



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: October 26, 2017
Case No.: 2014-0241ENV
Project Title: 1028 Market Street Project
EIR: 1028 Market Street Environmental Impact Report
Zoning: C-3-G District Downtown General Commercial
120-X Height and Bulk District
Block/Lot: 0350/002
Project Sponsor: Craig Young, LCL Global – 1028 Market Street LLC
(415) 890-6892
Lead Agency: San Francisco Planning Department
Staff Contact: Rachel Schuett – (415) 575-9030
Rachel.Schuett@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

1.0 BACKGROUND

The 1028 Market Street project site is located mid-block on the north side of Market Street between Taylor and Jones streets in San Francisco's Downtown/Civic Center neighborhood. The project site block is bounded by Golden Gate Avenue to the north, Taylor Street to the east, Market Street to the south, and Jones Street to the west. The project site has two frontages – one on Market Street and one on Golden Gate Avenue – and shares its property lines with an adjacent surface parking lot/two-story commercial building to the west and a four-story mixed-use building to the east.

On January 26, 2017, the San Francisco Planning Commission (Planning Commission) certified the 1028 Market Street Final Environmental Impact Report ("the EIR") for a project consisting of the demolition of an existing two-story commercial building and the construction of a 13-story mixed-use building with residential uses, ground-floor retail/restaurant uses, and a below-grade basement level for parking, loading, and building services. The topics analyzed in detail in the EIR are Cultural Resources (Historic Architectural Resources only) and Transportation and Circulation. The project met the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Public Resources Code Section 21099, and the EIR did not contain a separate discussion determining the significance of physical environmental effects under the topics of aesthetics or parking. All other topics were covered in the Initial Study (Appendix A of the EIR).

As analyzed in the EIR, the project site is currently developed with a 33,310-gross-square-foot (gsf), two-story, 37-foot-tall commercial building over a partial basement. The existing building, known historically as the Golden Gate Building, was constructed in 1907. It is a contributing structure to the Market Street Theatre and Loft National Register Historic District (MSTL District), which is listed on the National Register of Historic Places, and the Tenderloin Lesbian-Gay-Bisexual-Transgender-Queer (LGBTQ) Historic District, which has been determined to be eligible for listing on the California Register of Historic Resources (CRHR), and therefore is considered a historical resource.

The project analyzed in the EIR (the “Original Project”) would involve demolition of the 33,310-gsf Golden Gate Building and construction of a 13-story, 178,308-gsf mixed-use building covering the entire site with one below-grade basement level. The proposed building included 148,119 gsf of residential uses with up to 186 residential units on the 2nd through 13th floors, 9,657 gsf of retail/restaurant uses at the ground floor (four tenant spaces), and 15,556 gsf of below-grade basement-level space devoted to parking, circulation, bicycle storage, tenant storage, materials storage, and mechanical, electrical, and plumbing systems. The Original Project also included common and private open space, including courtyards, roof decks, balconies, and private terraces.

In addition to retail/restaurant uses, the ground floor included the residential lobby, a mail room, a bicycle storage area, circulation spaces, and back of house functions, e.g., the residential and retail trash rooms. The main residential entrance would be located at the east end of the Market Street frontage and a vehicle driveway leading to the basement level would be located on Golden Gate Avenue. Retail/restaurant spaces would be accessed from Market Street (three tenants) and from Golden Gate Avenue (one tenant). A secondary entrance for the residents would also be provided at the east end of the Golden Gate Avenue frontage, immediately west of the proposed garage driveway. On the ground floor, 10 class 1 bicycle parking spaces would be provided in a bicycle storage area, and one class 1 space would be provided for the proposed retail/restaurant uses. A total of 22 class 2 bicycle parking spaces were proposed on the sidewalks near the residential and retail/restaurant entrances, with 10 spaces on Market Street and 12 spaces on Golden Gate Avenue.

The Original Project provided a basement level with 40 subsurface parking spaces, including two Americans with Disabilities Act (ADA)-accessible spaces and one car-share space; two service vehicle loading spaces; and 112 class 1 bicycle spaces. Vehicles would access the below-grade parking garage via a 12-foot-wide curb cut and a driveway on Golden Gate Avenue at the east end of the project site. The Original Project also extended the existing 10-foot-wide sidewalk along the project site’s Golden Gate Avenue frontage by 6 feet, and the project sponsor would seek to convert one on-street parking space on Golden Gate Avenue to commercial loading.

2.0 MODIFIED PROJECT (REVISIONS TO PROJECT EVALUATED IN EIR)

Since certification of the EIR, the project sponsor has proposed modifications to the project (the “Modified Project”). Under the Modified Project, the proposed mixed-use building would be the same height as under the Original Project, and would have the same number of stories and the same massing. Under the Modified Project, the 42-space off-street parking garage (including the two service vehicle loading spaces) would be removed and the basement level would be reduced in size and limited to space for mechanical, electrical, and plumbing systems. In addition, there would be modifications to the internal distribution and amount of space devoted to the residential and restaurant/retail uses. Accordingly, the building would encompass 170,912 gsf compared to 178,308 gsf under the Original Project. Under both the Modified Project and the Original Project, residential uses would be located on the 2nd through 13th floors. However, under the Modified Project, the 2nd floor fitness center would be relocated to the ground floor and more space on the 2nd floor would be used for residential uses. On the ground floor, more space would be dedicated to resident-serving amenities, including the fitness center and a bicycle storage room and bicycle workshop, and there would be a reduction in the size of the ground-floor retail/restaurant tenant spaces. Changes in use characteristics are detailed in Table 1: Summary of Original Project and Modified Project Characteristics.

Table 1: Summary of Original Project and Modified Project Characteristics

Building Uses	Original Project	Modified Project
Residential (plus Fitness Center, Management Office, Tenant Storage Space)	148,119 gsf	151,643sf
Residential Lobby, Bicycle Storage, Back of House, and Circulation Space	4,976 gsf	5,778 gsf
Retail/Restaurant	9,657 gsf	7,665 gsf
Parking, Building Storage, Bicycle Storage, Mechanical, and Circulation Space ^a	15,556 gsf	5,826 gsf ^b
Total	178,308 gsf	170,912 gsf
Building Characteristics		
Height	120 feet	
No. of Stories	13 stories	
No. of Residential Units	186	193
Studio Units / Junior One-Bedroom Units	96	95
One-Bedroom Units	21	42
Two-Bedroom Units	57	54
Three-Bedroom Units	12	2
No. of Off-Street Parking and Loading Spaces	42	0
Service Vehicle Loading ^c	2	0
ADA-Accessible	2	0
Car-Share	1	0
No. of Class 1 Bicycle Parking Spaces ^d	123	126
No. of Class 2 Bicycle Parking Spaces ^e	22	22
Golden Gate Avenue On-Street Loading Zones		
Commercial Zone	25 ft long	75 ft long
Passenger Zone	--	44 ft long

Notes:

- ^a Parking, Building Storage, Bicycle Storage, Mechanical, and Circulation Space was provided in the Basement level of the Original Project. In the Modified Project, no parking, circulation, or bicycle storage is provided in the Basement level and bicycle storage is moved to Floor 1A.
- ^b This gross square footage includes basement, first floor, and rooftop mechanical uses. The total basement area is 3,775 gsf in the Modified Project.
- ^c Pursuant to Planning Code Section 153(a)(6) the substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.
- ^d A class 1 bicycle space protects the entire bicycle from theft or weather; examples include lockers, secure bike rooms, or attendant-monitored parking.
- ^e A class 2 bicycle space is located in a publicly accessible, highly visible location intended for transient or short-term use by building visitors, guests, and patrons.

Source: Solomon Cordwell Buenz, September 2017

The Modified Project would have more space devoted to residential uses (151,643 gsf and 193 residential units) compared to the Original Project (148,119 gsf and 186 residential units). The Modified Project would increase the residential use by 3,524 gsf and the number of residential units by seven. The mix of residential uses would also change, and there would be an increase in the number of one-bedroom units (a 21-unit increase) coupled with a decrease in the number of studios (a 1-unit decrease), two-bedroom units (a 3-unit decrease) and three-bedroom units (a 10-unit decrease). There would be an increase in below-market-rate (BMR) units (a 1-unit increase).

The Modified Project would not include the 42-space off-street basement parking garage and driveway curb-cut on Golden Gate Avenue proposed under the Original Project. With no on-site parking or loading, the footprint for the basement level would be reduced to 3,775 gsf and would accommodate mechanical uses. The modified basement would be accessible from an interior staircase in the building. The basement level under the Modified Project would be 11,781 gsf smaller than the Original Project's basement level (see Figure 1: Modified Project Basement Floor Plan in Exhibit A). Up to 3,900 cubic yards of excavated soil would be removed from the project site (approximately 5,900 fewer cubic yards of excavated soil than the Original Project). Excavation would have an estimated maximum depth of up to approximately 23 feet below ground surface including excavation for the elevator pit. Consistent with the Original Project, the transformer vault is proposed to be located outside of the property line below the sidewalk on Golden Gate Avenue.

Similar to the Original Project, the Modified Project would seek to convert curb space on Golden Gate Avenue east of the project site frontage from on-street parking to commercial and passenger loading. The Modified Project would create a new approximately 44-foot-long passenger loading zone, and a longer (75-foot-long) commercial loading zone than the Original Project (25-foot-long) (see Figure 2: Modified Project On-Street Loading in Exhibit A).

Similar to the Original Project, the ground floor would be composed of two partial levels corresponding to the stepped street elevations between Market Street and Golden Gate Avenue, now referred to as Level 1A and Level 1B in the Modified Project. Similar to the Original Project, the Modified Project would include three retail/restaurant tenant spaces fronting Market Street on Level 1A and one tenant space fronting Golden Gate Avenue on Level 1B. However, some of the tenant spaces would be reduced in size, for a total of 7,665 gsf of retail/restaurant uses (a reduction of 1,992 gsf from the Original Project). In addition, the Golden Gate Avenue retail space would be relocated to the east end of the frontage with a relocated fitness center occupying space at the west end of the Golden Gate Avenue frontage.

Similar to the Original Project, the main residential entrance would be located at the east end of the Market Street frontage on Level 1A and would include a lower lobby, mail room, and back of house functions. In the Modified Project, Level 1A would also include a package room, tenant storage room, bicycle storage room and bicycle workshop, as shown on Figure 3: Modified Project Level 1A Plan in Exhibit A. The bicycle storage room would provide 126 class 1 bicycle parking spaces, or three more class 1 spaces than the Original Project. No class 1 bicycle spaces for the retail/restaurant use would be provided. Under the Modified Project, 22 class 2 bicycle parking spaces would be provided for the residential and retail/restaurant uses (the same number as the Original Project).

Similar to the Original Project, Level 1B would include an upper lobby with a secondary residential entrance from the Golden Gate Avenue frontage. However, in the Modified Project configuration, mail carriers or package delivery vendors entering from Golden Gate Avenue on Floor 1B would use an elevator in the upper lobby down to Floor 1A where the mail room and package room would be located. Similar to the Original Project, Level 1B would also include utility rooms with service entrances from the Golden Gate Avenue frontage, including a new trash/move-in lift room. In the Modified Project, Level 1B would also include a leasing office. The fitness center and courtyard, previously located on the 2nd floor, would be relocated to Level 1B, as shown on Figure 4: Modified Project Level 1B Plan in Exhibit A.

Similar to the Original Project, the Modified Project features two main common open space areas, a 1,084-gsf podium-level courtyard and a rooftop open space, that would serve the residential units. The rooftop open space would be 5,980 sf in the Modified Project, which is a 2,033-sf reduction from the Original Project. The fitness center, located on the 2nd floor in the Original Project, would be relocated to Floor 1B on the northwest portion of the floor. In the Modified Project, the fitness center would be accessible to residents from an entrance on the Golden Gate Avenue frontage or from the upper lobby. The 2nd floor terrace in the Original Project adjacent to the fitness center would be removed, as shown in Figure 5: Modified Project 2nd Floor Plan in Exhibit A. Instead, the 1,084-sf interior courtyard would be relocated to Level 1B and would adjoin the relocated fitness center. Similar to the Original Project, the Modified Project would provide private open space for 14 of the proposed residential units in the form of private terraces/balconies at the 4th through 12th floors. The Modified Project would provide 2,501 gsf of private open space, which is a reduction of 2 gsf from the Original Project (approximately 2,503 sf).

Similar to the Original Project, the Market Street (south) elevation and the Golden Gate Avenue (north) elevation would have a stepped and layered composition articulated through the use of different building materials. However, the Modified Project would replace one of the proposed materials, brick cladding, with a rain screen material.¹ See Figure 6: Modified Project Golden Gate Avenue (North) Elevation, and Figure 7: Modified Project Perspective View from Golden Gate Avenue (Looking Southeast) in Exhibit A. The rain screen, also known as Oko skin, has tiled units that are larger than those of the original thin brick scheme, and would be designed in a plank format (approximately 6 inches nominal height) with a masonry texture and natural color variation similar to coursed brick. The rain screen would replace brick veneer used for the Market Street (south) elevation at the 3rd through 9th stories, where the seven westernmost window bays would have been clad with brick veneer to form an 11-story façade plane along the Market Street property line. Similarly, on the Golden Gate Avenue (north) elevation, brick veneer used for the northeast elevation (also featuring window walls and zinc paneling) would be replaced with rain screen.

Project Approvals of the Modified Project

Actions by the Zoning Administrator

¹ Final architectural cladding is subject to approval by Planning Department staff and may vary from the rain screen material described herein.

- Approval of Certificate(s) of Transfer and Notice(s) of Use of Transferable Development Rights to increase permitted FAR.

Actions by Other City Departments

- Approval of site, demolition, grading, and building permits (*Planning Department and Department of Building Inspection*).
- Approval of permits for streetscape improvements in the public right-of-way, including a new curb cut on Golden Gate Avenue (*Department of Public Works*).
- Approval of a request for on-street loading spaces on Golden Gate Avenue (*San Francisco Municipal Transportation Agency*).
- Approval of project compliance with the Stormwater Design Guidelines (*San Francisco Public Utilities Commission*).
- Approval of a Stormwater Control Plan (*San Francisco Public Utilities Commission*).
- Issuance of a certification of registration for a diesel backup generator (*San Francisco Department of Public Health*).
- Approval of an Enhanced Ventilation System (*San Francisco Department of Public Health*).

Actions by Other Government Agencies

- Approval of permit for installation, operation, and testing of diesel backup generator (*Bay Area Air Quality Management District*).
- Approval of proposed construction within the BART Zone of Influence (*BART*).

3.0 PURPOSE OF THIS ADDENDUM

Section 31.19(c) of the San Francisco Administrative Code states that the Environmental Review Officer must re-evaluate a modified project for which a negative declaration has been adopted or a final EIR has been certified. Section 31.19(c)(1) of the San Francisco Administrative Code further states that that, "If, 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 an EIR 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 EIR 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 which will require major revisions of the previous EIR 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 EIR was certified as complete, becomes available. Pursuant to CEQA Guidelines section 15164, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of these three events has occurred.

This Addendum describes the potential environmental effects of the Modified Project compared to the impacts identified in the FEIR, and explains why the proposed modifications would not result in any new

significant environmental impacts or a substantial increase in the severity of previously identified environmental impacts and would not require the adoption of any new or considerably different mitigation measures or alternatives. The two topics discussed in the FEIR (Transportation and Circulation and Historic Architectural Resources), as well as pertinent topics from the Initial Study (Land Use and Planning, Population and Housing, Operational Air Quality Emissions), are analyzed herein.

4.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

Transportation and Circulation

APPROACH TO ANALYSIS

As with the Original Project, impacts of the Modified Project on the surrounding roadways were analyzed using guidelines set forth in the *SF Guidelines 2002* and Planning Commission Resolution 19579 and supporting materials. These combined materials provide direction for analyzing transportation conditions and identifying the transportation impacts of a proposed project in San Francisco.

Senate Bill 743 and Public Resources Code Section 21099

Senate Bill 743 amended CEQA by adding Public Resources Code Section 21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas.² Public Resources Code Section 21099(d), effective January 1, 2014, provides that "... parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, parking is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three criteria established in the statute. As with the Original Project, the Modified Project meets all of the criteria, and thus the transportation impact analysis does not consider the adequacy of parking in determining the significance of project impacts under CEQA. However, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision-makers. Therefore, this Addendum presents a parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce on-site parking spaces that affects the public right-of-way) as applicable in the following transportation impact analysis.

Modified Project Travel Demand

Project travel demand refers to the new vehicle, transit, pedestrian, and bicycle traffic that would be generated by the Modified Project. Parking and freight loading demand for the Modified Project are also analyzed. As with the Original Project, the travel demand, parking demand, and freight/service vehicle loading demand estimates for the Modified Project were based on information contained in the *SF Guidelines 2002*. The travel demand reflects the demand associated with the modified number and mix of new residential units and the gross square footage of the new restaurant uses under the Modified Project.

² A "transit priority area" is defined as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in California Public Resources Code Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

As detailed in Section 2.0 and Table 1: Summary of Original Project and Modified Project Characteristics, the Modified Project would have more residential units (193 residential units) compared to the Original Project (186 residential units). The mix of residential units would also change, and there would be an increase in the number of one-bedroom units (a 21-unit increase) coupled with a decrease in the number of studios (a 1-unit decrease), two-bedroom units (a 3-unit decrease) and three-bedroom units (a 10-unit decrease). In addition, under the Modified Project, some of the retail/restaurant tenant spaces would be reduced in size, for a total of 7,665 gsf of retail/restaurant uses (a reduction of 1,992 gsf from the Original Project).

Trip Generation

As with the Original Project (Table 4.C.8 on EIR p. 4.C.35), the daily and PM peak hour person-trip generation for the Modified Project accounts for residents, employees, and visitors. The person-trip generation rates from the *SF Guidelines 2002* were applied to the residential units (with different rates for studio/one-bedroom units and two-or-more-bedroom units) and the restaurant use in the Modified Project. Table 2: Number of Person-Trips Generated by Land Use presents the weekday daily and PM peak hour person-trips generated by the Modified Project in comparison to the Original Project. The Modified Project would generate about 6,187 daily person-trips and 896 person-trips during the weekday PM peak hour (481 inbound and 415 outbound). This constitutes an 18 percent reduction in vehicle trips during the weekday PM peak hour from the Original Project (30-trip reduction).

Mode Split

Table 3: Trip Generation by Mode – Weekday PM Peak Hour presents the weekday PM peak hour generation by mode for the Modified Project as compared to the Original Project (Table 4.C.9 on EIR p. 4.C.35). The project-generated person-trips were allocated among different travel modes in order to determine the number of auto, transit, walk, and other trips going to and from the project site. The “Other” category includes bicycle, motorcycle, taxi, and additional modes. During the weekday PM peak hour, the Modified Project would generate about 220 auto, 253 transit, 344 walk, and 79 other person-trips. During the weekday PM peak hour, the Modified Project would generate about 136 vehicle trips, of which 73 vehicle trips would be inbound to the project site and 63 vehicle trips would be outbound from the project site.

Loading Demand

As shown in Table 4: Freight Delivery and Service Vehicle Demand by Land Use, the Modified Project would generate 32 delivery/service vehicle trips per day (down from 40 trips in the Original Project [Table 4.C.11 on EIR p. 4.C.37]). These daily truck trips correspond to a demand for approximately two loading spaces during the average and peak hour of loading activities. As with the Original Project, it is anticipated that most of the delivery/service vehicles that would be generated by the Modified Project would consist of relatively small trucks with two axles (e.g., small courier trucks, mail trucks, and step vans which are typically less than 30 feet in length) and vans for the retail/restaurant use deliveries, and parcel service deliveries (FedEx, UPS, etc.) for both proposed land uses, as well as large and small moving vans for occasional residential move-in and move-out activities.

Table 2: Number of Person-Trips Generated by Land Use

Land Use	Person Trip Generation Rates	Original Project Person Trips					Modified Project Person-Trips				
		Size	Daily	PM Peak Hour			Size	Daily	PM Peak Hour		
				Total	In	Out			Total	In	Out
Residential											
Studio/one Bedroom	7.5 per unit	117 units	878	152	101	51	137 units	1,028	178	118	60
Two/Two+ Bedrooms	10.0 per unit	69 units	690	120	80	40	56 units	560	97	64	32
<i>Subtotal</i>			1,568	272	181	91		1,588	275	183	92
Retail/Restaurant ^a											
	600 per 1,000 gsf	9,675 gsf	5,794	782	376	406	7,665 gsf	4,599	621	298	323
<i>Total</i>			7,362	1,054	557	497		6,187	896	481	415

Note:

^a The trip generation rate from the *SF Guidelines 2002* used in the analysis is the Composite Restaurant Rate.

Sources: *SF Guidelines 2002*; Stantec Consulting, June 2016.

Table 3: Trip Generation by Mode - Weekday PM Peak Hour

Land Use	Original Project					Vehicle Trips	Modified Project					
	Person-Trips						Person-Trips					
	Auto	Transit	Walk	Other ^a	Total		Auto	Transit	Walk	Other ^a	Total	
Weekday PM Peak Hour												
Residential	44	146	76	6	272	38	44	147	76	7	275	38
Retail/Restaurant	223	133	336	90	782	128	176	106	267	71	621	98
<i>Total</i>	267	279	412	96	1,054	166	220	253	344	79	896	136

Note:

^a "Other" Mode includes bicycles, motorcycles, and taxis.

Sources: *SF Guidelines 2002*; Stantec Consulting, June 2016

Table 4: Freight Delivery and Service Vehicle Demand by Land Use

Land Use	Original Project			Modified Project		
	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Residential	4.44	0.26	0.21	4.55	0.21	0.26
Retail/Restaurant	34.77	2.01	1.61	27.59	1.28	1.60
Total	39.21	2.27	1.82	32.14	1.49	1.86

Sources: SF Guidelines 2002; Stantec Consulting, 2016.

Parking Demand

Parking demand consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors). The parking demand calculations are based on the methodology for calculating parking demand presented in the SF Guidelines 2002. For the proposed residential units, the long-term parking demand is based on the number and size of the units, with a rate of 1.1 parking spaces per unit for studios and one-bedroom units and 1.5 parking spaces per unit for two-bedroom and larger units. For the retail/restaurant use, the long-term parking demand is based on the number of employees and their estimated travel modes, and the short-term parking demand is based on the total estimated daily patron/visitor vehicle trips and a turnover rate of approximately 5.5 vehicles per parking space. Table 5: Parking Demand by Land Use presents the estimated parking demand for the Modified Project.

Table 5: Parking Demand by Land Use

Land Use	Original Project			Modified Project		
	Long-Term Parking Spaces	Short-Term Parking Spaces	Total	Long-Term Parking Spaces	Short-Term Parking Spaces	Total
Residential	233	0	233	235	0	235
Restaurant/Retail	7	81	88	6	64	71
Total	240	81	321	241	64	305

Sources: SF Guidelines 2002, Stantec Consulting, June 2016.

The Modified Project is expected to generate a total parking demand of 305 spaces, an overall reduction of 16 spaces compared to the Original Project (Table 4.C.12 on EIR p. 4.C.37). Long-term demand would be 235 spaces for residential uses and 6 for retail/restaurant uses (compared to 233 spaces and 7 spaces under the Original Project), for an increase of one long-term space compared to the Original Project. Short-term demand would be 63 spaces for the retail/restaurant uses (compared to 81 spaces under the Original Project), for a decrease of 17 short-term spaces.

MODIFIED PROJECT-LEVEL IMPACT EVALUATION

VMT Impacts*Vehicle Miles Traveled*

As with the Original Project, the Modified Project would be located within an area of the City where the existing average residential and work-related VMTs are more than 15 percent below the regional VMT thresholds, the proposed residential and retail/restaurant uses would not result in substantial additional VMT and impacts would remain less than significant. Furthermore, the project site still meets the Proximity to Transit Stations screening criterion, which also indicates the Modified Project's residential and retail/restaurant uses would not cause substantial additional VMT.³ Therefore, there would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to VMT.

Induced Automobile Travel

As with the Original Project, pursuant to OPR's proposed transportation impact guidelines the Modified Project would not generate more than 2,075,220 VMT per year and would not induce vehicle travel. As with the Original Project, the Modified Project is not a transportation project, but would include features that would alter the transportation network. These features are sidewalk widening and on-street loading zones. These features fit within the general types of projects that would not substantially induce automobile travel. Therefore impacts would remain less than significant. Therefore, there would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to induced automobile travel.

Conclusion

As with the Original Project, Improvement Measure I-TR-1a: Implement Transportation Demand Management Measures and Improvement Measure I-TR-1b: Additional TDM Measures⁴ would apply to the Modified Project as they are identified to further reduce the project's VMT. These improvement measures were adopted by the Planning Commission as conditions of project approval. Proposed revisions to Improvement Measures I-TRA-1a and I-TRA-1b are provided in Exhibit B.

Although a general increase in traffic would not substantially change traffic operations, it could generate localized traffic hazards. The FEIR identified the potential for vehicle conflicts at the Original Project driveway location on Golden Gate Avenue where vehicles would enter or exit the project. Since the Modified Project no longer includes a driveway and curb-cut on Golden Gate Avenue, no turn-in or turn-out movement conflicts would occur, and no queuing or delay of traffic flows on Golden Gate Avenue near the project site would result. As a result of this change in the Modified Project, Improvement

³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis* for 1028 Market Street, April 4, 2016. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0241E.

⁴ Improvement measures are recommended further actions, agreed to by the project sponsor, identified to reduce or avoid impacts that are determined to be less than significant. Identification of improvement measures is not required under CEQA, but they are often presented in San Francisco environmental documents to inform decision-makers of additional actions that could improve the proposed project.

Measure I-TR-1c: Queue Abatement would no longer be applicable. Improvement Measure I-TRA-1c has been removed from the list of improvement measures applicable to the Modified Project, as provided in Exhibit B.

Transit Impacts

Muni

As shown in Table 3, the Modified Project would generate about 253 transit trips (143 inbound and 110 outbound) during the weekday PM peak hour. This would result in 26 fewer transit trips per day than the Original Project (279 trips). Based on the location of the project site and the anticipated origins and destinations of the project's residents, employees, and visitors, it was assumed that during the weekday PM peak hour 49 of the 110 peak hour transit trips would use Muni. Trips to the East Bay and South Bay would be via BART at the Powell or Civic Center Stations, and trips to the North Bay would be via Golden Gate Transit routes, with stops along Mission Street and Charles J. Brenham Place, and were not assigned to Muni.

Table 6: Muni Screenlines - Existing and Existing Plus Project Weekday PM Peak Hour Conditions presents the Muni screenline analysis for existing and existing plus project weekday PM peak hour transit ridership and capacity utilization for the Original Project and the Modified Project (Table 4.C.13 on EIR p. 4.C.43). Under the Modified Project, during the weekday PM peak hour there would be 24 transit trips crossing the northeast screenline, 9 transit trips crossing the northwest screenline, 11 transit trips crossing the southeast screenline, and 6 transit trips crossing the southwest screenline. As with the Original Project, transit trips associated with the Modified Project would not result in any of the screenlines or corridors exceeding the 85 percent capacity utilization standard. In addition, the project-generated transit trips would not represent a considerable contribution to ridership on any of the Muni screenlines or corridors that exceed the 85 percent capacity utilization threshold under existing conditions, e.g. Fulton/Hayes and the Third Street subcorridors. Therefore, the impacts of the Modified Project on Muni transit capacity would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to Muni ridership.

In addition, potential conflicts between traffic on the surrounding roadways (including the weekday PM peak hour increase attributable to the Modified Project - 136 vehicle trips) and buses would be limited because the Muni 7X Noriega Express operates on Golden Gate Avenue in the weekday AM peak only, and moves to Taylor Street in the weekday PM peak. Traffic generated by the Modified Project would not affect transit on Market Street because most project-generated traffic would travel on Sixth and Seventh streets to cross Market Street (due to turn restrictions for private vehicles) and use Golden Gate Avenue to access the project site. Potential conflicts between the project-generated transit riders walking to/from the closest local and regional transit route stops/stations and buses and passenger vehicles would be expected to be minimal because sidewalks that provide access to these locations generally have sufficient width (between 10 and 35 feet). Additionally, the signalized intersections in the vicinity of the project site have marked crosswalks and pedestrian countdown signals.

Table 6: Muni Screenlines - Existing and Existing Plus Project Weekday PM Peak Hour Conditions

Screenline/ Corridor	Existing Weekday PM Peak Hour (Outbound) Conditions			Existing Plus Project Weekday PM Peak Hour (Outbound) Conditions					
	Hourly Ridership	Hourly Capacity	Capacity Utilization	Original Project			Modified Project		
				Project Trips	Hourly Ridership	Capacity Utilization	Project Trips	Hourly Ridership	Capacity Utilization
Northeast									
Kearny/Stockton	2,245	3,327	67.5%	18	2,263	68.0%	18	2263	68.0%
Other	683	1,078	63.4%	6	689	63.9%	6	689	63.9%
<i>Subtotal</i>	<i>2,928</i>	<i>4,405</i>	<i>66.5%</i>	<i>24</i>	<i>2,952</i>	<i>67.0%</i>	<i>24</i>	<i>2952</i>	<i>67.0%</i>
Northwest									
Geary	1,964	2,623	74.9%	4	1,968	75.0%	3	1967	75.0%
California	1,322	1,752	75.5%	2	1,324	75.6%	2	1324	75.6%
Sutter/Clement	425	630	67.5%	1	426	67.6%	0	425	67.5%
Fulton/Hayes	1,184	1,323	89.5%	2	1,186	89.7%	2	1186	89.6%
Balboa	625	974	64.2%	1	626	64.3%	1	626	64.3%
<i>Subtotal</i>	<i>5,520</i>	<i>7,302</i>	<i>75.8%</i>	<i>10</i>	<i>5,530</i>	<i>75.7%</i>	<i>9</i>	<i>5528</i>	<i>75.7%</i>
Southeast									
Third	782	793	98.6%	1	783	98.7%	1	783	98.8%
Mission	1,407	2,601	54.1%	4	1,411	54.2%	4	1411	54.2%
San Bruno/Bayshore	1,536	2,134	72.0%	4	1,540	72.2%	3	1539	72.1%
Other	1,084	1,675	64.7%	3	1,087	64.9%	3	1087	64.9%
<i>Subtotal</i>	<i>4,809</i>	<i>7,203</i>	<i>66.8%</i>	<i>12</i>	<i>4,821</i>	<i>66.9%</i>	<i>11</i>	<i>4821</i>	<i>66.9%</i>
Southwest									
Subway	4,904	6,164	79.6%	4	4,908	79.6%	5	4909	79.6%
Haight/Noriega	977	1,554	62.9%	1	978	62.9%	1	978	62.9%
Other	555	700	79.3%	1	556	79.4%	1	556	79.4%
<i>Subtotal</i>	<i>6,436</i>	<i>8,418</i>	<i>76.5%</i>	<i>6</i>	<i>6,442</i>	<i>76.5%</i>	<i>6</i>	<i>6441</i>	<i>76.5%</i>
Total	19,693	27,328	72.1%	52	19,745	72.3%	49	19742	72.2%

Note:

A screenline or corridor operating with utilization greater than 85 percent is considered at capacity. Utilization at this threshold or higher is highlighted in **bold**.

Due to rounding, project trips and hourly ridership of individual corridors may not add up to screenline subtotals.

Sources: San Francisco Planning Department Memorandum – Transit Data for Transportation Impact Studies, May 2015; Stantec Consulting, June 2016

Regional Transit

Table 7: Regional Transit Screenlines - Existing and Existing Plus Project Weekday PM Peak Hour Conditions presents the regional transit screenline analysis for existing and existing plus project weekday PM peak hour transit ridership and capacity utilization. As shown in Table 7, the capacity utilization for all regional transit providers is under the 100 percent capacity utilization standards under existing conditions during the weekday PM peak hour. The Modified Project would add 16 transit trips to the East Bay, 11 transit trips to the North Bay, and 10 transit trips to the South Bay. As with the Original Project, the addition of Modified Project-related passengers would not have a substantial effect on the regional transit providers during the weekday PM peak hour, as the capacity utilization for all regional transit screenlines would remain similar to that under existing conditions. Therefore, the impacts of the Modified Project on regional transit providers would remain less than significant.

Conclusion

Transit trips generated by the Modified Project would not substantially affect the capacity utilization of local or regional transit, and therefore, impacts on local and regional transit capacity utilization would remain less than significant as under the Original Project. Furthermore, the Modified Project would not result in conflicts due to project-generated vehicles that would affect the operations of the adjacent and nearby Muni bus routes. Therefore, the transit impacts of the Modified Project would remain less than significant. In addition, the proposed development is subject to the Transportation Sustainability Fee.⁵ TSF funds may be used to improve transit capacity and pedestrian and bicycle facilities. The TSF attempts to recover the cost of carrying additional riders generated by new development by obtaining fees on a square footage basis. Therefore, there would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to regional transit ridership.

Pedestrian Impacts

During the weekday PM peak hour the Modified Project would add about 597 pedestrian trips (253 trips destined to and from the local and regional transit routes and 344 walk trips) to the surrounding sidewalks and crosswalks. This results in 94 fewer pedestrian trips than the Original Project (691 pedestrian trips, or 279 transit-related and 412 walk trips).

As with the Original Project, the existing 10-foot-wide sidewalk on Golden Gate Avenue adjacent to the project site would be reconstructed and widened as part of the Modified Project to match the proposed sidewalk widening to the west (part of the 1066 Market Street Project). The 25- to 35- foot-wide sidewalk on Market Street currently meets the BSP requirements for a Ceremonial (Civic) Street. Project-related changes to Market Street would be made in conformance with the Better Market Street Project.

Under the Original Project, an off-street parking garage was provided and vehicular access was via a 12-foot-wide curb cut and driveway on Golden Gate Avenue located about 153 feet west of the Golden Gate Avenue/Taylor Street/Market Street intersection. Under the Modified Project, no off-street parking garage

⁵ Ordinance 222-15, adopted by the Board of Supervisors on December 18, 2015. Available online at <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances15/o0222-15.pdf>. Accessed March 26, 2016.

Table 7: Regional Transit Screenlines – Existing and Existing Plus Project Weekday PM Peak Hour Conditions

Screenline/Operator	Existing Weekday PM Peak Hour (Outbound) Conditions			Existing Plus Project Weekday PM Peak Hour (Outbound) Conditions					
				Original Project			Modified Project		
	Hourly Ridership	Hourly Capacity	Capacity Utilization	Project Trips	Hourly Capacity	Capacity Utilization	Project Trips	Hourly Capacity	Capacity Utilization
East Bay									
BART	19,716	22,050	89.4%	18	19,734	89.5%	15	19,731	89.5%
AC Transit	2,256	3,926	57.5%	1	2,257	57.5%	1	2,257	57.5%
Ferry	805	1,615	49.8%	1	806	49.9%	1	806	49.9%
<i>Subtotal</i>	22,777	27,591	82.6%	20	22,797	82.6%	16	22,793	82.6%
North Bay									
GGT buses	1,384	2,817	49.1%	12	1,396	49.6%	9	1,393	49.4%
Ferry	968	1,959	49.4%	3	971	49.6%	2	970	49.5%
<i>Subtotal</i>	2,352	4,776	49.2%	15	2,367	49.6%	11	2,363	49.5%
South Bay									
BART	10,682	14,910	71.6%	10	10,692	71.7%	9	10,691	71.7%
Caltrain	2,377	3,100	76.7%	1	2,378	76.7%	1	2,378	76.7%
SamTrans	141	320	44.1%	1	142	44.4%	0	141	44.1%
<i>Subtotal</i>	13,200	18,330	72.0%	12	13,212	72.1%	10	13,210	72.1%
Total for All Screenlines	38,329	50,697	75.6%	47	38,376	75.7%	37	38,366	75.7%

Sources: San Francisco Planning Department Memorandum – Transit Data for Transportation Impact Studies, May 2015; Stantec Consulting, June 2016.

or curb cut would be provided and therefore it would not result in localized vehicle/pedestrian conflicts at driveways. The Modified Project would therefore not constrain pedestrians on the sidewalk or vehicles traveling eastbound on Golden Gate Avenue.

While the addition of project-generated pedestrian trips would incrementally increase pedestrian volumes on Market Street and Golden Gate Avenue and on other nearby sidewalks, the additional pedestrian trips would not result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility to the site and adjoining areas as with the Original Project. Therefore, the Modified Project's impacts on pedestrians would remain less than significant and no mitigation is necessary. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to pedestrians.

Under the Original Project, Improvement Measure I-TR-3: Implement Audible Warning Device was recommended to further reduce the potential for vehicle/pedestrian conflicts at the proposed driveway location on Golden Gate Avenue. However, under the Modified Project, no off-street parking would be provided and no driveway conflicts would occur. As a result Improvement Measure I-TR-3 would no longer be necessary. Improvement Measure I-TR-3 has been removed from the list of improvement measures applicable to the Modified Project, as provided in Exhibit B.

Bicycle Impacts

As detailed in Table 1, the Modified Project would add up to 193 residential units, and would provide 126 Class 1 bicycle parking spaces in a bicycle storage rooms at Level 1A with access from Market Street and Golden Gate Avenue (as compared to 186 residential units and 123 Class 1 spaces under the Original Project). In addition, 22 Class 2 bicycle parking spaces would be provided on the Market Street and Golden Gate Avenue sidewalks near the proposed residential entrances, the same number of Class 2 bicycle parking spaces as the Original Project.

Per Planning Code Section 155.2 the Modified Project would be required to provide 123 Class 1 and 10 Class 2 bicycle parking spaces for the 193 dwelling units, and one Class 1 space and 10 Class 2 spaces for the retail/restaurant uses, for a total of 124 Class 1 and 20 Class 2 bicycle parking spaces. Because the Modified Project would provide 126 Class 1 and 22 Class 2 bicycle parking spaces, the project would meet the Planning Code requirements.

It is anticipated that a portion of the 79 weekday PM peak hour person trips identified as "other" trips would be bicycle trips (see Table 3), a reduction of 17 trips as compared to the Original Project (96 trips). As for the Original Project, the Modified Project would result in an increase in the number of vehicles in the vicinity of the project site (136 vehicle trips during the weekday PM peak hour); however, this is fewer trips than the Original Project (166 vehicle trips) and this number of vehicle trips would not be substantial enough to affect bicycle travel in the area.

Under the Original Project, vehicles accessing the proposed driveway would cross Bicycle Route 50 on Golden Gate Avenue and could result in the potential for vehicle/bicycle conflicts. However, under the Modified Project, no off-street parking garage or curb cut would be provided and no potential for

conflicts would occur. Therefore, as under the Original Project, it is not anticipated that the vehicle trips generated by the new uses would substantially affect local bicycle travel. Furthermore, the Modified Project would not introduce any design features that would eliminate or impede access to existing bicycle routes in the project vicinity.

As with the Original Project, the Modified Project would result in an increase in the number of vehicles and bicyclists on roadways near the project site. However, this increase would not be substantial enough to affect bicycle travel in the area. Therefore, impacts on bicyclists would be less than significant and no mitigation is necessary. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to bicycles.

Loading Impacts

Loading Supply and Demand

San Francisco Planning Code Section 152.1 provides requirements for off-street loading spaces within C-3 Districts. As with the Original Project, the Modified Project would be required to provide one off-street freight loading space for the residential uses and no loading spaces would be required for the proposed retail/restaurant. The Original Project did not include the off-street freight loading space required under Planning Code Section 152.1, and an exception was granted through the Section 309 process to provide off-street service vehicle loading spaces, as allowed under Planning Code Section 153(a)(6). The project sponsor had also proposed to convert two on-street parking spaces to a 25-foot-long commercial loading (yellow) zone on the south side of Golden Gate Avenue.

The Modified Project would not include off-street freight loading or service vehicle loading spaces. Instead, the project sponsor would request that five on-street parking spaces on the south side of Golden Gate Avenue, east of the project site along the 1000 Market Street frontage, be converted to an on-street loading space, subject to approval from the SFMTA. Within this loading space, 44 feet would be designated as a passenger loading (white zone) space, and up to 75 feet would be designated as a commercial loading (yellow zone) space.⁶

As shown in Table 8, the new uses associated with the Modified Project would generate about 32 delivery/service vehicle trips to the project site per day (5 residential and 32 retail/restaurant). This corresponds to a demand for approximately two loading spaces during the average and peak hour of loading, which is similar to the loading demand of the Original Project (approximately two spaces during the average hour and three spaces during the peak hour).⁷ Under the Modified Project, the combined residential and commercial loading demand would be expected to be accommodated by the proposed on-street loading spaces on Golden Gate Avenue.

⁶ The recommended lengths for the passenger (white curb) and freight (yellow curb) loading zones were developed in consultation with SFMTA's Color Curb Program staff. It should be noted that some portion of this curb space may need to be red curb, near the approach to Market Street. A final determination will be made when the Color Curb Program application is reviewed. SFMTA Color Curb Program Office Hours, October 16, 2017, and email communication, October 25, 2017.

⁷ The demand for 1.86 peak hour and 1.49 average hour loading spaces would require the provision of one to two commercial loading spaces.

Table 8: Freight Delivery and Service Vehicle Demand by Land Use

Land Use	Original Project			Modified Project		
	Daily Truck Trip Generation	Peak Hour Loading Space Demand	Average Hour Loading Space Demand	Daily Truck Trip Generation	Peak Hour Loading Space Demand	Average Hour Loading Spaces Demand
Residential	4.44	0.26	0.21	4.55	0.26	0.21
Retail/Restaurant	34.77	2.01	1.61	27.59	1.60	1.28
Total	39.21	2.27	1.82	32.14	1.86	1.49

Sources: SF Guidelines 2002; Stantec Consulting, 2016.

Residential Move-In and Move-Out Activities

Under the Original Project, residential move-in and move-out activities would have been anticipated to occur from two service vehicle loading spaces in the on-site garage, or the proposed on-street loading space. Under the Modified Project, residential move-in and move-out activities would occur from the proposed on-street loading space or the existing on-street loading spaces along Golden Gate Avenue (north side), Jones Street or Taylor Street.

If curbside space was not available, large trucks could double-park along Golden Gate Avenue, Jones Street, and Taylor Street, which could result in traffic impacts or users of these adjacent roadways. Under the Original Project, Improvement Measure I-TR-5: Coordination of Move-in/Move-Out Operations and Large Deliveries was identified to further reduce such less-than-significant impacts and to allow for appropriate loading procedures to reduce the likelihood of blocked travel lanes on Golden Gate Avenue, and Jones and Taylor streets. Under the Modified Project, all move-in/move-out operations would occur from on-street loading spaces. For this reason, Improvement Measure TR-5 remains applicable.

Trash, Recycling and Compost Pick-Up

As with the Original Project, trash, recycling, and compost chutes would be located on each residential floor and would lead into the ground floor trash/recycling/compost room. For trash/recycling/compost pickup, the property management company would cart the trash/recycling/compost containers to a street loading area on Golden Gate Avenue where the trash/recycling/compost containers would be retrieved by Recology personnel. Commercial tenants would be required to cart their trash/recycling/compost containers from their respective spaces to Golden Gate Avenue on their waste collection service days and immediately bring their containers back to their space after they are emptied. Alternatively, trash, recycling, and compost generated by the retail/restaurant uses could be collected in the designated retail trash/recycling/compost room on the ground floor. The property management company would contract with Recology to cart the trash/recycling/compost containers from the retail trash/recycling/compost room to a street loading area on Golden Gate Avenue via the entrance on the Golden Gate Avenue frontage. Recology personnel would then collect from the curb of the Golden Gate Avenue frontage.

Passenger Loading and Unloading

The Original Project did not include an on-street passenger loading/unloading zone as passengers in taxis could be dropped off at the existing 75-foot-long recessed bay on Market Street. In addition, existing passenger loading zones are located on the west side of Jones Street and on the north side of Golden Gate Avenue, in reasonably proximity to the Market Street or Golden Gate Avenue entrances. Although passenger loading needs would not increase under the Modified Project, in light of subsequent studies related to the Better Market Street Project, and in consultation with SFMTA staff,⁸ the Modified Project would include a proposed 44-foot-long passenger loading zone on Golden Gate Avenue immediately east of the project site.

Conclusion

In summary, the Modified Project's commercial and passenger loading demand would be accommodated within proposed on-street loading spaces in the immediate project vicinity. Adequate provisions would be included to accommodate move-in and move-out activities and trash/recycling/compost pickup. Thus, the Modified Project would accommodate the freight delivery and service vehicle and passenger loading demand. Therefore, similar to the Original Project, the Modified Project would continue to have less-than-significant loading impacts. No mitigation is necessary. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to loading.

In addition, the Planning Commission adopted Improvement Measure I-TR-5: Coordination of Move-in/Move-Out Operations and Large Deliveries as a means to further reduce the potential traffic-related impacts and conflicts between delivery operations, movers and other users of adjacent roadways (e.g., transit vehicles and bicyclists) and pedestrians walking along the adjacent sidewalks. Improvement Measure I-TR-5 remains applicable to the Modified Project.

Emergency Vehicle Access Impacts

As with the Original Project, implementation of the Modified Project would not result in any changes to adjacent travel lanes. Emergency vehicle access to the project site would remain unchanged from existing conditions; thus, emergency service providers would continue to access the project site from Golden Gate Avenue and Market Street. Therefore, the Modified Project would not limit emergency vehicle access to the project site or nearby vicinity and emergency vehicle access impacts would be less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to emergency vehicle access.

⁸ The recommended lengths for the passenger (white curb) and freight (yellow curb) loading zones were developed in consultation with SFMTA's Color Curb Program staff. It should be noted that some portion of this curb space may need to be red curb, near the approach to Market Street. A final determination will be made when the Color Curb Program application is reviewed. SMFTA Color Curb Program Office Hours, October 16, 2017, and email communication, October 25, 2017.

Construction Impacts

Construction activities under the Modified Project would be largely similar to the Original Project. However, the Modified Project would not construct a basement-level parking garage, and would instead build a smaller 3,775 gsf basement solely for mechanical building services (15,556 gsf under the Original Project). This would require excavation of up to 3,900 cubic yards of soil, which is approximately 5,900 fewer cubic yards of excavated soil than the Original Project (9,800 cubic yards). Overall, as with the Original Project, construction activities would be temporary and limited in duration and must be conducted in accordance with City requirements; therefore the Modified Project's construction-related transportation impacts would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to construction.

As with the Original Project, while the Modified Project's construction-related transportation impacts would remain less than significant, Improvement Measure I-TR-7a: Construction Management and Improvement Measure I-TR-7b: Limited Delivery Time (adopted by the Planning Commission as a condition of project approval), remain applicable to further reduce potential conflicts between construction activities and pedestrians, transit, and autos.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and therefore does not consider changes in parking conditions to be environmental impacts as defined by CEQA. SB 743 eliminated the analysis of parking, which can no longer be considered in determining significant transportation and circulation effects for infill residential projects in transit priority areas. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers; therefore, a discussion of parking is included for informational purposes.

Off-Street Parking Requirements under the Planning Code

The project site is located within a C-3-G Zoning District and is not required to provide a minimum amount of off-street parking spaces for the proposed residential and retail/restaurant land uses. Rather, Planning Code Section 151.1 provides maximum off-street parking limits for residential and retail/restaurant uses. The Original Project included 40 off-street parking spaces (including one car share space) and two service vehicle loading spaces in a subsurface garage accessed from Golden Gate Avenue. Under the Modified Project, no off-street parking or loading spaces would be provided.

Parking Supply vs. Demand

As shown in Table 9: Vehicle Parking Demand and Supply Comparison the Modified Project would be expected to generate a total parking demand of 305 spaces, including 241 long-term spaces (235 for the residential uses and 6 for the retail/restaurant uses) and 64 short-term spaces for retail/restaurant uses. This would result in a greater parking shortfall than the Original Project.

Table 9: Vehicle Parking Demand and Supply Comparison by Land Use

Land Use	Original Project					Modified Project				
	Demand			Supply	(Shortfall)/ Surplus	Demand			Supply	(Shortfall)/ Surplus
	Long-Term Spaces	Short-Term Spaces	Total			Long-Term Spaces	Short-Term Spaces	Total		
Residential	233	0	233	39	(194)	235	0	235	0	(235)
Restaurant/ Retail	7	81	88	0	(88)	6	64	71	0	(71)
Total	240	81	321	39	(282)	241	64	305	0	(305)

Sources: SF Guidelines 2002, Stantec Consulting, June 2016.

As presented in the FEIR on Table 4.C.6 on p. 4.C.25, on-street parking within the study area is approximately 74 percent occupied, with approximately 172 on-street parking spaces available within the study area during the weekday midday peak period. In addition, during the evening peak period approximately 68 percent of the on-street parking spaces are occupied, with approximately 211 on-street parking spaces available. In addition, as presented in the FEIR on Table 4.C.7 on p. 4.C.26, off-street parking occupancy rates in the project vicinity average approximately 87 percent during the midday peak period, with approximately 175 spaces available, and 42 percent during the evening peak period, with approximately 744 spaces available.

The long-term residential parking demand generally occurs during the overnight hours. Under the Modified Project the residential demand of 235 spaces would not be accommodated on site. As under the Original Project, much of the unmet residential parking demand would likely consume all available on-street parking spaces and lead to greater occupancy of other off-street facilities or surface parking lots. However, as with the Original Project, because the area is well served by public transit, and bicycle and pedestrian facilities, the Modified Project would likely lead to greater mode shift from private vehicles to other modes of travel.

Conclusion

The unmet parking demand associated with the Modified Project could be accommodated on-street and in nearby off-street facilities. Further, because the project site is in an area that is well served by public transit, and bicycle and pedestrian facilities, a mode shift away from the use of private vehicles would likely occur. Therefore, the Modified Project would not create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

In summary, parking supply is not considered a permanent physical condition in San Francisco, and changes in the parking supply would not be a significant environmental impact under CEQA. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, who are aware of constrained parking conditions in a given area, shifting to transit, bicycling, and walking. Hence, any secondary environmental impacts that may result from the unmet parking demand of the Modified Project have been addressed in the transportation analysis conducted for the Modified Project and would not be a considerable environmental effect.

Historic Architectural Resources

MARKET STREET THEATRE AND LOFT NATIONAL REGISTER HISTORIC DISTRICT

Similar to the Original Project, the Modified Project would still involve demolition of the existing 1028 Market Street building, and would have a substantial adverse effect on the Market Street Theatre and Loft National Register Historic District. Further, construction of the proposed building under the Modified Project would also have a substantial adverse effect on the Market Street Theatre and Loft National Register Historic District, due to incompatibility of the size and scale of the new building. Additionally, the shift in materials from brick veneer to the rain screen material would reduce the reference to the brick and stone present in the Market Street Theatre and Loft National Register Historic District. However, although the Modified Project would alter the palette of materials (from brick veneer to rain screen material) and introduce a slightly different color palette (from tan and gray to darker material), this change in materials and color would not result in a different conclusion than that for the Original Project, and the impact would remain significant and unavoidable regardless of the materials proposed under the Modified Project. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to the Market Street Theatre and Loft National Register Historic District.

UPTOWN TENDERLOIN NATIONAL REGISTER HISTORIC DISTRICT

Similar to the Original Project, the proposed demolition and new construction on the project site under the Modified Project would not have a substantial adverse indirect effect on the significance of the adjacent Uptown Tenderloin National Register Historic District. This impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of the previously identified impact related to the Uptown Tenderloin National Register Historic District.

SAN CHRISTINA BUILDING

Similar to the Original Project, the proposed demolition and construction activities on the project site under the Modified Project could result in physical damage to the adjacent San Christina Building, an historic resource. This impact would remain less than significant with mitigation (Mitigation Measure M-CR-4a: Vibration Monitoring and Management Plan). There would be no new significant environmental effects or a substantial increase in the severity of the previously identified significant impact related to the San Christina Building.

TENDERLOIN LGBTQ HISTORIC DISTRICT

As under the Original Project, the Modified Project would still involve demolition of the 1028 Market Street building, but would not have a substantial adverse effect on the significance of the eligible Tenderloin LGBTQ Historic District. This impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to the Tenderloin LGBTQ Historic District.

CUMULATIVE IMPACTS

As under the Original Project, the Modified Project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a cumulatively

considerable contribution to a significant cumulative impact on an historic architectural resource. This impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to historic architectural resources.

Environmental Topics Addressed in the Initial Study

LAND USE AND PLANNING

The Initial Study found that the Original Project would not physically divide an established community or have a substantial impact upon the existing character of the vicinity. As with the Original Project, the Modified Project would be incorporated into the existing street configuration within the extent of existing city lots and would introduce land uses to the project site (residential and retail) that already exist in the immediate project vicinity. These impacts would remain less than significant under the Modified Project. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to physically dividing an established community or the existing character of the vicinity.

Land use impacts are also considered to be significant if the project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The *General Plan* contains objectives and policies that guide land use decisions, as well as some objectives and policies that relate to physical environmental issues. As with the Original Project, the Modified Project would not comply with Planning Code requirements related to rear yard depth (Section 134), or ground-level wind currents (Section 148). In contrast with the Original Project, because the Modified Project would no longer be providing a basement level parking garage, the Modified Project would not comply with the off-street freight loading requirement (Section 152.1) nor utilize allowed substitution of two service vehicle spaces (Section 153(a)(6)). These conflicts have been addressed through the Modified Project's entitlement process, including required exceptions from Planning Code requirements. Zoning regulations are adopted for the purposes of regulating development, not specifically to avoid or mitigate an environmental effect.

As with the Original Project, the Modified Project would not obviously or substantially conflict with applicable plans, policies, and regulations such that an adverse physical change would result. In addition, the Modified Project would not obviously or substantially conflict with any such adopted environmental plan or policy. For these reasons, the Modified Project would not conflict with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This would continue to be a less-than-significant impact, and no mitigation measures are necessary. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project.

POPULATION AND HOUSING

The Initial Study found that the project would not directly or indirectly induce substantial population growth in San Francisco. The project would directly increase population and employment at the project site, and contribute to anticipated population growth in both the neighborhood and citywide context. As analyzed in the Initial Study on pp. 57 to 58, the population increase attributable to the Original Project

would represent about 0.1 percent of the projected citywide increase in population of about 238,700 persons anticipated between 2015 and 2040. This increase in the number of dwelling units was not considered substantial.⁹ Under the Modified Project, there would be seven more residential units, and a change to the mix of residential units (more studios and one-bedroom units, and fewer two- and three-bedroom units) as compared to the Original Project. This change would not substantially increase the scale of the project's residential development. Therefore, the impacts of the Modified Project would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to direct or indirect induced population growth. Furthermore, the Modified Project would not indirectly induce substantial population growth in the project vicinity, because it would not involve the extension of any area roads, utilities, or other infrastructure.

The Initial Study pp. 58 to 68, found that the Original Project would not displace substantial numbers of existing housing units or people and would not create demand for additional housing, necessitating the construction of replacement housing. The project site consists of a vacant two-story commercial building; therefore, no residential, employee, or housing unit displacement would result. However, the estimated project-related employment increase would result in an incremental increase in the demand for housing and would contribute to the City's broader need for additional housing. The Modified Project would reduce the overall square footage of retail/restaurant space from the Original Project (7,665 gsf under the Modified Project and 9,657 gsf under the Original Project), and would employ fewer new employees than the Original Project. This impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to displacement.

Lastly, the Initial Study found that the Original Project in combination with past, present, and reasonably foreseeable future projects would not result in a cumulative impact related to population and housing. Although the Original Project in combination with other past, present, and reasonably foreseeable future projects would increase the population and employment in the area, it would not induce substantial population and employment growth, as this growth has been anticipated. Furthermore, the Original Project, in combination with other past, present, and reasonably foreseeable future projects, would not result in the displacement of substantial numbers of housing units or employees (jobs) as the majority of the approved and proposed projects would demolish vacant buildings, construct new buildings on surface parking lots, or intensify land uses. The Modified Project would reduce the overall square footage of retail/restaurant space from the Original Project (7,665 gsf from 9,657 gsf), and would employ fewer new employees than the Original Project. The Modified Project would increase the residential square footage in the building, and there would be an increase of seven units, which would not substantially increase the scale of the project residential development. Therefore, this impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to cumulative population impacts.

⁹ ABAG, Projections 2013, p. 75. ABAG's projected residential population for San Francisco is 847,000 persons in 2015 and 1,085,700 persons in 2040.

OPERATIONAL AIR QUALITY EMISSIONS

The Initial Study, on pp. 114 to 115, found that the Original Project would not conflict with, or obstruct implementation of, the *2010 Clean Air Plan*, would not create objectionable odors that would affect a substantial number of people. Under the Modified Project, these impacts would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified significant impacts related to conflicts with the *2010 Clean Air Plan* or creation of objectionable odors.

The Initial Study, on pp. 111 to 112, found that during project operation, the project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. The Original Project, which consisted of a 13-story, 120-foot-tall building containing up to 186 dwelling units, approximately 9,657 gsf of retail/restaurant space, and an underground garage with 42 parking spaces, would result in 1,163 new daily vehicle trips and would be below the criteria air pollutant screening sizes for the “apartment, high-rise, 510 dwelling units” land use type identified in the BAAQMD’s CEQA Air Quality Guidelines. Under the Modified Project, the building would contain 193 dwelling units, approximately 7,665 gsf of retail/restaurant space, and no underground parking garage. The Modified Project would generate fewer daily vehicle trips than the Original Project, generate fewer operational air quality emissions, and this impact would remain less than significant. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to operational emissions of criteria air pollutants.

The Initial Study, on pp. 112 to 114, found that the Original Project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. The Modified Project would generate fewer daily vehicle trips than the Original Project, and generate fewer toxic air contaminants. As with the Original Project, the Modified Project would introduce new stationary sources of emissions (which are subject to permitting requirements): a diesel-fueled back-up emergency generator and natural-gas-fired mechanical systems or boilers. Because the project site is located in an area that already experiences poor air quality, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known toxic air contaminant, resulting in a significant air quality impact. Implementation of Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators identified in the FEIR would also apply to the Modified Project to reduce the magnitude of this impact to a less-than-significant level. Therefore, this impact would remain less than significant with mitigation. Furthermore, as with the Original Project, the Modified Project would develop residential uses within the Air Pollution Exposure Zone as defined by Article 38 and is required submit an Enhanced Ventilation Proposal for approval by the Department of Public Health to protect residents from air pollutants. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to operational emissions of toxic air contaminants.

The Initial Study found that the Original Project, in combination with past, present, and reasonably foreseeable future development in the project area would contribute to cumulative air quality impacts. As with the Original Project, the Modified Project would add a new sensitive land use and new sources of toxic air contaminants (e.g., new vehicle trips and stationary sources) within an area already adversely

affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on sensitive receptors. This would remain a significant cumulative impact. As with the Original Project, the Modified Project would be required to implement Mitigation M-AQ-4: Best Available Control Technology for Diesel Generators. Furthermore, compliance with Article 38 would ensure that new sensitive receptors are not exposed to cumulatively significant levels of air pollution. As with the Original Project, implementation of this mitigation measure and adherence to Article 38 would continue to reduce the Modified Project's contribution to cumulative air quality impacts to a less-than-significant level. There would be no new significant environmental effects or a substantial increase in the severity of previously identified impacts related to cumulative operational air quality impacts.

OTHER ENVIRONMENTAL TOPICS

As previously described, the Modified Project would include changes to the Original Project analyzed in the 1028 Market Street Project FEIR. The Modified Project consists of 1) removal of the 42-space off-street parking garage (including the two service vehicle loading spaces and one car share space); 2) added a 44-foot-long passenger loading zone and expanded commercial loading zone (from 10'x25' to 10'x75'); 3) decreased size of retail/restaurant uses (7,665 gsf from 9,657 gsf); 4) increased size of residential space (151,643 gsf from 148,119 gsf), increased number of units (193 units from 186 units), and a change to the unit mix (favoring studios and one-bedroom units); and 5) replacement of exterior brick cladding material with a rain screen material. Additionally, these modifications would take place within the same building envelope as the Original Project. The proposed changes in the Modified Project would not substantially alter the 1028 Market Street Project FEIR environmental impact analysis since the Modified Project's construction duration and activities, as well as the Modified Project's operations, would be similar to those of the Original Project. The 1028 Market Street Project FEIR determined that, for the following topics, any environmental effects associated with the Original Project would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures included in the 1028 Market Street Project: land use and land use planning (discussed previously), population and housing (discussed previously), cultural resources (archaeological resources, human remains, and tribal cultural resources), noise, construction air quality, operational air quality (discussed previously), greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. Modifications proposed under the Modified Project would not cause substantial changes in the analysis or conclusions for the above-listed CEQA topics. The significance conclusions reached in the 1028 Market Street Project FEIR remain applicable to the Modified Project. The mitigation measures and improvement measures from the 1028 Market Street FEIR and Initial Study (adopted by the Planning Commission as conditions of project approval) would apply to the Modified Project as discussed above; however, certain Improvement or Mitigation Measures would be revised or removed under the Modified Project.

5.0 CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FEIR adopted by the Planning Commission on January 26, 2017 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the FEIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to

circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no additional environmental review is required beyond this addendum.

DETERMINATION

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

for 

Lisa M. Gibson
Environmental Review Officer

October 26, 2017

Date of Determination

cc: Ross Stackhouse
Krissy Adamow
Marcelle Boudreaux

Bulleting Board/Master Decision File
Distribution List

Exhibit A: Figures

- Figure 1: Modified Project Basement Floor Plan
- Figure 2: Modified Project On-Street Loading
- Figure 3: Modified Project Level 1A Plan
- Figure 4: Modified Project Level 1B Plan
- Figure 5: Modified Project 2nd Floor Plan
- Figure 6: Modified Project Golden Gate Avenue (North) Elevation
- Figure 7: Modified Project Perspective View from Golden Gate Avenue (Looking Southeast)

Exhibit B: Mitigation Monitoring and Reporting Program

EXHIBIT A

Figure 1: Modified Project Basement Floor Plan

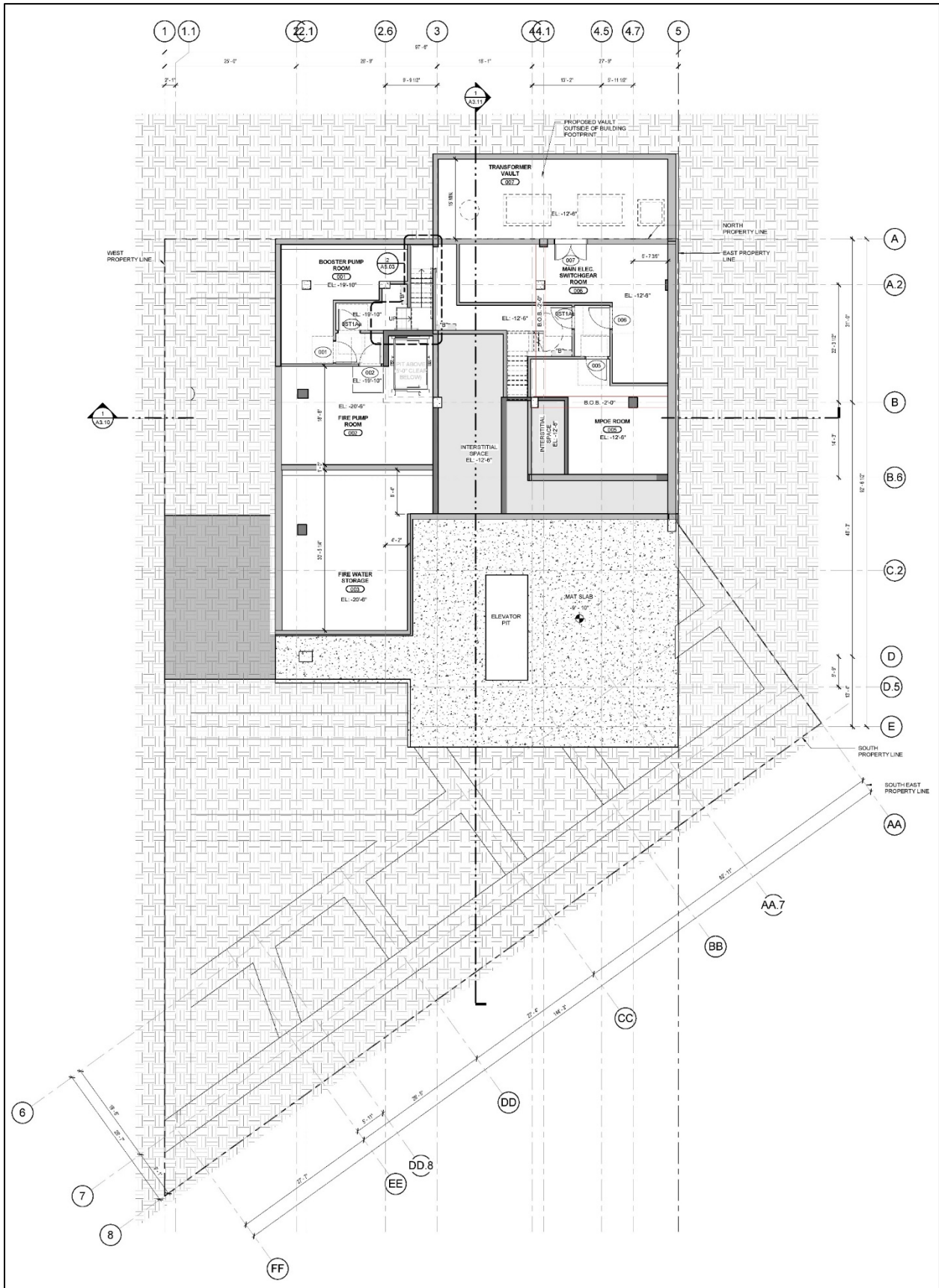


Figure 2: Modified Project On-Street Loading

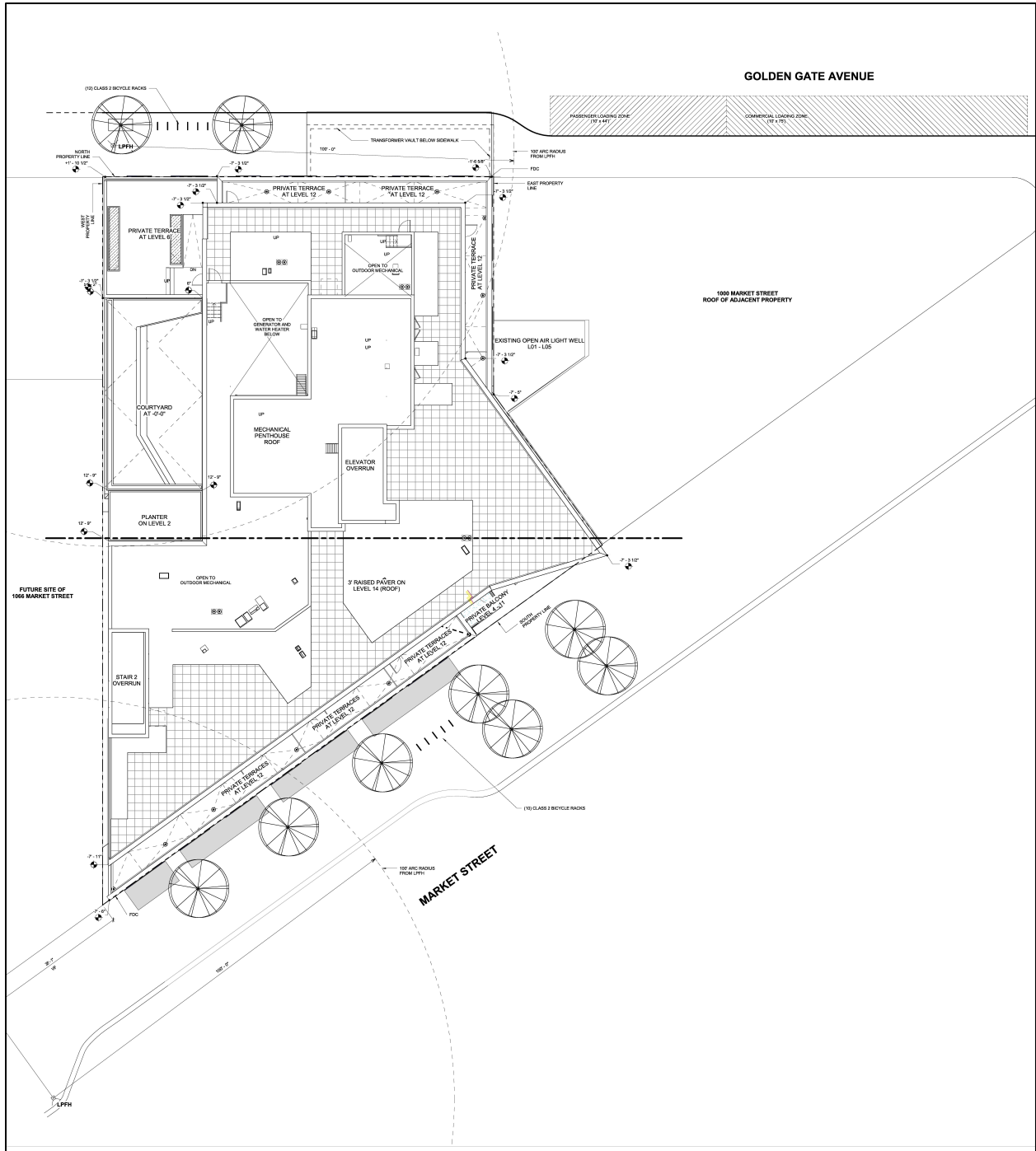


Figure 3: Modified Project Level 1A Plan

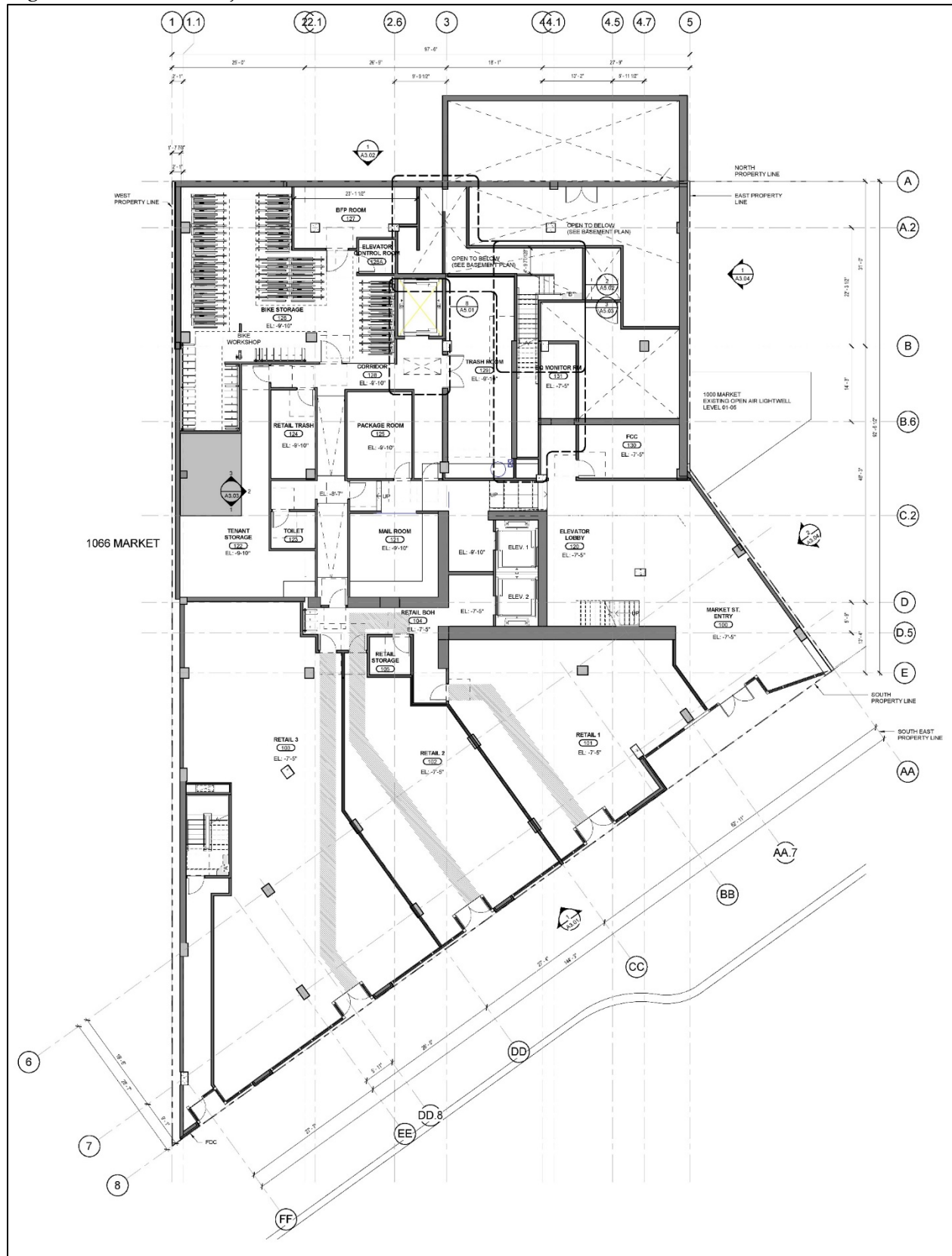


Figure 4: Modified Project Level 1B Plan

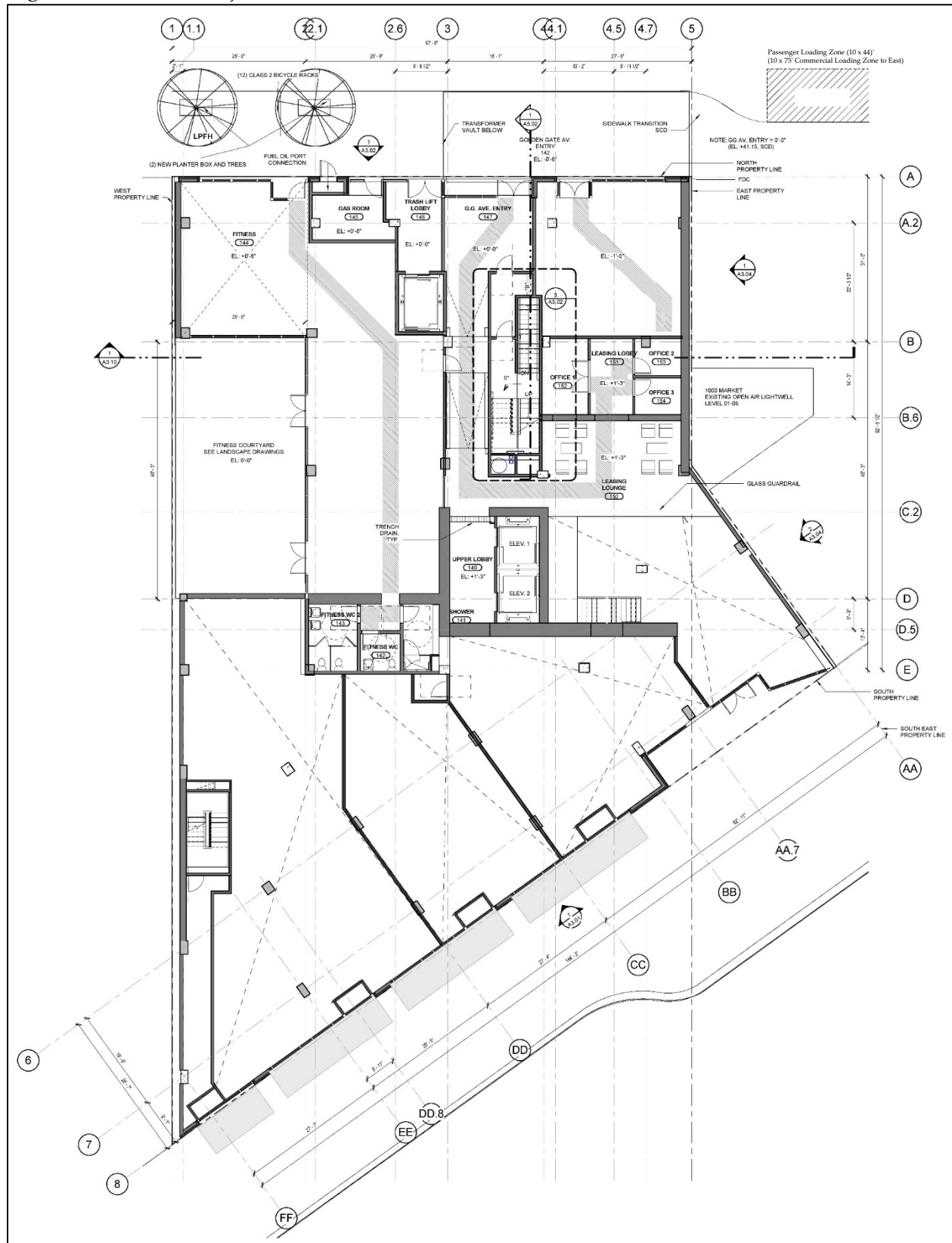


Figure 6: Modified Project Golden Gate Avenue (North) Elevation

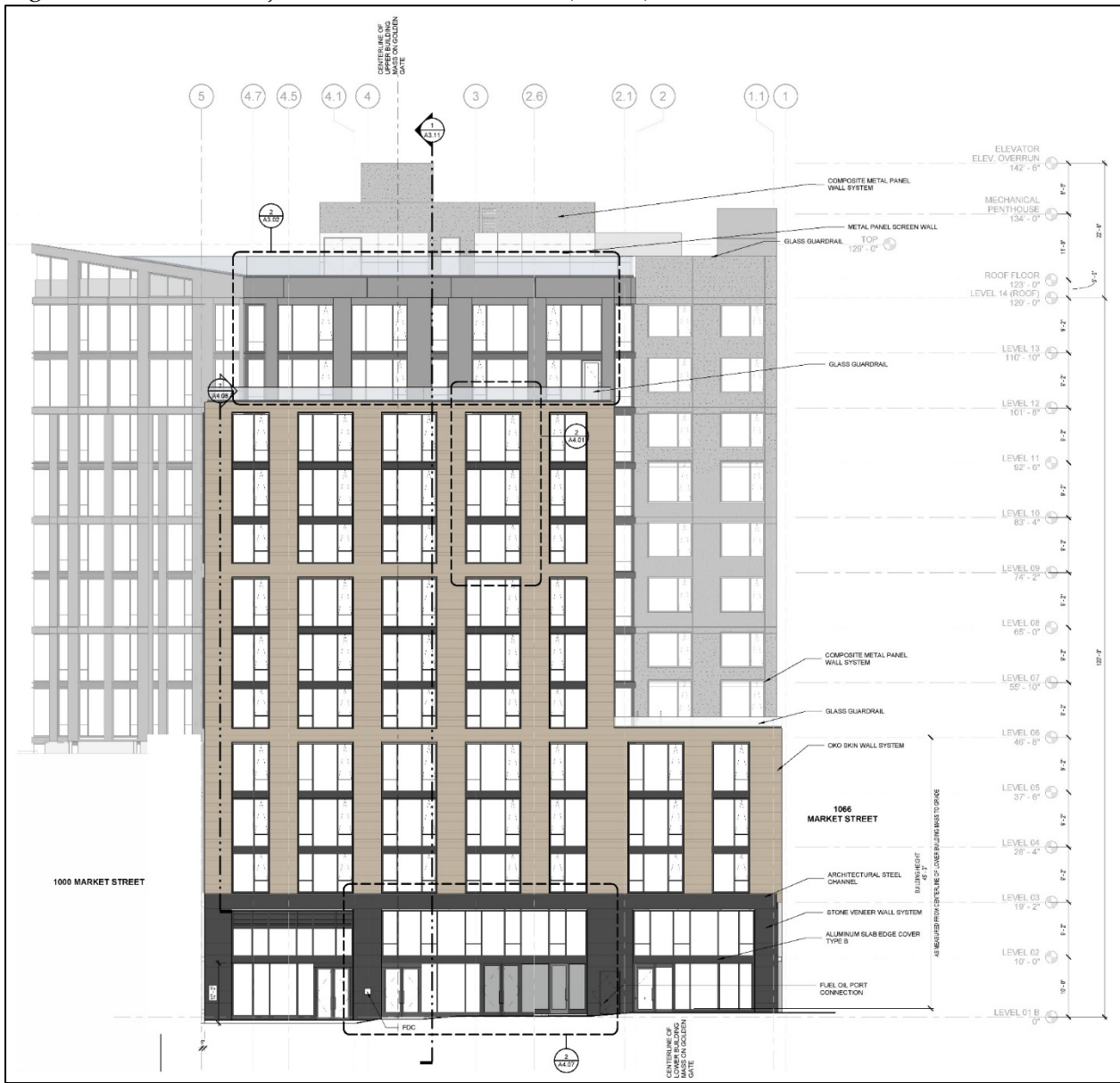


Figure 7: Modified Project Perspective View from Golden Gate Avenue (Looking Southeast)



EXHIBIT B

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
MITIGATION MEASURE				
<i>Cultural Resources Mitigation Measures</i>				
<p>Mitigation Measure M-CR-1a: Documentation</p> <p>Prior to the issuance of demolition or site permits, the project sponsor shall undertake Historic American Building Survey (HABS) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:</p> <ul style="list-style-type: none"> • <i>Measured Drawings:</i> A set of measured drawings that depict the existing size, scale, and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; • <i>HABS-Level Photography:</i> Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and • <i>HABS Historical Report:</i> A written historical narrative and report, per HABS Historical Report Guidelines. <p>The professional shall prepare the documentation and submit it for review and approval by the Planning Department's Preservation Specialist prior to the issuance of demolition permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p>	<p>Project sponsor to retain qualified professional consultant.</p> <p>Consultant to prepare documentation.</p> <p>Planning Department shall review, request revisions if appropriate, and ultimately approve documentation.</p>	<p>Prior to any action to demolish or remove the 1028 Market Street building consultant to submit documentation package per HABS / HAER / HALS Guidelines for review by Planning Department.</p> <p>Prior to construction, transmit documentation to the History Center in SF Library and NWIC.</p>	<p>Consultant to submit draft and final documentation prepared pursuant to HABS/HAER/HALS Guidelines to Planning Department for review and approval.</p> <p>Following approval of documentation, consultant to transmit documentation to the SF History Center in SF Library, Planning Department, and NWIC.</p>	
<p>Mitigation Measure M-CR-1b: Interpretation</p> <p>The project sponsor shall provide a permanent display of interpretive materials</p>	Project sponsor and	Prior to any demolition	Consultant to submit	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>concerning the history and architectural features of the original 1028 Market Street building and its relationship with the Market Street Theatre and Loft National Register Historic District. Interpretation of the site’s history and relationship with the District shall be supervised by an architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards. The interpretative materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians, such as a lobby or Market Street frontage.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a Site Permit. The content, media and other characteristics of such interpretive display shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>	<p>their architectural historian to select materials from 1028 Market Street building to display.</p> <p>Project sponsor to establish location(s), media, and characteristics of the display.</p> <p>Project sponsor and their architectural historian to prepare display.</p>	<p>or removal activities, selection of interpretative materials to occur.</p>	<p>interpretive materials to Planning Department for approval.</p> <p>Project sponsor to report to Planning Department when display is completed.</p>	
<p>Mitigation Measure M-CR-2: Archaeological Testing Program</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 archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. 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</p>	<p>Project sponsor to retain qualified professional archaeologist from the pool of archaeological consultants maintained by the Planning Department.</p>	<p>Prior to commencement of demolition and soil-disturbing activities, submittal of all plans and reports for approval by the ERO. Considered complete when project sponsor retains a qualified professional archaeological consultant.</p>	<p>The archaeological consultant shall undertake an archaeological testing program as specified herein. (See below regarding archaeological consultant’s reports).</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>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) and (c).</p> <p><i>Consultation with Descendant Communities.</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</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. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at</p>	<p>Project sponsor/archaeological consultant.</p> <p>Project sponsor and archaeological consultant at the direction of the ERO.</p> <p>Project sponsor and archaeological consultant in consultation with the ERO.</p>	<p>For the duration of soil-disturbing activities. Considered complete upon submittal of Final Archaeological Resources Report.</p> <p>Prior to any excavation, site preparation or construction and prior to testing, an ATP is to be submitted to and approved by the ERO.</p> <p>At the completion of the archeological testing program. Considered complete on submittal to ERO of report on ATP findings.</p>	<p>Project sponsor/archeological consultant shall contact the ERO and appropriate descendant group representative upon discovery of an archeological site.</p> <p>Archeological consultant to undertake ATP in consultation with ERO.</p> <p>Archeological consultant to submit results of testing. Based on findings, the project sponsor and archeological consultant, in consultation with ERO, to determine the final steps.</p>	

¹ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> 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. <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) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (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. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</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>consultation with the San Francisco Coroner, Native American Heritage Commission and Most Likely Descendent.</p> <p>Project sponsor and archeological consultant in consultation with ERO.</p> <p>Archeological consultant at the direction of the ERO.</p>	<p>In the event human remains and/or funerary objects are encountered project sponsor’s construction contractor to contact archaeological consultant and ERO. Considered complete on notification of the San Francisco County Coroner and NAHC, if necessary.</p> <p>If applicable, after completion of archeological data recovery, inventorying, analysis and interpretation.</p> <p>If applicable, upon approval of Final Archeological Resources Report by ERO.</p>	<p>archaeological monitor/project sponsor or contractor to contact San Francisco County Coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.</p> <p>If applicable, archeological consultant to submit a FARR to ERO for approval.</p> <p>Once approved, archeological consultant to distribute FARR and provide written certification to ERO that required FARR distribution has been completed.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<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 Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any 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. 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>				
<p>Mitigation Measure M-CR-4a: Vibration Monitoring and Management Plan The project sponsor shall retain the services of a qualified structural engineer and preservation architect that meet the Secretary of the Interior’s Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment of the adjacent San Christina Building at 1000 Market Street. Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared to establish a baseline, and shall contain written and/or photographic descriptions of the existing condition of the visible exteriors of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment should determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices (e.g., to measure vibrations). The Pre-Construction Assessment will be submitted to the Planning Department along with the Demolition and/or Site Permit Applications. The structural engineer and/or preservation architect shall develop, and the project sponsor shall adopt, a vibration management and continuous monitoring plan to protect the adjacent 1000 Market Street building against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.2 inch/second, or a level determined by the site-specific assessment made by the structural engineer and/or preservation architect for the project. The vibration management and monitoring plan should document the criteria used in establishing the maximum vibration level for the project. The vibration management and monitoring plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major structural project activities to ensure that vibration levels do not exceed the established standard. The vibration management and monitoring plan shall be submitted to Planning Department</p>	<p>Project sponsor to retain appropriately qualified preservation architect to carry out pre-construction assessment.</p> <p>Project sponsor to retain an appropriately qualified consultant to prepare a vibration monitoring and management plan and to install and manage vibration monitoring equipment.</p>	<p>The vibration management and monitoring plan shall establish means to be used and be included construction specifications.</p> <p>Vibration management and monitoring plan to be submitted to Planning Department prior to issuance of Demolition or Site Permits.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve pre-construction assessment and vibration monitoring program.</p> <p>Project sponsor, preservation architect, and/or construction contractor(s) to submit monthly reports during excavation, foundation and exterior construction activities.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>Preservation staff prior to issuance of Demolition or Site Permits.</p> <p>Should vibration levels be observed in excess of the standard, or if damage to the building is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or historic preservation consultant should conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The building shall be protected to prevent further damage and remediated to preconstruction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards.</p>				
<p>Mitigation Measure M-CR-4b: Construction Best Practices for Historical Architectural Resources</p> <p>The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the 1000 Market Street building, including, but not limited to, staging of equipment and materials as far as possible from historic buildings to limit damage; using techniques in demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and historic resource(s); enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire. These construction specifications shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.</p>	<p>Project sponsor; construction contractor(s).</p>	<p>Prior to and during construction, if required.</p> <p>Construction specifications to be submitted to Planning Department prior to issuance of Demolition or Site Permits.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve construction specifications.</p>	
Air Quality Mitigation Measures				
<p>Mitigation Measure M-AQ-2: Construction Air Quality</p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following</p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either USEPA or California ARB Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. Where access to alternative sources of power are available, portable diesel 	<p>Project sponsor and construction contractor(s) shall prepare and implement Construction Emissions Minimization Plan.</p>	<p>Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>	<p>Project sponsor/contractor to submit a Construction Emissions Minimization Plan. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase.</p> <p>For off-road equipment</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed												
<p>engines shall be prohibited.</p> <p>3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>B. <i>Waivers.</i></p> <p>1. The Planning Department’s ERO or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table 8 below.</p> <p>Table 8: Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="191 1317 915 1482"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*		<p>The Plan shall be kept on site and available for review. A sign shall be posted at the perimeter of the construction site indicating the basic requirements of the Plan and where copies of the Plan are available to the public for review.</p>	<p>using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>Considered complete upon ERO/Planning Department review and approval of Construction Emissions Minimization Plan or alternative measures that achieve the same emissions reduction.</p>	
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.</p> <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
construction phase, and the specific information required in the Plan.				
<p>Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators</p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for PM: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California ARB Level 3 VDECS. A non-verified diesel emission control strategy may be used if the filter has the same PM reduction as the identical ARB verified model and if the BAAQMD approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project sponsor	Prior to building permit issuance.	<p>Project sponsor shall submit documentation to the Planning Department verifying best available control technology for all installed diesel generators on the project site.</p> <p>Considered complete upon submittal of documentation to the Planning Department.</p>	

|

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
--	-----------------------------------	----------	---	-----------------------

IMPROVEMENT MEASURES FOR THE 1028 MARKET STREET PROJECT *(Improvement measures are not required under CEQA. The EIR identifies Improvement Measures to avoid or reduce the less-than-significant impacts of the proposed project. The decision-makers may adopt these Improvement Measures as conditions of approval.)*

Cultural Resources Improvement Measures

<p>Improvement Measure I-CR-5: Interpretive Program</p> <p>As part of the project, the Project Sponsor should develop an interpretive program to commemorate the former LGBTQ bars in the building on the project site and its association with LGBTQ history of the neighborhood and city. Development of this interpretive program should include outreach to the LGBTQ and Tenderloin communities in order to involve these communities and to create a broader, more authentic interpretive approach for the project site and neighborhood. The interpretive program should result, at minimum, in installation of a permanent on-site interpretive display in a publicly-accessible location, such as a lobby or Market Street/Golden Gate Avenue frontage, to memorialize the importance of the building after it is demolished, but may also develop alternative approaches that address the loss of the existing building in the context of the neighborhood, and coordinate with other interpretive approaches in the neighborhood. The interpretation program may also inform development of the art program required as part of the project. The interpretive program should outline the significance of the subject building, namely its association with the Crystal Bowl, and potentially Keno's Forty Seven Club, within the context of LGBTQ history in the Tenderloin and San Francisco.</p> <p>Interpretation of the site's history should be supervised by a qualified consultant meeting the Secretary of the Interior's Professional Qualification Standards for Architectural Historian or Historian. The interpretive materials may include, but are not limited to: a display of photographs, news articles, oral histories, memorabilia, and video. Historic information contained in the <i>Citywide LGBTQ Historic Context Statement</i> and HRER may be used for content. A proposal prepared by the qualified consultant, with input from the outreach conducted in the LGBTQ and Tenderloin communities, describing the general parameters of the interpretive program should be approved by the San Francisco Planning Department Preservation staff prior to issuance of a Site Permit. The detailed content, media and other characteristics of such interpretive program, and/or any alternative approach to interpretation identified by the project team, should be approved by Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>	<p>Project sponsor and their historian to develop an approach to the public outreach and elements of the interpretive program and submit to Planning Department for approval.</p> <p>Project sponsor to establish location(s), media, and characteristics of the display.</p> <p>Project sponsor and their architectural historian to prepare display.</p>	<p>Prior to issuance of a Temporary Certificate of Occupancy.</p>	<p>Consultant to submit interpretive materials to Planning Department for approval.</p> <p>Project sponsor to report to Planning Department when display is completed.</p>	
--	--	---	--	--

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
--	-----------------------------------	----------	---	-----------------------

<i>Transportation and Circulation Improvement Measures</i>				
<p>Improvement Measure I-TR-1a: Implement Transportation Demand Management Measures</p> <p>Identify TDM Coordinator: The project sponsor would identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project. The TDM Coordinator may be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator may be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator would provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <p>Provide Transportation and Trip Planning Information to Building Occupants:</p> <p><i>Move-in packet:</i> Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and CarShare programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <p><i>New-Hire packet:</i> Provide a transportation insert for the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and CarShare programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <p>City Access for Data Collection: As part of an ongoing effort to quantify the efficacy of TDM measures in general, City staff may need to access the project site</p>	<p>Project sponsor or building management representative.</p>	<p>Prior to project approval.</p> <p>Implementation of this improvement measure is ongoing during the life of the project.</p>	<p>The project sponsor or building management representative to provide a draft TDM Plan to the Planning Department for review and approval.</p> <p>The project sponsor or building management representative will identify a TDM Coordinator and the TDM coordinator will provide an annual performance report of the approved TDM Plan to the Planning Department that evaluates its effectiveness.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>(including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. Any on-site activity would require sponsor or property management approval and be coordinated through the TDM Coordinator. The building sponsor or a contracted transportation brokerage service (e.g. TMA) will be responsible for administering periodic tenant surveys as part of an ongoing program monitoring effort.</p>				
<p>Improvement Measure I-TR-1b: Additional TDM Measures Develop and Implement TDM Plan: Provide necessary TDM training to the coordinators or manager administering TDM services; and, develop a TDM implementation plan that is consistent with City guidelines. Provide Signage for Bike and CarShare Parking: Provide signage indicating the location of bicycle parking at points of access; and, facilitate access to the CarShare space in the parking garage through on-site signage. Provide Subsidies to Tenants for CarShare Memberships, Bike Share Memberships, and Muni Passes: Provide free or subsidized bike share membership to all tenants; provide free or subsidized CarShare membership to all tenants; and, offer free or subsidized Muni passes (loaded onto Clipper cards) to each tenant household. Develop Bicycle Safety Strategies: Develop bicycle safety strategies along the project site's Golden Gate Avenue frontage to prevent potential conflicts between the vehicles accessing the underground parking garage on the project site and the bicycle trips generated by the proposed project.</p>	Project sponsor.	<p>Prior to project approval.</p> <p>Implementation of this improvement measure is ongoing during the life of the project.</p>	The project sponsor to include these additional TDM measures in the draft TDM Plan and provide to the Planning Department for review and approval.	
<p>Improvement Measure I-TR-1c: Queue Abatement As a standard condition of approval, it is the responsibility of the owner / operator of any off-street parking facility with more than 20 parking spaces (excluding loading and CarShare spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If recurring queuing occurs, the owner / operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p>	Project sponsor/ building management representative and Planning Department.	Ongoing during building occupancy.	<p>Project sponsor/building management representative to ensure that recurring vehicle queues do not occur adjacent to the proposed project site.</p> <p>Planning Department shall notify the project sponsor/building management representative in writing if recurring queues are suspected. Project</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT-FULL signs with active management by parking attendants; use of valet parking or other space efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as those listed in Improvement Measures I-TR-1a and I-TR-1b; and/or parking demand management strategies such as parking time limits, paid parking, time of day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department would notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven (7) days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.</p>			<p>sponsor/building management representative to hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. If the Planning Department determines that a recurring queue does exist, the project sponsor/building management representative shall have 90 days from the date of the written determination to abate the queue.</p>	
<p>Improvement Measure I-TR-3: Implement Audible Warning Device The project sponsor should implement an audible warning device at the project driveway to warn pedestrians on the sidewalk of egressing vehicle from the driveway.</p>	<p>Project sponsor/ building management representative.</p>	<p>Prior to project approval.</p>	<p>Project sponsor/ building management representative.</p>	
<p>Improvement Measure I-TR-5: Coordination of Move-in/Move-Out Operations and Large Deliveries and Storage Space for Deliveries To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on Golden Gate Avenue, Jones Street, and Taylor Street (in the event that the off-street service vehicle spaces and the proposed on-street loading spaces are occupied), residential move-in and move-out activities and larger deliveries should be scheduled and coordinated through building management. Appropriate move-in and move-out procedures should be enforced to avoid any blockages of Golden Gate Avenue, Jones Street, and Taylor Street over an extended period of time and reduce any potential conflicts between delivery vehicles, movers and other users of adjacent roadway (e.g., transit vehicles and bicyclists) and pedestrians walking along these adjacent sidewalks.</p> <p>Curb parking on Golden Gate Avenue should be reserved through SFMTA or by directly contacting the local 311 service.</p> <p><u>Design and operate the building to provide storage space for deliveries.</u> <u>Design and operate the building to allow for unassisted delivery systems (i.e., a range</u></p>	<p>Project sponsor/ building management representative.</p>	<p>Prior to issuance of a Certificate of Occupancy for 1028 Market Street.</p> <p>Implementation of this measure is ongoing, after building occupancy.</p> <p><u>During building permit development and</u></p>	<p>The project sponsor shall provide documentation to the Planning Department regarding procedures to implement this improvement measure.</p> <p><u>The Planning Department shall review to ensure this</u></p>	<p><u>Upon completion of construction</u></p>

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<p><u>of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Prepare an operations plan for deliveries. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business, but can be accessed from the street.</u></p> <p>The project sponsor should enforce strict truck size regulations for use of the off-street service vehicle loading spaces. Truck lengths exceeding 20 feet or truck heights exceeding seven feet should be prohibited from entering the off-street loading area and should utilize the proposed loading space along Golden Gate Avenue, or the existing on-street loading spaces along Golden Gate Avenue, Jones Street, or Taylor Street, adjacent to or near the project site. Appropriate signage should be located at the parking garage entrance to notify drivers of truck size regulations and notify drivers of on-street loading spaces on adjacent streets. The project sponsor should notify building management and related staff, and retail/restaurant tenants of imposed truck size limits in the proposed service vehicle spaces.</p>		<p><u>construction of building.</u></p>	<p><u>space in the project sponsor's building permit plans, and that the operations plan for deliveries supports unassisted delivery.</u></p>	<p><u>and acceptance by Planning Department of the operations plan for deliveries.</u></p>
<p>Improvement Measure I-TR-7a: Construction Management</p> <p>The project sponsor and subsequent property owner would develop and implement a Construction Management Plan (CMP), as required, addressing transportation-related circulation, access, staging, and hours for deliveries.</p> <p>The CMP should include, but not be limited to, the following additional measures:</p> <ul style="list-style-type: none"> • Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (i.e. transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility. • Identify ways to consolidate truck delivery trips, minimizing delivery trips. • Require consultation with surrounding community, including business and property owners near the project site, to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site. • Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities and duration, peak construction vehicle activities (e.g. concrete pours), and lane closures, and provide a construction management contact to log and address community concerns. 	<p>Project sponsor and project construction contractor(s).</p>	<p>Prior to issuance of building permits.</p> <p>Implement measure throughout all phases of construction.</p>	<p>Project sponsor and project construction contractor(s) to coordinate with SFPW, SFMTA, the Fire Department, the Planning Department and other applicable City agencies.</p> <p>Provide documentation regarding compliance with Improvement Measure I-TR-7a to Planning Department.</p> <p>Project sponsor/ project construction contractor(s) to provide nearby residences and adjacent businesses with regularly</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
			updated information regarding project construction and appropriate contact information. A web site could be created by the project sponsor that would provide current construction information of interest to neighbors.	
<p>Improvement Measure I-TR-7b: Limited Delivery Time The project sponsor should restrict deliveries and trucks trips to the project site during peak hours (generally 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).</p>	Project sponsor/ building management representative.	Prior to issuance of a Certificate of Occupancy for 1028 Market Street. Implementation of this measure is ongoing, after building occupancy.	The project sponsor shall provide documentation to the Planning Department regarding procedures to implement this improvement measure.	
Noise Improvement Measures				
<p>Improvement Measure I-NO-2a The Applicant shall restrict construction activities to between the hours of 7:00 a.m. and 8:00 p.m. from Monday through Saturday, as feasible. If nighttime work is required for concrete pours or other specific activities, the Applicant shall obtain authorization in advance from the Department of Building Inspection and limit the duration of nighttime work to no more than two consecutive 24-hour periods. Further, no construction activity shall be undertaken on Sundays and recognized County holidays.</p>	Project sponsor and construction contractor(s)	During construction period. Considered complete upon final monthly report.	Project sponsor to provide monthly noise reports during construction.	
<p>Improvement Measure I-NO-2b Incorporate the following practices into the construction contract agreement documents to be implemented by the construction contractor:</p> <ul style="list-style-type: none"> • Provide enclosures and mufflers for stationary equipment and shroud or shield impact tools; • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; 	Project sponsor and construction contractor(s)	Prior to issuance of building permit, incorporate practices identified in I-NO-2b into the construction contract agreement documents.	Project sponsor to provide copies of contract documents to Planning Department that show construction contractor agreement with specified practices identified.	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
 1028 Market Street Project
 (Includes Text for Adopted Mitigation Measures and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Actions and Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Provide sound-control devices on equipment no less effective than those provided by the manufacturer; • Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from Golden Gate Avenue; • Prohibit unnecessary idling of internal combustion engines; and, • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities. 		<p>Considered complete upon submittal of contract documents incorporating identified practices</p>		
<i>Wind Improvement Measure</i>				
<p>Improvement Measure I-WS-1: Wind Reduction on New Rooftop Deck To reduce wind and improve usability on the new rooftop deck, the project sponsor should provide wind screens or landscaping along the west perimeter of the new rooftop deck up to 8 feet in height. Suggestions include Planning Code compliant porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) as opposed to a solid surface.</p>	<p>Project sponsor and architect.</p>	<p>Prior to building permit issuance.</p>	<p>Project sponsor shall provide building plans to Department of Building Inspection for review.</p>	