREHOUSE (NON-WORK TRIPS)

Proposed Size:	103,050 gsf		
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	12.0 trips/gsf	Person-trip Generation % and Rate [1]:	7.0% 0.84 trips/gsf
Total Person-trips:	1,237 person-trips	Total Person-trips:	87 person-trips
Non-Work Trips [2]: 60%	742 person-trips	Non-Work Trips [2]: 33%	29 person-trips

Origins	Distribution [3]	Mode	Percent [4]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	93.6%	2.03	90	44	3	2
		Transit	6.4%		6	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		96	44	4	2
Superdistrict 2	14.0%	Auto	95.2%	1.97	99	50	4	2
		Transit	4.8%		5	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		104	50	4	2
Superdistrict 3	44.0%	Auto	92.8%	2.43	303	125	12	5
		Transit	7.2%		23	1	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		326	125	13	5
Superdistrict 4	7.0%	Auto	94.6%	2.51	49	20	2	1
		Transit	5.4%		3	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		52	20	2	1
East Bay	9.0%	Auto	90.1%	2.59	60	23	2	1
		Transit	9.9%		7	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		67	23	3	1
North Bay	1.0%	Auto	100.0%	2.11	7	4	0	0
		Transit	0.0%		0	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		7	4	0	0
South Bay	9.0%	Auto	98.8%	2.28	66	29	3	1
		Transit	1.2%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		67	29	3	1
Out of Region	3.0%	Auto	93.0%	1.68	21	12	1	0
		Transit	7.0%		2	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		22	12	1	0
TOTAL	100.0%	Auto	93.7%	2.27	696	307	27	12
		Transit	6.3%		46	2	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		742	307	29	12

- Notes:
 [1] Based on survey data and a comparison with other trip generation sources
 [2] SF Guidelines, Appendix C - Table C-2 (Manufacturing/Industrial); the a.m. percentage of work trips is assumed to be the same as the p.m. percentage
 [3] SF Guidelines, Appendix E - Table E-15 Visitor Trips to SD3 (All Other)
 [4] SF Guidelines, Appendix E - Table E-15 Visitor Trips to SD3 (All Other), with adjustments:
 percentages for "Walk" and "Other" have been added to "Auto", as well as 2/3 of the "Transit" percentages

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size: 39,024 gsf		AM PEAK HOUR	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1,000 gsf	Person-trip Generation % and Rate [3]:	8.8% 1.60 trips/1,000 gsf
Total Person-trips:	706 person-trips	Total Person-trips:	62 person-trips
Work Trips [2]:	36%	Work Trips [4]:	83%
	254 person-trips		52 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto	68.7%	1.30	14	11	3	2
		Transit	10.9%		2	0	0	
		Walk	17.7%		4	1	0	
		Other	2.7%		1	0	0	
		TOTAL	100.0%		21	11	4	2
Superdistrict 2	10.6%	Auto	82.2%	1.26	22	18	5	4
		Transit	8.8%		2	0	0	
		Walk	6.9%		2	0	0	
		Other	2.1%		1	0	0	
		TOTAL	100.0%		27	18	5	4
Superdistrict 3	23.9%	Auto	73.4%	1.25	45	36	9	7
		Transit	6.9%		4	1	1	
		Walk	15.1%		9	2	2	
		Other	4.6%		3	1	1	
		TOTAL	100.0%		61	36	12	7
Superdistrict 4	7.9%	Auto	90.0%	1.48	18	12	4	2
		Transit	7.2%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	2.8%		1	0	0	
		TOTAL	100.0%		20	12	4	2
East Bay	14.3%	Auto	88.6%	1.61	32	20	7	4
		Transit	9.9%		4	1	0	
		Walk	0.0%		0	0	0	
		Other	1.5%		1	0	0	
		TOTAL	100.0%		36	20	7	4
North Bay	5.6%	Auto	93.9%	1.44	13	9	3	2
		Transit	3.5%		0	0	0	
		Walk	0.0%		0	0	0	
		Other	2.6%		0	0	0	
		TOTAL	100.0%		14	9	3	2
South Bay	26.9%	Auto	94.4%	1.13	65	57	13	12
		Transit	2.9%		2	0	0	
		Walk	0.0%		0	0	0	
		Other	2.7%		2	0	0	
		TOTAL	100.0%		68	57	14	12
Out of Region	2.5%	Auto	85.3%	1.56	5	3	1	1
		Transit	11.8%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	2.9%		0	0	0	
		TOTAL	100.0%		6	3	1	1
TOTAL	100.0%	Auto	84.5%	1.29	215	167	44	34
		Transit	6.7%		17	3	3	
		Walk	5.8%		15	3	2	
		Other	2.9%		7	2	2	
		TOTAL	100.0%		254	167	52	34

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Office)
- [2] SF Guidelines, Appendix C - Table C-2 (Office)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for General Office [LU 710] from ITE Trip Generation, 8th Edition
- [4] The a.m. percentage of work trips is assumed to be the same as the p.m. percentage shown in Table C-2 of the SF Guidelines
- [5] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)
- [6] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size: 39,024 gsf		AM PEAK HOUR	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1,000 gsf	Person-trip Generation % and Rate [3]:	8.8% 1.60 trips/1,000 gsf
Total Person-trips:	706 person-trips	Total Person-trips:	62 person-trips
Non-Work Trips [2]:	64%	Non-Work Trips [4]:	17%
	452 person-trips		11 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	48.8%	2.03	29	14	1	0
		Transit	6.4%		4	0	0	
		Walk	33.3%		20	0	0	
		Other	11.5%		7	0	0	
		TOTAL	100.0%		59	14	1	0
Superdistrict 2	14.0%	Auto	78.3%	1.97	50	25	1	1
		Transit	4.8%		3	0	0	
		Walk	2.4%		2	0	0	
		Other	14.5%		9	0	0	
		TOTAL	100.0%		63	25	1	1
Superdistrict 3	44.0%	Auto	58.0%	2.43	115	48	3	1
		Transit	7.2%		14	0	0	
		Walk	25.4%		51	1	1	
		Other	9.4%		19	0	0	
		TOTAL	100.0%		199	48	5	1
Superdistrict 4	7.0%	Auto	78.3%	2.51	25	10	1	0
		Transit	5.4%		2	0	0	
		Walk	7.0%		2	0	0	
		Other	9.3%		3	0	0	
		TOTAL	100.0%		32	10	1	0
East Bay	9.0%	Auto	88.3%	2.59	36	14	1	0
		Transit	9.9%		4	0	0	
		Walk	1.8%		1	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		41	14	1	0
North Bay	1.0%	Auto	100.0%	2.11	5	2	0	0
		Transit	0.0%		0	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		5	2	0	0
South Bay	9.0%	Auto	97.0%	2.28	39	17	1	0
		Transit	1.2%		0	0	0	
		Walk	1.8%		1	0	0	
		Other	0.0%		0	0	0	
		TOTAL	100.0%		41	17	1	0
Out of Region	3.0%	Auto	87.7%	1.68	12	7	0	0
		Transit	7.0%		1	0	0	
		Walk	0.0%		0	0	0	
		Other	5.3%		1	0	0	
		TOTAL	100.0%		14	7	0	0
TOTAL	100.0%	Auto	68.6%	2.26	310	137	7	3
		Transit	6.3%		28	1	1	
		Walk	16.7%		75	2	2	
		Other	8.5%		38	1	1	
		TOTAL	100.0%		452	137	11	3

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Office)
- [2] SF Guidelines, Appendix C - Table C-2 (Office)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for General Office [LU 710] from ITE Trip Generation, 8th Edition
- [4] The a.m. percentage of work trips is assumed to be the same as the p.m. percentage shown in Table C-2 of the SF Guidelines
- [5] SF Guidelines, Appendix E - Table E-15 Visitor Trips to SD3 (All Other)
- [6] SF Guidelines, Appendix E - Table E-15 Visitor Trips to SD3 (All Other), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:	7,292 gsf		
DAILY	AM PEAK HOUR		
Person-trip Generation Rate [1]:	150.0 trips/1,000 gsf	Person-trip Generation % and Rate [3]:	2.7% 4.01 trips/1,000 gsf
Total Person-trips:	1,094 person-trips	Total Person-trips:	29 person-trips
Work Trips [2]:	44 person-trips	Work Trips [4]:	100% 29 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto	68.7%	1.30	2	2	2	1
		Transit	10.9%		0	0	0	0
		Walk	17.7%		1	0	0	0
		Other	2.7%		0	0	0	0
		TOTAL	100.0%		4	2	2	1
Superdistrict 2	10.6%	Auto	82.2%	1.26	4	3	3	2
		Transit	8.8%		0	0	0	0
		Walk	6.9%		0	0	0	0
		Other	2.1%		0	0	0	0
		TOTAL	100.0%		5	3	3	2
Superdistrict 3	23.9%	Auto	73.4%	1.25	8	6	5	4
		Transit	6.9%		1	0	0	0
		Walk	15.1%		2	1	1	0
		Other	4.6%		0	0	0	0
		TOTAL	100.0%		10	6	7	4
Superdistrict 4	7.9%	Auto	90.0%	1.48	3	2	2	1
		Transit	7.2%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.8%		0	0	0	0
		TOTAL	100.0%		3	2	2	1
East Bay	14.3%	Auto	88.6%	1.61	6	3	4	2
		Transit	9.9%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	1.5%		0	0	0	0
		TOTAL	100.0%		6	3	4	2
North Bay	5.6%	Auto	93.9%	1.44	2	2	2	1
		Transit	3.5%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.6%		0	0	0	0
		TOTAL	100.0%		2	2	2	1
South Bay	26.9%	Auto	94.4%	1.13	11	10	7	7
		Transit	2.9%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.7%		0	0	0	0
		TOTAL	100.0%		12	10	8	7
Out of Region	2.5%	Auto	85.3%	1.56	1	1	1	0
		Transit	11.8%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.9%		0	0	0	0
		TOTAL	100.0%		1	1	1	0
TOTAL	100.0%	Auto	84.5%	1.29	37	29	25	19
		Transit	6.7%		3	2	2	0
		Walk	5.8%		3	2	2	0
		Other	2.9%		1	1	1	0
		TOTAL	100.0%		44	29	29	19

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (General Retail)
- [2] SF Guidelines, Appendix C - Table C-2 (Retail)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for Shopping Center [LU 820] from ITE Trip Generation, 8th Edition
- [4] All trips before 9 a.m. assumed to be work trips
- [5] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)
- [6] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:	7,292 gsf		
DAILY	AM PEAK HOUR		
Person-trip Generation Rate [1]:	150.0 trips/1,000 gsf	Person-trip Generation % and Rate [3]:	2.7% 4.01 trips/1,000 gsf
Total Person-trips:	1,094 person-trips	Total Person-trips:	29 person-trips
Non-Work Trips [2]:	96%	1,050 person-trips	Non-Work Trips [4]: 0% 0 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	6.0%	Auto	64.3%	1.76	41	23	0	0
		Transit	9.7%		6	0	0	0
		Walk	22.0%		14	0	0	0
		Other	4.0%		3	0	0	0
		TOTAL	100.0%		63	23	0	0
Superdistrict 2	9.0%	Auto	72.0%	1.52	68	45	0	0
		Transit	5.1%		5	0	0	0
		Walk	19.8%		19	0	0	0
		Other	3.1%		3	0	0	0
		TOTAL	100.0%		95	45	0	0
Superdistrict 3	61.0%	Auto	66.7%	2.04	427	210	0	0
		Transit	3.2%		20	0	0	0
		Walk	28.7%		184	0	0	0
		Other	1.4%		9	0	0	0
		TOTAL	100.0%		641	210	0	0
Superdistrict 4	5.0%	Auto	91.2%	1.78	48	27	0	0
		Transit	3.2%		2	0	0	0
		Walk	2.8%		1	0	0	0
		Other	2.8%		1	0	0	0
		TOTAL	100.0%		53	27	0	0
East Bay	3.0%	Auto	83.3%	1.77	26	15	0	0
		Transit	4.2%		1	0	0	0
		Walk	12.5%		4	0	0	0
		Other	0.0%		0	0	0	0
		TOTAL	100.0%		32	15	0	0
North Bay	2.0%	Auto	95.8%	1.44	20	14	0	0
		Transit	4.2%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		TOTAL	100.0%		21	14	0	0
South Bay	9.0%	Auto	92.5%	1.98	87	44	0	0
		Transit	3.0%		3	0	0	0
		Walk	3.2%		3	0	0	0
		Other	1.3%		1	0	0	0
		TOTAL	100.0%		95	44	0	0
Out of Region	5.0%	Auto	70.5%	1.69	37	22	0	0
		Transit	5.6%		3	0	0	0
		Walk	19.7%		10	0	0	0
		Other	4.2%		2	0	0	0
		TOTAL	100.0%		53	22	0	0
TOTAL	100.0%	Auto	71.9%	1.89	755	399	0	0
		Transit	3.9%		41	0	0	0
		Walk	22.4%		235	0	0	0
		Other	1.8%		19	0	0	0
		TOTAL	100.0%		1,050	399	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (General Retail)
- [2] SF Guidelines, Appendix C - Table C-2 (Retail)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for Shopping Center [LU 820] from ITE Trip Generation, 8th Edition
- [4] All trips before 9 a.m. assumed to be work trips
- [5] SF Guidelines, Appendix E - Table E-14 Visitor Trips to SD3 (Retail)
- [6] SF Guidelines, Appendix E - Table E-14 Visitor Trips to SD3 (Retail), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: RESTAURANT/CAFÉ (WORK TRIPS)

Proposed Size:	-	gsf		
DAILY			AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0	trips/1,000 gsf	Person-trip Generation % and Rate [3]:	13.9% 83.7 trips/1,000 gsf
Total Person-trips:	0	person-trips	Total Person-trips:	0 person-trips
Work Trips [2]:	4%	0 person-trips	Work Trips [4]:	4% 0 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.3%	Auto	68.7%	1.30	0	0	0	0
		Transit	10.9%		0	0	0	0
		Walk	17.7%		0	0	0	0
		Other	2.7%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 2	10.6%	Auto	82.2%	1.26	0	0	0	0
		Transit	8.8%		0	0	0	0
		Walk	6.9%		0	0	0	0
		Other	2.1%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 3	23.9%	Auto	73.4%	1.25	0	0	0	0
		Transit	6.9%		0	0	0	0
		Walk	15.1%		0	0	0	0
		Other	4.6%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 4	7.9%	Auto	90.0%	1.48	0	0	0	0
		Transit	7.2%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.8%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
East Bay	14.3%	Auto	88.6%	1.61	0	0	0	0
		Transit	9.9%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	1.5%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
North Bay	5.6%	Auto	93.9%	1.44	0	0	0	0
		Transit	3.5%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.6%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
South Bay	26.9%	Auto	94.4%	1.13	0	0	0	0
		Transit	2.9%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.7%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Out of Region	2.5%	Auto	85.3%	1.56	0	0	0	0
		Transit	11.8%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	2.9%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	84.5%	1.29	0	0	0	0
		Transit	6.7%		0	0	0	0
		Walk	5.8%		0	0	0	0
		Other	2.9%		0	0	0	0
		TOTAL	100.0%		0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant-Composite Rate)
- [2] SF Guidelines, Appendix C - Table C-2 (Retail)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for High Turnover Restaurant [LU 932] from ITE Trip Generation, 8th Edition
- [4] The a.m. percentage of work trips is assumed to be the same as the p.m. percentage shown in Table C-2 of the SF Guidelines
- [5] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All)
- [6] SF Guidelines, Appendix E - Table E-5 Work Trips to SD3 (All), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 LAND USE: RESTAURANT/CAFÉ (NON-WORK TRIPS)

Proposed Size:	-	gsf		
DAILY			AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0	trips/1,000 gsf	Person-trip Generation % and Rate [3]:	13.9% 83.7 trips/1,000 gsf
Total Person-trips:	0	person-trips	Total Person-trips:	0 person-trips
Non-Work Trips [2]:	96%	0 person-trips	Non-Work Trips [4]:	96% 0 person-trips

Origins	Distribution [5]	Mode	Percent [6]	Average Vehicle Occupancy [5]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	6.0%	Auto	64.3%	1.76	0	0	0	0
		Transit	9.7%		0	0	0	0
		Walk	22.0%		0	0	0	0
		Other	4.0%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 2	9.0%	Auto	72.0%	1.52	0	0	0	0
		Transit	5.1%		0	0	0	0
		Walk	19.8%		0	0	0	0
		Other	3.1%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 3	61.0%	Auto	66.7%	2.04	0	0	0	0
		Transit	3.2%		0	0	0	0
		Walk	28.7%		0	0	0	0
		Other	1.4%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Superdistrict 4	5.0%	Auto	91.2%	1.78	0	0	0	0
		Transit	3.2%		0	0	0	0
		Walk	2.8%		0	0	0	0
		Other	2.8%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
East Bay	3.0%	Auto	83.3%	1.77	0	0	0	0
		Transit	4.2%		0	0	0	0
		Walk	12.5%		0	0	0	0
		Other	0.0%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
North Bay	2.0%	Auto	95.8%	1.44	0	0	0	0
		Transit	4.2%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
South Bay	9.0%	Auto	92.5%	1.98	0	0	0	0
		Transit	3.0%		0	0	0	0
		Walk	3.2%		0	0	0	0
		Other	1.3%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
Out of Region	5.0%	Auto	70.5%	1.69	0	0	0	0
		Transit	5.6%		0	0	0	0
		Walk	19.7%		0	0	0	0
		Other	4.2%		0	0	0	0
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	71.9%	1.89	0	0	0	0
		Transit	3.9%		0	0	0	0
		Walk	22.4%		0	0	0	0
		Other	1.8%		0	0	0	0
		TOTAL	100.0%		0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant-Composite Rate)
- [2] SF Guidelines, Appendix C - Table C-2 (Retail)
- [3] The a.m. percentage is based on the a.m. to p.m. ratio for High Turnover Restaurant [LU 932] from ITE Trip Generation, 8th Edition
- [4] The a.m. percentage of work trips is assumed to be the same as the p.m. percentage shown in Table C-2 of the SF Guidelines
- [5] SF Guidelines, Appendix E - Table E-14 Visitor Trips to SD3 (Retail)
- [6] SF Guidelines, Appendix E - Table E-14 Visitor Trips to SD3 (Retail), with adjustments: 2/3 of "Transit" percentages have been added to "Auto"

APPENDIX C

REVISED PROJECT LOADING DEMAND

COMMERCIAL VEHICLE LOADING DEMAND

SAN FRANCISCO MARKET - Phase 2
REVISED PROJECT TRIP GENERATION - WEEKDAY
COMMERCIAL LOADING DEMAND

LAND USE TYPE	EXISTING YEAR 2011			PROPOSED PROJECT			Total Project
	Main Site	901 Rankin	Total	Main Site	901 Rankin	Total	
Warehousing	233,925	45,210	279,135	103,050		103,050	382,185 gsf
General Office	37,797	5,040	42,837	39,024		39,024	81,861 gsf
Retail	2,717	0	2,717	10,009		10,009	12,726 gsf
Restaurant/Café	750	0	750	-2,717		-2,717	-1,967 gsf
Total	275,189	50,250	325,439	149,366	0	149,366	474,805 gsf

DEMAND

	Year 2011 - Main Site	Proposed Project	Existing plus Project
Warehousing	R ⁽¹⁾ = 1.60		
Daily Trips	299 single-unit trucks 76 multi-unit trucks	132 single-unit trucks 33 multi-unit trucks	431 single-unit trucks 109 multi-unit trucks
	<u>375 truck trips</u>	<u>165 truck trips</u>	<u>540 truck trips</u>
Average Hour ⁽²⁾	93.8 spaces	41.3 spaces	135.0 spaces
Peak Hour ⁽²⁾	117.2 spaces	51.6 spaces	168.8 spaces
General Office	R ⁽³⁾ = 0.21		
Daily Trips	7.9 truck/van trips	8.2 truck/van trips	16.1 truck/van trips
Average Hour	0.4 spaces	0.4 spaces	0.7 spaces
Peak Hour ⁽⁴⁾	0.5 spaces	0.5 spaces	0.9 spaces
Retail:	R ⁽³⁾ = 0.30		
Daily Trips	0.8 truck/van trips	3.0 truck/van trips	3.8 truck/van trips
Average Hour	0.0 spaces	0.1 spaces	0.2 spaces
Peak Hour ⁽⁴⁾	0.0 spaces	0.2 spaces	0.2 spaces
Restaurant/Café:	R ⁽³⁾ = 3.60		
Daily Trips	2.7 truck/van trips	-9.8 truck/van trips	-7.1 truck/van trips
Average Hour	0.1 spaces	-0.5 spaces	-0.3 spaces
Peak Hour ⁽⁴⁾	0.2 spaces	-0.6 spaces	-0.4 spaces
Total Demand:			
	310 SU trucks/vans 76 multi-unit trucks	133 SU trucks/vans 33 multi-unit trucks	444 SU trucks/vans 109 multi-unit trucks
Daily Trips ⁽⁵⁾	<u>386 truck/van trips</u>	<u>166 truck/van trips</u>	<u>553 truck/van trips</u>
Average Hour	95 spaces	42 spaces	136 spaces
Peak Hour	118 spaces	52 spaces	170 spaces

Notes

- (1) Value derived from SFWPM survey data; approximately 3.5 times higher than standard rate for warehousing use from *SF Guidelines*.
- (2) Assumes 12-hour period and 3-hour loading/unloading duration
- (3) *SF Guidelines*, Appendix H, Table H-1 for office, bank, and restaurant/bar daily truck trip generation rates
- (4) Peak hour truck generation for these land uses generally occurs between 10 a.m. and 1 p.m
- (5) Based on field data and surveys

Loading Demand Calculations

Warehousing

Daily Trips = Estimated from surveys
 Average Hour = Daily Trips / 12 / 1/3
 Peak Hour = Daily Trips * 1.25 / 12 / 1/3

Office/Retail/Restaurant

Daily Trips = (GSF / 1,000) * R
 Average Hour = Daily Trips / 9 / 2.4
 Peak Hour = Daily Trips * 1.25 / 9 / 2.4

PASSENGER LOADING DEMAND

SAN FRANCISCO MARKET - Phase 2
 REVISED PROJECT TRIP GENERATION - WEEKDAY
 PASSENGER LOADING DEMAND

Location: Bayshore - Place Type 3

Mode of Travel [a]	Office	Retail
Auto (non-HOV)	56.1%	31.6%
HOV Driver	3.2%	13.8%
HOV Passenger	10.1%	8.6%
Taxi / TNC	2.0%	1.0%
Public Transit	3.6%	15.8%
Walk	5.7%	27.8%
Bike	0.6%	1.1%
Other	18.6%	0.3%
Total	100.0%	100.0%

AM Peak Hour

	Person Trips	Taxi/TNC		HOV Driver [b]		HOV Pax [b]		Total Spaces
Warehouse+office	149	2.0%	3.0	1.6%	2.4	5.1%	7.5	12.9
Retail+restaurant	29	1.0%	0.3	6.9%	2.0	4.3%	1.2	3.5
	178		3.3		4.4		8.8	16.4
								9%

Peak hour spaces: 0.3
 Peak 15-minute spaces: 0.5

[a] Source: Transportation Impact Analysis Guidelines, San Francisco Planning Department, February 2019 (Updated October 2019)

[b] Apply half the percentage per the 2019 SF Guidelines

APPENDIX D

INTERSECTION TRAFFIC COUNTS



Location: Evans Ave/Toland St & Napoleon St

Date: 11/17/2021

Site Code: 15633501

Start Time	Evans Ave Southbound					Napoleon St Westbound					Evans Ave Northbound					Toland St Northeastbound					Napoleon St Eastbound					
	Right	Right to Toland St	Thru	Left	U-Turn	Right	Thru	Left to Toland St	Left	U-Turn	Right	Thru	Left	Left to Toland St	U-Turn	Right to Evans Ave	Thru	Left to Evans Ave	Left to Napoleon St	U-Turn	Right to Toland St	Right	Thru	Left	U-Turn	
06:00 AM	7	7	33	2	0	1	0	0	0	0	1	4	3	0	0	1	0	1	0	0	0	0	7	0	1	0
06:05 AM	3	7	24	0	0	0	0	0	0	0	0	15	2	0	0	0	0	1	0	0	0	1	4	1	2	0
06:10 AM	6	6	26	1	0	1	2	0	0	0	0	18	8	0	0	0	0	0	0	0	0	2	0	0	1	0
06:15 AM	7	12	42	1	0	2	1	0	0	0	2	10	1	1	0	0	0	0	0	0	0	1	6	0	1	0
06:20 AM	5	0	19	1	0	3	0	0	0	0	0	16	5	0	0	1	0	1	0	0	0	4	2	4	0	
06:25 AM	5	10	15	0	0	0	0	0	0	0	1	21	1	0	0	1	0	4	0	0	0	2	1	1	0	
06:30 AM	4	8	37	1	0	2	1	0	0	0	1	29	5	2	0	0	0	3	2	0	0	2	0	3	0	
06:35 AM	7	3	20	0	0	1	0	0	0	0	1	26	1	1	0	0	0	2	0	0	0	5	0	2	0	
06:40 AM	6	6	16	2	0	2	0	1	0	0	0	17	2	0	0	3	0	6	0	0	0	2	4	0	2	0
06:45 AM	3	9	32	2	0	0	0	0	0	0	0	29	5	0	0	3	0	2	0	0	0	3	1	0	0	
06:50 AM	11	7	29	0	0	1	0	0	0	0	0	29	2	0	0	0	0	3	0	0	0	2	3	1	3	0
06:55 AM	6	8	25	2	0	0	0	0	0	0	1	27	5	0	0	2	0	4	0	0	0	1	5	0	7	0
07:00 AM	6	9	31	1	0	0	0	0	1	0	1	21	2	2	0	0	0	9	0	0	0	0	1	1	5	0
07:05 AM	12	14	32	2	0	0	0	0	0	0	0	29	2	0	0	1	0	4	0	0	0	0	3	0	4	0
07:10 AM	7	1	31	0	0	1	0	0	0	0	0	18	5	0	0	2	0	4	0	0	0	1	5	1	4	0
07:15 AM	12	9	23	1	0	2	0	0	0	0	0	30	1	0	0	2	0	2	0	0	0	0	5	0	6	0
07:20 AM	9	5	25	1	0	1	0	0	0	0	0	37	0	1	0	1	0	7	0	0	0	1	4	0	4	0
07:25 AM	12	5	21	0	0	1	0	0	0	0	0	29	3	2	0	1	0	8	0	0	0	1	3	0	8	0
07:30 AM	6	6	26	0	0	0	0	0	0	0	0	34	0	3	0	3	0	9	0	0	0	1	5	1	3	0
07:35 AM	7	2	15	2	0	0	0	0	0	0	0	42	6	2	0	1	0	4	2	0	0	1	3	1	2	0
07:40 AM	15	8	32	0	0	1	0	0	0	0	0	46	8	0	0	3	0	7	3	0	0	2	2	0	3	0
07:45 AM	13	13	25	0	0	0	1	0	0	0	0	50	2	0	0	4	0	6	0	0	0	0	4	0	11	0
07:50 AM	5	8	24	2	0	3	0	0	0	0	0	37	4	0	1	2	0	9	0	0	0	1	2	0	5	0
07:55 AM	6	5	30	0	0	1	0	0	0	0	0	56	5	0	0	2	0	3	1	0	0	0	3	0	3	0
08:00 AM	6	11	35	2	0	1	0	0	1	0	0	45	3	0	0	2	0	3	0	0	0	0	3	0	3	0
08:05 AM	11	7	24	0	0	2	0	0	0	0	0	23	0	3	1	3	0	7	0	0	0	0	7	0	8	0
08:10 AM	6	10	37	0	0	1	0	0	0	0	0	46	4	1	0	4	0	7	1	0	0	2	0	0	0	0
08:15 AM	12	12	42	2	0	1	0	0	0	0	1	55	5	1	0	2	0	3	0	0	0	2	7	0	5	0
08:20 AM	13	8	30	1	0	1	1	0	0	0	0	35	3	3	0	5	0	7	1	0	0	0	3	0	5	0
08:25 AM	6	6	32	1	0	1	0	0	0	0	0	38	4	1	0	0	0	7	1	0	0	3	1	1	4	0
08:30 AM	6	10	24	0	0	1	1	0	0	0	0	42	8	3	0	0	0	2	0	0	0	1	2	0	5	0
08:35 AM	3	8	29	1	0	0	0	0	1	0	0	39	3	0	0	3	0	6	0	0	0	0	3	0	6	0
08:40 AM	11	6	20	1	0	1	0	0	0	0	0	33	5	2	0	1	1	10	1	0	0	1	5	0	5	0
08:45 AM	6	5	20	1	0	1	1	0	0	0	0	34	5	1	0	6	0	8	0	0	0	0	6	2	3	0
08:50 AM	14	10	30	0	0	10	0	0	2	0	0	42	2	1	0	3	0	1	0	0	0	0	1	0	2	0
08:55 AM	11	6	19	0	0	27	2	1	1	0	0	31	3	0	0	4	0	2	1	0	0	0	2	0	4	0
Total	285	267	975	30	0	70	10	2	6	0	9	1133	123	30	2	66	1	162	13	0	20	129	13	135	0	



Location: Evans Ave/Toland St & Napoleon St

Date: 11/17/2021

Site Code: 15633501

Start Time	Evans Ave Southbound					Napoleon St Westbound					Evans Ave Northbound					Toland St Northeastbound					Napoleon St Eastbound					
	Right	Right to Toland St	Thru	Left	U-Turn	Right	Thru	Left to Toland St	Left	U-Turn	Right	Thru	Left	Left to Toland St	U-Turn	Right to Evans Ave	Thru	Left to Evans Ave	Left to Napoleon St	U-Turn	Right to Toland St	Right	Thru	Left	U-Turn	
06:00 AM	7	6	28	2	0	1	0	0	0	0	1	3	1	0	0	1	0	1	0	0	0	0	6	0	0	0
06:05 AM	2	7	20	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	0	0	1	4	1	2	0	
06:10 AM	6	5	21	1	0	0	1	0	0	0	0	14	5	0	0	0	0	0	0	0	2	0	0	1	0	
06:15 AM	7	11	40	1	0	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	1	5	0	1	0	
06:20 AM	4	0	18	1	0	0	0	0	0	0	0	4	2	0	0	0	0	1	0	0	0	4	2	3	0	
06:25 AM	4	9	15	0	0	0	0	0	0	0	1	7	1	0	0	1	0	4	0	0	0	1	1	1	0	
06:30 AM	4	8	35	1	0	1	1	0	0	0	1	18	3	1	0	0	0	3	1	0	0	2	0	3	0	
06:35 AM	7	3	20	0	0	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	3	0	2	0	
06:40 AM	5	5	13	2	0	1	0	0	0	0	0	12	2	0	0	2	0	4	0	0	1	4	0	2	0	
06:45 AM	3	8	28	2	0	0	0	0	0	0	0	18	3	0	0	2	0	2	0	0	0	3	1	0	0	
06:50 AM	10	4	26	0	0	0	0	0	0	0	0	17	2	0	0	0	0	3	0	0	2	3	1	3	0	
06:55 AM	6	8	19	0	0	0	0	0	0	0	0	19	2	0	0	2	0	4	0	0	1	4	0	4	0	
07:00 AM	6	6	29	0	0	0	0	0	1	0	1	17	1	0	0	0	0	8	0	0	0	1	1	5	0	
07:05 AM	11	12	28	1	0	0	0	0	0	0	0	21	1	0	0	1	0	3	0	0	0	2	0	4	0	
07:10 AM	7	1	29	0	0	0	0	0	0	0	0	16	2	0	0	1	0	4	0	0	1	5	1	2	0	
07:15 AM	11	7	22	1	0	1	0	0	0	0	0	23	1	0	0	1	0	1	0	0	0	3	0	5	0	
07:20 AM	9	5	21	1	0	0	0	0	0	0	0	22	0	0	0	1	0	4	0	0	1	4	0	4	0	
07:25 AM	11	5	19	0	0	1	0	0	0	0	0	23	2	1	0	1	0	4	0	0	1	2	0	6	0	
07:30 AM	6	5	23	0	0	0	0	0	0	0	0	26	0	1	0	2	0	6	0	0	0	4	1	3	0	
07:35 AM	5	1	13	1	0	0	0	0	0	0	0	38	4	1	0	1	0	4	1	0	0	2	1	2	0	
07:40 AM	12	6	29	0	0	1	0	0	0	0	0	40	6	0	0	3	0	6	3	0	0	2	0	3	0	
07:45 AM	13	12	20	0	0	0	0	0	0	0	0	42	2	0	0	2	0	4	0	0	0	4	0	7	0	
07:50 AM	5	7	22	1	0	1	0	0	0	0	0	31	2	0	1	1	0	6	0	0	1	2	0	4	0	
07:55 AM	5	5	22	0	0	0	0	0	0	0	0	43	4	0	0	2	0	2	1	0	0	3	0	2	0	
08:00 AM	6	10	31	2	0	0	0	0	1	0	0	35	2	0	0	0	0	2	0	0	0	2	0	3	0	
08:05 AM	10	6	17	0	0	1	0	0	0	0	0	20	0	3	1	2	0	6	0	0	0	7	0	7	0	
08:10 AM	5	10	34	0	0	1	0	0	0	0	0	43	4	1	0	3	0	4	1	0	0	1	0	0	0	
08:15 AM	11	11	36	0	0	0	0	0	0	0	1	50	4	1	0	2	0	1	0	0	2	5	0	5	0	
08:20 AM	11	8	28	0	0	1	0	0	0	0	0	33	3	2	0	5	0	7	1	0	0	2	0	5	0	
08:25 AM	6	5	30	0	0	1	0	0	0	0	0	35	3	1	0	0	0	6	0	0	3	1	1	4	0	
08:30 AM	6	10	24	0	0	0	1	0	0	0	0	40	7	2	0	0	0	1	0	0	1	2	0	4	0	
08:35 AM	3	6	27	0	0	0	0	0	1	0	0	34	3	0	0	2	0	4	0	0	0	3	0	5	0	
08:40 AM	11	5	17	1	0	0	0	0	0	0	0	23	5	2	0	1	1	8	1	0	1	5	0	5	0	
08:45 AM	6	5	19	0	0	0	1	0	0	0	0	24	4	1	0	6	0	8	0	0	0	5	1	2	0	
08:50 AM	14	8	24	0	0	4	0	0	1	0	0	39	2	1	0	2	0	0	0	0	0	0	0	2	0	
08:55 AM	10	6	13	0	0	5	0	1	1	0	0	26	2	0	0	2	0	2	0	0	0	2	0	4	0	
Total	265	236	860	18	0	20	4	1	5	0	8	887	87	19	2	49	1	124	9	0	17	110	12	115	0	



Location: Evans Ave/Toland St & Napoleon St

Date: 11/17/2021

Site Code: 15633501

Start Time	Evans Ave Southbound				Napoleon St Westbound				Evans Ave Northbound				Toland St Northeastbound				Napoleon St Eastbound			
	Right	Right to Toland St	Thru	Left	Right	Thru	Left to Toland St	Left	Right	Thru	Left	Left to Toland St	Right to Evans Ave	Thru	Left to Evans Ave	Left to Napoleon St	Right to Toland St	Right	Thru	Left
06:00 AM	0	1	5	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	1
06:05 AM	1	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
06:10 AM	0	1	5	0	1	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	2	0	2	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0
06:20 AM	1	0	1	0	3	0	0	0	0	12	3	0	1	0	0	0	0	0	0	1
06:25 AM	1	1	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	1	0	0
06:30 AM	0	0	2	0	1	0	0	0	0	11	2	1	0	0	0	1	0	0	0	0
06:35 AM	0	0	0	0	1	0	0	0	0	12	1	1	0	0	2	0	0	2	0	0
06:40 AM	1	1	3	0	1	0	1	0	0	5	0	0	1	0	2	0	1	0	0	0
06:45 AM	0	1	4	0	0	0	0	0	0	11	2	0	1	0	0	0	0	0	0	0
06:50 AM	1	3	3	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0
06:55 AM	0	0	6	2	0	0	0	0	1	8	3	0	0	0	0	0	0	1	0	3
07:00 AM	0	3	2	1	0	0	0	0	0	4	1	2	0	0	1	0	0	0	0	0
07:05 AM	1	2	4	1	0	0	0	0	0	8	1	0	0	0	1	0	0	1	0	0
07:10 AM	0	0	2	0	1	0	0	0	0	2	3	0	1	0	0	0	0	0	0	2
07:15 AM	1	2	1	0	1	0	0	0	0	7	0	0	1	0	1	0	0	2	0	1
07:20 AM	0	0	4	0	1	0	0	0	0	15	0	1	0	0	3	0	0	0	0	0
07:25 AM	1	0	2	0	0	0	0	0	0	6	1	1	0	0	4	0	0	1	0	2
07:30 AM	0	1	3	0	0	0	0	0	0	8	0	2	1	0	3	0	1	1	0	0
07:35 AM	2	1	2	1	0	0	0	0	0	4	2	1	0	0	0	1	1	1	0	0
07:40 AM	3	2	3	0	0	0	0	0	0	6	2	0	0	0	1	0	0	0	0	0
07:45 AM	0	1	5	0	0	1	0	0	0	8	0	0	2	0	2	0	0	0	0	4
07:50 AM	0	1	2	1	2	0	0	0	0	6	2	0	1	0	3	0	0	0	0	1
07:55 AM	1	0	8	0	1	0	0	0	0	13	1	0	0	0	1	0	0	0	0	1
08:00 AM	0	1	4	0	1	0	0	0	0	10	1	0	2	0	1	0	0	1	0	0
08:05 AM	1	1	7	0	1	0	0	0	0	3	0	0	1	0	1	0	0	0	0	1
08:10 AM	1	0	3	0	0	0	0	0	0	3	0	0	1	0	3	0	0	1	0	0
08:15 AM	1	1	6	2	1	0	0	0	0	5	1	0	0	0	2	0	0	2	0	0
08:20 AM	2	0	2	1	0	1	0	0	0	2	0	1	0	0	0	0	0	1	0	0
08:25 AM	0	1	2	1	0	0	0	0	0	3	1	0	0	0	1	1	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	2	1	1	0	0	1	0	0	0	0	1
08:35 AM	0	2	2	1	0	0	0	0	0	5	0	0	1	0	2	0	0	0	0	1
08:40 AM	0	1	3	0	1	0	0	0	0	10	0	0	0	0	2	0	0	0	0	0
08:45 AM	0	0	1	1	1	0	0	0	0	10	1	0	0	0	0	0	0	1	1	1
08:50 AM	0	2	6	0	6	0	0	1	0	3	0	0	1	0	1	0	0	1	0	0
08:55 AM	1	0	6	0	22	2	0	0	0	5	1	0	2	0	0	1	0	0	0	0
Total	20	31	115	12	50	6	1	1	1	246	36	11	17	0	38	4	3	19	1	20



Location: Evans Ave/Toland St & Napoleon St

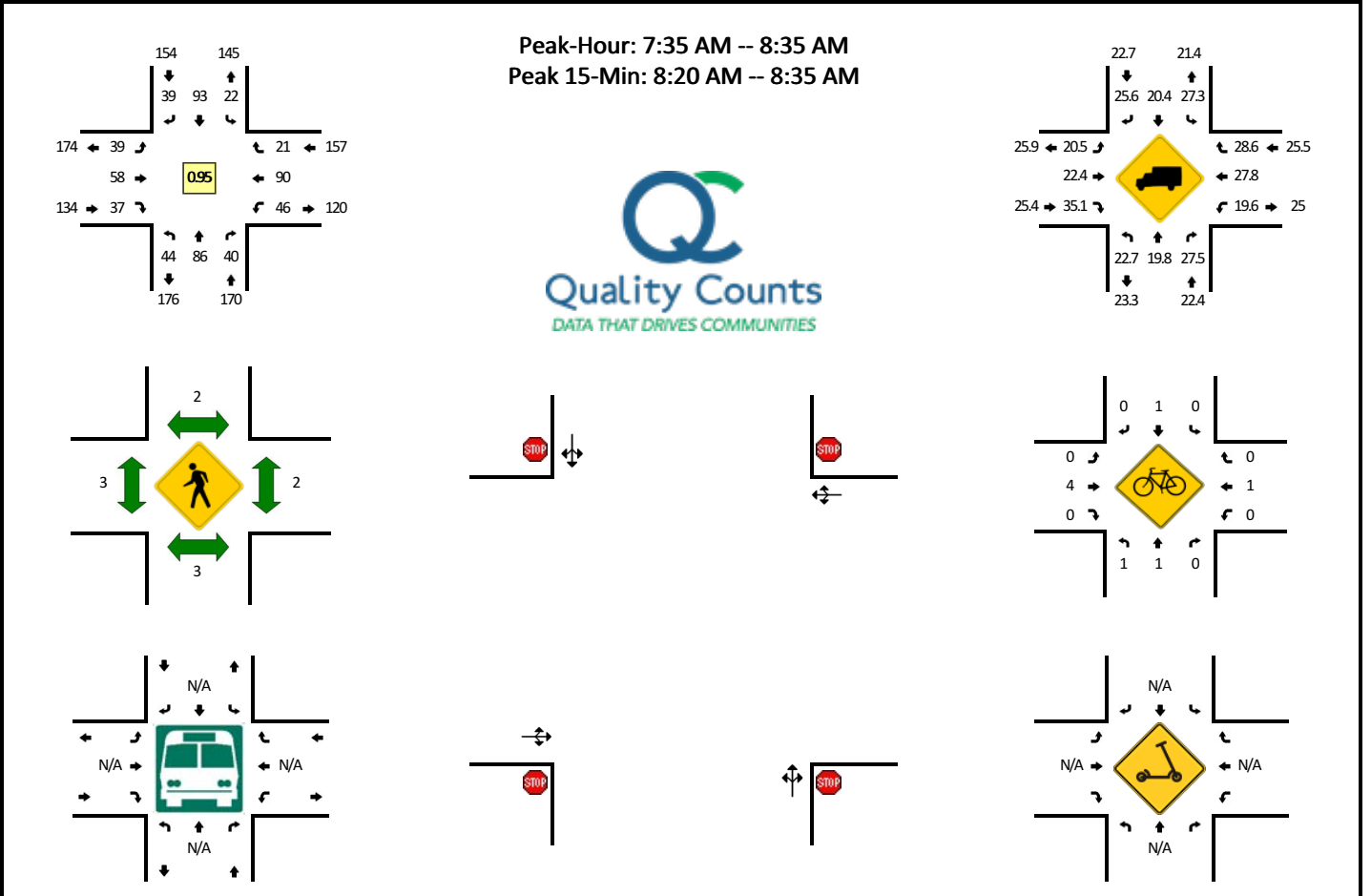
Date: 11/17/2021

Site Code: 15633501

Start Time	Evans Ave Southbound					Napoleon St Westbound					Evans Ave Northbound					Toland St Northeastbound					Napoleon St Eastbound					
	Right	Right to Toland St	Thru	Left	Peds	Right	Thru	Left to Toland St	Left	Peds	Right	Thru	Left	Left to Toland St	Peds	Right to Evans Ave	Thru	Left to Evans Ave	Left to Napoleon St	Peds	Right to Toland St	Right	Thru	Left	Peds	
06:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:50 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:55 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:05 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:35 AM	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
08:45 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0
08:50 AM	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	13	1	0	0	3	0	0	7	0	2	0	0	3	0	3	0	0	5	1	9	1	4	14	

LOCATION: Toland St -- Jerrold Ave
CITY/STATE: San Francisco, CA

QC JOB #: 15633502
DATE: Wed, Nov 17 2021



5-Min Count Period Beginning At	Toland St (Northbound)				Toland St (Southbound)				Jerrold Ave (Eastbound)				Jerrold Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	2	2	0	0	3	3	0	5	13	0	0	0	6	0	0	35	
6:05 AM	1	0	1	0	3	3	6	0	6	10	0	0	2	6	0	0	38	
6:10 AM	1	1	3	0	0	1	3	0	5	8	2	0	3	5	1	0	33	
6:15 AM	0	5	2	0	0	5	3	0	3	10	0	0	4	2	2	0	36	
6:20 AM	2	2	3	0	0	4	2	0	9	5	2	0	4	4	0	0	37	
6:25 AM	3	5	3	0	1	3	5	0	1	4	2	0	6	4	0	0	37	
6:30 AM	5	3	5	0	1	3	2	0	3	7	3	0	4	9	1	0	46	
6:35 AM	2	2	4	0	0	5	5	0	4	9	1	0	3	5	0	0	40	
6:40 AM	0	2	2	0	0	5	3	0	6	3	2	0	2	4	0	0	29	
6:45 AM	2	6	3	0	1	4	0	0	6	11	1	0	1	5	0	0	40	
6:50 AM	2	4	4	0	1	3	1	0	8	2	6	0	4	4	1	0	40	
6:55 AM	2	8	5	0	0	7	0	0	8	8	6	0	5	10	0	0	59	470
7:00 AM	2	3	4	0	0	6	2	1	7	5	2	0	4	10	3	0	49	484
7:05 AM	0	6	4	0	1	6	5	0	5	8	2	0	8	7	4	0	56	502
7:10 AM	1	2	1	0	0	8	1	0	5	6	3	0	3	7	0	0	37	506
7:15 AM	2	4	3	0	3	4	5	0	4	2	1	0	0	5	0	0	33	503
7:20 AM	5	9	3	0	0	6	3	0	6	8	3	0	4	15	0	0	62	528
7:25 AM	1	3	4	0	2	3	4	0	3	9	2	0	4	3	1	0	39	530
7:30 AM	3	5	8	0	2	7	4	0	4	6	1	0	1	7	1	0	49	533
7:35 AM	3	3	3	0	1	4	1	0	5	7	3	1	7	14	2	0	54	547
7:40 AM	0	9	3	0	1	8	5	0	3	5	4	0	6	5	5	0	54	572
7:45 AM	3	8	3	0	0	11	2	0	3	1	2	0	6	6	2	0	47	579
7:50 AM	4	3	5	0	4	8	4	0	5	6	5	0	5	6	2	0	57	596
7:55 AM	6	5	4	0	1	5	5	0	2	2	1	0	4	12	1	0	48	585
8:00 AM	2	11	4	0	1	7	5	0	2	5	5	0	5	6	0	0	53	589
8:05 AM	4	7	2	0	6	8	2	0	3	2	5	0	4	8	2	0	53	586
8:10 AM	3	8	3	0	0	11	4	0	2	9	2	0	1	5	2	0	50	599
8:15 AM	3	4	1	0	1	7	2	0	3	5	3	0	1	6	2	0	38	604
8:20 AM	5	9	3	0	2	9	4	0	3	5	2	0	2	8	1	0	53	595
8:25 AM	7	9	5	0	3	6	2	0	3	5	2	0	4	7	2	0	55	611
8:30 AM	4	10	4	0	2	9	3	0	4	6	3	0	1	7	0	0	53	615
8:35 AM	9	8	1	0	0	8	5	0	3	2	4	0	4	9	0	0	53	614
8:40 AM	4	7	5	0	2	5	2	0	6	10	1	1	5	4	0	0	52	612
8:45 AM	6	9	1	0	0	8	3	0	5	6	1	0	1	4	0	0	44	609
8:50 AM	1	9	6	0	0	7	3	0	5	4	4	0	6	5	1	0	51	603
8:55 AM	2	5	3	0	2	4	5	0	3	3	4	0	2	7	1	0	41	596

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	112	48	0	28	96	36	0	40	64	28	0	28	88	12	0	644
Heavy Trucks	8	28	12		8	16	4		0	16	12		8	28	0		140
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	12	0		0	0	0		12
Scoters																	

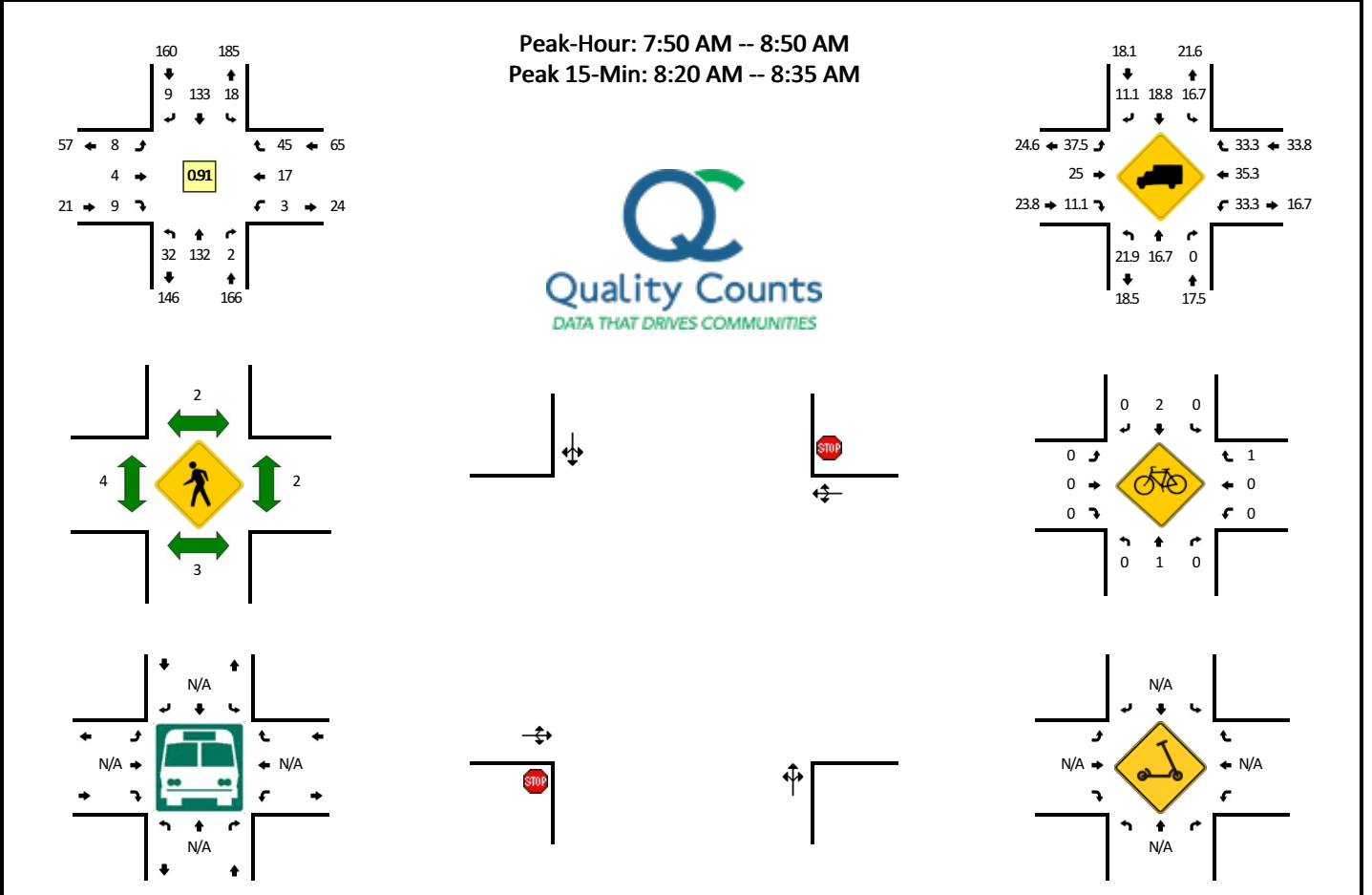
Comments:

Report generated on 12/3/2021 1:11 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Toland St -- McKinnon Ave
CITY/STATE: San Francisco, CA

QC JOB #: 15633504
DATE: Wed, Nov 17 2021



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

5-Min Count Period Beginning At	Toland St (Northbound)				Toland St (Southbound)				McKinnon Ave (Eastbound)				McKinnon Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	2	0	0	0	6	0	0	0	0	0	0	0	0	1	0	10	
6:05 AM	0	1	0	0	0	5	1	0	0	0	0	0	0	0	1	0	8	
6:10 AM	1	4	0	0	2	3	0	0	0	0	0	1	0	0	2	0	13	
6:15 AM	1	8	2	0	2	7	0	0	0	0	0	0	0	0	1	0	21	
6:20 AM	0	4	1	0	0	5	1	0	0	0	2	0	0	0	1	0	14	
6:25 AM	2	12	0	0	2	9	0	0	0	0	0	0	0	0	0	0	25	
6:30 AM	1	11	0	1	3	5	0	0	0	0	0	0	0	0	2	0	23	
6:35 AM	2	2	0	0	0	6	1	0	0	2	0	0	0	0	2	0	15	
6:40 AM	0	4	0	0	1	4	0	0	0	0	0	0	0	0	3	0	12	
6:45 AM	3	9	0	0	0	7	1	0	0	0	0	1	0	0	2	0	23	
6:50 AM	3	11	1	0	1	7	0	0	0	0	0	0	0	0	1	0	24	
6:55 AM	2	13	0	0	1	16	1	0	0	0	0	0	0	0	1	0	34	222
7:00 AM	2	8	2	0	0	11	0	0	0	0	1	0	0	0	5	2	31	243
7:05 AM	1	3	0	0	1	13	2	0	0	0	0	1	0	1	0	2	24	259
7:10 AM	1	6	0	1	0	10	0	0	0	0	0	0	0	0	1	3	22	268
7:15 AM	1	4	1	0	0	4	1	0	0	0	1	0	0	0	2	0	14	261
7:20 AM	3	12	0	0	3	10	1	0	0	1	1	0	0	0	1	1	33	280
7:25 AM	3	5	1	0	2	8	0	0	0	2	0	0	0	1	2	0	24	279
7:30 AM	1	7	0	0	0	5	1	0	0	0	0	3	0	0	1	6	24	280
7:35 AM	1	8	0	0	0	11	1	0	0	1	0	1	0	0	2	0	25	290
7:40 AM	2	11	0	0	1	11	1	0	0	2	0	0	0	0	3	0	31	309
7:45 AM	1	8	0	0	1	17	0	0	0	0	0	1	0	0	3	2	33	319
7:50 AM	2	7	0	0	4	15	0	0	0	1	0	0	0	0	3	5	37	332
7:55 AM	3	12	0	0	2	7	1	0	0	0	1	0	0	0	4	2	32	330
8:00 AM	6	12	0	1	2	11	0	0	0	1	0	0	0	0	3	4	40	339
8:05 AM	3	10	0	0	1	13	0	0	0	0	1	0	0	1	0	2	31	346
8:10 AM	2	11	1	0	2	12	1	0	0	0	0	1	0	0	2	1	33	357
8:15 AM	0	4	0	0	0	15	1	0	0	0	1	0	0	0	1	5	27	370
8:20 AM	4	14	0	0	2	11	0	0	0	1	1	2	0	1	0	2	38	375
8:25 AM	1	14	0	0	1	8	3	0	0	1	0	1	0	1	0	4	34	385
8:30 AM	2	13	0	0	0	13	2	0	0	1	0	2	0	0	0	8	41	402
8:35 AM	4	8	1	0	1	13	0	0	0	1	0	0	0	0	2	4	34	411
8:40 AM	1	11	0	0	1	6	1	0	0	1	0	1	0	0	1	5	28	408
8:45 AM	3	16	0	0	2	9	0	0	0	1	0	2	0	0	1	3	37	412
8:50 AM	1	12	0	0	1	11	1	0	0	3	1	0	0	0	0	2	32	407
8:55 AM	4	12	1	0	1	10	2	0	0	0	0	0	0	0	1	1	32	407

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	164	0	0	12	128	20	0	12	4	20	0	8	0	56	0	452
Heavy Trucks	8	24	0		4	28	4		0	4	0		0	0	16		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

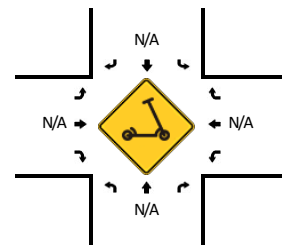
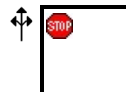
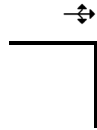
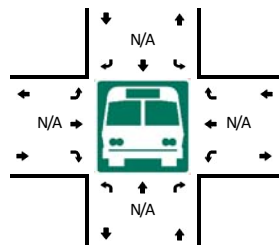
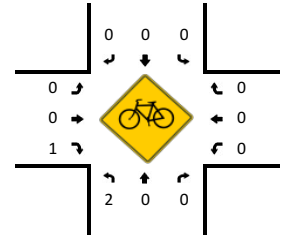
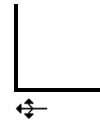
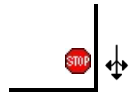
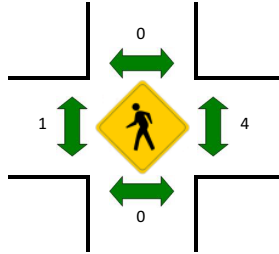
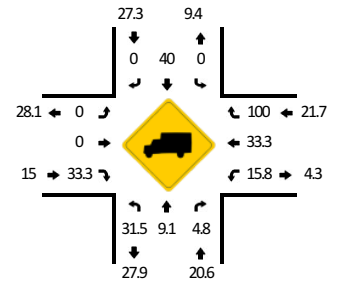
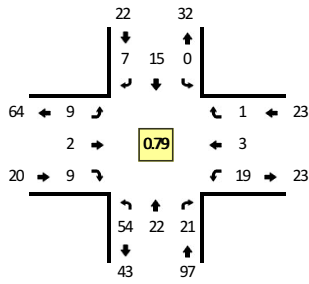
Report generated on 12/3/2021 1:11 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Selby St -- McKinnon Ave
CITY/STATE: San Francisco, CA

QC JOB #: 15633503
DATE: Wed, Nov 17 2021

Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:50 AM -- 8:05 AM



5-Min Count Period Beginning At	Selby St (Northbound)				Selby St (Southbound)				McKinnon Ave (Eastbound)				McKinnon Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	
6:05 AM	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	4	
6:10 AM	0	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	6	
6:15 AM	0	0	0	0	1	0	1	0	2	0	1	0	0	0	0	0	5	
6:20 AM	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0	0	5	
6:25 AM	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4	
6:30 AM	1	2	2	0	0	0	1	0	0	1	2	0	1	1	0	0	11	
6:35 AM	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	4	
6:40 AM	2	1	2	1	0	0	1	0	1	0	1	0	1	0	1	0	11	
6:45 AM	1	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	6	
6:50 AM	1	2	2	0	0	1	1	0	0	0	2	0	2	0	0	0	11	
6:55 AM	0	2	3	0	0	0	0	0	1	0	0	0	1	0	0	0	7	77
7:00 AM	6	2	3	0	1	2	1	0	1	1	0	0	2	0	0	0	19	93
7:05 AM	2	4	1	0	0	0	1	0	0	1	0	0	2	0	0	0	11	100
7:10 AM	2	2	2	0	0	1	1	0	0	0	0	0	3	2	0	0	13	107
7:15 AM	1	0	1	0	1	1	0	0	2	0	0	0	1	0	0	0	7	109
7:20 AM	3	1	3	0	0	2	0	0	0	1	3	0	0	0	0	0	13	117
7:25 AM	2	2	0	0	0	2	0	0	1	1	1	0	0	1	1	0	11	124
7:30 AM	6	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	122
7:35 AM	1	3	4	0	0	1	0	0	0	0	0	0	3	1	1	0	14	132
7:40 AM	2	4	2	0	0	0	1	0	0	1	0	0	2	0	0	0	12	133
7:45 AM	6	1	2	0	0	3	0	0	0	0	1	0	0	0	0	0	13	140
7:50 AM	4	3	2	0	0	1	2	0	2	0	1	0	2	1	0	0	18	147
7:55 AM	6	1	1	0	0	2	0	0	2	0	0	0	3	0	0	0	15	155
8:00 AM	7	3	3	0	0	1	0	0	2	0	0	0	1	1	0	0	18	154
8:05 AM	2	2	2	0	0	1	0	0	0	0	1	0	0	0	0	0	8	151
8:10 AM	3	1	3	0	0	0	0	0	1	0	1	0	1	0	0	0	10	148
8:15 AM	7	0	3	0	0	1	0	0	1	0	1	0	1	0	0	0	14	155
8:20 AM	1	1	1	0	0	0	1	0	1	0	2	0	3	0	0	0	10	152
8:25 AM	4	1	0	0	0	4	1	0	0	1	0	0	1	1	0	0	13	154
8:30 AM	6	3	1	0	0	1	2	0	0	0	0	0	1	0	1	0	15	160
8:35 AM	6	2	1	0	0	1	0	0	0	0	2	0	4	0	0	0	16	162
8:40 AM	4	0	4	0	0	0	0	0	0	1	0	0	0	1	0	0	10	160
8:45 AM	3	2	1	0	0	0	2	0	0	0	1	0	1	0	0	0	10	157
8:50 AM	2	2	6	0	0	3	0	0	1	0	2	0	0	0	0	0	16	155
8:55 AM	0	1	1	0	1	0	0	0	1	0	0	0	2	1	0	0	7	147

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	28	24	0	0	16	8	0	24	0	4	0	24	8	0	0	204
Heavy Trucks	32	0	0		0	0	0		0	0	0		0	4	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scoters																	

Comments:

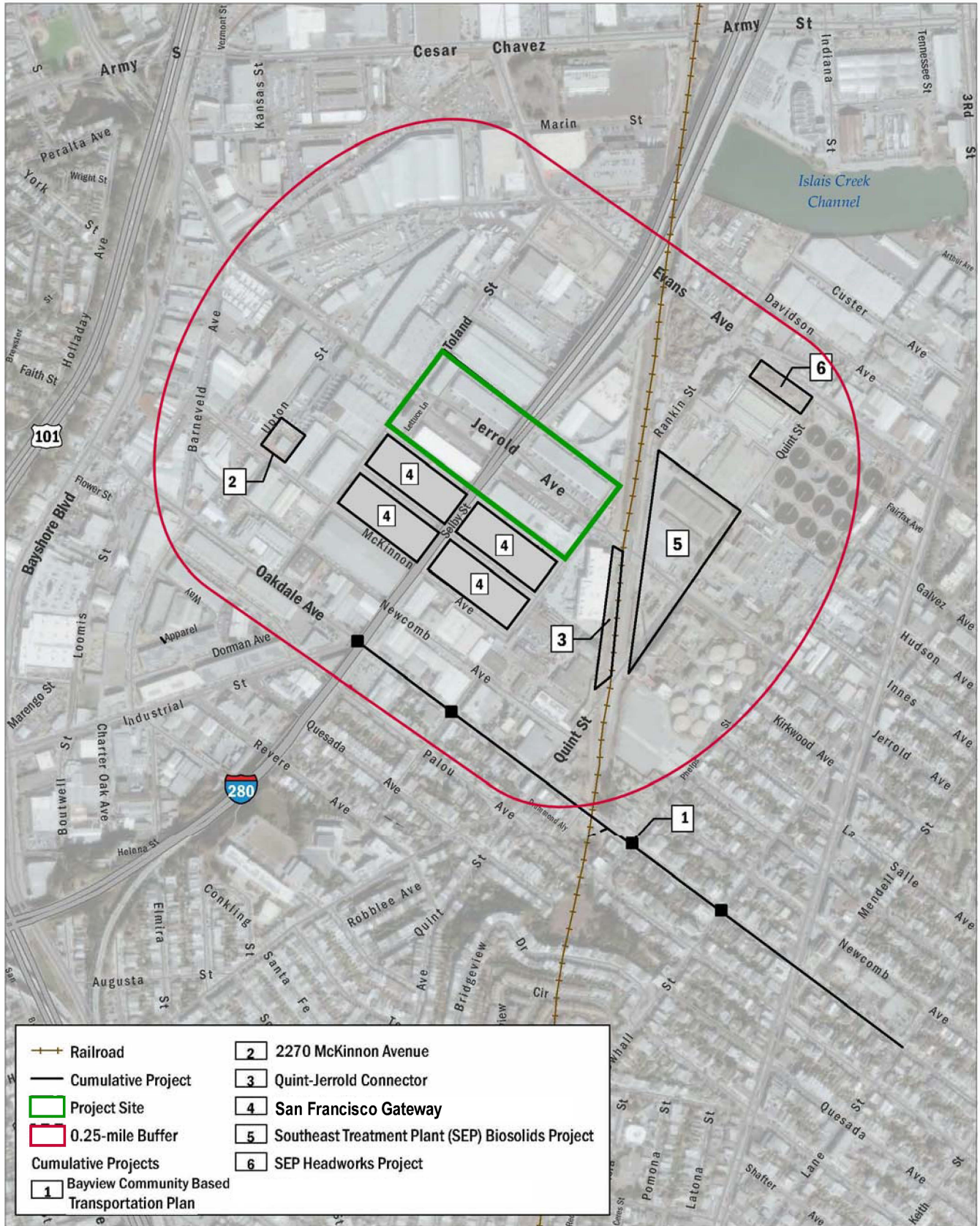
Report generated on 12/3/2021 1:11 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

APPENDIX E

CUMULATIVE PROJECTS LOCATIONS

Cumulative Projects near Project Site (0.25 Mile)



AECOM

Source: Initial Study San Francisco Gateway Project 749 Toland Street and 2000 McKinnon Avenue, Planning Department Case No. 2015-012491ENV; prepared by AECOM, March 9, 2022.