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SAN FRANCISCO County Clerk

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San Francisco
Planning

PUBLIC NOTICE

AVAILABILITY OF ADDENDUM 2 TO ENVIRONMENTAL IMPACT REPORT



PROJECT INFORMATION

Date: March 4, 2026
Project Title: One Oak Street Project (1500-1540 Market Street)
Project Address: 1500-1540 Market Street
Case No.: 2024-005509ENV
Block/Lot No.: 0836/001, 002, 003, 004, and 005
Zoning District(s): C-3-G (Downtown Commercial, General) District
Van Ness and Market Residential Special Use District (SUD)
120/400/140/450-R-4 and 120/140-450-R-4 Height and Bulk Districts
Project Sponsor: Brynn McKiernan, Emerald Fund, Inc., (415) 489-1306
Environmental Case Coordinator: Rachel Schuett - (628) 652-7546
rachel.schuett@sfgov.org

The San Francisco Planning Department has prepared an addendum to an environmental impact report in connection with this project. The report is available for public review on the Planning Department's environmental review documents web page (<https://www.sfplanning.org/sfceqadocs>). Paper copies are available upon request to the environmental case coordinator listed above.

On June 15, 2017, the San Francisco Planning Commission (planning commission) certified the One Oak Street Project Final Environmental Impact Report (One Oak FEIR or FEIR) pursuant to the California Environmental Quality Act (CEQA)¹ and approved the project.² The project analyzed in the FEIR included construction of a new 310-unit, 40-story residential tower (400 feet tall, plus a 20-foot-tall parapet) with ground-floor commercial space and a three-level subsurface parking garage for residents with access from Oak Street. The proposed parking rate was 0.50 parking spaces/unit for a total of 155 spaces; however, the

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

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

For more information:

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approved project included 136 spaces (0.44 parking spaces/unit). One 22-foot-long passenger loading space was proposed on the south side of Oak Street, near the residential lobby and one freight loading space and two service vehicle loading spaces were proposed within the ground floor level of the parking garage.

Streetscape improvements were proposed along Oak Street including the construction of a public plaza, "Oak Plaza". The project included the construction of several free-standing wind canopies within Oak Plaza and one within the sidewalk at the northeast corner of Market and Polk streets to reduce pedestrian-level winds; replacement of the existing Van Ness Muni Station elevator enclosure was also included.

Since certification of the EIR, a new application has been filed by a new project sponsor with a revised project description. The revised project is entirely residential and includes a total of 541 residential units and 135 parking spaces (0.25 parking spaces per unit); the ground-floor use is now a community room and leasing office. The proposed parking configuration continues to be an automatic multi-level stacker system; however, under the revised project, access to the vehicle storage would be via self-service rather than valet service which required a ramp. Given the reduced parking spaces and the stacker system, the overall parking area would be more compact. As such, the depth of excavation would be reduced from about 50 feet below ground surface (bgs) to about 30 feet bgs. The amount of excavation would commensurately be reduced from about 35,000 cubic yards to 21,000 cubic yards. Parking access would remain from Oak Street. Two freight loading and three passenger loading spaces are now proposed along Oak Street.

The proposed building height remains 400 feet and the mechanical penthouse/parapet height increased from 20 feet to 37 feet (at the highest point). The shape of the building was modified, and the building was shifted towards the intersection of Van Ness Avenue and Market Street, resulting in a smaller open space area on that frontage. The proposed wind-reducing features for the revised project have changed and now include an integrated lower-level porous wind canopy that wraps around the building, a 10-foot recess at the amenity level at the building's "nose"; which is the narrowest part of the building facing South Van Ness Avenue, on-site solid wind screens along Market Street at the alley west of 55 Oak Street and free-standing porous wind screens along the public sidewalk adjacent to the 1 South Van Ness Avenue building (at the southeast corner of South Van Ness Avenue and Market Street). As under the 2017 project the existing Muni elevator enclosure would be demolished and replaced, and the existing elevator would be retained, pending future replacement.

The estimated construction period would be increased from about 32 months in the 2017 project to about 33 months for the revised project.

The San Francisco Planning Department has concluded that the conclusions reached in the EIR certified on June 15, 2017 remain valid. The proposed revision to the project would not cause new significant impacts not identified in the EIR or substantially increase the severity of impact identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts.

