



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Other: Development Agreement
- First Source Hiring
- Child Care Requirement (Sec. 414)
- Other: Permit to Convert, Street Tree In-Lieu Fee

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## Planning Commission Motion No. 18599

HEARING DATE: APRIL 26, 2012

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*Date:* April 12, 2012  
*Case No.:* 2005.0555E; 2009.0885MTZCBRSK; 2012.0403W  
*Project Address:* 1100 Van Ness Avenue, 1020, 1028-1030, 1034-1036, 1040—1052, 1054-1060, 1062 Geary Street  
*Zoning/Ht. & Blk.* RC-4/Van Ness Special Use District/130-V  
*Proposed Zoning/Height & Bulk:* Van Ness Special Use District, Van Ness Avenue Medical Use Subdistrict 130-V  
*Assessor's Block/Lot:* 0694/005, 006, 007, 008, 009, 009A, 010  
*Project Sponsor:* Geoffrey Nelson, CPMC  
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**ADOPTING FINDINGS RELATING TO THE APPROVAL OF ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2011-2012 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO SECTIONS 321 AND 322 OF THE PLANNING CODE FOR A PROPOSED PROJECT LOCATED AT 1100 VAN NESS AVENUE THAT WOULD AUTHORIZE THE CONSTRUCTION OF AN APPROXIMATELY 130-FOOT TALL MEDICAL OFFICE BUILDING AFFILIATED WITH CATHEDRAL HILL MEDICAL CENTER WITH A TOTAL OF 242,987 SQUARE FEET OF OFFICE SPACE ON ASSESSOR'S BLOCK 0694, LOTS 005-010, WITHIN THE RC-4 (RESIDENTIAL-COMMERCIAL HIGH DENSITY) DISTRICT, VAN NESS SPECIAL USE DISTRICT, AND 130-V HEIGHT AND BULK DISTRICT; AND MAKE AND ADOPT FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.**

### PREAMBLE

On June 10, 2005, Ralph F. Marchese of the Marchese Company, Inc., on behalf of the California Pacific Medical Center (hereinafter referred to variously as "CPMC" and "Project Sponsor"), submitted an Environmental Evaluation Application ("EEA") with the Planning Department ("Department"), Case No.

2005.0555E<sup>1</sup>. The Department issued a Notice of Preparation of Environmental Review on July 1, 2006, to owners of properties within 300 feet, adjacent tenants, and other potentially interested parties. However, as planning for the CPMC Long Range Development Plan ("LRDP") continued, additional components were added to the LRDP that resulted in a reissuance of a revised NOP for a 30-day public review period on May 27, 2009.

On January 13, 2009, CPMC revised its EEA to include updates regarding the LRDP Project, including the proposal for a new Cathedral Hill Hospital and Cathedral Hill Medical Office Building (MOB).

On June 10, 2010, the Project Sponsor submitted a request to amend the following sections of the General Plan: (1) the text of the Van Ness Area Plan to support a high density medical center at the intersection of Van Ness Avenue and Geary Boulevard that is consistent with the City's Better Streets Plan and reflect various elements of this use; (2) "Map 1 – Generalized Land Use and Density Plan" of the Van Ness Area Plan to designate the sites proposed for the new Cathedral Hill Hospital and Cathedral Hill MOB as "The Van Ness Medical Use Subdistrict", and to increase the allowable floor area ratio ("FAR") for the Hospital Site from 7:1 to 9:1, and to increase the FAR for the MOB site from 7:1 to 7.5:1; (3) "Map 2 – Height and Bulk Districts" of the Van Ness Area Plan to create a 265-V Height and Bulk District coterminous with the Cathedral Hill Hospital site, in order to amend the height limit for the Cathedral Hill Hospital site from 130'-0" to 265'-0"; (4) "Map 4 – Height Map" of the Urban Design Element, to reflect a maximum height applicable to the Hospital site of 265'-0"; and (5) "Map 5 – Bulk Map" of the Urban Design Element, to reflect the proposed maximum plan and maximum diagonal plan dimensions of 385'-0" plan and 466'-0", respectively, for the Cathedral Hill Hospital site, and 265'-0" plan and 290'-0", respectively, for the Cathedral Hill MOB site (2009.0885M).

On April 28, 2011, the Project Sponsor submitted a request, as modified by subsequent submittals, for a General Plan Referral, Case No. 2009.0885R, regarding construction of a tunnel that would connect the Cathedral Hill Hospital and Cathedral Hill MOB below grade under Van Ness Avenue, installation of two diesel fuel tanks under the Geary Boulevard sidewalk at the Cathedral Hill Hospital site; and sidewalk widening along various streets adjacent to the Cathedral Hill Campus (2009.0885R).

On June 10, 2010, the Project Sponsor submitted a request, as modified by subsequent submittals, to amend the following sections of the San Francisco Planning Code: (1) Section 243, the Van Ness Special Use District, to create a new Van Ness Medical Use Subdistrict, that would allow an FAR up to 9:1 for the Cathedral Hill Hospital site and 7.5:1 for the Cathedral Hill MOB site; allow modification of otherwise applicable standards for building projections to allow for coverage of drop-off and entry areas required by medical facilities; allow modification of otherwise applicable standards for obstructions over streets or alleys for vertical dimension and horizontal projections to allow architectural features that achieve appropriate articulation of building facades and that reduce pedestrian level wind currents; allow modification through Conditional Use authorization of otherwise applicable standards for street frontage requirements as necessary for large-plate medical facilities on sloping sites with multiple frontages; allow modification through Conditional Use authorization of otherwise applicable parking standards for

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<sup>1</sup> At the time of this application, the Cathedral Hill Hospital site was within the boundaries, and was governed by the land use controls, of the Western Addition A-2 Plan. Those controls expired on January 1, 2009.

medical centers, provided that the amount of parking shall not exceed 150% of the number of spaces otherwise allowed by the Planning Code; allow modification of otherwise applicable loading standards for medical centers; and to allow modification through Conditional Use authorization of otherwise applicable bulk standards to allow for the unique massing requirements of medical facilities. (Case No. 2009.0885T).

On June 10, 2010, the Project Sponsor submitted a request, as modified by subsequent submittals, to amend the following Zoning Maps of the San Francisco Planning Code: (1) Map HT02 to reclassify the Cathedral Hill Hospital site from 130-V to 265-V Height and Bulk District; and (2) Map SU02 to show the boundaries of the Van Ness Medical Use Subdistrict (Case No. 2009.0885Z).

On June 10, 2010, the Project Sponsor submitted an application, as modified by subsequent submittals, to the Department for the allocation of Office Space for approximately 194,000 s.f of medical office space along with ancillary hospital and medical support service space on the upper floors of the proposed Cathedral Hill MOB (Case No. 2009.0885B), with respect to a broader proposal to: (1) demolish the existing Cathedral Hill Hotel and 1255 Post Street office building (Assessor's Block/Lot 0695-005, 006) and construct a new, approximately 15 story, 555-bed, 875,378 g.s.f acute care hospital with 513 underground parking spaces at 1101 Van Ness Avenue; (2) demolish seven existing vacant residential and commercial buildings (Assessor's Blocks/Lots 0694/005-010) and construct a new, approximately 261,691 g.s.f Cathedral Hill MOB with 542 underground parking spaces at 1100 Van Ness Avenue; (3) construct a pedestrian tunnel under Van Ness Avenue to connect the Cathedral Hill Hospital to the Cathedral Hill MOB; and (4) various streetscape, sidewalk, and landscape improvements surrounding the Medical Center (collectively, "Cathedral Hill Project"), within the RC-4 (Residential-Commercial, High Density) District, VNSUD, and 130-V Height and Bulk District.

On June 10, 2010, the Project Sponsor filed an application with the Department for Conditional Use Authorization to allow (1) the Cathedral Hill Hospital and MOB as a medical center use within the RC-4 District and pursuant to the provisions for the VNSUD; (2) allow construction of buildings over 50'-0" in an RC-4 District; (3) authorize demolition of five residential dwelling-units at the Cathedral Hill MOB site; (4) modify standards for active ground floor uses and width of curb cuts; (5) provide an exception to allow wind speeds greater than 11 mph at certain sidewalk locations around the perimeter of the Campus; (6) modify the bulk limits applicable to the Cathedral Hill Hospital and MOB sites; (7) modify the 3:1 residential to net new non-residential ratio requirement in the Van Ness Special Use District ("VNSUD"), pursuant to Planning Code Sections ("Sections") 145.1, 209.3, 243, 253, 270, 271, 303, and 317.

On July 21, 2010, the Draft Environmental Impact Report ("DEIR") for CPMC's LRDP Project, including the Cathedral Hill Project, was prepared and published for public review, and was available for public comment until October 19, 2010.

On September 23, 2010, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DEIR. On March 29, 2012, the Department published a Comments and Responses document, responding to comments made regarding the DEIR prepared for the LRDP. Together, the Comments and Responses document, the DEIR, and any Errata Sheets, (the Appendices to the DEIR and C&R document), Department staff testimony and

responses to questions and comments at the Commission's April 26, 2012, public hearing regarding certification of the Final EIR, and all of the supporting information that has been reviewed and considered by the Department, comprise the Final EIR for the LRDP ("FEIR").

On March 30, 2012, the Project Sponsor submitted an Application for a Development Agreement relating to the construction and reconstruction of health care facilities in furtherance of CPMC's LRDP by and between the City and County of San Francisco and CPMC, pursuant to Administrative Code Section 56.4. This Application was endorsed and accepted as complete by the Planning Director on April 4, 2012.

On April 5, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted Resolution No. 18571, initiating the requested General Plan Amendments.

On April 10, 2012, the Mayor, at the Board of Supervisors hearing, introduced the (1) Planning Code Text Amendments in Board File No. 120357; (2) the Zoning Map Amendments in Board File No. 120359, (3) the street encroachment ordinance in Board File No. 120362, (4) the Development Agreement in Board File No. 120366, and (5) sidewalk width legislation in Board File No. 120364.

On April 26, 2012, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*) ("CEQA"), 14 California Code of Regulations Sections 15000 *et seq.* (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Commission found the FEIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the DEIR, and certified the FEIR for the LRDP Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2005.0555E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Department staff prepared a Mitigation Monitoring and Reporting Program ("MMRP") for the LRDP Project, which material was made available to the public and this Commission for this Commission's review, consideration and action.

On April 26, 2012, the Commission (1) adopted Motion No. 18588 certifying the FEIR as accurate, adequate and complete, (2) adopted Motion No. 18589, adopting CEQA findings, including a Statement of Overriding Considerations, and adopting the MMRP, and (3) adopted other Motions and Resolutions with respect to the LRDP Project.

On April 26, 2012, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted: (1) Resolution No. 18591, recommending that the Board of Supervisors approve the requested General Plan Amendments; (2) Motion No. 18592, making findings of consistency with the General Plan and Planning Code Section 101.1; (3) Resolution No. 18597, recommending that the

Board of Supervisors approve the requested Planning Code Text and Map Amendments; (4) Motion No. 18598, approving the proposed Conditional Use authorization; (5) Motion No. 18600, approving the General Plan Referral; and (6) Resolution No. 18602, recommending that the Board of Supervisors approve the proposed draft Development Agreement.

On April 26, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Section 321 Office Space Allocation Application No. 2009.0885EMTZCBRSK.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the allocation of Office Space requested in Application No. 2009.0885EMTZCBRSK, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## **FINDINGS**

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The site of the proposed Cathedral Hill Hospital currently contains the Cathedral Hill Hotel and 1255 Post Street office building. The site occupies a full city block – bounded by Van Ness Avenue, Geary Boulevard, Franklin Street, and Post Street – and contains approximately 106,000 square feet of lot area. The site slopes downward to the east along Post Street and Geary Boulevard, and slopes downward to the south along Franklin Street and Van Ness Avenue. The hotel is 10 stories above grade and 176 feet tall, and the adjacent office building is 11 stories above grade and 180' tall; these buildings are both vacant, and together they contain approximately 381,791gsf of floor area.

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The site of the proposed Cathedral Hill MOB is located on the east side of Van Ness Avenue, between Geary and Cedar Streets (Geary Boulevard becomes Geary Street east of Van Ness Avenue). The site contains approximately 36,200 sf of lot area, and slopes downward to the east along Cedar and Geary Streets, and slopes downward to the south along Van Ness Avenue and the eastern edge of the project site near Polk Street. The site currently contains seven parcels with a variety of ground floor commercial uses, five residential dwelling units, and 20 residential hotel units on upper floors. All of these spaces are vacant.

The sites of the future Cathedral Hill Hospital and MOB are located within the RC-4 Zoning District (Residential-Commercial, High Density), Van Ness Special Use District, Van Ness Automobile Special Use District, and 130-V Height and Bulk District.

The RC-4 Zoning District is intended to provide a mixture of high-density dwellings with supporting commercial uses. Hospitals are permitted in this District with Conditional Use authorization.

The Van Ness Avenue Special Use District controls help to implement the objectives and policies of the Van Ness Avenue Plan, which is a part of the General Plan. The key goals of the Van Ness Avenue Plan are to (i) create a mix of residential and commercial uses along Van Ness Avenue, (ii) preserve and enhance of the pedestrian environment, (iii) encourage the retention and appropriate alteration of architecturally and historically significant and contributory buildings, (iv) conserve the existing housing stock, and (v) enhance the visual and urban design quality of the street. The controls of the special use district include a requirement that new residential uses be provided at a 3:1 ratio to net new nonresidential uses. With a Conditional Use Authorization, this requirement can be modified or waived for institutional uses that serve an important public need that cannot reasonably be met elsewhere in the area.

- 3. Surrounding Properties and Neighborhood.** The neighborhoods surrounding the Cathedral Hill Medical Center site include Cathedral Hill, the Tenderloin, the Polk Street NCD, the Western Addition, Civic Center, Little Saigon, Japantown and Lower Pacific Heights. Although the surrounding neighborhoods contain predominately low- and mid-rise structures, there are a number of large-scale high-rise apartment buildings and several large commercial buildings in the Van Ness Avenue corridor. The Cathedral Hill neighborhood is also known for its prominent houses of worship, including St. Mary's Cathedral, St. Mark's Lutheran Church, First Unitarian Universalist Church of San Francisco, and Hamilton Square Baptist Church.

The Cathedral Hill Campus site is at a major transit hub. It is directly accessible to nine Muni Bus lines. The following weekday routes serve the area: 2-Clement, 3-Jackson, 4-Sutter, 19-Polk, 31-Balboa, 38-Geary, 38L-Geary Limited, 47-Van Ness, 49-Van Ness Mission and 76-Union. The Golden Gate Bridge, Highway, and Transportation District provides regional transit services between San Francisco and Marin and Sonoma Counties, with seven Golden Gate Transit bus routes serving the Medical Center area, including two basic routes and five commute routes. The Cathedral Hill Campus site is approximately three quarters of a mile from the Civic Center Bay Area Rapid Transit (BART)/Muni station.

The site is also bounded by or in the vicinity of major thoroughfares including Geary Boulevard, Franklin Street and Van Ness Avenue. Van Ness Avenue is the continuation of U.S. 101 Highway through the City, joining, via Lombard Street, the Golden Gate Bridge to the north with the elevated U.S. 101 approximately one mile to the south.

- 4. Project Description.** The office allocation is for the Cathedral Hill MOB, described below. For context, the overall Near-Term Projects, of which the Cathedral Hill MOB is a part, are also described here. The Near-Term Projects outlined in CPMC's LRDP will result in a five campus system with three acute care hospitals – Davies, St. Luke's, and Cathedral Hill – providing approximately 903 licensed beds and three full-service emergency departments (one at each of the acute care hospitals). The Davies Hospital North Tower was retrofitted in 2008 to remain operational to 2030. The St. Luke's Hospital will be replaced by a new hospital built on campus,

adjacent to the existing hospital. The California and Pacific Campuses will remain operational as acute care hospitals until the proposed acute care hospital (Cathedral Hill Hospital) is constructed and operational. Once the proposed Cathedral Hill Hospital is built, as part of the Near-Term Project implementation activities, the acute care services at California and Pacific Campuses will be transferred to the Cathedral Hill Hospital, and the Pacific Campus's existing 2333 Buchanan Street Hospital would undergo renovation and reuse as an ambulatory care center.<sup>2</sup> In the long-term, the Pacific Campus will become an outpatient facility, and CPMC proposes an additional medical office building on the Davies Campus.<sup>3</sup>

The Cathedral Hill Project will include the Cathedral Hill Hospital, a new Cathedral Hill MOB, and a pedestrian tunnel under Van Ness Avenue to connect the two facilities.

The proposed Cathedral Hill Hospital will be a 555-bed, 265'-0" tall, 15-story, approximately 875,378 g.s.f acute care hospital. It may include, but is not limited to inpatient medical care, labor and delivery, and post-partum care; specialized programs such as organ transplantation, interventional cardiology and newborn intensive care; and an approximately 12,000 sf emergency department. It will also include retail space, a cafeteria, education and conference space; a private, outdoor courtyard for patients, visitors, and staff, and a central utility plant and a three-level underground parking garage with 513 parking spaces. All vehicular access to the main drop-off and parking levels will be from Geary Boulevard and Post Street, with emergency vehicle (ambulance) access from Post Street. Large vehicle loading and private vehicle access to the emergency department will be from Franklin Street.

The building configuration of the Cathedral Hill Hospital has been designed based on the need to accommodate the specialized operational and functional requirements of a major hospital building located on a single City block. The building has two distinct elements: a lower broad supporting podium and a narrow tower with an east-west orientation. These elements accommodate two distinct building functions: diagnostic and treatment and support services within the podium, and inpatient care in the upper bed tower. The building silhouette, created by the tower and podium design, relates to both the immediate neighborhood context and the broader urban core. The building also has been designed to minimize the proportion of the façade along Van Ness Avenue and Post and Franklin Streets and allow for an appropriate pedestrian scale along those streets.

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<sup>2</sup> 2333 Buchannan Street is an Existing Use under the proposed Development Agreement and is distinguished from the new construction proposed for the Long-Term Project at the Pacific Campus. The renovation and reuse may include, but is not limited to, the following uses: outpatient care, diagnostic and treatment services, Alzheimer's residential care, medical support services such as pre- and post-ambulatory surgery, outpatient laboratory services, physical and occupational therapy, hospital administration, and cafeteria uses.

<sup>3</sup> Long-Term Projects at the Davies and Pacific Campuses are being evaluated at a program-level as part of CPMC's LRDP EIR. There are no pending Near-Term Projects under review for the Pacific Campus, and CPMC has not proposed any Near-Term or Long-Term Projects at the California Campus, which CPMC plans to sell after the majority of the services at that campus have been relocated to the Cathedral Hill and Pacific Campuses.

The new Cathedral Hill Hospital's building massing, height and square footage would be concentrated most intensely on the southern half of the site, along Geary Boulevard, where the 15-story rectangular tower would be constructed. The lowest concentration of building mass, height and square footage would be located on the northern half of the site, along Post Street, where the six-story podium component would be constructed. Levels 1 through 4 of the 15-story and six-story portions of the Cathedral Hill Hospital would be connected as one contiguous building (the podium). There is an open-air courtyard area on the fifth floor of the six-story portion of the Hospital.

The most efficient placement of the inter-related services in the podium requires the broad floor plates of the podium (approximately 100,000 g.s.f). This design locates all the operating and procedure rooms and required recovery spaces on one floor, which increases the building and operational efficiencies, and reduces the overall size of the building. These floor plates replace, by comparison, existing spaces currently occupying multiple floors, buildings, and campuses (Pacific and California)

The location of the main pedestrian entrance on Van Ness Avenue orients related public space, such as the second floor cafeteria, along the east side of the podium. Since the site slopes downhill from Franklin Street to Van Ness Avenue, the lobbies and public realm capitalize on daylight at the east side of the site. Spaces not requiring daylight, such as parking and support services, are stacked below the uphill grade along Franklin Street, lowering the perceived height of the podium from the west side of the site.

Access to the podium for vehicles, including ambulances and delivery vehicles, was also designed taking into account the buildings around the site, existing circulation issues, the slope of the site, and necessary adjacencies within the building. For example, the loading dock is located directly adjacent to the service elevators and away from the Daniel Burnham towers.

The closest part of the Cathedral Hill Hospital to the Daniel Burnham towers will be the podium, the height of which is actually lower than the existing height limit for new construction at that location. Kiosk Markets would be located in niches in the bays along the Van Ness Avenue façade of the Hospital. These niches could provide space for commercial uses such as a café, news stand or flower shop.

The bed tower and elevators are offset to the south of the site. This location for the bed tower was chosen so that the tower would not be in the center of the podium. If it were in the podium center, this would not allow the necessary contiguous floor areas in the podium (i.e. unbroken by a large elevator core). In determining whether the tower should be on the north or south side of the property, it was clear that the south side location was preferable. Although the location chosen for the tower has certain disadvantages, including shadowing the major green roof areas and courtyard on the podium, it was determined that these disadvantages were outweighed by the advantages to the Daniel Burnham towers and properties generally to the north.



The Central Utility Plant is on the top two floors of the building. This location has overall benefits for air quality and noise. Roof screens will conceal the Central Utility Plant. The roof screens are also a design element on the roof, creating an interesting building silhouette. Variation in materials at the screens articulates and integrates the tower façade.

The Cathedral Hill MOB would provide office space for physicians affiliated with the Cathedral Hill Hospital and for other ancillary uses. The Cathedral Hill MOB would be about nine stories at the highest portion of the building along Van Ness Avenue. It would be approximately 130 feet tall to the top of the roof, varying in height from approximately 122 to 169 feet due partly to the slope of the site.

The Cathedral Hill MOB would replace seven smaller buildings along Geary Street between Van Ness Avenue and Polk Street. An important goal of the design is to complement, to the extent feasible, the scale of nearby buildings so that the new building will fit within the urban pattern of this neighborhood.

The Cathedral Hill MOB would be designed to be compatible with the architecture, scale, and massing of the surrounding building, relating to the historical vernacular the buildings found along Van Ness Avenue. The design draws cues from – but is distinctly different than – the historical vernacular of many buildings found along the Van Ness Avenue corridor (i.e. Concordia Club, Regency Theater, Opal, 1000 Van Ness). The building's architectural organization includes a symmetrical design with a clearly articulated "entrance" at the center of the building's Van Ness Avenue façade, and with a solid base holds the corners more appropriately. The exterior treatment of the building includes a concrete cladding (GFRC), and the scale of the building includes window openings punched in the GFRC, similar to the two-story window bays found along many of the buildings along Van Ness Avenue. The height of the building at the street aligns with similar buildings along the Van Ness Avenue corridor, particularly the adjacent building, the Concordia Club; the podium at the street is capped by a contemporary cornice, in a form similar to other buildings on Van Ness Avenue. The upper portion of the building is set back from the Van Ness Avenue podium façade to reinforce this scale at the street.

The streetscape plan in development by CPMC for the Cathedral Hill Campus is a critical part of its design. CPMC proposes to enhance the pedestrian environment by improving the street frontages in the Campus area. The Cathedral Hill Project would enhance the pedestrian environment and improve the street frontages in the area, by expanding sidewalk widths and the landscaped areas, offering visual relief to pedestrians, and providing a buffer between pedestrians and traffic lanes. Rainwater gardens would be incorporated around the Cathedral Hill Hospital on Geary Boulevard and Post Street. These rain gardens would filter and absorb storm water from the sidewalks and building faces, and potentially from the building roofs and street surfaces. Landscaping along Van Ness Avenue for both the Cathedral Hill Hospital and Cathedral Hill MOB frontages would include tightly spaced matching street trees, and a "seasonal garden" planting strip separating the sidewalk from the curb lane. The entrances to both facilities would have entry plazas and matching flowering trees on either side of Van Ness

Avenue. The public Emergency Department entrance on Franklin would have an inviting entry plaza, with vertical plantings near the entrance.

The western end of Cedar Street would be transformed into an Entry Plaza for the Cathedral Hill MOB, with a curbside drop-off area defined by tactile warning tiles and lighted bollards. Cedar Street would be planned so that it could be used for special events such as street fairs or markets in the evenings or on weekends, when the Cathedral Hill MOB and Cedar Street businesses would be closed. Cedar Street would be planted with street trees and shrubs, and would include pedestrian-level street lights along its length.

CPMC's streetscape plan has been designed to complement the City-sponsored improvements anticipated as part of the BRT project. The plan for Geary Boulevard west of Van Ness includes a stop for the proposed Geary BRT with a transit plaza. The Van Ness BRT stops are planned for the Van Ness median south of Geary. The final locations of the BRT stops have not been determined; however CPMC will update its Streetscape Plan accordingly to be consistent with adjustments to the BRT plan. The streetscape plan includes designs for BRT stop shelters. CPMC's Project includes benches along Geary Street and Post Street to accommodate transit riders. A stop for the CPMC shuttle is planned near the corner of Post Street and Van Ness Avenue, which will provide wind and rain protection and will also include shade trees and seating.

Although the proposed Cathedral Hill Hospital is not subject to the San Francisco Building Code and the Green Building Ordinance, CPMC has committed to "building green", and is seeking LEED Certified status for the Cathedral Hill Hospital; the MOB is subject to San Francisco's Green Building Ordinance, and will achieve a minimum of LEED Silver certification.

Additional medical office space will be provided within the existing building at 1375 Sutter Street, which is currently a mixture of retail, office, and medical office space. That building will be renovated, retaining the existing retail and parking spaces; an additional 60 parking spaces required as the result of increased medical office use within the building will be provided off-site within the Cathedral Hill Hospital's underground parking garage. This conversion from general office to medical office space does not require any office allocation under Planning Code Section 321.

5. **Public Comment.** The Department has received substantial comments expressing support for and opposition to CPMC's LRDP, over the past of 7 years since the initial EEA was submitted. Support for and against CPMC's LRDP can be found in the project files at the Planning Department.
6. **CEQA Findings.** On April 26, 2012, by Motion No. 18588, the Commission certified as adequate, accurate and complete the FEIR for the LRDP Project, which includes the Cathedral Hill Project. A copy of Commission Motion No. 18588 is in the file for Case No. 2005.0555E. Also on April 26, 2012, by Motion No. 18589, the Commission adopted findings, including a statement of overriding considerations and an MMRP, pursuant to CEQA. In accordance with the actions

contemplated herein, the Commission has reviewed the FEIR and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations, pursuant to CEQA, adopted by the Commission on April 26, 2012, in Motion No. 18589.

7. **Office Allocation.** Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Cathedral Hill MOB would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

- a. APPORTIONMENT OF OFFICE SPACE OVER THE COURSE OF THE APPROVAL PERIOD IN ORDER TO MAINTAIN A BALANCE BETWEEN ECONOMIC GROWTH ON THE ONE HAND, AND HOUSING, TRANSPORTATION AND PUBLIC SERVICES, ON THE OTHER.

*There currently exists 3,831,349 square feet of office space available for allocation to office buildings of more than 49,999 square feet of office space ("Large Buildings") during this Approval Period, which ends October 16, 2012. If the Planning Commission approves the office allocation for the Cathedral Hill MOB with up to 242,987 square feet of office space, there would be 2,588,362 square feet of office space available for allocation (or 2,488,514 sf should the Commission first approve the office allocation for the St. Luke's MOB, Case No. 2009.0886B). Although the Zoning Administrator has long determined that examination rooms should be exempt from this calculation since they are part of outpatient clinic space, this calculation does not exclude the exam rooms, since the exact layout of spaces has not yet been defined. This total is therefore greater than what will be the actual quantity of medical office space, less the exam rooms. On October 17, 2012 and October 17 of each succeeding year, an additional 875,000 square feet of office space will become available for allocation to buildings of greater than 49,999 square feet of office space.*

*The new Cathedral Hill MOB is part of the overall Cathedral Hill Project, and the Cathedral Hill MOB is needed to support the proposed Cathedral Hill Hospital by providing important services such as clinical and physician office space. The site of the proposed Cathedral Hill MOB is an ideal location because of its close proximity to the proposed Cathedral Hill Hospital, and its central location within the City. This location at the junction of two major transportation corridors makes it easily accessible by private auto and by several Muni and Golden Gate Transit lines.*

*The Cathedral Hill MOB would maintain the balance between San Francisco's economic growth, on one hand, and housing supply, transportation and public services as follows.*

*With respect to economic growth, the Cathedral Hill MOB is a central component of CPMC's Near-Term Projects, which will provide substantial benefits, to the City, including expanded employment opportunities for City residents at all employment levels. CPMC and the rest of the health services sector are critically important to the economic health of San Francisco. CPMC is the second largest employer in San Francisco. CPMC is estimated to employ over 6,200 people, of*

*whom about half are San Francisco residents, The Cathedral Hill MOB is an important element of the overall project, which is necessary to maintain and expand employment in these long-term health services and support jobs. The Near-Term Projects will also provide up to approximately 400 to 500 construction jobs per year, with a maximum of up to 1,500 jobs at the peak construction period. The construction and operation of the Near-Term Projects, including the Cathedral Hill MOB, is expected to inject about \$2.5 billion into the local economy. Additional economic development benefits of the Near-Term Projects, including the Cathedral Hill MOB, are described in the General Plan and Planning Code Section 101.1 findings.*

*With respect to housing supply, the FEIR concludes that on the basis of the 2009 Housing Element Update's analysis, any additional demand for affordable housing generated by the proposed CPMC LRDP can be accommodated by existing and planned residential growth. (C&R 3.3-11). The Near-Term Projects, including the Cathedral Hill MOB, are institutional uses and as such are not subject to the City's Jobs-Housing Linkage Fee. In addition, the Planning Code allows a beneficial institutional use such as the Cathedral Hill Hospital and MOB to be approved by Conditional Use without meeting the 3:1 residential/non-residential ratio requirement of the Van Ness Special Use District. Nonetheless, CPMC has committed in the Development Agreement to contributions totaling \$62 million toward affordable housing replacement, funding the production of new affordable units, and creating a downpayment assistance program for low and moderate income CPMC employees seeking to purchase a home in San Francisco (DALP). The City would also receive an estimated \$35 million in repayments from the DALP program (through repayment of DALP loans and the City's estimated \$6 million share of property appreciation) to use for affordable housing projects.*

*Regarding transportation, the choice of the Cathedral Hill site was made in part based on the proximity to the major transit hub at Van Ness and Geary. The locations of entrances to the Cathedral Hill MOB were planned taking into consideration access from existing and planned transit stops, and the Cathedral Hill Campus design includes many features intended to accommodate transit usage, such as transit shelters and the CPMC shuttle stop. CPMC will provide bicycle racks, bicycle parking and shower facilities for employees and staff at the Cathedral Hill MOB. CPMC will provide parking at the Cathedral Hill MOB, but the amount will be consistent with City policy and assumes implementation of a robust TDM Program, with appropriate parking pricing and time limitations. Parking for carpools, vanpools, and car-share vehicles will continue to provide incentives for shared vehicle trips.*

*CPMC's current TDM program at its existing campuses has been shown to be effective in promoting the use of public transit by its employees, and it is anticipated that for the Cathedral Hill Campus, approximately 50% of staff members will use transit. Key components of the TDM program include CPMC shuttle service, rideshare promotions, pre-tax transit program, transit subsidy, flexible work schedules, car sharing, emergency ride home program, guaranteed ride home program, off-site parking, education and promotion, dedicated TDM coordinator, and parking fees.*

*In addition to the TDM, CPMC would make commitments through the proposed Development Agreement to provide funding for improvements to MTA transit facilities and services. These*

commitments include: providing \$5 million in funding for the proposed Van Ness and Geary BRT projects, payment of a \$10.5 million transit fee to MTA to help meet new demands on the transit system associated with the new Cathedral Hill Campus, a parking surcharge of \$0.50 off-peak and \$0.75 peak imposed on every entry and exit from the Cathedral Hill parking garage, and \$400,000 in funding to MTA for studies regarding improvements to bicycle facilities.

The FEIR concluded that the Cathedral Hill Project would not have any significant, unavoidable impacts on public services. (DEIR pp. 4.11-17 to 4.11-21, 4.11-23 to 4.11-25, 4.11-27 to 4.11-28, 4.11-31 to 4.11-32, 4.11-34 to 4.11-35, and 4.11-36).

Therefore, the Cathedral Hill MOB and the allocation of square footage would provide additional resources and help maintain the balance between economic growth, housing, transportation and public services.

b. THE CONTRIBUTION OF THE OFFICE DEVELOPMENT TO, AND ITS EFFECTS ON, THE OBJECTIVES AND POLICIES OF THE GENERAL PLAN.

The overall project, including the Cathedral Hill MOB, is consistent with the General Plan, as discussed in Motion No. 18592. Overall, as described in more detail in Motion 18592, it would advance the Objectives and Policies of the Housing, Commerce and Industry, Transportation, Urban Design, and Community Safety Elements of the General Plan, and the Van Ness Area Plan, and presents no significant conflicts with other elements. The occupancy of the Cathedral Hill MOB will enhance the services provided by the proposed Cathedral Hill Hospital that will replace existing facilities at the California and Pacific Campuses, enabling existing health services to continue without interruption, which contributes to a significant part of the City's emergency response system.

c. THE QUALITY OF THE DESIGN OF THE PROPOSED OFFICE DEVELOPMENT.

The proposed Cathedral Hill MOB has been designed to provide a visual transition between the larger scale buildings encouraged along Van Ness Avenue consistent with the permitted 130 ft. height limit, and numerous older, lower and smaller scale buildings in the neighborhood. The existing architectural forms of punched windows, and belt and cornice lines of older buildings along Van Ness Avenue, have been incorporated into the design of the Cathedral Hill MOB.

The Cathedral Hill MOB would be designed to be compatible with the architecture, scale, and massing of the surrounding building, relating to the historical vernacular the buildings found along Van Ness Avenue. The design draws cues from – but is distinctly different than – the historical vernacular of many buildings found along the Van Ness Avenue corridor (i.e. Concordia Club, Regency Theater, Opal, 1000 Van Ness). The building's architectural organization includes a symmetrical design with a clearly articulated "entrance" at the center of the building's Van Ness Avenue façade, and with a solid base holds the corners more appropriately. The exterior treatment of the building includes a concrete cladding (GFRC), and the scale of the building includes window openings punched in the GFRC, similar to the two-story window bays found along many

*of the buildings along Van Ness Avenue. The height of the building at the street aligns with similar buildings along the Van Ness Avenue corridor, particularly the adjacent building, the Concordia Club; the podium at the street is capped by a contemporary cornice, in a form similar to other buildings on Van Ness Avenue. The upper portion of the building is set back from the Van Ness Avenue podium façade to reinforce this scale at the street.*

*Medical office buildings typically have higher floor-to-floor heights than regular office buildings due to the space required to accommodate medical clinic services. The higher floor to floor height at the Cathedral Hill MOB is typical for medical office buildings. The high floor to floor heights are necessary to accommodate the structural slab and beams, mechanical air distribution system, plumbing system, fire sprinkler system, electrical, computer, telephone, and security systems specific to providing medical clinic services.*

*The Cathedral Hill MOB has been design to target LEED Silver certification, incorporating numerous sustainable features to enhance efficiency and environmental performance. The Cathedral Hill Project also includes numerous streetscape improvements designed to improve the pedestrian environment, as described in additional detail in the General Plan and Planning Code Section 101.1 and Cathedral Hill CU/PUD findings.*

*Overall, the Project Sponsor has worked closely with Department staff on design revisions that ensure a quality design that is appropriate for the building's context and the continued improvement of Van Ness Avenue as a vibrant, mixed-use boulevard.*

d. THE SUITABILITY OF THE PROPOSED OFFICE DEVELOPMENT FOR ITS LOCATION, AND ANY EFFECTS OF THE PROPOSED OFFICE DEVELOPMENT SPECIFIC TO THAT LOCATION.

*The proposed Cathedral Hill MOB is in an excellent location due to its proximity to the proposed Cathedral Hill Hospital. It is especially important for physicians to have offices in close proximity to a hospital in order facilitate admission of patients to the hospital and maximize the physician's time. Patients also benefit from having a hospital and MOB at the same location, by eliminating the need to travel to multiple locations within the City to visit a doctor or diagnostic facilities. Many hospital-based specialists and sub-specialists see patients in the outpatient setting and need offices as close to the inpatient facility as possible. Chronically, seriously ill patients, in particular, need to have proximity of multiple providers as well as both inpatient and ambulatory diagnostic facilities. Additionally, it is important for OB/Gyn doctors to have offices close to the hospital in order to treat patients and deliver babies on short notice. Both for physicians and patients, proximity of specialists facilitates referrals and timely medical care.*

*The location of the proposed Cathedral Hill MOB at the intersection of a major transportation hub, Van Ness Avenue and Geary Street/Boulevard, provides substantial benefits for staff, patients and visitors. The proposed Cathedral Hill Hospital and Cathedral Hill MOB, which will rely heavily on public transportation, are near several major Muni and Golden Gate Transit stops. The proposed Cathedral Hill MOB's accessibility to major mass transportation options is*

*consistent with San Francisco's "Transit First" Policy.*

*The proposed Cathedral Hill MOB would displace 5 vacant residential dwelling units, 20 vacant residential hotel units, 2 vacant bar/lounges, a vacant restaurant, a vacant bakery, a vacant furniture store, and a vacant auto repair shop. CPMC has agreed to make certain payments for housing. Through the draft Development Agreement, CPMC would pay \$2,684,800 in funding to replace 20 rent-controlled units demolished by the MOB, \$1,453,820 in funding to replace 5 rent-controlled units demolished by the new MOB, \$29 million to the City's affordable housing fund and pay an additional \$29 million to a newly-created down payment assistance loan program for CPMC employees earning up to 100% of area median income. Funds from the down payment assistance loans would be recaptured into the affordable housing fund, along with a portion of equity, when CPMC employees sell units bought with the loans. An estimated additional \$35 million (including the City's estimated \$6 million share from property appreciation) is expected to flow into the affordable housing fund this way over time.*

*The Cathedral Hill Project is an institutional medical service use meeting an important public need. The proposed Cathedral Hill Project would provide medical services to a currently underserved area of the City that includes the Tenderloin/Little Saigon neighborhood, an area with a high population density of low-income households, seniors (the most frequent users of hospital care), children and youth.*

*Additional contributions of the Cathedral Hill Project under the Development Agreement are included in the responses above, and in the General Plan and Planning Code Section 101.1 findings.*

*Accordingly, the Cathedral Hill MOB is appropriate at its proposed location, and includes appropriate measures and contributions to address effects on the surrounding area.*

- e. THE ANTICIPATED USES OF THE PROPOSED OFFICE DEVELOPMENT IN LIGHT OF EMPLOYMENT OPPORTUNITIES TO BE PROVIDED, NEEDS OF EXISTING BUSINESSES, AND THE AVAILABLE SUPPLY OF SPACE SUITABLE FOR SUCH ANTICIPATED USES.

*The proposed Cathedral Hill MOB would contain approximately 197,822 sf dedicated for medical office space, along with 45,165 sf of mechanical/lobby/support space attributable to the Office Space (97% of support area). Other major uses within the building would include 7,047 gsf of retail and approximately 243,000 gsf of underground parking (approximately 542 parking spaces).*

*Employment opportunities for private physicians and other associated staff would be available in the proposed Cathedral Hill MOB. It would result in an increase of CPMC employees and non-CPMC employees at the site, and would create a demand for a wide range of employment opportunities. These new employees at the site would provide benefits to existing neighborhood serving businesses such as restaurants and other retail uses, similar to the retail shopping areas on Fillmore Street near CPMC's Pacific Campus, and on California and Sacramento Streets near the*

*California Campus.*

*The proposed Cathedral Hill MOB would be occupied by approximately 600 employees and 200 physicians who will admit patients to the Cathedral Hill Hospital. Similar to all other hospitals in the City, it is important to have a medical office building in the immediate vicinity of the Cathedral Hill Hospital, in order to maximize the efficient use of physicians' time between the inpatient and outpatient setting, as well as for the convenience of patients, especially seriously ill patients and those with limited mobility.*

*In the vicinity of the Cathedral Hill Hospital there is a lack of existing sufficient available medical office space suitable to meet the needs of new medical practices. However, 1375 Sutter Street was purchased by CPMC to satisfy some medical office demand that could not be met by the new Cathedral Hill MOB. Other general office buildings in the vicinity of the Cathedral Hill Hospital would not convert satisfactorily for medical office use for several reasons including space requirements of new medical technologies, code requirements for sewer, mechanical, electrical, ventilation, ADA compliance, and other mechanical features of modern medical facilities. The ratio of proposed office space (in both the proposed Cathedral Hill MOB and the 1375 Sutter Street medical office building) to Cathedral Hill Hospital inpatient space is lower than at other CPMC campuses, and the Cathedral Hill MOB provides necessary medical office support space at this location.*

*Accordingly, the Cathedral Hill MOB is an appropriate use in terms of employment opportunities, needs of existing businesses, and availability of medical office space in the area.*

- f. THE EXTENT TO WHICH THE PROPOSED DEVELOPMENT WILL BE OWNED OR OCCUPIED BY A SINGLE ENTITY.

*The tenancy of the proposed Cathedral Hill MOB would be effectively controlled by CPMC, and CPMC-affiliated physicians are intended to be the principal occupants of the building. The Cathedral Hill MOB would be designed to accommodate a wide range of medical office uses and subspecialties to support the Cathedral Hill Hospital use.*

- g. THE USE, IF ANY, OF TRANSFERABLE DEVELOPMENT RIGHTS ("TDR's") BY THE PROJECT SPONSOR.

*No TDR will be used for the proposed project, as it is located in the RC-4 District.*

8. **General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. 18592 apply to this Motion, and are incorporated as though fully set forth herein.
9. **Planning Code Section 101.1(b).** The General Plan Priority Policy Findings of Planning Code Section 101.1 as set forth in Motion No. 18592 apply to this Motion, and are incorporated as though fully set forth herein.



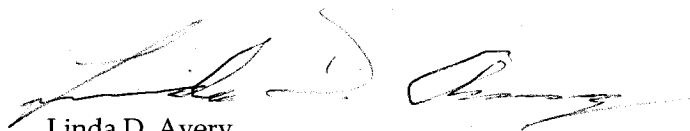
10. The Cathedral Hill MOB is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) as outlined in Motion No. 18592 and also in that, as designed, the Cathedral Hill MOB provides critical support to the Cathedral Hill Hospital, would contribute to the healthcare delivery and emergency services in San Francisco, include substantial economic benefits to the City during both the construction and operational phases, provide substantial other public benefits as outlined in the proposed Development Agreement, and be compatible with the character and stability of the neighborhood, thereby constituting a beneficial development.
11. The Commission hereby finds that, for the reasons described above, approval of the Office Allocation would promote the health, safety and welfare of the City.

**DECISION**

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Allocation Application No. 2009.0885MTZCBRSK** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 22, 2012, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 18599. The effective date of this Motion shall be as described in Exhibit A hereto. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 26, 2012.



Linda D. Avery  
Commission Secretary

AYES: Fong, Antonini, Borden, and Miguel

NAYS: Moore and Sugaya

ABSENT: Wu

ADOPTED: April 26, 2012

## **EXHIBIT A**

### **AUTHORIZATION**

This authorization is for an allocation of office square footage under the 2011-2012 Annual Office-Development Limitation Program for the addition of approximately 242,987 gross square feet of office area to the subject property, pursuant to Planning Code Sections 321 and 322, for the Cathedral Hill MOB (for purposes of this Exhibit A only, referred to as the "Project") on Assessor's Blocks/Lots: Assessor's Blocks/Lots 0694/005-010 within the RC-4 (Residential-Commercial, High Density) District, VNSUD, and 130-V Height and Bulk District; in general conformance with plans, dated February 22, 2012, and stamped "EXHIBIT B" included in the docket for Case No. 2009.0885MTZCBRSK and subject to conditions of approval reviewed and approved by the Commission on April 26, 2012 under Motion No 18599. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### **RECORDATION OF CONDITIONS OF APPROVAL**

Prior to the issuance of the building permit or commencement of use for the Project, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **April 26, 2012**, under Motion No 18599.

### **PRINTING OF CONDITIONS OF APPROVAL ON PLANS**

The Conditions of Approval under the "EXHIBIT A" of this Planning Commission Motion No. 18599 shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall refer to the Conditional Use authorization and any subsequent amendments or modifications.

### **SEVERABILITY**

~~The Project shall comply with all City codes and requirements applicable to the Project. The term "applicable to the Project" refers to applicable laws in the Development Agreement. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.~~

### **CHANGES AND MODIFICATIONS**

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Office Allocation authorization.

## Conditions of approval, Compliance, Monitoring, and Reporting

### PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for 18 months from the effective date, as defined in Condition of Approval No. 5, as it may be extended under Condition of Approval No. 2. A building permit from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this office allocation authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within 18 months of the effective date. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than 18 months have passed since the effective date.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s). This authorization shall also be extended for the number of days equal to the period of any litigation challenging its validity.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

3. **Mitigation Measures.** Mitigation measures described in the Mitigation, Monitoring and Reporting Program attached as Exhibit 1 to Attachment A of the CEQA Findings Motion No. 18589 (the "MMRP") and designated as applicable to Cathedral Hill therein are necessary to avoid potential significant effects of the proposed Project and have been agreed to by the Project Sponsor. Their implementation is a condition of Project approval, to the extent applicable to the Cathedral Hill MOB.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

4. **Improvement Measures.** Improvement measures described in the IMMRP attached as Exhibit C to Motion No. 18598 and designated as applicable to Cathedral Hill therein are necessary to reduce the less than significant impacts of the proposed Project and have been agreed to by the Project Sponsor. Their implementation is a condition of Project approval, to the extent applicable to the Cathedral Hill MOB.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## PROVISIONS

5. **Effective Date.** This approval is contingent on and will be of no further force and effect until, the date that the ordinance approving a Development Agreement for the Project is effective and operative. References in this Exhibit A to Codes and requirements "applicable to the Project" shall refer to applicable laws in the Development Agreement.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

## MONITORING - AFTER ENTITLEMENT

6. **Enforcement.** Violation of any of the Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to the Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

7. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of provisions of the Planning Code applicable to the Project and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

## OPERATION

8. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

The community liaison will convene a community advisory group (CAG) for the purpose of conveying input to the project sponsor on its operations and providing a forum for community comment and concern. The CAG shall consist of approximately ten (10) members representing diverse neighborhood interests such as health care providers, established neighborhood groups,

resident homeowners and local merchants, and its membership is expected to change over time. Once the CAG is established, the community liaison and CAG members will agree to a regular meeting schedule, with a frequency of not less than quarterly or more than monthly. The agenda for meetings will be set jointly by the community liaison and the CAG. The community liaison will facilitate and provide logistical support for all meetings, including scheduling and providing meeting space if needed.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

9. **Construction Management Plan.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall produce a Construction Management Plan, which shall include general operating principals and commitments not otherwise included in these Conditions of Approval, along with operating principles during specific phases of work. This Plan shall be made available to the neighbors or interested parties, and a copy of said Plan shall be provided to the Department to include in the file for Case No. 2009.0885C. A draft of the Construction Management Plan shall be made available to any interested party at least 10 days before the final draft is submitted to the Planning Department.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

10. **Hours of Operation.** The Cathedral Hill Campus will be generally open to the public and for visitors during the following hours of operation: Monday through Friday from 7:00a.m. to 7:00p.m. The Campus is open, as may be reasonably necessary, to accommodate visitors, staff, and employees of the hospital during hours outside of the standard hours of operation; the Emergency Department is open 24 hours/day. The main ground floor entry to the Cathedral Hill Hospital and Cathedral Hill MOB shall remain open and accessible to the public during standard hours of operation (7:00a.m. to 7:00p.m., M-F).

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*

**EXHIBIT 3: IMPROVEMENT MEASURES MONITORING AND REPORTING PROGRAM**

| Improvement Measures  | MONITORING AND REPORTING PROGRAM     |                         |   |   |  |
|---|--------------------------------------|-------------------------|---|---|--|
|   | Responsibility for Implementation    | Implementation Schedule | Implementation Action   | Monitoring/Reporting Responsibility                       | Monitoring Schedule  |
| <b>IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR</b>  |                                      |                         |   |   |  |
| <b>TRANSPORTATION AND CIRCULATION</b>   |                                      |                         |   |   |  |
| <i>I-TR-5 (Cathedral Hill): Off-Street Parking Queue Abatement</i>  |                                      |                         |   |   |  |
| <p>It shall be the responsibility of the owner/operator of any off-street parking facility primarily serving a non-residential use, as determined by the Planning Director, with more than 20 parking spaces (excluding loading and car-share 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 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.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility layout 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 additional bicycle parking, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall 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 shall have 90 days from the date of the written determination to abate the queue.</p> | Owner/Operator of off-street parking | During Operation        | Monitoring by a qualified transportation consultant upon request by Planning Director if recurring queuing on public right-of-ways is suspected. If such queuing is determined to exist, abatement methods shall be employed. | Owner/Operator of off-street parking /Planning Department | Considered ongoing during operations at the Cathedral Hill Campus. |

**MONITORING AND REPORTING PROGRAM**

| Improvement Measures   | Responsibility for Implementation             | Implementation Schedule | Implementation Action   | Monitoring/Reporting Responsibility           | Monitoring Schedule  |
|--|---|-------------------------|---|---|--|
| <b><i>I-TR-40 (Cathedral Hill): Pedestrian Improvements</i></b>  | Project Sponsor/Planning Department/SFMTA/DPW | Prior to operation      | Installation of pedestrian countdown signals at the Franklin/Sutter, Franklin/Post, Franklin/Geary, Van Ness/Sutter, Van Ness/Post, and Polk/Post intersections. Funding to allow City agencies to study and possibly implement additional streetscape, pedestrian, and related improvements such as lighting, pedestrian signal modifications, bulb-outs, advanced stop bars, and right turn vehicle restrictions, at such intersections as Polk/Ellis, Larkin/Geary, Larkin/Grove, Larkin/9th, Hyde/O'Farrell, and Leavenworth/Geary. | Project Sponsor/Planning Department/SFMTA/DPW | Considered complete upon installation and implementation of pedestrian improvements. |
| <p>As an improvement measure to facilitate pedestrian movements, SFMTA should install pedestrian countdown signals for all directions at the signalized intersections of Franklin/Sutter, Franklin/Post, Franklin/Geary, Van Ness/Sutter, Van Ness/Post, and Polk/Post.</p> <p>In addition to the above, although the project would have less than significant impacts on the pedestrian and bicycle environment, the project sponsor has agreed as part of the development agreement negotiations to provide certain funding for City agencies, including Planning, SFMTA and DPW, to study and possibly implement additional streetscape, pedestrian, and related improvements in the vicinity of the proposed Cathedral Hill Campus that would improve the less-than-significant impacts to the pedestrian and bicycle environment. Improvements under consideration by the City would be consistent with those identified in the Little Saigon Report as well as other potential sidewalk improvements such as bulb-outs, lighting and pedestrian signal modifications, advance stop bars, right turn vehicle turn restrictions and other safety facilities, at such intersections as Polk Street/Ellis Street, Larkin Street /Geary Street, Larkin Street /Grove Street, Larkin Street /9th Street, Hyde Street /O'Farrell Street, and Leavenworth Street/Geary Street. The City would have sole authority to determine whether to proceed with the Tenderloin and Little Saigon neighborhood area improvements and to issue required permits and authorizations. The City would also retain the discretion to modify or select feasible alternatives to the improvements to avoid any identified impacts or concerns that arise in connection with their further review, including any required environmental review under CEQA.</p> |   |                         |   |   |  |



| <b>MONITORING AND REPORTING PROGRAM</b>  |  |   |  |  |  |
|--|--|---|--|--|--|
| <b>Improvement Measures</b>  | <b>Responsibility for Implementation</b>   | <b>Implementation Schedule</b>  | <b>Implementation Action</b>   | <b>Monitoring/Reporting Responsibility</b>         | <b>Monitoring Schedule</b>   |
| <b><i>I-TR-87 (St. Luke's): Provide Pedestrian/Bicycle Improvements</i></b>  |  |   |  |  |  |
| <p>CPMC should implement improvement measures to minimize conflicts between vehicles, bicyclists, and pedestrians at the Cesar Chavez Street passenger loading/unloading zone, including: warning signs and colored bicycle lane treatment to alert drivers to the presence of bicyclists and bicycle lanes, and management of the passenger loading/unloading zone during peak periods of activity (e.g., between 10 a.m. and 4 p.m.).</p> <p>As an improvement measure to minimize conflicts between vehicles exiting the proposed garages and pedestrians and bicyclists on Valencia Street and Cesar Chavez Street, CPMC should install flashing lights and audible signals to provide indications when a vehicle is exiting the garage.</p> | Project Sponsor                            | Installation of warning signs, bicycle lane treatment, flashing lights, and audible signals prior to operation, Management of passenger loading/unloading zone ongoing during operations. | Project Sponsor to provide pedestrian/bicycle safety improvements and manage passenger loading/unloading zone during peak periods of activity. | Project Sponsor and SFMTA                          | Installation of improvements considered complete upon construction completion. Management of passenger loading/unloading zone ongoing during operations. |
| <b><i>I-TR-88 (St. Luke's): Install Pedestrian Crosswalks</i></b>  |  |   |  |  |  |
| <p>As an improvement measure to facilitate pedestrian movements, SFMTA shall install pedestrian crosswalks at the unsignalized intersection of San Jose/27th Street.</p>   | Project Sponsor and SFMTA                  | Prior to operation  | SFMTA to install pedestrian crosswalks   | Project Sponsor and SFMTA                          | Considered complete upon installation of pedestrian crosswalks   |
| <b>AIR QUALITY</b>   |  |   |  |  |  |
| <b><i>I-AQ-N2 (Davies [near-term], St. Luke's): Install Accelerated Emission Control Device on Construction Equipment</i></b>  |  |   |  |  |  |
| <p>This improvement measure is identical to Mitigation Measure M-AQ-N2 for the Cathedral Hill Campus, which provides:</p> <p>To reduce risk associated with exhaust emissions of DPM by construction equipment during construction of the Cathedral Hill Campus and all other LRDP sites, CPMC and its construction contractor shall implement the following BAAQMD-recommended control measures during construction:</p> <p style="margin-left: 40px;">Where sufficient electricity is available from the PG&amp;E power grid, electric power shall be supplied by a temporary power</p>  | Project Sponsor/Construction Contractor(s) | During demolition, excavation, and construction   | Project Sponsor/Construction Contractor(s) to implement BAAQMD-recommended control measures.   | Project Sponsor/Construction Contractor(s) and ERO | Considered complete upon receipt of final monitoring report at completion of construction.   |

**MONITORING AND REPORTING PROGRAM**

| Improvement Measures   | Responsibility for Implementation | Implementation Schedule | Implementation Action | Monitoring/Reporting Responsibility | Monitoring Schedule |
|--|-----------------------------------|-------------------------|-----------------------|-------------------------------------|---------------------|
| <p>connection to the grid, provided by PG&amp;E. Where sufficient electricity to meet short-term electrical power needs for specialized equipment is not available from the PG&amp;E power grid, non-diesel or diesel generators with Tier 4 engines (or equivalent) shall be used.</p> <p>During any construction phase for near-term projects, at least half of each of the following equipment types shall be equipped with Level 3-verified diesel emission controls (VDECs): backhoes, concrete boom pumps, concrete trailer pumps, concrete placing booms, dozers, excavators, shoring drill rigs, soil mix drill rigs, and soldier pile rigs. If only one unit of the above equipment types is required, that unit shall have Level 3 VDECs retrofits.</p> <p>For long-term projects, which are presumed to being when Tier 4 equipment would be widely available, all diesel equipment of all types shall meet Tier 4 standards.</p> |                                   |                         |                       |                                     |                     |

**BIOLOGICAL RESOURCES**

***I-BI-N2 (St. Luke’s [with or without variants]):***

|  |                 |   |  |                         |   |
|--|-----------------|---|--|-------------------------|---|
| <p>As an improvement measure, CPMC would prepare a tree protection plan to be submitted to DPW as part of the construction plans for the St. Luke’s Campus. The landmark tree located directly east of the 1957 Building, fronting Valencia Street, is not proposed for removal; therefore, impacts on the landmark tree would be less than significant. However, a tree protection plan would be implemented to further protect the existing landmark tree from potential adverse construction impacts that could affect the health of the tree. Through consultation of a certified arborist, CPMC would implement a Tree Protection Zone (TPZ) around the landmark tree during demolition and construction activities. The TPZ would be determined by the certified arborist at the time the work is done. During the various construction phases, the TPZ should follow all of the measures outlined below:</p> <ul style="list-style-type: none"> <li>• Install and maintain construction fencing to prevent entry to the TPZ.</li> <li>• Install wood chip mulch over all exposed soil areas within the</li> </ul> | Project Sponsor | Tree protection plan submittal during construction plan review. Implementation of tree protection plan during construction. | Project Sponsor to prepare a tree protection plan to DPW and implement plan during construction. | Project Sponsor and DPW | Considered complete upon review and approval of tree protection plan and upon receipt of final monitoring report at completion of construction. |
|--|-----------------|---|--|-------------------------|---|

| <b>MONITORING AND REPORTING PROGRAM</b>  |  |                                  |  |  |  |
|--|--|----------------------------------|--|--|--|
| <b>Improvement Measures</b>  | <b>Responsibility for Implementation</b>   | <b>Implementation Schedule</b>   | <b>Implementation Action</b>   | <b>Monitoring/Reporting Responsibility</b>                   | <b>Monitoring Schedule</b>   |
| <p>TPZ.</p> <ul style="list-style-type: none"> <li>Prohibit placement of any construction vehicle within the TPZ.</li> <li>Do not store materials, excavation tailing, or debris within the TPZ, unless placed on a thick plywood root buffer.</li> <li>If trenching or grading takes place within the TPZ, ensure that the project arborist will review the proposed work and retain the arborist on-site during that aspect of the work.</li> </ul> <p>The arborist report and tree protection plan would be reviewed by DPW’s Bureau of Urban Forestry to verify that the specified protections would be adequate to protect the landmark tree. The Bureau of Urban Forestry would also monitor the project site during demolition and construction activities to ensure that the protection measures outlined in the tree protection plan are being implemented and are adequate, and that the landmark tree would not be damaged.</p> |  |                                  |  |  |  |
| <b>GEOLOGY AND SOILS</b>   |  |                                  |  |  |  |
| <b><i>I-GE-N6 (Cathedral Hill):</i></b>  |  |                                  |  |  |  |
| An excavation monitoring program shall be developed for construction of the Cathedral Hill MOB. The program shall include requirements for the installation and regular monitoring of survey points and inclinometers should dewatering be required. Excavation and dewatering activities shall be shut down should unacceptable movement of overlying soil occur.   | Project Sponsor                            |                                  | Preparation of excavation monitoring program prior to issuance of grading or building permits. | Project Sponsor to prepare an excavation monitoring program. | Project Sponsor and ERO<br>Considered complete upon ERO’s approval of excavation monitoring program and upon receipt of final monitoring report at completion of construction. |
| <b>HAZARDS AND HAZARDOUS MATERIALS</b>   |  |                                  |  |  |  |
| <b><i>I-HZ-N1// I-HZ-N3(Cathedral Hill/Davies [near-term], St. Luke’s [with or without variants]):</i></b>   |  |                                  |  |  |  |
| CPMC shall ensure that the project contractors remove and properly dispose of PCB- and mercury-containing equipment prior to the start of project-related demolition or renovation.  | Project Sponsor/Construction Contractor(s) | During demolition and renovation |  | Project Sponsor/Construction Contractor(s) to                | Project Sponsor/Construction Contractor(s) and<br>Considered complete upon receipt of final  |

| <b>MONITORING AND REPORTING PROGRAM</b> |  |                                |   |  |  |
|---|--|--------------------------------|---|--|--|
| <b>Improvement Measures</b>             | <b>Responsibility for Implementation</b> | <b>Implementation Schedule</b> | <b>Implementation Action</b>  | <b>Monitoring/Reporting Responsibility</b> | <b>Monitoring Schedule</b>                       |
|   |  |                                | ensure that PCB- and mercury-containing equipment are removed and property disposed | ERO  | monitoring report at completion of construction. |