



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. 18889

HEARING DATE: MAY 23, 2013

Date: May 9, 2013
Case No.: 2005.0555E; 2009.0885MTZCBRSK; 2012.0403W
Project Address: 1100 & 1101 Van Ness Avenue; 1255 Post Street; 1020, 1028-1030, 1034-1036, 1040-1052, 1054-1060, and 1062 Geary Street
Zoning/Ht. & Blk. RC-4/Van Ness Special Use District/130-V
Proposed Zoning/ Van Ness Special Use District, Van Ness Avenue Medical Use Subdistrict
Height & Bulk: 230-V (Hospital site), 130-V (MOB site)
Assessor's Block/Lot: 0695/005, 006; 0694/005, 006, 007, 008, 009, 009A, 010
Project Sponsor: Geoffrey Nelson, CPMC
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE (“CU”) AUTHORIZATION TO: (1) AUTHORIZE THE CATHEDRAL HILL CAMPUS HOSPITAL AND MEDICAL OFFICE BUILDING AS A MEDICAL CENTER USE WITHIN THE RC-4 DISTRICT AND PURSUANT TO THE PROVISIONS FOR THE VAN NESS SPECIAL USE DISTRICT; (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 CAMPUS 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 MEDICAL CENTER; (6) MODIFY THE BULK LIMITS APPLICABLE TO THE CATHEDRAL HILL CAMPUS HOSPITAL AND CATHEDRAL HILL CAMPUS MOB SITES; (7) MODIFY THE 3:1 RESIDENTIAL TO NET NEW NON-RESIDENTIAL RATIO REQUIREMENT IN THE VAN NESS SPECIAL USE DISTRICT, PURSUANT TO PLANNING CODE SECTIONS 145.1, 209.3, 243, 253, 270, 271, 303, AND 317, WITH RESPECT TO A PROPOSAL TO: (1) DEMOLISH AN EXISTING HOTEL AND OFFICE BUILDING (ASSESSOR’S BLOCK 0695, LOTS 005, 006) AND CONSTRUCT A NEW, APPROXIMATELY 12 STORY, 274-304-BED, 730,888 G.S.F ACUTE CARE HOSPITAL WITH 276 UNDERGROUND PARKING SPACES; (2) DEMOLISH SEVEN EXISTING VACANT RESIDENTIAL AND COMMERCIAL BUILDINGS (ASSESSOR’S BLOCK 0694, LOTS -005, -006, -007, -008, -009, 009A, -010)

AND CONSTRUCT A NEW, APPROXIMATELY 261,691 G.S.F MEDICAL OFFICE BUILDING WITH 542 UNDERGROUND PARKING SPACES; (3) CONSTRUCT A PEDESTRIAN TUNNEL UNDER VAN NESS AVENUE TO CONNECT THE HOSPITAL TO THE MEDICAL OFFICE BUILDING; AND (4) IMPLEMENT VARIOUS STREETScape, SIDEWALK, AND LANDSCAPE IMPROVEMENTS SURROUNDING THE MEDICAL CENTER, WITHIN THE RC-4 (RESIDENTIAL-COMMERCIAL HIGH DENSITY) DISTRICT, VAN NESS SPECIAL USE DISTRICT, AND 130-V HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING THE ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS. THIS MOTION SUPERSEDES IN ITS ENTIRETY MOTION NO. 18598 ADOPTED BY THE PLANNING COMMISSION ON APRIL 26, 2012.

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. 2005.0555E¹. 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 Campus Hospital and Cathedral Hill Campus 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 Campus Hospital and Cathedral Hill Campus MOB as "The Van Ness Medical Use Subdistrict", and to increase the allowable floor area ratio ("FAR") for the Hospital Site from 7.1:1 to 9:1, and to increase the FAR for the MOB site from 7.1:1 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 Campus Hospital site, in order to amend the height limit for the Cathedral Hill Campus 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" and 466'-0", respectively, for the Cathedral Hill Campus Hospital site, and 265'-0" and 290'-0", respectively, for the Cathedral Hill Campus MOB site (2009.0885M).

¹ At the time of this application, the Cathedral Hill Campus 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.

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 Campus Hospital and Cathedral Hill Campus MOB below grade under Van Ness Avenue, installation of two diesel fuel tanks under the Geary Boulevard sidewalk at the Cathedral Hill Campus 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 ("VNSUD"), to create a new Van Ness Medical Use Subdistrict, that would allow an FAR up to 9:1 for the Cathedral Hill Campus Hospital site and 7.5:1 for the Cathedral Hill Campus 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 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 Campus Hospital site from 130-V to 265-V Height and Bulk District; and (2) Map SU02 to show the boundaries of the VNSUD (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 sf of medical office space along with ancillary hospital and medical support service space on the upper floors of the proposed Cathedral Hill Campus 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 gsf 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 gsf Cathedral Hill Campus 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 Campus Hospital to the Cathedral Hill Campus 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 Campus Hospital and Cathedral Hill Campus 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 Campus 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 Campus Hospital and MOB sites; (7) modify the 3:1 residential to net new non-residential ratio requirement in the 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.

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. 18599, approving the proposed Office Space Allocation 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 Conditional Use Application No. 2009.0885EMTZCBRSK.

On May 16, 2012, an appeal of Planning Commission Motion No. 18588 certifying the FEIR was filed with the Board and the Board held a duly noticed public hearing on July 17, 2012 to consider the appeal of the FEIR certification. On March 12, 2013, by adoption of Motion No. M13-042, the Board rejected the appeal and affirmed the decision of the Planning Commission to certify the FEIR and found the FEIR to be complete, adequate, and objective, and reflecting the independent judgment of the City in compliance with CEQA, the CEQA Guidelines and Chapter 31.

On June 15, June 25, July 9 and July 16, 2012, having received the Planning Commission's recommendations, a Land Use Committee of the Board held public hearings on the prior version of the project and draft Development Agreement and other draft approvals and thereafter, CPMC, working with City staff, proposed revisions to the project and to the draft Development Agreement and approvals.

On March 12, 2013, the Board adopted Resolution No. 77-13, endorsing a term sheet for a revised CPMC LRDP Project which includes an increase in size of the new hospital at the St. Luke's Campus (from 80 to 120 beds), and a decrease in the size of the new hospital at the Cathedral Hill Campus (from 555 beds to 274-304 beds). The Resolution urged City staff to make the preparation of revised planning approval documents among its highest priorities and to present to the Planning Commission the revised documents and approvals necessary for the revised CPMC LRDP Project.

Staff subsequently worked with the project sponsor to identify revisions to the April 26, 2012, Planning Commission approvals to reflect the revised CPMC LRDP Project, including the following changes to the

Cathedral Hill Campus Hospital site as compared to the original CPMC LRDP Project: decreased maximum height (from 265 feet to 230 feet), FAR (from 9.0:1 to 7.0:1) and parking (513 to 276)².

On April 1, 2013, CPMC revised its EEA to reflect the revised CPMC LRDP Project, consistent with the term sheet endorsed by Board Resolution No. 77-13, including the revisions to the Cathedral Hill Campus Hospital site described above.

On April 9, 2013, CPMC submitted a letter asking the Planning Department to modify the CPMC LRDP Project applications as required to reflect the term sheet endorsed by the Board.

On April 11, 2013, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted Resolution No. 18844, initiating the requested General Plan Amendments for the revised CPMC LRDP Project.

On May 9, 2013, Department staff made available the Addendum to the FEIR for the revised CPMC LRDP Project ("Addendum"), an updated MMRP, and the revised approval documents for the revised CPMC LRDP Project, all as more particularly described in Motion No. 18880.

On May 23, 2013, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted Motion No. 18880, adopting CEQA findings, including a Statement of Overriding Considerations, and adopting an updated MMRP, and adopted other Motions and Resolutions with respect to the revised CPMC LRDP Project.

On May 23 2013, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted the following Motions and Resolutions superseding in their entirety the April 26, 2012 approvals: (1) Resolution No. 18882, recommending that the Board approve the requested General Plan Amendment; (1) Motion No. 18883, making findings of consistency with the General Plan and Planning Code Section 101.1; (2) Resolution No. 18888, recommending that the Board of Supervisors approve the requested Planning Code Text and Map Amendments; (3) Motion No. 18890 , approving the allocation of the proposed office space; (4) Motion No.18891, approving the General Plan Referral; and (5) Motion No. 18893, recommending that the Board of Supervisors approve the proposed revised draft Development Agreement.

On May 23, 2013, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2009.0886MTZCBRSK.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2009.0885MTZCBRSK, at 1650 Mission Street, Fourth Floor, San Francisco, California.

² The project sponsor is considering the distribution of parking spaces among the Cathedral Hill parking garages, and the actual number of spaces per garage may vary, but will not exceed the lesser of 990 spaces or 125% of the Code minimum required number of spaces for the overall Cathedral Hill Campus.

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 Conditional Use 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 Campus 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 381,791 gsf of floor area.

The site of the proposed Cathedral Hill Campus 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 Campus 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 265-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 of 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 Project 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 Project 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, 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 Project 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.** This approval relates to the items in the Conditional Use application, but the broader Near-Term Projects are described here for context. The Near-Term Projects outlined in CPMC's LRDP will result in a five campus system with three acute care hospitals – on the Davies, St. Luke's, and Cathedral Hill Campuses – providing approximately 692 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, followed by construction of a Medical Office Building after the demolition of the existing Hospital Tower. The California and Pacific Campuses will remain operational as acute care hospitals until the proposed Cathedral Hill Campus Hospital is constructed and operational. Once the proposed Cathedral Hill Campus Hospital is built, as part of the Near-Term Project implementation activities, the acute care services at California and Pacific Campuses will be transferred primarily to the Cathedral Hill Campus Hospital, and the Pacific Campus's existing 2333 Buchanan Street Hospital would undergo renovation and reuse as an ambulatory care

center.³ In the long-term, the Pacific Campus will become an outpatient facility, and CPMC proposes an additional medical office building on the Davies Campus.⁴

The Cathedral Hill Campus will include a new acute care hospital, a new MOB, a pedestrian tunnel under Van Ness Avenue to connect the two new facilities, and conversion of an existing office/medical office (1375 Sutter Street) building fully to medical office building use. The 1375 Sutter Street building is within the Cathedral Hill Campus but is not part of the proposed Van Ness Special Use District.

The proposed Cathedral Hill Campus Hospital will be a 304-bed, 226'-0" tall, 12-story, approximately 730,888 gsf acute care hospital. The Cathedral Hill Campus Hospital 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 24,530 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 276 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 Campus 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.

The new Cathedral Hill Campus 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 12-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,

³ 2333 Buchanan Street is an Existing Use under the proposed Development Agreement and is distinguished from the new construction proposed for the Long-Term Projects 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.

⁴ Long-Term Projects at the Davies and Pacific Campuses have been 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.

where the podium rises to a height of five stories. There is an open-air courtyard area at the fifth floor level.

The most efficient placement of the inter-related services in the podium requires the broad floor plates of the podium (approximately 100,000 gsf). 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 on the side of the site with the least slope.

The closest part of the Cathedral Hill Campus Hospital to the Daniel Burnham towers will be the podium, the height of which is actually lower than the existing office building and 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 Cathedral Hill Campus 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 (e.g., 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 floor 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 Campus MOB would provide office space for physicians affiliated with the Cathedral Hill Campus Hospital and for other ancillary uses. The Cathedral Hill Campus MOB would be about nine stories at the highest portion of the building along Van Ness Avenue. It is

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 Campus MOB would replace seven smaller buildings along Geary Street between Van Ness Avenue and Polk Street. An important goal of the design of the Cathedral Hill Campus MOB 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 Campus MOB is designed to be compatible with the architecture, scale, and massing of the surrounding building, relating to the historical vernacular of 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. The exterior treatment of the building includes a concrete cladding (GFRC) and glass. The articulation of the building features 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 is a critical part of the Cathedral Hill Campus design. CPMC proposes to enhance the pedestrian environment by improving the street frontages, expanding sidewalk widths and 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 Campus 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 Campus Hospital and Cathedral Hill Campus 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. 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 Campus 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 Campus 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

relocated bus stop with a MUNI shelter. 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 Cathedral Hill Project includes benches along Geary Street, Post Street, and Van Ness Avenue to accommodate transit riders. A stop for the CPMC shuttle is planned along Post Street, near the corner of Van Ness Avenue, which will provide wind and rain protection and will also include shade trees and seating.

Although the proposed 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 Campus Hospital; the Cathedral Hill Campus 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 underground parking garage for the Cathedral Hill Campus Hospital. 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 support and opposition to CPMC's LRDP over the past 8 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. On May 16, 2012, an appeal of Planning Commission Motion No. 18588 certifying the FEIR was filed with the Board and on March 12, 2013, by Motion No. M13-042, the Board rejected the appeal and affirmed the decision of the Planning Commission to certify the FEIR and found the FEIR to be complete, adequate, and objective, and reflecting the independent judgment of the City in compliance with CEQA, the CEQA Guidelines and Chapter 31. On May 23, 2013, by Motion No. 18880, 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, including the FEIR Addendum for the revised CPMC LRDP Project, 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 May 23, 2013, in Motion No. 18880.
7. The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2005.0555E, at 1650 Mission Street, Fourth Floor, San Francisco, California.
8. **Planning Code Compliance:** The Commission finds that the Cathedral Hill Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Floor Area Ratio.** Planning Code Section 124 establishes an FAR of 4.8 to 1 for non-residential uses in the RC-4 District. In the Van Ness Special Use District, the FAR limit for properties zoned RC-4 is increased to 7.0 to 1 where the height limit is 130'-0".

The Project includes Planning Code Text and Map Amendments, as well as General Plan Amendments to clarify that the Cathedral Hill Campus Hospital is permitted under the current Planning Code FAR limit of 7:1, and to allow an FAR of 7.5:1 on the Cathedral Hill Campus MOB site, subject to Conditional Use Authorization for a hospital, medical center or other medical institution. The Cathedral Hill Project does include a request for Conditional Use Authorization for a medical center use. If the Board of Supervisors approves these amendments, the Cathedral Hill Project will be compliant with Planning Code Sections 124 and 243, with respect to FAR.

- B. **Permitted Obstructions.** Planning Code Section 136 establishes limits on various permitted obstructions allowed to extend into required open areas, including Section 136(c)(1)(B), which specifically establishes limits for obstructions over streets or alleys for overhead horizontal projections of a purely architectural or decorative character such as cornices, eaves, sills and belt courses.

The Cathedral Hill Project includes Planning Code Text Amendments to allow medical centers within the Van Ness Medical Use Subdistrict that would otherwise be subject to the applicable standards for overhead horizontal projections in Section 136(c)(1)(B), to exceed such standards for vertical dimensions and horizontal projections for architectural features to provide visual interest, achieve appropriate articulation of building facades, and reduce pedestrian level wind currents. If the Board of Supervisors approves this amendment, the Cathedral Hill Project will be compliant with Planning Code Section 136(c)(1)(B).

- C. **Awnings, Canopies and Marquees.** Planning Code Section 136.1 establishes limits on the dimensions and degree of encroachment of awnings into the public right-of-way.

The Cathedral Hill Project includes Planning Code Text Amendments to allow medical centers within the Van Ness Medical Use Subdistrict that would otherwise be subject to the applicable standards for awnings in Section 136.1, to exceed such standards to allow for covered patient drop-off and entry areas. Building Code requirements for hospitals require covered patient drop-off areas that are larger than what is permitted in Section 136.1. If the Board of Supervisors approves this amendment, the Cathedral Hill Project will be compliant with Planning Code Section 136.1.

- D. **Better Streets Plan.** Planning Code Section 138.1 requires large development projects to include streetscape and pedestrian improvements on all publicly accessible rights-of-way directly fronting the property.

The Project Sponsor has submitted a streetscape plan to the Planning Department showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to

proposed new construction and site work on the subject property, which is incorporated into the plans on file for the Cathedral Hill Project, dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B". The Project is on balance, consistent with the requirements of the Better Streets Plan.

- E. Street Trees.** Planning Code Section 138.1 requires one street tree for every 20 feet of street frontage for new construction, with one additional tree required for each remaining 10 feet of frontage.

The proposed Cathedral Hill Campus Hospital building would occupy 275 feet of frontage along Van Ness Avenue, 385 feet of frontage along Geary Boulevard, 275 feet of frontage along Franklin Street, and 385 feet of frontage along Post Street. The Project Sponsor has agreed to install and maintain 46 of the 66 total street trees required by the Code, and will pay an in-lieu fee to cover the cost of the 20 trees not installed at the Cathedral Hill Campus Hospital site.

The proposed Cathedral Hill Campus MOB would occupy 120 feet of frontage along Van Ness Avenue, 302 feet of frontage along Geary Street, 389 feet of frontage along Cedar Street – South side, and 389 feet of frontage along Cedar Street – North side. The Project Sponsor has agreed to install and maintain 38 of the 59 total street trees required by the Code, and will pay an in-lieu fee to cover the cost of the 21 trees not installed at the Cathedral Hill Campus MOB site.

The Project Sponsor will pay an in-lieu fee for the 41 street trees not installed, but required as part of this Cathedral Hill Project, as specified in Exhibit A, Conditions of Approval, for this Cathedral Hill Project.

- F. Street Frontage in Neighborhood Commercial Districts.** Section 145.1 of the Planning Code regulates street frontage requirements for new construction and building alterations with the goal to preserve enhance and promote attractive, clearly defined street frontages that are pedestrian-oriented, fine-grained, and which are appropriate for neighborhood/residential-commercial and mixed use districts.

The Cathedral Hill Project includes Planning Code Text Amendments to allow modification of standards for active ground floor uses and width of curb cuts, provided that, on balance, active uses and curb cuts around the perimeter of the site meet the intent of this Section.

Planning Code Section 145.1 regulates street frontage requirements for new construction and building alterations with the goal to preserve enhance and promote attractive, clearly defined street frontages that are pedestrian-oriented, fine-grained, and which are appropriate for neighborhood/residential-commercial and mixed use districts. Although the proposed Hospital and MOB deviate from certain requirements for curb cut width of parking and loading entrances (145(c)(2)) and active ground floor uses (145(c)(3)), the street frontages proposed for the Medical Center are consistent with the goals of Section 145.1.

Van Ness Avenue: The Van Ness Avenue street frontage contains retail (30%), lobby and main building entrance (30%), a water feature (15%), and staircases and entrance (25%). The retail and

building entrances consist primarily of stone, glass and metal panel, while the water feature consists of a stone wall behind a waterfall. The retail space is likely to contain coffee shop type uses compatible with residential-commercial and pedestrian friendly street frontages. No curb cuts are proposed for Van Ness Avenue.

Geary Boulevard: The Geary Boulevard frontage contains lobby (33%), gift shop (10%), green wall and gas meter room entrance (17%), garage exhaust/staircase and exit (14%), emergency egress and drive through (13%), and an oxygen tank room (15%) which is screened with aluminum fins and stone. The lobby and gift shop contain primarily glass, stone and metal panel, while the remainder of the areas contain stone, aluminum louver and metal panels. There are approximately 34 feet of curb cuts for the emergency egress and garage ingress on Geary Boulevard.

Franklin Street: The Franklin Street frontage consists primarily of loading dock (53%), emergency department (34%) and oxygen tank enclosure (13%). There are approximately 64 feet of curb cuts for the loading and drop-off areas on Franklin Street. Stone, glass, aluminum louver, and metal panel are the primary materials used along Franklin Street.

Post Street: The Post Street frontage contains cafeteria and staircase (15%), water feature (10%), green walls (16%), emergency department (12%), ambulance bay (9%), entrance and hallway (14%), vehicular drive though (6%), chapel and shuttle drop-off entry (19%). Stone and glass are the primary materials used at the cafeteria, chapel, and entry areas along Post Street. There are approximately 52 feet of curb cuts for the vehicular entrances/exits on Post Street.

Street frontage at the Cathedral Hill Campus MOB is conducive to pedestrian activity on Geary Street, Van Ness Avenue, and Cedar Street, and the overall pedestrian experience is complemented by the proposed streetscape planned for the Campus.

Active ground floor uses on the Geary Street frontage include approximately 56% retail and 27% lobby/entry. The garage entry meets the requirements of Section 145.29(c)(2) and comprises only 5% of the street frontage along Geary Street. The mechanical vent (12%) is a necessary component of the Cathedral Hill Campus MOB, and is faced with stone material to compliment the street frontage.

The Van Ness Avenue frontage contains 58% retail and 17% lobby/entry space. These active uses contain the main pedestrian entrances and promote attractive street frontages per the goals of the Section 145.1.

The street frontage along the western portion of Cedar Street contains retail (20%) and lobby/entry (10%). A green wall with vegetation screens approximately 48% of the Cedar Street frontage containing mechanical/electrical and building services, which can be exempted from street frontage requirements per Section 145.1(c)(3). A garage entry (11%) and a service entry (11%) are located at the easternmost portion of the Cathedral Hill Campus MOB on Cedar Street.

- G. Off-Street Parking.** Planning Code Section 151 requires one off-street parking space for each eight beds (excluding bassinets) or for each 2,400 sf of gross floor area devoted to sleeping rooms, whichever results in the greater requirement for hospitals. Parking requirements for

medical office space is one space for each 300 sf of occupied floor area. Parking requirements for retail space is one space for each 500 square feet of occupied floor area up to 20,000. Section 159(c) allows required off-street parking spaces for all uses other than dwellings to be within a walking distance of 800 feet. Section 204.5 specifies a maximum number of accessory parking spaces equal to 150 percent of the required accessory spaces.

The Cathedral Hill Campus Hospital site includes 199,571 sf of occupied floor area dedicated to inpatient care, which results in a parking requirement of 84 spaces, and parking allowance of 126 spaces. The Cathedral Hill Campus MOB contains 7,075 sf of occupied floor area dedicated to retail, which results in a parking requirement of 14 spaces, and a parking allowance of 21. The Cathedral Hill Campus MOB also contains 140,357 sf of occupied floor area dedicated to medical offices, which results in a parking requirement of 468 spaces, and a parking allowance of 702. The conversion of the office building at 1375 Sutter Street that has 71,885 sf of occupied floor area dedicated from general office that would be converted as part of the LRDP to medical office space increases the parking requirement, which results in a parking requirement of 232 spaces, and a parking allowance of 348 spaces. The existing parking garage at 1375 Sutter provides 172 spaces.

The Cathedral Hill Project results in a minimum total parking requirement of 798 spaces and the Code permits up to 1197 parking spaces. Including the existing 172 parking spaces that currently exist at 1375 Sutter Street, the Cathedral Hill Campus will provide 990 parking spaces (818 new spaces under the Cathedral Hill Hospital and MOB), which is within the Code-compliant amount of parking permitted. The Project sponsor is considering the distribution of parking spaces among the Cathedral Hill parking garages, and pursuant to the VNSUD, the actual number of spaces per garage may vary but will not exceed the lesser of 990 spaces or 125% of the Code minimum required for the overall Cathedral Hill Campus.

- H. **Off-Street Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, office uses measuring between 200,001 - 500,000 gsf require two off-street loading spaces. In addition, all other uses (such as the Cathedral Hill Campus Hospital use) with more than 500,000 gsf, require 3 loading spaces plus 1 for each additional 400,000 sf. Pursuant to Planning Code Section 154, the loading spaces are required to have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet, except that the first such space required for any structure or use shall have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.

The Cathedral Hill Project includes approximately 261,691 gsf of medical office space, and approximately 730,888 gsf of hospital space. Therefore, two off-street loading spaces are required for the Cathedral Hill Campus MOB and three off-street loading spaces are required for the Cathedral Hill Campus Hospital, for a Campus total of five off-street loading spaces. Section 154(b) of the Planning Code requires that loading spaces have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet.

The Cathedral Hill Campus Hospital would provide 18 off-street loading spaces, including space for trucks up to 55 feet long, and the Cathedral Hill Campus MOB would provide two (2) off-street loading spaces. Although the Cathedral Hill Campus MOB loading spaces would not meet the dimension requirements outlined in Planning Code Section 154 (a vertical clearance of 12 feet rather than the required 14 feet), it has been demonstrated through a detailed loading study that the required loading needs of the Campus could be met through the combination of 18 loading spaces at the Cathedral Hill Campus Hospital and 2 slightly smaller dimensioned loading spaces at the Cathedral Hill Campus MOB.

Many deliveries of necessary supplies and other materials to the Campus would be made from the Sutter Health regional distribution center in Millbrae, which allows for consolidation and coordination for a more efficient delivery schedule that minimizes trips. The Tunnel connecting the Cathedral Hill Campus Hospital and MOB would be used for movement of materials between the buildings, thereby further reducing street congestion.

In recognition of the fact that the loading needs for the Campus are unique and have already been identified, the Project Sponsor has proposed, through Planning Code Text Amendments, flexibility in the dimension of loading spaces serving the Campus based on demonstrated vehicle type and frequency.

- I. **Bicycle Parking.** Section 155.4(d)(3) of the Planning Code requires 12 bicycle parking spaces, when the gross floor area commercial building exceeds 50,000 gsf.

The Cathedral Hill Project would be required to provide a minimum of 24 Class 1 or 2 bicycle parking spaces (a minimum of 12 spaces for each building). The Cathedral Hill Project would include 164 Class 1 or 2 bicycle parking spaces for staff within the underground garage, and would provide an additional 24 bicycle parking spaces for visitors by the main entrances of the Cathedral Hill Campus Hospital and MOB buildings.

- J. **Showers and Clothes Lockers.** Section 155.3 of the Planning Code requires no fewer than four showers and eight clothes lockers, when the gross floor area of the new medical office building exceeds 50,000 gsf.

The Cathedral Hill Campus MOB would be required to provide a minimum of four showers and eight clothes lockers. The Cathedral Hill Project would provide 37 showers and 46 clothes lockers, to satisfy this requirement of the Planning Code.

- K. **Car Share Parking.** Section 166 of the Planning Code requires no fewer than one car share parking space for every 50 non-residential parking spaces.

The Cathedral Hill Campus Hospital and MOB parking garages contain 818 new parking spaces and would provide a minimum of 17 car share parking spaces.

- L. **Land Use.** A Medical Center institutional use in the RC-4 District is allowed with Conditional Use Authorization, pursuant to Planning Code Section 209.3(a).

The Cathedral Hill Project includes a request for Conditional Use Authorization for a medical center use in the RC-4 District, pursuant to Planning Code Section 209.3(a). Furthermore, the Cathedral Hill Project includes Planning Code Text Amendments to the Van Ness SUD (Section 243) to allow medical centers within the Van Ness Medical Use Subdistrict, in order to allow for the development of a seismically compliant medical facility with unique design requirements not otherwise permitted within the Van Ness Special Use District.

- M. Use Size.** A commercial establishment resulting in a non-residential use size over 6,000 gsf in the RC-4 District is allowed with Conditional Use Authorization, pursuant to Planning Code Section 209.8.

The medical center uses proposed as part of the Cathedral Hill Project are medical institutional uses subject to Planning Code Section 209.3(a), and are not commercial uses subject to the requirement for a Conditional Use Authorization for a non-residential use size greater than 6,000 gsf in the RC-4 District, pursuant to Planning Code Section 209.8(f). None of the individual retail spaces proposed within the Cathedral Hill Campus Hospital or MOB would exceed the 6,000 sf limit.

- N. Van Ness SUD – Housing.** The Van Ness Special Use District (VNSUD), pursuant to Planning Code Section 243, provides that non-residential uses must provide residential space at a 3:1 ratio for any “net-new” occupied non-residential floor area unless exempted through provisions in Planning Code Section 243(c)(8)(iv) that allow the Commission to modify the 3:1 requirement based on certain findings.

At the Cathedral Hill Campus, the total net new non-residential space is approximately 152,625 osf, which if multiplied by three, would total approximately 467,526 osf of housing required to be built under the VNSUD as part of the Cathedral Hill Project.

As a medical institutional use, however, CPMC is permitted to seek a Conditional Use to allow for a modification of this requirement, if certain findings can be met:

- 1. Taking into consideration projects constructed since the effective date of the VNSUD and the housing development potential remaining in the district, the overall objective of adding a substantial increment of new housing on Van Ness Avenue will not be significantly compromised,*
- 2. The project is to provide space for an institutional, hotel, medical, cultural or social service use meeting an important public need which cannot reasonably be met elsewhere in the area, and*
- 3. Housing cannot reasonably be included in the project referred to in (1) and (2) above.*

An overview of housing development potential in the VNSUD is relevant in making this finding. The 1987 EIR for the Van Ness Area Plan indicated that the future housing development potential within the VNSUD totaled approximately 2,200 units. According to the City' database, there have been 13 housing projects with approximately 988 housing units built in the VNSUD between 1990 and 2009.

In addition, there are approximately 538 housing units in pending projects in the City's pipeline that are either under construction or reasonably likely to be constructed, resulting in a total of approximately 1,526 units constructed or in the pipeline since the VNSUD became effective in 1988. Thus, under the 1987 EIR assumptions regarding future development potential, only 674 more units would be needed to reach full build-out as envisioned at the time the VNSUD was created. Based on the Planning Department's review of this issue, under the most conservative standards, the remaining residential potential in the district exceeds this number by almost four times. Thus, production of housing to meet the overall objective of adding a substantial increment of new housing along Van Ness Avenue has been tracking well since the creation of the VNSUD. Moreover, neither the Hospital nor the MOB sites were identified in the City's Housing Element as sites with future housing development potential. The MOB site was identified as a "soft site" in the 1987 EIR for the Van Ness Area Plan but the Hospital site was not assumed as having residential potential. Therefore, development of non-residential uses at these sites as proposed by CPMC would not materially affect the remaining development potential in the VNSUD.

In addition, CPMC has agreed to make certain payments for housing, which could be used to further the objective of constructing new housing within the VNSUD. Although the Cathedral Hill Project proposes by Conditional Use to waive the 3:1 requirement, and as an institutional use is exempt from the City's Jobs-Housing Linkage Fee, through the draft Development Agreement, CPMC has agreed to pay the following: \$2,684,800 in funding to replace 20 rent-controlled residential hotel units demolished in order to allow construction of the new MOB, \$1,453,820 in funding to replace 5 rent-controlled dwelling units demolished in order to allow construction of the new MOB, and \$36.5 million to the City's affordable housing fund.

The Cathedral Hill Project would be an institutional medical service use meeting an important public need. The Medical Center would allow CPMC to transfer inpatient, outpatient and emergency services from its Pacific and California Campuses into a seismically compliant facility that would also meet the criteria for modern medical inpatient facilities. The proposed Medical Center 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. This important public need met by the Cathedral Hill Project cannot reasonably be met elsewhere in the area, as no other site in the area met the site selection criteria which were required for the Cathedral Hill Project.

Housing cannot reasonably be included at the Cathedral Hill Campus Hospital site. Since the services located in the podium require that it cover the entire site, the only location for housing on the Cathedral Hill Campus Hospital site would be within the tower. The Cathedral Hill Campus Hospital has many operational and security considerations which would make the inclusion of housing infeasible. Further, because the cost of SB 1953-compliant structures is substantially more expensive than for traditional construction, the per-unit cost would be cost-prohibitive.

In order to allow the Cathedral Hill Campus MOB to be of sufficient size, the inclusion of housing at the Cathedral Hill Campus MOB site, whether in the Cathedral Hill Campus MOB or as a separate structure, would require a building or buildings with a larger envelope than the Cathedral Hill Campus MOB. Because of the differing operational needs of housing and medical office/clinic uses, the

building would require significant duplication of certain areas and systems, including lobby, mechanical and, to a lesser extent, parking, increasing the overall cost and decreasing the relative affordability of the housing component. Since the Cathedral Hill Campus MOB needs to be adjacent to the Cathedral Hill Campus Hospital, there is no known available site where an MOB with housing could be located.

(See also C&R pages 3.3-96 to 3.3-129 for a detailed analysis of this issue, including why it is infeasible to include housing as part of the project, which is incorporated herein by reference.)

For the foregoing reasons, the Cathedral Hill Project is a medical service use meeting an important public need, and cannot reasonably include housing. Although it is proposed that the Commission waive the requirement in its entirety through a Conditional Use Authorization, the Commission will also consider the proposed Development Agreement, which includes CPMC's proposed housing contributions.

As discussed above and in the General Plan /Planning Code Section 101.1 consistency findings, the Cathedral Hill sites were not assumed to be housing sites under the VNSUD and therefore are not assumed to contribute to the overall housing production for the area. In addition, the Cathedral Hill Project qualifies as the type of beneficial institutional use for which the 3:1 residential to non-residential ratio is appropriately modified or waived. Nonetheless, the Mayor's Office of Housing (MOH) has conducted an analysis regarding the VNSUD's 3:1 requirement if it were applied to the Cathedral Hill Project. MOH has concluded that without modification or waiver of the requirement, the Cathedral Hill Project's approximate affordable housing production requirement would be about 75 units. MOH has also determined that the \$36.5 million affordable housing payment under the Development Agreement will fund development of approximately 109 new affordable units. Therefore, with the Development Agreement contributions, the Cathedral Hill Project will substantially exceed the maximum underlying affordable housing production goal that could be attributed to the Project under the VNSUD 3:1 requirement.

- O. Van Ness SUD – Ground Story Wind Levels.** Planning Code Section 243(c)(9) allows exceptions to be sought to permit wind speeds higher than 11 mph at certain sidewalk locations around the perimeter of the Medical Center, providing that, on balance, conditions are not worsened.

The VNSUD (Section 243(c)(9)) regulates pedestrian-level wind speeds resulting from the construction of new buildings, prohibits wind speeds considered hazardous, and encourages limiting wind speeds to levels considered comfortable. The maximum wind speed for comfort is 11 mph, and in certain circumstances wind speeds higher than the comfort level are permitted at the discretion of the Planning Commission.

Wind studies conducted under the FEIR demonstrate that the proposed Cathedral Hill Project would not create any hazardous wind conditions, but could result in 12 sidewalk test points that currently have wind speeds above the comfort level to remain above the comfort level. The wind study also found that the project would reduce the wind speed at 4 points from above the comfort level to within the level and also increase 4 other points from within the comfort level to above the level. Therefore, the

total number of points exceeding the wind comfort level would be the same after construction of the Cathedral Hill Project as under existing conditions.

These points exceeding the comfort level are generally along Geary Street and near the Post Street and Van Ness Avenue intersection.

Further wind analysis conducted in conjunction with the preparation of the Addendum to the FEIR concluded that the revisions to the proposed Cathedral Hill Campus Hospital would generally improve wind conditions compared to the prior design, would not cause a new wind hazard, and would result in no change in the number or total duration of exceedances of the wind comfort level criterion.⁵

The updated wind analysis concluded that with mature landscape trees along all sidewalks, the number and/or the duration of exceedances of the wind comfort level criterion would be reduced substantially, but likely not totally eliminated and that, in addition, the reduced height of the Cathedral Hill Campus Hospital in comparison to the prior proposal does have a limited potential to further reduce the number or total duration of exceedances that either already exist on site or could otherwise result from the Project.

Given the potential for at least some exceedances of the wind comfort level criterion to occur, a Conditional Use Authorization is being requested. While wind speeds may increase at some locations, on balance, the construction of the Cathedral Hill Project would not degrade wind comfort overall, and would result in significant public benefit.

- P. Height Limit.** Section 253 of the Planning Code requires a Conditional Use authorization for review of any building or structure exceeding 50 feet in height in an RC District, and Section 260 of the Planning Code limits the height of development at the Hospital and MOB sites to 130 feet.

Both the Cathedral Hill Campus Hospital and MOB buildings would exceed a height of 50'-0", being approximately 226'-0" and 130'-0", respectively, thereby requiring Conditional Use Authorization pursuant to Planning Code Sections 243 and 253. The buildings have been sculpted and provide setbacks at upper levels so to be compatible with the scale and massing of the surrounding neighborhood and larger City skyline.

The proposed height of 226' for the Cathedral Hill Campus Hospital is largely the result of operational requirements for modern medical facilities and for inpatient services currently located at the Pacific and California Campuses that would be transferred to the Cathedral Hill Campus Hospital when complete. Height amendments to the General Plan and Planning Code Maps are being sought in accompanying applications. If the Board of Supervisors approves these amendments, the Cathedral Hill Project will be compliant with Planning Code Section 260.

The Cathedral Hill Campus MOB complies with the provisions set forth in Section 260 of the

⁵ Technical Memorandum from Charles Bennett, Environmental Science Associates, re: Wind Effects of 2013 Design Changes to Hospital Building, Cathedral Hill Hospital Project (Feb. 25, 2013).

Planning Code regarding the height limit of 130 feet.

- Q. **Bulk Limitation.** The proposed Cathedral Hill Campus Hospital and MOB sites are subject to the "130-V" Height and Bulk District, which means they are limited to maximum length and diagonal dimensions of 110 and 140, respectively, pursuant to Planning Code Section 270. The Planning Commission may grant modifications to these criteria through the exception process of Section 271.

Planning Code Section 270 permits a maximum length of 110 feet and maximum diagonal dimensions of 140 at the sites of the proposed Cathedral Hill Campus Hospital and MOB. The proposed length of 385 feet and diagonal dimension of 466 feet for the Cathedral Hill Campus Hospital, and proposed length of 265 and diagonal dimension of 290 feet for the Cathedral Hill Campus MOB exceed the maximum allowed dimensions in Section 270 and therefore require Conditional Use Authorization.

Section 271 of the Planning Code allows deviation of bulk limits under the discretion of the Planning Commission for the development of a building or structure with widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation.

The Cathedral Hill Project includes General Plan and Zoning Map Amendments, as well as Planning Code Text Amendments, to allow a deviation from the requirements of Section 260 for a medical center project, due to the unique massing and volume requirements for medical facilities, if authorized as a Conditional Use Authorization, pursuant to Section 303 of this Code, in lieu of findings otherwise required under Section 271 of this Code. If the Board of Supervisors approves these amendments, the Cathedral Hill Project will be compliant with the bulk limitations outlined in the Planning Code.

Almost all hospital buildings require exceptions from bulk limits, and the requested exception from bulk limits is consistent with precedent from other hospital approvals. Other specific functional requirements of the Cathedral Hill Campus Hospital and MOB resulting in the proposed size and configuration of these buildings are discussed above. The Cathedral Hill Project would result in the construction of a new, seismically compliant hospital to replace CPMC's existing acute care hospitals at the California and Pacific Campuses and, therefore, would have significance to the community at large and would have other accompanying widespread public service benefits, as described in more detail in the General Plan and Planning Code Section 101.1 consistency findings.

- R. **Shadows.** Section 295 of the Planning Code restricts the construction of any structure over 40'-0" that will cast any shade or shadow upon any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission, except upon prior action of the City Planning Commission.

On September 23, 2009, the Project Sponsor submitted a request for Section 295 review of the Cathedral Hill Campus Hospital and MOB; both buildings exceed 40 feet in height (Case No. 2009.0885K). Department staff prepared a shadow fan depicting the potential shadows cast by the buildings and concluded that neither building would have a potential impact on properties subject to

Section 295. The reduced height of the Cathedral Hill Campus Hospital would reduce the extent of the potential shadows cast below the extent depicted in the shadow fan prepared for the prior design.

- S. **Dwelling Unit Removal.** Planning Code Section 317 limits the demolition of dwelling-units in certain districts, and requires Conditional Use authorization for the demolition of three or more dwelling units in the RC-4 District.

The Cathedral Hill Project includes demolition of five residential dwelling units at the Cathedral Hill Campus MOB site. Conditional Use Authorization is required, pursuant to Planning Code Section 317, for the demolition of three or more residential dwelling-units in the RC-4 District.

As part of the Commission's review of any project that includes the demolition of residential dwelling-units, they shall consider the following additional criteria:

- (i) *whether the property is free of a history of serious, continuing Code violations;*

The properties containing the five existing dwelling units have had a history of various violations, although none were directly associated with the dwelling units; all violations pre-dated CPMC's ownership of these parcels.

- (ii) *whether the housing has been maintained in a decent, safe, and sanitary condition;*

The housing has been maintained in a decent, safe, and sanitary condition.

- (iii) *whether the property is an "historical resource" under CEQA;*

The properties containing the five dwelling units proposed for demolition were determined through the FEIR not to be historical resources under CEQA.

- (iv) *whether the removal of the resource will have a substantial adverse impact under CEQA;*

Not Applicable.

- (v) *whether the project converts rental housing to other forms of tenure or occupancy;*

The Cathedral Hill Project would convert rental housing into medical office space.

- (vi) *whether the project removes rental units subject to the Rent Stabilization and Arbitration Ordinance;*

The Cathedral Hill Campus MOB would remove five dwelling units that are subject to the Rent Stabilization and Arbitration Ordinance. Through contributions in the Development Agreement, the Cathedral Hill Project would provide replacement funds for these units and contribute funds for new permanently affordable housing.

- (vii) *whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;*

Although the Cathedral Hill Project does not conserve the existing housing, it will preserve the cultural and economic diversity throughout the neighborhood by locating a new seismically safe acute care hospital along major transit lines and near neighborhoods with a large number of medically underserved individuals.

- (viii) *whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;*

The Cathedral Hill Project will conserve neighborhood character and will preserve the cultural and economic diversity of the neighborhood, as outlined in Motion No. 18883.

- (ix) *whether the project protects the relative affordability of existing housing;*

The Cathedral Hill Project will protect the relative affordability of existing housing, in that although it will include the demolition of five dwelling units and 20 residential hotel units, CPMC will contribute \$4.1 million for replacement units, and \$36.5 million to the Mayor's Office of Housing ("MOH") that will go toward the construction of affordable housing and toward making homeownership more affordable for low- and middle-income employees of CPMC. This funding will result in substantially more affordable units than those being demolished as part of the Cathedral Hill Project.

- (x) *whether the project increases the number of permanently affordable units as governed by Section 415;*

The Cathedral Hill Project would directly increase the number of permanently affordable units governed by Section 415; the five existing dwelling units, although rent-controlled, were not considered "affordable" dwelling units, pursuant to Planning Code Section 415. The Cathedral Hill Project would include, through commitments in the Development, Agreement, \$4.1 million for replacement housing and \$36.5 million for new affordable housing.

- (xi) *whether the project locates in-fill housing on appropriate sites in established neighborhoods;*

The Cathedral Hill Project does not include any in-fill housing; however, the Cathedral Hill Project does include in-fill construction of a Medical Center that is appropriately located on two major transit lines and near neighborhoods with the greatest proportion of medically underserved individuals. The Project would also provide affordable housing funds that could be used by the City to prioritize affordable housing development on appropriate infill sites.

- (xii) *whether the project creates Quality, new family housing;*

Although the Cathedral Hill Project does not directly include the construction of new family housing, the Cathedral Hill Project does include funding commitments through the Development Agreement for the construction of new affordable housing, which would be available to families.

- (xiii) *whether the project creates new supportive housing;*

Although the Cathedral Hill Project does not include the actual construction of new supportive housing, the Cathedral Hill Project does include \$4.1M in replacement unit funding and \$36.5M in affordable housing funding.

- (xiv) *whether the project promotes construction of well-designed housing to enhance existing neighborhood character;*

Although the Cathedral Hill Project does not include any construction of housing, it does include the construction of a Medical Center that will enhance the existing neighborhood character.

- (xv) *whether the project increases the number of on-site dwelling units;*

The Cathedral Hill Project does not directly increase the number of on-site dwelling units, since the Cathedral Hill Project does not include the construction of any replacement units on site. However, the Cathedral Hill Project does include an in-lieu payment to MOH to offset the demolition of the five dwelling units as well as the other funding commitments described above, which will increase the overall number of dwelling units within San Francisco.

- (xvi) *whether the project increases the number of on-site bedrooms.*

The Cathedral Hill Project does not include any replacement units, thus does not increase the number of on-site bedrooms. However, the Cathedral Hill Project does include an in-lieu payment to MOH to offset the demolition of the five dwelling units as well as the other funding commitments described above, which will increase the overall number of bedrooms within San Francisco.

Planning Code Section 317 does not require one-for-one replacement of demolished residential dwelling units. However, CPMC has agreed to pay, through commitments in the Development Agreement, an in-lieu fee to offset the demolition of the five residential dwelling units. MOH determined that the in-lieu fee amount would be established based on the Citywide inclusionary housing fee schedule effective as of July 15, 2008, which totals an in-lieu fee amount of \$1,453,820, payable to MOH's affordable housing fund.

- T. Institutional Master Plan.** Section 304.5 of the Planning Code requires that each medical institution shall have on file with the Department a current Institutional Master Plan ("IMP")

describing the existing and anticipated future development of that institution every ten years, with updates provided at intervals of two years.

The Cathedral Hill Project complies with the provisions set forth in Section 304.5 of the Planning Code that each medical institution shall have on file with the Department a current IMP describing the existing and anticipated future development of that institution at intervals of two years. CPMC submitted a five-campus full IMP in 2008. It was accepted as complete by the Planning Commission in 2009. Updates were submitted in 2011 and April 2013, which state that no significant changes have been made to the IMP since it was accepted in 2009 that were not discussed by either the Planning Commission or Health Commission. The new Hospital and MOB at a new Cathedral Hill Campus has been in both the IMP accepted as complete in 2009 and the 2011 and 2013 IMP Updates.

- U. **Office Allocation.** Section 321 of the Planning Code requires that projects over 25,000 gsf must seek review and approval by the Planning Commission under the Office Development Limitation

The Cathedral Hill Project is subject to the provisions set forth in Section 321 of the Planning Code because the proposed MOB would include 242,987 square feet of office space and, therefore, the Project Sponsor has requested approval of office allocation pursuant to Section 321. 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.

- V. **Signage.** Although it is anticipated to be proposed at a later date, there is currently no signage proposed as part of the Cathedral Hill Project. Any proposed signage will be subject to the review and approval of the Department.

W. **Other Approvals.**

1. **Caltrans approval of tunnel:** *The Project Sponsor has received "conceptual approval" from Caltrans for the construction of the pedestrian tunnel located under Van Ness Avenue, which would connect the Cathedral Hill Campus Hospital to the Cathedral Hill Campus MOB at the garage level. This "conceptual approval" is based on the Long Term Lease approved by the California Transportation Commission on August 22, 2012 and Highway Improvement Agreement agreed to by Caltrans and CPMC on January 26, 2011. Final approval from Caltrans is contingent on the Cathedral Hill Project's approval at the local level and Caltrans review of the final technical design.*
2. **Permit to Convert:** *The Cathedral Hill Campus MOB site contains 20 Residential Hotel Units as defined by San Francisco Administrative Code Chapter 41. Authorization to demolish these 20 units at the Cathedral Hill Campus MOB site will be sought in a separate application pursuant to the applicable provisions of the Residential Hotel Unit Conversion and Demolition Ordinance (Administrative Code Chapter 41). Chapter 41 allows the demolition of Residential Hotel Units provided that an in-lieu fee, based on the appraised replacement value of the units, is paid. The residential hotel units have been appraised by the City, and CPMC has agreed to pay – through commitments in the Development Agreement – the appraised amount of \$2,684,800.*

9. **Planning Code Section 303** establishes criteria for the Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:
- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Cathedral Hill Project would provide substantial benefits to the community.

CPMC is one of the principal providers of essential health care services in San Francisco, and is also critical to San Francisco's emergency preparedness and response infrastructure. The Cathedral Hill Project would assure CPMC's ability to provide and enhance health services to the community, without interruption, in modern facilities that would comply with California seismic mandates.

Under these seismic mandates, CPMC's hospitals at the California and Pacific Campuses must either be retrofitted or be rebuilt, or the services provided there must be relocated to a new, compliant facility that would remain operational after a strong earthquake. This standard is much stricter than the "life safety" standards which are generally intended to prevent collapse. It would not be feasible to retrofit or rebuild on either the California or Pacific Campuses due to the service disruptions that would result. Taking either campus out of operation, even temporarily, would result in an unacceptable impact to health care delivery to San Franciscans. The inpatient services provided at the California and Pacific Campuses will instead be relocated to the Cathedral Hill Campus Hospital.

Because the new Cathedral Hill Campus Hospital can be expected to remain operational after a strong earthquake, CPMC's role in both health services and emergency preparedness would be enhanced. Emergency preparedness for the City would be further enhanced by the Cathedral Hill Campus Hospital's improved emergency facilities, new emergency communications center, and its proximity to the City's Emergency Operations Center. The location of the Cathedral Hill Campus Hospital and MOB is also desirable because the site is geologically stable. After the St. Luke's Campus Hospital and Cathedral Hill Campus Hospital proposed as part of the LRDP are in operation, and after the planned rebuilding of other San Francisco hospitals, including San Francisco General Hospital, UCSF Mission Bay and Chinese Hospital, about half of the City's acute care beds would be in hospital facilities that can be expected to remain operational after a major earthquake to meet the resulting medical needs of the community. The Emergency Department facilities at these hospitals could also be expected to remain operational after a strong earthquake.

The location of the Cathedral Hill Project at a major transit hub would also provide substantial benefits. Development at this major transit hub is the type of land use which will optimize use of the available transit. The Cathedral Hill Project would be a major employment center. The benefit of this major employment center at this major transit hub would be significant. The Cathedral Hill Project would be readily accessible by transit for patients who are able to use transit, for families of patients, and other visitors.

Key factors for site selection included: geological stability, location at a major transportation and transit hub, central location, adequate size, site availability, and the availability of adjacent property for a medical office building. In addition, the site needed to be north of Geary, consistent with CPMC's existing patient and physician distribution at and around the Pacific and California Campuses, and with the existing programmatic, business, service and other relationships that exist at those Campuses. The Cathedral Hill Campus MOB is necessary to provide medical offices for Hospital-based specialists in close proximity to the new Cathedral Hill Campus Hospital. Proximity to the Cathedral Hill Campus Hospital is especially important for physicians such as obstetricians, and specialists in other areas such as oncology, who need to be able to reach their inpatients easily.

The development of the Cathedral Hill Project on the Van Ness corridor is compatible with the Van Ness Avenue Area Plan and Special Use District, which, although primarily encouraging retail and residential development, also permits hospital use in the Plan area. The Cathedral Hill Project would contribute in a major and positive way to the Plan's vision of an "attractive and mixed use boulevard." The location is also appropriate in the urban design context. As noted in the Van Ness Avenue Area Plan, part of the San Francisco General Plan, Van Ness Avenue "forms the western edge of the inner city..." The Plan encourages development which "reinforces topography and urban pattern, and defines and gives variety to the Avenue." The Cathedral Hill Project meets these important goals.

The size of the Cathedral Hill Campus Hospital is appropriate to allow for the relocation of beds and programs from the California and Pacific Campuses. The size of the Cathedral Hill Campus MOB is appropriate to provide space for physicians who need to be near the Cathedral Hill Campus Hospital.

CPMC is the second largest private employer in San Francisco, and, as a major part of the health services sector, is critically important to the economic health of San Francisco. CPMC's Cathedral Hill Project would maintain CPMC's important role as a major employer and major provider of health care. Approximately half of CPMC employees are San Francisco residents.

The FEIR and FEIR Addendum determined that the Cathedral Hill Project would provide medical services and also serve as a prominent center of activity within the community, and would not physically divide or disrupt the established community surrounding the Cathedral Hill Campus. (DEIR at pp. 4.1-37 to 4.1-40; Addendum pp. 22-23). The FEIR and FEIR Addendum also determined that the Cathedral Hill Project would not have a substantial effect on the existing character of the vicinity because, among other things, it would not be out of character with diverse mix of existing land uses in the vicinity; it would include features that would improve the pedestrian environment and facilitate connections between the proposed campus and the surrounding neighborhood; and, although on-campus activity and the intensity of traffic would increase, this would not be a substantial adverse change to the character of the area, which is already bustling, densely developed, and active. (DEIR at pp. 4.1-55 to 4.1-75; Addendum p. 23). The FEIR and FEIR Addendum concluded that the Cathedral Hill Project would not substantially damage scenic resources and would have less than significant impacts related to visual quality and shadow. (DEIR at pp. 4.2-107 to 4.2-109, 4.2-118 to 4.2-139, and 4.9-33 to 4.9-4; Addendum pp. 25-27, 70-71).

For the foregoing reasons, the Cathedral Hill Project, at the size and intensity contemplated and at the proposed location, would provide a development that is necessary and desirable for, and compatible with, the neighborhood and the community.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Cathedral Hill Campus Hospital site occupies the entire city block bounded by Post Street to the north, Van Ness Avenue to the east, Franklin Street to the west and Geary Boulevard to the south. The Cathedral Hill Campus MOB site is on the east side of Van Ness Avenue, on the block bounded by Cedar Street to the north, Polk Street to the east, Van Ness Avenue to the west and Geary Street to the south.

The site for the new Cathedral Hill Project is at a major transit and transportation hub, offering convenient access by public transportation as well as by other alternatives to single-occupancy automobiles. This type of land use is appropriate for a major transit hub. It is close to downtown San Francisco and, as noted in the Van Ness Avenue Area Plan, Van Ness Avenue "forms the western edge of the inner city..."

After a lengthy search process, it was determined that the site for the Cathedral Hill Campus Hospital met CPMC's criteria for this facility, and was available for purchase by CPMC. Key factors for site selection included: geological stability, location at a major transportation and transit hub, central location, adequate size, site availability, and the availability of adjacent property for a medical office building. The ability for doctors to have offices adjacent to the new Cathedral Hill Campus Hospital is critical for patient care. In addition, the site needed to be north of Geary, consistent with CPMC's existing patient and physician distribution at and around the Pacific and California Campuses, and with the existing programmatic, business, service and other relationships that exist at those campuses.

Another significant factor in the site selection process was the necessity to build the new Cathedral Hill Campus Hospital on a site not currently used by CPMC as a medical campus, to avoid significant disruptions to patient services.

The size and shape of the Cathedral Hill Campus Hospital and MOB have been configured to meet the programmatic requirements of the respective facilities consistent with the footprints and locations of the sites. The size of the Cathedral Hill Campus Hospital results from the need under State-mandated seismic safety requirements to provide acute care facilities at the Hospital site that would replace existing acute care facilities within two hospitals, at CPMC's California and Pacific Campuses. The massing of the Cathedral Hill Campus Hospital has been planned to minimize impact on nearby residential properties through the use of a broad podium with a narrower tower

positioned on the south side of the site, extensive exterior articulation that includes a variety of textures, vertical landscaping on the building exterior, attractive streetscape enhancements, and other design elements.

The size and shape of the Cathedral Hill Campus MOB are consistent with Van Ness corridor development. The Cathedral Hill Campus MOB would provide offices for physicians whose proximity to the Cathedral Hill Campus Hospital is especially important, such as obstetricians and physicians who treat chronic illnesses with specialties such as hepatology and oncology. The Cathedral Hill Campus MOB design also relates with the scale of buildings on Van Ness Avenue, while transitioning to the neighborhood scale of Geary Street. The massing of the building steps back from the street at Van Ness, and then steps down the hill with the slope of the site.

For the foregoing reasons, the nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the Cathedral Hill Campus Hospital and MOB, would not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

Although the Cathedral Hill Project would be larger than present uses at the site and would generate more activity and traffic, many factors would alleviate this expected increase. Many Cathedral Hill Campus Hospital employees, including nurses, typically work a schedule other than standard workday hours. For example, many nursing shifts begin at 7:00 am, 3:00 pm and 11:00 pm. Numerous other trips to the Cathedral Hill Campus made by doctors, patients and visitors would also be during non-peak traffic hours. A significant number of employees would travel in the non-peak direction – during the morning peak period, a significant number of Muni passengers would travel away from downtown toward the Cathedral Hill Campus; during the afternoon peak period, a significant number of Muni passengers would travel toward downtown. Therefore, these passengers would not impact Muni capacity in the peak flow direction. The amount of parking for the facilities has been determined by balancing Planning Code requirements and the actual need that the Cathedral Hill Project would create.

Consistent with the City's "Transit First" policy, CPMC is seeking to improve staff and visitor use of alternatives to auto travel through its existing Transportation Demand Management ("TDM") Program and enhancements to the TDM Program that are included as part of the Cathedral Hill Project.

The Cathedral Hill Campus Hospital would have 276 parking spaces. The Cathedral Hill Campus MOB would have 542 parking spaces. The Project Sponsor is currently evaluating the distribution of parking spaces among the three parking garages on the Cathedral Hill Campus, and pursuant to the VNSUD, the parking allocation may vary but the overall parking will not exceed the lesser of 990 spaces or 125% of the minimum number of spaces required by Code.) It is the current policy of CPMC, which will also apply at the Cathedral Hill Campus, to prioritize on-site

parking for use by patients and doctors. Staff who work in the evenings and at night, when space is readily available, will be able to park at the site. The rate structure for the Cathedral Hill Campus garages would be established to discourage long-term parking, based on principles included in CPMC's proposed TDM Program. To accommodate staff parking demand, CPMC's proposed TDM Program would include making off-site parking facilities available and operating the CPMC Shuttle. Additionally, car-share parking spaces would be provided at the Cathedral Hill Campus.

The provision of a vehicular passage through the Hospital between Geary Boulevard and Post Street would provide space for queuing of vehicles within the property, thereby improving traffic circulation on City streets.

The loading dock for the Cathedral Hill Campus Hospital is accessed from Franklin Street and the exit is also on Franklin Street. The loading dock is designed so that the largest delivery trucks will be able to drive in off the street without backing up, thereby minimizing interference with traffic circulation. Smaller vehicles such as vans will be able to utilize dedicated spaces in the Hospital garage for deliveries, entering from either Geary Boulevard or Post Street, which would also minimize interference with traffic circulation. At the Cathedral Hill Campus Hospital, the garage has been designed to accommodate 50% (by volume) of planned loading trips, thereby allowing a smaller loading dock area that will be less intensively used.

The loading dock for the Cathedral Hill Campus MOB is accessed from Cedar Street and the exit is also on Cedar Street, which would minimize congestion on Van Ness Avenue and Geary Street.

A traffic and parking study of the Cathedral Hill Campus sites and surrounding neighborhood was conducted for CPMC to assess traffic, parking, transit, pedestrian and bicycle conditions. (California Pacific Medical Center Institutional Master Plan 2008 Transportation Study, January 8, 2009, prepared by CHS Consulting Group).

An occupancy survey was also conducted in 2006 to assess both on-street and off-street parking conditions. The survey was conducted within a two-block radius of the Cathedral Hill Campus Hospital and MOB, defined as Bush Street to the north, Larkin Street to the east, Ellis Street to the south and Laguna Street to the west. The study area contained approximately 1,458 on-street parking spaces, with the parking occupancy rate at its lowest during the PM peak hour (56% from 4:00 pm to 5:00 pm) and higher at night (72% from 7:00 pm to 8:00 pm) when residents return from work and nighttime activities begin in the area. The midday peak parking occupancy occurred between 1:00 and 2:00 pm, at 66% (34% unoccupied). Public off-street parking inventory and occupancy data were surveyed for the period between 1:00 pm and 8:00 pm. There were 11 off-street parking facilities with a total of 1,488 spaces in the study area. CPMC operates one of these facilities (855 Geary, which has 200 spaces). The highest occupancy occurred from 1:00 to 2:00 pm and during that hour the average occupancy rates in the facilities ranged from 30% to 100%, with 25% of the total spaces unoccupied.

There are three Residential Parking Permit (RPP) areas – “C,” “G” and “R” – in the immediate vicinity of the Medical Center. Area C is north and west of the site; Area G is north and northeast of the site; and Area R is south and southwest of the site.

The site for the Cathedral Hill Campus is at a major transit hub and is directly accessible to nine Muni Bus lines. Improvements are planned to the Muni service with the addition of the Van Ness and Geary Bus Rapid Transit (BRT) lines. The Golden Gate Bridge, Highway, and Transportation District provides regional transit services between San Francisco and Marin and Sonoma Counties. There are seven Golden Gate Transit bus routes serving the Cathedral Hill Campus area, including two basic routes and five commute routes. The nearest bus stop serving the Cathedral Hill Project area is at the intersection of Van Ness Avenue and Geary Boulevard.

Sidewalks adjacent to the Cathedral Hill Campus area are generally 10 to 15 feet wide; several of these sidewalks will be widened, and all will be improved as set forth in the proposed streetscape plan.

CPMC plans to provide bicycle parking spaces in the parking garages at the Cathedral Hill Campus Hospital and MOB, along with shower facilities for staff bicyclists at both facilities. Public bicycle racks will also be provided at the entrances to the Cathedral Hill Campus Hospital and MOB.

See also the detailed discussion in the General Plan and Planning Code Section 101.1 Findings, and in the text below regarding CPMC's TDM program and proposed transit contributions through the Development Agreement.

For the foregoing reasons, the accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provision of car-share parking spaces, would not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

Safeguards would be in place to minimize, to the extent feasible, noxious or offensive emissions such as noise, glare, dust and odor, both during construction and operation of the facilities. CPMC would submit and follow a construction management plan which would impose controls on construction activity. All work would comply with applicable provisions and codes, and would be regulated by many City, State and regional agencies, including OSHPD, the Bay Area Air Quality Management District (BAAQMD), the Department of Public Works (DPW) and the San Francisco Metropolitan Transportation Agency (SFMTA). CPMC and its construction managers would implement BAAQMD requirements for air quality control measures during construction and operation, and would comply with the San Francisco Construction Dust Control Ordinance.

CPMC would appoint a liaison to communicate with neighbors while construction is in progress, pursuant to its construction management plan.

Operations of the Cathedral Hill Campus Hospital and Cathedral Hill Campus MOB would also comply with applicable regulations regarding emissions. The Central Utility Plant is on the top floor of the building. This location of the Central Utility Plant has overall benefits for air quality and noise. The interior loading facilities for both the Cathedral Hill Campus Hospital and MOB would reduce vehicle noise and emissions in the neighborhood. The Cathedral Hill Campus Hospital has been designed to accommodate in its subterranean parking garage levels up to 50% of the loading activities that typically would occur in the loading area at other hospitals. The drive-through at the Cathedral Hill Campus Hospital would reduce vehicle noise and emissions in the neighborhood. The placement of dumpsters in the interior loading areas for the facilities would reduce odor. The California Department of Public Health will be responsible for the licensing of new hospital facilities, as well as overseeing compliance with the Medical Waste Management Program, which ensures appropriate handling and disposal of medical waste.

In response to concerns regarding noise and traffic related to loading operations, certain loading activities have been constrained to specific time periods and additional mitigation measures have been proposed, as described in detail in the FEIR and FEIR Addendum.

The FEIR concludes that impacts related to dust and noise during both the construction and operational phases would be less-than-significant with implementation of mitigation measures identified in the MMRP (see DEIR pages 4.7-29 to 4.7-33, 4.7-59 to 4.7-60, 4.6-43 to 4.6-48, 4.6-58 to 4.6-60, and 4.6-65 to 4.6-72, and 4.6-96 to 4.6-100; Addendum pp. 54-56, 59-62).

For the foregoing reasons, the safeguards afforded to minimize noxious or offensive emissions such as noise, glare, dust, and odor are adequate, and these emissions would not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

Thoughtful and appropriate treatment has been given to these aspects of the Cathedral Hill Project.

Lighting treatment is proposed near the corner of Van Ness Avenue and Post Street, intended to create a façade that is well-lit both during the day and at night. Light-emitting diode (LED) fixtures will be integrated within the glass façade at Levels 1, 3, and 4 of the podium. These LED fixtures will be positioned within the insulated glazing assembly and screened to create a soft, diffused and uniform appearance. The LED fixtures will be controllable, allowing the light intensity to be managed and dimmed as appropriate. The historic lighting fixtures along Van Ness Avenue will be retained. Along Geary, Post and Franklin Streets, the existing city standard streetlights would be reinstalled. Along Cedar Street, new pedestrian-level streetlights are proposed. Additional pedestrian-level lighting would be provided at both the Cathedral Hill

Campus Hospital and MOB. The building lobbies and other entries would be well lit, to provide safety and security.

The FEIR and FEIR Addendum determined that the Cathedral Hill Project would not result in significant impacts related to the creation of a new source of light or glare that would adversely affect daytime or nighttime views in the area or that would substantially affect other people or properties (see DEIR pages 4.2-187 to 4.2-188; Addendum pp. 26-27).

The streetscape plan for the Cathedral Hill Project site is a critical part of its design. The distinct and different functional spaces of the public realm led to the various components of CPMC's streetscape plan; the existing circulation and demographics of the area were considered in CPMC's planning for the Cathedral Hill Project.

The streetscape was designed to provide a safer, more comfortable, sustainable and beautiful pedestrian environment that would be integrated with the neighborhood. 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 Campus 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 Campus Hospital and 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.

Plans for Geary Boulevard west of Van Ness include a stop for the Geary BRT. Sidewalks would allow outdoor seating and a transit plaza would include shade trees, a distinctive transit shelter and seating. The CPMC shuttle stop planned near the corner of Post and Van Ness would include shade trees and seating.

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 Campus MOB, with a curbless 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 Campus MOB and alley businesses would be closed. Cedar Street would be planted with street trees and shrubs, and would include pedestrian-level street lights along the length of Cedar Street.

Bike racks would be installed at the main and secondary entrances of the Cathedral Hill Campus Hospital and MOB to encourage the use of bikes by visitors.

Wayfinding signage at the Cathedral Hill Campus would be part of a signage program submitted for review and approval by the Planning Department. The signage, although not yet fully defined, would include identification signs on the exteriors of the Cathedral Hill Campus Hospital and MOB, and monument signs on the sidewalks surrounding the new Cathedral Hill Campus Hospital and MOB that would provide necessary information to help patients and visitors easily and efficiently access emergency services, primary entrances and parking garages. The monument signs would be of a consistent size and material, and are designed to relate to materials employed in the building architecture.

The Cathedral Hill Campus would provide up to 990 parking spaces (818 new spaces in the underground parking garages at the Cathedral Hill Campus Hospital and MOB), which is within the Code-compliant amount of parking permitted for the Campus. The proposed loading facilities will meet the identified loading needs for the Campus, and have been designed to minimize conflicts with vehicular, bicycle, or pedestrian traffic.

As set forth in the descriptions referred to above, the treatment given to landscaping, screening, open spaces, parking and loading areas, services areas, lighting and signs will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.

- C. That the use or feature as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the Master Plan.

The Cathedral Hill Project complies with all relevant requirements and standards of the Planning Code, as described in the findings regarding "Planning Code Compliance" in Section 8, above, with exceptions to certain components of the Cathedral Hill Project that require amendments to the General Plan, Planning Code, or Zoning Maps. CPMC has met the applicable provisions of Planning Code Section 304.5 concerning IMPs. The Cathedral Hill Project is consistent with the Eight Master Plan Priority Policies (Planning Code Section 101.1) and with the Objectives and Policies of the General Plan, as discussed in Motion No. 18883.

- 10. General Plan Compliance.** The Cathedral Hill Project is, on balance, consistent with the Objectives and Policies of the General Plan, as outlined in Motion No. 18883.

- 11. Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Cathedral Hill Project complies with said policies, as outlined in Motion No. 18883.

- 12.** The Cathedral Hill Project 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. 18883 and also that the Cathedral Hill Project 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.

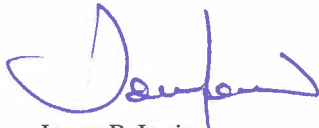
13. The Commission hereby finds that, for the reasons described above, approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

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 Conditional Use 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 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth. This Motion No. 18889 supersedes in its entirety Motion No. 18598 adopted by the Planning Commission on April 26, 2012.

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. 18889. 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 May 23, 2013.



Jonas P. Ionin
Acting Commission Secretary

AYES: Commisioners Antonini, Borden, Fong, Hillis, Moore, Sugaya, Wu

NAYS:

ABSENT:

ADOPTED: May 23, 2013

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to allow: (1) demolition of five residential dwelling units; (2) construction of a medical center use in an RC-4 District and pursuant to the provisions for the Van Ness Special Use District ("VNSUD"); (3) construction of buildings over 50'-0" in an RC-4 District; (4) modifications to standards for active ground floor uses and width of curb cuts; (5) an exception to allow wind speeds greater than 11 mph at certain sidewalk locations around the perimeter of the Medical Center; (6) modifications to the bulk limits applicable to the Cathedral Hill Campus Hospital and MOB sites; and (7) modifications to the 3:1 residential to net new non-residential ratio requirement in the VNSUD, pursuant to Planning Code Sections 145.1, 209.3, 243, 253, 270, 271, 303, and 317, and with respect to a proposal to: (1) demolish the existing Cathedral Hill Hotel and 1255 Post Street Office (Assessor's Block/Lots 0695-005, 006) and construct a new, approximately 12 story, 274-304-bed, 730,888 gsf acute care hospital with 276 underground parking spaces⁶ at 1101 Van Ness Avenue (the "Hospital"); (2) demolish seven existing vacant residential and commercial buildings (Assessor's Blocks/Lots 0694-005, 0694-006, 0694-007, 0694-008, 0694-009, 0694-009A, 0694-010) and construct a new, approximately 261,691 gsf medical office building with 542 underground parking spaces at 1100 Van Ness Avenue (the "MOB"); (3) construct a pedestrian tunnel under Van Ness Avenue to connect the Hospital to the MOB; and (4) implement various streetscape, sidewalk, and landscape improvements surrounding the Medical Center (collectively, for purposes of this Exhibit A only, referred to as the "Project"), within the RC-4 (Residential-Commercial, High Density) District, VNSUD, and 230-V and 130-V Height and Bulk Districts; in general conformance with plans, **dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital)**, 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 **May 23, 2013** under Motion No. 18889. 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 **May 23, 2013**, under Motion No. 18889.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the "EXHIBIT A" of this Planning Commission Motion No. 18889 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.

⁶ The number of spaces allocated to each parking garage may vary, provided that the overall number of spaces for the Cathedral Hill Campus does not exceed the lesser of 990 spaces or 125% of the minimum parking spaces under the Planning Code.

SEVERABILITY

The Project shall comply with all City codes and requirements applicable to the Project. 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 Conditional Use 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 five (5) years from the effective date as defined in Condition of Approval No. 23, 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 Conditional Use 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 five (5) years 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 five (5) years have passed since the effective date.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, 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

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. 18880 (the "MMRP") and designated as applicable to Cathedral Hill Near-Term Projects 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 each of the Cathedral Hill Campus Hospital and Cathedral Hill Campus MOB, as applicable.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Improvement Measures.** Improvement measures described in the IMMRP attached as Exhibit C and designated as applicable to Cathedral Hill Near-Term Projects 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 each of the Cathedral Hill Campus Hospital and Cathedral Hill Campus MOB, as applicable.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

5. **Final Materials.** Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Department prior to issuance. All final design revisions will be posted on the Department's webpage dedicated to CPMC's Long Range Development Plan at cpmc.sfplanning.org.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

6. **Streetscape Plan.** The Streetscape Plan is described in the plans dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B" included in the docket for Case No. 2009.0885C. The final Streetscape Plan shall be submitted to the Department prior to approval of the Architectural Addenda of the Building Permit Application for the MOB, and shall provide an overview of all proposed hardscape, landscape, street trees, public right-of-way improvements, transformer vaults, and street furnishings. CPMC shall update its Streetscape Plan accordingly to be consistent with adjustments to the BRT plan. Those features included on the Streetscape Plan shall be maintained in a safe and attractive manner.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

7. **Landscape Plans.** The Landscape Layout and Planting Plans are as described in the plans dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B" included in the docket for Case No. 2009.0885C. The final Landscape Plans shall be submitted to the Department prior to approval of the Architectural Addenda of the Building Permit Application for the MOB, and shall include the proposed hardscape, landscape, proposed street species, public right-of-way improvements, bicycle racks, and street furnishings, except those improvements at the Cathedral Hill Campus specifically described in Exhibit H, Schedule A, Section I to the Development Agreement. Those features included on the Landscape Plans shall be maintained in a safe and attractive manner.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Tree Plan.** The Tree Plan is as described in the plans dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B" included in the docket for Case No. 2009.0885C. The final Tree Plan shall include all existing and proposed trees, and will specify all Significant Trees, existing trees to-be-removed, and existing trees to remain, and shall specify Tree Protection Zones for those trees designated as to-be retained, and shall be submitted to the Department prior to approval of the Architectural Addenda of the Building Permit Application for the MOB. Those features included on the Tree Plan shall be maintained in a safe and attractive manner.

In any case in which DPW cannot grant approval for installation of a new street tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of Section 138.1 may be modified or waived by the Zoning Administrator to the extent necessary.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Department prior to approval of the Architectural Addenda of the Building Permit Application for the MOB. The lighting in landscaped areas at ground floor (produced by direct outdoor lighting or direct/indirect indoor lighting) shall be sufficient to illuminate public sidewalks to minimum safety levels with the goal of reducing, or eliminating, to the maximum extent feasible, glare on neighboring properties. Lighting along Van Ness Avenue shall be consistent with the historic lighting specifications outlined in the Van Ness Area Plan. All other exterior lighting shall be downward directed to reduce light pollution; all interior lighting shall be consistent with the use of the building with the goal of minimizing light trespass from the building through the use of lighting orientation, dimming, and shielding. Unless prohibited by state, local or federal licensing or permitting agency, timers and/or sensors shall be used to shut off lighting in unoccupied areas of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Glazing.** Mirrored glass or deeply tinted glass shall not be permitted on the building. Glass orientation and coatings shall be designed to substantially avoid/reduce solar glare on neighboring properties. All glazing shall comply with Planning Code Section 139 and the Standards for Bird-Safe Buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Curb Cuts.** The Project shall not include any permanent curb cuts on Van Ness Avenue.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

12. **Stormwater Control Plan (Hospital).** To manage the peak flow and discharge volume of stormwater for the Hospital, the Project Sponsor shall prepare a Stormwater Control Plan (SCP) in a form approved by the San Francisco Public Utilities Corporation (SFPUC). Prior to the issuance of the Shoring & Excavation permit for the Hospital, the SFPUC shall confirm by its sign-off of the permit itself that the final SCP for the Hospital has been accepted as complete. The elements of the SCP are more fully described in Mitigation Measure M-HY-N2 as set forth in the MMRP.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

13. **Stormwater Control Plan (MOB).** To manage the peak flow and discharge volume of stormwater for the MOB, the Project Sponsor shall prepare a Stormwater Control Plan (SCP) in a form approved by the San Francisco Public Utilities Corporation (SFPUC). Prior to the issuance of the first site permit Addendum (Shoring & Excavation) for the MOB, the SFPUC shall confirm by its sign-off of the Addendum itself that the final SCP for the MOB has been accepted as complete. The elements of the SCP are more fully described in Mitigation Measure M-HY-N2 as set forth in the MMRP.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Rooftop Mechanical Equipment.** Any rooftop mechanical equipment is required to be screened so as not to be visible from any point at or below the roof level of the subject building. A Roof Plan is incorporated into the plans dated February 22, 2012 (Cathedral Hill Campus MOB) and May 06, 2013 (Cathedral Hill Campus Hospital), and stamped "EXHIBIT B" included in the docket for Case No. 2009.0885C. The final Roof Plans shall be submitted to the Department prior to approval of the Architectural Addenda of the Building Permit Application for the MOB. Nothing in these conditions shall prohibit the Project Sponsor from seeking review and approval of roof-mounted solar photovoltaic systems.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **Signage.** The Project Sponsor shall develop and submit to the Department a sign program for the entire Cathedral Hill Campus – including all retail spaces – prior to occupancy of the new Hospital or MOB. All subsequent sign permits shall conform to the approved signage program. In general, all exterior signage shall be designed to complement, not compete with, the existing architectural character and architectural features of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

17. **Bicycle Parking.** Pursuant to Planning Code Sections 155.4., the Project shall provide no fewer than 24 Class 1 or Class 2 bicycle parking spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

18. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than four showers and eight clothes lockers.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

19. **Parking Requirement.** Pursuant to Planning Code Section 151, the Cathedral Hill Campus (Cathedral Hill Campus Hospital, Cathedral Hill Campus MOB and 1375 Sutter Street sites) shall provide, in total, the lesser of 990 parking spaces or 125% of the minimum parking spaces required under the Planning Code.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

20. **Car Share Parking.** Pursuant to Planning Code Section 166, the Project shall provide no fewer than 17 car share parking spaces at the Cathedral Hill Campus.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project shall provide a minimum of 18 off-street loading spaces within the Hospital, and two (2) off-street loading spaces within the MOB, in accordance with the dimension modifications authorized by Resolution No. 18888.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

22. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Department, and other construction contractor(s) for any concurrent nearby projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

23. **Effective Date.** This approval is contingent on and will be of no further force 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

24. **Street Trees.** The Project Sponsor will pay an in-lieu fee for 41 street trees not installed, but required as part of this Project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

25. **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

26. **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

27. **Revocation of Geary Street Curb Cut.** Pursuant to page 4.5-87 and 4.5-88 of the DEIR, the Geary Street and Geary Boulevard parking garage curb cut permits are revocable under the terms and conditions of such permits.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

28. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

29. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrances to the buildings and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

30. **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

31. **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

32. **Lighting.** All Project lighting shall be installed in accordance with the Lighting Plan, and shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

33. **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 will be 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 Hospital and 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

34. **Noise Control.** The premises shall be soundproofed or insulated for noise and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-1012 or 415-5530123, www.sf-police.org

35. **Transportation Demand Management Plan.** An Enhanced Transportation Demand Management (TDM) Plan, dated April 1, 2013, attached as Exhibit D and designated as applicable to Cathedral Hill Near-Term Projects therein is designed to reduce to the extent feasible single occupant vehicle/drive alone trip generation and its related parking demand, and air quality and greenhouse gas emissions associated with single occupant vehicle/drive alone trip generation, and to promote the City of San Francisco's Transit First policies, and has been agreed to by the Project Sponsor. Implementation of the Enhanced TDM Plan is a condition of Project approval to each of the Cathedral Hill Campus Hospital and Cathedral Hill Campus MOB, as applicable. Updated TDM Plans shall be submitted to the Department as part of the IMP review process and should continue to reflect the City's Transit First policies.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
A-1 MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
CULTURAL AND PALEONTOLOGICAL RESOURCES					
<i>M-CP-N2 (Cathedral Hill with or without Variants):</i>					
<p>Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. CPMC shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant’s work shall be conducted in accordance with this measure and with the requirements of the project archaeological research design and treatment plan completed for this CPMC campus site¹ at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirement of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirements of this archaeological mitigation measure shall prevail. 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. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed LRDP for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential</p>	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to retain archaeological consultant to undertake archaeological monitoring program in consultation with ERO.	Project sponsor, archaeologist and ERO.	Complete when Project Sponsor retains a qualified archaeological consultant.

¹ This refers to individual archaeological research design/treatment plans prepared by Archeo-Tec and AECOM for the CPMC LRDP in January 2010 and June 2010. Separate plans were prepared for the Cathedral Hill Campus, Pacific Campus, Davies Campus, and St. Luke’s Campus. Each of these plans is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in Case No. 2005.0555E.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>effects on a significant archaeological resource, as defined in the State CEQA Guidelines, Section 15064.5(a)(c).</p> <p><i>Archaeological Testing Program.</i> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that could be adversely affected by the proposed LRDP, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine, to the extent possible, the presence or absence of archaeological resources and to identify and evaluate whether any archaeological resource encountered on the site constitutes a historical resource under CEQA.</p>	Project Sponsor/Archaeological consultant, at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Prepare and submit draft ATP. Implement ATP.	Archaeological consultant and ERO.	After consultation with and approval by ERO of ATP. Considered complete on finding by ERO that ATP implemented.
<p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If, based on the archaeological testing program, the consultant finds that significant archaeological resources may be present, the ERO in consultation with the consultant shall determine whether additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed LRDP, at the discretion of CPMC either (a) the proposed LRDP shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or (b) a data recovery program shall be implemented unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	Project Sponsor/Archaeological consultant, at the direction of the ERO.	After completion of ATP.	Submit report to ERO of the findings of the ATP.	Archaeological consultant and ERO.	Considered complete on submittal to ERO of report on ATP findings.
<p><i>Archaeological Monitoring Program.</i> If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall, at a minimum, include the following provisions:</p> <ul style="list-style-type: none"> ▶ The archaeological consultant, CPMC, and ERO shall meet and consult on the scope of the AMP reasonably prior to commencement of any project-related soil-disturbing activities. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, 	Project Sponsor/Archaeological Consultant,/ Archaeological Monitor/Contractor (s), at the direction of the ERO.	ERO & Archaeological Consultant meet prior to commencement of soil-disturbing activity. If ERO determines that an AMP is	Implement AMP.	Archaeological consultant and ERO.	Considered complete on findings by ERO that AMP implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>the monitoring program to the ERO.</p> <p><i>Archaeological Data Recovery Program.</i> The archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The archaeological consultant, CPMC, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information that the archaeological resource is expected to contain (i.e., the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions). Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed LRDP. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> ▶ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. ▶ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis <i>procedures.</i> ▶ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. ▶ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. ▶ <i>Security Measures.</i> Recommended security measures to protect the archaeological resource from vandalism, looting, and unintentionally 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, 	<p>Archaeological consultant at the direction of the ERO.</p>	<p>If there is determination by the ERO than an ADR program is required.</p>	<p>Prepare an ARDP</p>	<p>Archaeological consultant and ERO.</p>	<p>Considered complete on finding by ERO that ARDP implemented.</p>

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p>					
<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 soil-disturbing activity shall comply with applicable federal and state laws. This shall include immediate notification of the county 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 NAHC, which shall appoint an MLD (PRC Section 5097.98). The archaeological consultant, CPMC, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (State CEQA Guidelines Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project Sponsor/Archaeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD.</p>	<p>In the event human remains and/or funerary objects are encountered.</p>	<p>Contact San Francisco County Coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.</p>	<p>Archaeological consultant and ERO.</p>	<p>Considered complete on notification of the San Francisco County Coroner and NAHC, if necessary.</p>
<p><i>Chinese and Japanese Archaeological Sites.</i> In the event of discovery of a potentially CRHR-eligible Overseas Chinese or Japanese archaeological deposit, the appropriate descendent representative organization, that is, the Chinese Historic Society of America or the National Japanese American Historical Society, shall be notified and shall be allowed the opportunity to monitor and advise further mitigation efforts, including archaeological identification, evaluation, interpretation, and public interpretive efforts.</p>	<p>Project Sponsor/Archaeological consultant in consultation with Chinese Historic Society of America or National Japanese American Historical Society.</p>	<p>In the event of discovery of potentially CRHR-eligible Overseas Chinese or Japanese archaeological deposit.</p>	<p>Contact Chinese Historic Society of America or National Japanese American Historical Society and implement any further mitigation advised.</p>	<p>Archaeological consultant and ERO.</p>	<p>Considered complete upon notification of appropriate organization and implementation of any further mitigation advised.</p>
<p><i>Final Archaeological Resources Report.</i> The archaeological consultant shall submit a draft final archaeological resources report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put any archaeological resource at risk shall be provided in a separate removable insert within the final report.</p>	<p>Project Sponsor/Archaeological consultant at the direction of the ERO.</p>	<p>After completion of archaeological data recovery, inventorying, analysis, and interpretation.</p>	<p>Submit a Draft FARR.</p>	<p>Archaeological consultant and ERO.</p>	<p>Considered complete on submittal of FARR.</p>
<p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information</p>	<p>Archaeological consultant at the</p>	<p>Written certification</p>	<p>Distribute FARR.</p>	<p>Archaeological consultant and</p>	<p>Considered complete on</p>

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
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Center (NWIC) shall receive one copy, and the ERO shall receive one copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis Division (MEA) of the Planning Department shall receive two copies (bound and unbound) of the FARR and one unlocked, searchable PDF copy on a compact disk. MEA shall receive a copy of any formal site recordation forms (California Department of Parks and Recreation Form 523 series) and/or documentation for nomination to NRHP/CRHR. In instances of high public interest in or high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	direction of the ERO.	submitted to ERO that required FARR distribution has been completed.		ERO.	distribution of FARR.
Mitigation Measure M-CP-N2 (Davies [near-term] and St. Luke's with or without project variants)					
This mitigation measure is identical to Mitigation Measure M-CP-N2 for the Cathedral Hill Campus.	See M-CP-N2	See M-CP-N2	See M-CP-N2	See M-CP-N2	See M-CP-N2
Mitigation Measure M-CP-N3 (Cathedral Hill and St. Luke's with or without variants and Davies [near-term])					
For each of the CPMC campuses where earthmoving activities would occur in the Colma Formation, slope debris and ravine fill sediments, and older native sediments (as identified in the applicable geotechnical reports for each campus), CPMC shall implement the following measures:					
<ul style="list-style-type: none"> Before the start of any earthmoving activities, CPMC shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. 	Project Sponsor/Paleontological or Archaeological Consultant	Prior to soil disturbing activities.	Train construction personnel regarding possibility of encountering fossils.	Paleontological or Archaeological Consultant and ERO	Considered complete once training is held.
<ul style="list-style-type: none"> If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work near the find and notify CPMC and the San Francisco Planning Department. CPMC shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with SVP guidelines.² The recovery plan may include a field survey, construction monitoring, sampling and data recovery 	Project Sponsor/Paleontological Consultant	During soil disturbing activities.	Project Sponsor to retain Paleontological Consultant if paleontological resources are	Paleontological Consultant and ERO.	Considered complete upon implementation of recovery plan and approval by ERO.

² Society of Vertebrate Paleontology. 1996. Conditions of Receivership for Paleontologic Salvage Collections (final draft). *Society of Vertebrate Paleontology News Bulletin* 166:31-32.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.			found. The paleontologist to evaluate and prepare a recovery plan, and		
Mitigation Measure M-CP-N4 (Cathedral Hill, Davies (near-term) and St. Luke's)					
This mitigation measure is identical to Mitigation Measure M-CP-N2, above.	See M-CP-N2	See M-CP-N2	See M-CP-N2	See M-CP-N2	See M-CP-N2

TRANSPORTATION AND CIRCULATION

Mitigation Measure MM-TR-29 (Cathedral Hill)					
CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 49-Van Ness-Mission is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to enter into Transit Mitigation Agreement regarding financial compensation to SFMTA for cost of providing service needed to accommodate project at proposed	Project Sponsor and SFMTA	Considered complete when Transit Mitigation Agreement is final and signed by CPMC and SFMTA and payment is made.

MONITORING AND REPORTING PROGRAM					
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					levels of service.
<p><i>Mitigation Measure MM-TR-30 (Cathedral Hill)</i></p> <p>CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 38/38L-Geary is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.</p>	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to enter into Transit Mitigation Agreement regarding financial compensation SFMTA for cost of providing service needed to accommodate project at proposed levels of service.	Project Sponsor and SFMTA	Considered complete when Transit Mitigation Agreement is final and signed by CPMC and SFMTA and payment is made.
<p><i>Mitigation Measure MM-TR-31 (Cathedral Hill)</i></p> <p>CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 19-Polk is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.</p>	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to enter into Transit Mitigation Agreement regarding financial compensation to SFMTA for cost of providing service needed to accommodate project at proposed levels of service.	Project Sponsor and SFMTA	Considered complete when Transit Mitigation Agreement is final and signed by CPMC and SFMTA and payment is made.
<p><i>Mitigation Measure MM-TR-44 (Cathedral Hill): Loading Dock Restrictions and Attendant</i></p> <p>To minimize the potential disruptions to intersections operations and safety, CPMC shall schedule delivery trucks longer than 46 feet in length to only arrive and depart between 10 p.m. and 5 a.m., when traffic</p>	Project Sponsor	Monitoring and documentation during 6 months	Project Sponsor to monitor and document truck	Project Sponsor, ERO, and SFMTA	Monitoring and documentation considered

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<p>volumes on Franklin Street are lower and when there would be a less likely chance that queues would form behind the truck and extend into adjacent intersections. Because some disruption may still occur between 10 p.m. and midnight, CPMC shall monitor and document truck deliveries occurring between 10 p.m. and midnight for a period of 6 months following full building occupancy/program implementation, recording truck size, number of lanes blocked by delivery trucks and for how long, and whether operations at the intersection of Franklin/Geary are temporarily affected and for how long. CPMC shall submit the truck loading report to the Planning Department and SFMTA. Based on the truck loading report and review, the deliveries by trucks longer than 46 feet in length may be modified. An attendant at the loading dock shall also be present to stop on-coming traffic while delivery trucks maneuver into the service loading area.</p>		<p>following full building occupancy/program implementation. Attendant to be present during operations.</p>	<p>deliveries between 10 p.m. and 6 a.m. and prepare truck loading report. Schedule restriction on trucks longer than 46 feet. Attendant to be present to stop oncoming traffic while delivery trucks maneuver into loading area.</p>		<p>complete on finding by ERO and SFMTA that the truck loading report is final. Schedule restriction on trucks longer than 46 feet considered ongoing during project operations, subject to modification after review of truck loading report. Attendant considered ongoing during operations,</p>
<p><i>Mitigation Measure TR-55 (Cathedral Hill)</i></p> <p>CPMC shall develop and implement a Construction Transportation Management Plan (TMP) to anticipate and minimize impacts of various construction activities associated with the Proposed Project.</p> <p>The Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation is maintained to the extent possible, with particular focus on ensuring pedestrian, transit, and bicycle connectivity. The program would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by Caltrans, SFMTA, DPW, or other City departments and agencies.</p> <p>Specifically, the plan should:</p> <p>Identify construction traffic management best practices in San Francisco,</p>	<p>Project Sponsor</p>	<p>Prior to and during construction.</p>	<p>Project Sponsor to develop and implement a Construction TMP, for review and approval by MTA, DPW and Planning.</p>	<p>Project Sponsor, ERO, SFPDW, and SFMTA</p>	<p>Development of Construction TMP considered complete upon review and approval. Implementation of Construction TMP considered complete upon completion of construction.</p>

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to

- Identifying ways to reduce construction worker vehicle trips through transportation demand management programs and methods to manage construction work parking demands.
- Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
- Identifying ways to accommodate transit stops located at sidewalks slated for closure during construction. This may include identifying locations for temporary bus stops, as well as signage directing riders to those temporary stops.
- Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
- Identifying best practices for managing traffic flows on Van Ness Avenue during the nighttime hours for the period when tunnel construction would involve surface construction activities. This may include coordination with Caltrans on appropriate traffic management practices and lane closure procedures.

Describe procedures required by different departments and/or agencies in the city for implementation of a Construction TMP, such as reviewing agencies, approval processes, and estimated timelines. For example,

- CPMC shall coordinate temporary and permanent changes to the transportation network within the City of San Francisco, including traffic, street and parking changes and lane closures, with the SFMTA. Any permanent changes may require meeting with the SFMTA Board of Directors or one of its sub-Committees. This may require a public hearing. Temporary traffic and transportation changes must be coordinated through the SFMTA's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and would require a public meeting. As part of this process, the Construction Plan may be reviewed by SFMTA's Transportation Advisory Committee (TASC) to resolve internal differences between different transportation modes.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> Caltrans Deputy Directive 60 (DD-60) requires TMP and contingency plans for all state highway activities. These plans should be part of the normal project development process and must be considered during the planning stage to allow for the proper cost, scope and scheduling of the TMP activities on Caltrans right-of-way. These plans should adhere to Caltrans standards and guidelines for stage construction, construction signage, traffic handling, lane and ramp closures and TMP documentation for all work within Caltrans right-of-way. <p>Require consultation with other Agencies, including Muni/SFMTA and property owners on Cedar Street, to assist coordination of construction traffic management strategies as they relate to bus-only lanes and service delivery on Cedar Street. CPMC should proactively coordinate with these groups prior to developing their Plan to ensure the needs of the other users on the blocks addressed within the construction TMP for the project.</p> <p>Identify construction traffic management strategies and other elements for the project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities. These include, but are not limited to, construction strategies, demand management activities, alternative route strategies, and public information strategies.</p> <p>Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and other lane closures.</p> <p>The Construction Transportation Management Plan shall be submitted to SFMTA, SFDPW, and the Planning Department for review and approval.</p> <p><i>Mitigation Measure MM-TR-134 (Cathedral Hill)</i></p>					

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 47-Van Ness is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the additional service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.</p>	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to enter into Transit Mitigation Agreement regarding financial compensation to SFMTA for cost of providing service needed to accommodate project at proposed levels of service.	Project Sponsor and SFMTA	Considered complete when Transit Mitigation Agreement is final and signed by CPMC and SFMTA and payment is made.
<p>Mitigation Measure MM-TR-137 (Cathedral Hill)</p> <p>CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 3-Jackson is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.</p>	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to enter into Transit Mitigation Agreement regarding financial compensation to SFMTA for cost of providing service needed to accommodate project at proposed levels of service.	Project Sponsor and SFMTA	Considered complete when Transit Mitigation Agreement is final and signed by CPMC and SFMTA and payment is made.
<p>NOISE</p> <p>Mitigation Measure M-NO-N1a (Cathedral Hill)</p> <p>CPMC shall minimize the impacts of construction noise where feasible by implementing the measures listed below in accordance with the San Francisco Noise Control Ordinance. These measures shall be required in each contract agreed to between CPMC and a contractor under the LRDP and shall be applied to all projects and programs covered by the CPMC LRDP EIR.</p> <ul style="list-style-type: none"> Construction equipment shall be properly maintained in accordance 	Project Sponsor/Construction Contractor(s)	During construction	Project Sponsor/Construction Contractor(s) to implement specified measures to minimize impacts of construction noise where feasible.	Project Sponsor/Construction Contractor(s); Department of Public Works (work within the public right-of-way); Department of Building	Considered complete upon receipt of final monitoring report at completion of construction.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>with manufacturers' specifications and shall be fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All hand-operated impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.</p> <ul style="list-style-type: none"> • Construction equipment shall not idle for extended periods (no more than 5 minutes) of time near noise-sensitive receptors. • Stationary equipment (compressors, generators, and cement mixers) shall be located as far from sensitive receptors as feasible. Sound attenuating devices shall be placed adjacent to individual pieces of stationary source equipment located within 100 feet of sensitive receptors during noisy operations to prevent line-of-sight to such receptors, where feasible. • Temporary barriers (noise blankets or wood paneling) shall be placed around the construction site parcels and, to the extent feasible, they should break the line of sight from noise sensitive receptors to construction activities. If the use of heavy construction equipment is occurring on-site within 110 feet of an adjacent sensitive receptor, the temporary barrier located between source and sensitive receptor shall be no less than 10 feet in height. For all other distances greater than 110 feet from source to receptor, the temporary noise barrier shall be no less than 8 feet in height. For temporary sound blankets, the material shall be weather and abuse resistant, and shall exhibit superior hanging and tear strength with a surface weight of at least 1 pound per square foot. Procedures for the placement, orientation, size, and density of acoustical barriers shall be reviewed and approved by a qualified acoustical consultant. <p>When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that would completely close the gaps, and would be dense enough to attenuate noise.</p> <p>Mitigation Measure M-NO-N1b (Cathedral Hill)</p> <p>A community liaison shall be designated by CPMC. The community liaison shall be available to manage and respond to noise complaints from</p>	Project Sponsor	During demolition, excavation, and	Project Sponsor to retain community liaison who will (1)	Department of Public Works (work within the	Considered complete upon receipt of final

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>nearby sensitive receptors. The community liaison shall keep a log of all relevant and appropriate complaints and responses to those complaints through a website that can be accessed and viewed by the public. The log or a copy of the log shall also be available upon request to any affected citizen or their representative. The community liaison shall produce a weekly and six-week schedule of construction operations and shall provide this schedule in advance and upon request to any affected citizens or their representatives. Contact information for the community liaison shall be posted in a location that is clearly visible to the nearby receptors most likely to be disturbed. The community liaison shall be responsible for ensuring that reoccurring noise complaints are evaluated by a qualified acoustical consultant to determine and implement appropriate noise control measures that would be taken to meet applicable standards. The community liaison shall contact nearby noise-sensitive receptors and shall advise them of the construction schedule.</p>		construction	manage and respond to noise complaints (2) log all complains and responses (3) prepare weekly and six-week schedule of construction operations and (4) ensure that reoccurring noise complaints are evaluated by qualified acoustical consultant to determine and implement appropriate noise control measures.	public right-of-way); Department of Building Inspection (work within CPMC-owned project sites); Project Sponsor and ERO	monitoring report at completion of construction.
<p><i>Mitigation Measure M-NO-N1c (Cathedral Hill)</i></p> <p>A construction noise management plan shall be prepared by a qualified acoustical consultant. The noise management plan shall include, but shall not be limited to, the following tasks:</p> <ul style="list-style-type: none"> A detailed evaluation of nighttime tunnel construction at noise-sensitive receptors shall be prepared. The evaluation shall include calculations of construction noise levels based on detailed information regarding construction methods and duration. If it is determined that construction noise levels would exceed City noise ordinance standards, a qualified acoustical consultant shall review and approve additional mitigation measures to minimize prolonged sleep disturbance (e.g., using acoustical treatments to existing buildings, such as upgraded weatherstripping or determining the feasibility of constructing a cantilevered overhang along temporary barriers around the construction area to reduce construction noise levels at elevated receptors). Long-term (24-hour) and short-term (15-minute) noise measurements shall be conducted at ground level and elevated locations to represent the noise exposure of noise- 	Project Sponsor/Acoustical Consultant	Prior to and during demolition, excavation, and construction	Project Sponsor to retain Acoustical Consultant to prepare and implement a construction noise management plan.	Project Sponsor/Acoustical Consultant and ERO.	Considered complete upon receipt of final monitoring report at completion of construction.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>sensitive receptors adjacent to the construction area. The measurements shall be conducted for at least 1 week during the onset of each of the following major phases of construction: demolition, excavation, and structural steel erection. Measurements shall be conducted during both daytime and nighttime hours of construction, with observations and recordings to document combined noise sources and maximum noise levels of individual pieces of equipment. If noise levels from construction activities are found to exceed City standards (daytime [80 dB at a distance of 100 feet] or nighttime [5 dB over ambient]) and result in complaints that are lodged with the community liaison, additional noise mitigation measures shall be identified. These measures shall be prepared by the qualified acoustical consultant. These measures shall identify the noise level exceedance created by construction activities and identify the anticipated noise level reduction with implementation of mitigation. These measures may include, among other things, additional temporary noise barriers at either the source or the receptor; operational restrictions on construction hours or on heavy construction equipment where feasible; temporary enclosures to shield receptors from the continuous engine noise of delivery trucks during offloads (e.g., concrete pump trucks during foundation work); or lining temporary noise barriers with sound absorbing materials. Measures such as these have been demonstrated to be effective in keeping construction noise levels within 80 dB at a distance of 100 feet.</p>					
<p><i>Mitigation Measure M-NO-N1 (Davies [near-term])</i></p> <p>This mitigation measure is similar to Mitigation Measures M-NO-N1a, M-NO-N1b, and M-NO-N1c for the Cathedral Hill Campus but differs in that evaluation of interior construction noise levels at on-site receptors by a qualified acoustical consultant shall be required if the number of complaints to the community liaison becomes excessive and warrants further action.</p>	<p>See M-NO-N1a, M-NO-N1b, and M-NO-N1c.</p>	<p>See M-NO-N1a, M-NO-N1b, and M-NO-N1c.</p>	<p>See M-NO-N1a, M-NO-N1b, and M-NO-N1c.</p>	<p>See M-NO-N1a, M-NO-N1b, and M-NO-N1c. ERO shall review logs provided by community liaison to determine whether number of complaints warrant further action.</p>	<p>See M-NO-N1a, M-NO-N1b, and M-NO-N1c.</p>
<p><i>Mitigation Measure M-NO-N1 (St. Luke’s Campus with or without Variants)</i></p>					

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This mitigation measure is identical to Mitigation Measures M-NO-N1a, M-NO-N1b, and M-NO-N1c for the Cathedral Hill Campus.	See M-NO-N1a, M-NO-N1b, and M-NO-N1c.	See M-NO-N1a, M-NO-N1b, and M-NO-N1c.	See M-NO-N1a, M-NO-N1b, and M-NO-N1c.	See M-NO-N1a, M-NO-N1b, and M-NO-N1c.	See M-NO-N1a, M-NO-N1b, and M-NO-N1c.
<i>Mitigation Measure M-NO-N3a (Cathedral Hill Campus)</i>					
CPMC shall retain the services of a qualified acoustical consultant to measure the sound levels of operating exterior equipment within 30 days after installation. If exterior equipment meets daytime and nighttime sound level standards, no further action is required. If exterior equipment does not meet sound level standards, CPMC shall replace and/or redesign the exterior equipment to meet the City’s noise standards. Results of the measurements shall be provided to the Hospital Facilities Management/Engineering and the City to show compliance with standards.	Project Sponsor/Acoustical Consultant	Measurement of sound levels within 30 days after installation of exterior equipment.	Project Sponsor/Acoustical Consultant to measure sound levels of exterior equipment and replace and/or redesign if it exceeds sound level standards.	Project Sponsor/Acoustical Consultant, Hospital Facilities Management/Engineering, and Department of Building Inspection (DBI).	Considered complete upon DBI review and approval of compliance with standards.
<i>Mitigation Measure M-NO-N3b (Cathedral Hill Campus with or without Variants)</i>					
Bay doors [for the loading dock on Franklin Street] shall be required to be closed during Aduomed operations, to the extent feasible.	Project Sponsor	During operations.	Project Sponsor to close bay doors during Aduomed operations.	Project Sponsor; ERO	Considered ongoing during project operations.
<i>Mitigation Measure M-NO-N3c (Cathedral Hill Campus with or without Variants)</i>					
In the event that it is determined to be infeasible for bay doors to be closed during Aduomed operation, a noise-absorptive material shall be applied (prior to initiation of Aduomed operations with open bay doors) to the entire ceiling structure of the loading dock area to reduce noise levels from Aduomed operations. The material shall have a minimum Noise Reduction Coefficient of 0.75.	Project Sponsor	Prior to operation.	Project Sponsor to apply noise-absorptive material to entire ceiling structure of loading area.	Project Sponsor and DBI.	Considered complete upon DBI’s review and acceptance of noise absorptive material.
<i>Mitigation Measure M-NO-N3d (Cathedral Hill Campus with or without Variants)</i>					
Noise attenuators shall be included on kitchen exhaust fans located on Level 5 of the Cathedral Hill Hospital adjacent to patient rooms, or the sound power levels of the exhaust fans shall be limited. Hospital Facilities Management/Engineering shall review the effectiveness of attenuators.	Project Sponsor	Prior to operation.	Project Sponsor to install noise attenuators on kitchen exhaust fans on Level 5 of Cathedral Hill Hospital.	Project Sponsor and Hospital Facilities Management/Engineering; OSHPD (interior noise standards within the hospital are governed by	Considered complete upon ERO confirmation of issuance of OSHPD permit.

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	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
				OSHPD standards). ERO shall review to confirm issuance of a duly reviewed OSHPD permit.	
<p>Mitigation Measure M-NO-N3e (Cathedral Hill Campus)</p> <p>Delivery of oxygen to the proposed Cathedral Hill Campus shall not be scheduled during hours when church activities are typically taking place. Communication shall be established between the adjacent churches and CPMC, and a mutually acceptable time for delivery of oxygen shall be determined.</p>	Project Sponsor	During operations.	Project Sponsor to establish communication between churches adjacent to the oxygen delivery area to determine acceptable time for delivery.	Project Sponsor; ERO	Considered ongoing during project operations.
<p>Mitigation Measure M-NO-N3 (Davies [near-term])</p> <p>CPMC shall retain the services of a qualified acoustical consultant to conduct an additional site-specific noise study to evaluate and establish the appropriate ambient noise levels at the Davies Campus for purposes of a detailed HVAC and emergency generator noise reduction analysis. The recommendations of the acoustical consultant shall include specific equipment design and operations measures to reduce HVAC and emergency generator noise to acceptable levels for exterior and interior noise levels as specified in the San Francisco Noise Control Ordinance.</p>	Project Sponsor/Acoustical Consultant	Prior to operation.	Project Sponsor to retain Acoustical Consultant to conduct an additional site-specific noise study at the Davies Campus.	Project Sponsor and ERO.	Considered complete upon finding by ERO that site-specific noise study finalized and recommendation is implemented.
<p>Mitigation Measure M-NO-N3 (St. Luke's Campus)</p> <p>This mitigation measure is identical to Mitigation Measure M-NO-N3 for the Davies Campus and Mitigation Measure M-NO-N3a for the Cathedral Hill Campus.</p>	See M-NO-N3 for Davies and M-NO-N3a for Cathedral Hill.	See M-NO-N3 for Davies and M-NO-N3a for Cathedral Hill.	See M-NO-N3 for Davies and M-NO-N3a for Cathedral Hill.	See M-NO-N3 for Davies and M-NO-N3a for Cathedral Hill.	See M-NO-N3 for Davies and M-NO-N3a for Cathedral Hill.
<p>Mitigation Measure M-NO-N4 (Cathedral Hill Campus)</p> <p>CPMC shall obtain the services of a qualified acoustical consultant to perform a detailed interior-noise analysis and develop noise-insulating features for the habitable interior spaces of the proposed Cathedral Hill Hospital that would reduce the interior traffic-noise level inside the hospital to 45-dB L_{dn}. Interior spaces of the hospital shall be designed to</p>	Project Sponsor/Acoustical Consultant	Prior to building construction.	Project Sponsor/Acoustical Consultant to perform detailed interior-noise analysis of	Project Sponsor/Acoustical Consultant and OSHPD (interior noise standards within the hospital	Considered complete upon ERO's confirmation of an OSHPD approved permit

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include insulating features (e.g., laminated glass, acoustical insulation, and/or acoustical sealant) that would reduce interior noise levels to 45 dB L _{dn} or lower.			Cathedral Hill Hospital and incorporate noise-insulating features in final design plans.	are governed by OSHPD standards). ERO shall review to confirm issuance of a duly reviewed OSHPD permit.	for design that includes noise-insulating features.
Mitigation Measure M-NO-N4 (St. Luke's Campus)					
CPMC shall obtain the services of a qualified acoustical consultant to perform a detailed interior-noise analysis and develop noise-insulating features for the habitable interior spaces of the proposed St. Luke's Replacement Hospital that would reduce the interior traffic-noise level inside the hospital to 45-dB L _{dn} . Interior spaces of the hospital shall be designed to include insulating features (e.g., laminated glass, acoustical insulation, and/or acoustical sealant) that would reduce interior noise levels to 45 dB L _{dn} or lower.	Project Sponsor/Acoustical Consultant	Prior to building construction.	Project Sponsor/Acoustical Consultant to perform detailed interior-noise analysis of St. Luke's Replacement Hospital and incorporate noise-insulating features in final design plans	Project Sponsor/Acoustical Consultant and OSHPD (interior noise standards within the hospital are governed by OSHPD standards). ERO shall review to confirm issuance of a duly reviewed OSHPD permit.	Considered complete upon ERO's confirmation of an OSHPD approved permit for design that includes noise-insulating features
Mitigation Measure M-NO-N5 (Cathedral Hill, Davies [near-term], St. Luke's Campuses)					
CPMC shall minimize the impacts of construction noise and vibration where feasible by implementing the measures listed below. These measures shall be required in each contract agreed to between CPMC and a contractor under the LRDP and shall apply to all projects and programs covered by this EIR.	Project Sponsor/Construction Contractor(s)/Acoustical Consultant	During demolition, excavation, and construction	Project Sponsor/Construction Contractor(s) to (1) implement measures to reduce construction noise and vibration impacts and (2) retain community liaison to response to vibration complaints.	Project Sponsor/Construction Contractor(s)/Acoustical Consultant and ERO.	Considered complete upon ERO's approval of vibration monitoring plan and receipt of final monitoring report at completion of construction.
Construction equipment generating the highest noise and vibration levels (vibratory rollers) shall operate at the maximum distance feasible from sensitive receptors.					
Vibratory rollers shall operate during the daytime hours only to ensure that sleep is not disrupted at sensitive receptors near the construction area.					
A community liaison shall be available to respond to vibration complaints from nearby sensitive receptors. A community liaison shall be designated. Contact information for the community liaison shall be			Project Sponsor to retain Acoustical Consultant to prepare and		

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>posted in a conspicuous location so that it is clearly visible to the nearby receptors most likely to be disturbed. The community liaison shall manage complaints resulting from construction vibration. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant to ensure compliance with applicable standards. The community liaison shall contact nearby noise-sensitive receptors and shall advise them of the construction schedule.</p>			<p>implement vibration management plan.</p>		
<p>To further address the nuisance impact of project construction, a construction vibration management plan shall be prepared by a qualified acoustical consultant retained by CPMC. The vibration management plan shall include but shall not be limited to the following tasks:</p>					
<ul style="list-style-type: none"> • A community liaison shall be designated. This person’s contact information shall be posted in a location near the project site that it is clearly visible to the nearby receptors most likely to be disturbed. The community liaison shall manage complaints and concerns resulting from activities that cause vibration. The severity of the vibration concern shall be assessed by the community liaison and, if necessary, evaluated by a qualified noise and vibration control consultant. • The preexisting condition of all buildings within a 50-foot radius and historical buildings within the immediate vicinity of proposed construction activities shall be recorded in the form of a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins and shall be used to evaluate damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) before construction. All buildings damaged shall be repaired to their preexisting conditions. • As part of the vibration management plan, vibration levels shall be monitored at the nearest interior location of adjacent uses, including Daniel Burnham Court, containing vibration sensitive equipment to monitor potential impacts from the project site. In the event that measured vibration levels exceed 65 VdB and disturb the operation of sensitive medical equipment, additional 					

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measures shall be implemented to the extent necessary and feasible, including restriction of construction activities, coordination with equipment operators, and/or installation of isolation equipment.

AIR QUALITY

Mitigation Measure M-AQ-N1a (Cathedral Hill, Davies [near-term], St. Luke's)

The following mitigation measures shall be implemented during construction activities to avoid short-term significant impacts to air quality:

Project Sponsor/Construction Contractor(s)

During demolition, excavation, and construction.

Construction Contractor to implement control measures.

Project Sponsor and ERO.

Considered complete upon receipt of final monitoring report at completion of construction.

BAAQMD Basic Control Measures

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply (nontoxic) soil stabilizer on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep street daily (with water sweepers) if visible soil material is carried into adjacent public streets.

Optional Control Measures

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative wind breaks at windward sides of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 20 mph.
- Limit the area subject to excavation, grading, and other construction activities at any one time.

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Additional Construction Mitigation Measures					
<ul style="list-style-type: none"> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice daily. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. All vehicle speeds on unpaved roads shall be limited to 15 mph. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures, Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The air district's phone number shall also be visible to ensure compliance with applicable regulations. 					
<p>Mitigation Measure M-AQ-N1b (Cathedral Hill, Davies [near-term], St. Luke's)</p> <p>To reduce exhaust emissions of ROG, NOX, PM10, and PM2.5 by construction equipment at the CPMC campuses, CPMC and its</p>	Project Sponsor/Construction Contractor(s)	During demolition, excavation, and	Construction Contractor(s) to implement control	Project Sponsor and ERO.	Considered complete upon receipt of final

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<p>construction contractor shall implement the following BAAQMD-recommended control measures during construction in both the near term and the long term:</p> <ul style="list-style-type: none"> • Idling times shall be minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 2 minutes, to the extent feasible. Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition before operation. 			construction.	measures.	monitoring report at completion of construction.
<p><i>Mitigation Measure M-AQ-N2 (Cathedral Hill Campus)</i></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> <ul style="list-style-type: none"> • Where sufficient electricity is available from the PG&E power grid, electric power shall be supplied by a temporary power connection to the grid, provided by PG&E. Where sufficient electricity to meet short-term electrical power needs for specialized equipment is not available from the PG&E power grid, non-diesel or diesel generators with Tier 4 engines (or equivalent) shall be used. • 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. • For long-term projects, which are presumed to begin when Tier 4 equipment would be widely available, all diesel 	Project Sponsor/Construction Contractor(s)	During demolition, excavation, and construction.	Construction Contractor(s) to implement control measures.	Project Sponsor and ERO.	Considered complete upon receipt of final monitoring report at completion of construction.

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equipment of all types shall meet Tier 4 standards.					
Mitigation Measure M-AQ-N8a (Cathedral Hill, Davies [near-term], St. Luke's)					
This mitigation measure is identical to Mitigation Measure M-AQ-N1a, above.	See M-AQ-N1a	See M-AQ-N1a	See M-AQ-N1a	See M-AQ-N1a	See M-AQ-N1a
Mitigation Measure M-AQ-N8b (Cathedral Hill, Davies [near-term], St. Luke's)					
This mitigation measure is identical to Mitigation Measure M-AQ-N1b, above.	See M-AQ-N1b	See M-AQ-N1b	See M-AQ-N1b	See M-AQ-N1b	See M-AQ-N1b
Mitigation Measure M-AQ-N9 (Cathedral Hill, Davies [near-term], St. Luke's)					
CPMC shall implement Mitigation Measure M-AQ-N1a and Mitigation Measure M-AQ-N2, discussed above, to reduce emissions of criteria pollutants from construction equipment exhaust.	See M-AQ-N1a and M-AQ-N2	See M-AQ-N1a and M-AQ-N2	See M-AQ-N1a and M-AQ-N2	See M-AQ-N1a and M-AQ-N2	See M-AQ-N1a and M-AQ-N2
Mitigation Measure M-AQ-N10a (Cathedral Hill Campus)					
This mitigation measure is identical to Mitigation Measure M-AQ-N2, above.	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2
Mitigation Measure M-AQ-N10b (Davies Campus [near-term])					
This mitigation measure is identical to Mitigation Measure M-AQ-N2, above.	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2
Mitigation Measure M-AQ-N10c (St. Luke's Campus)					
This mitigation measure is identical to Mitigation Measure M-AQ-N2, above.	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2	See M-AQ-N2
PUBLIC SERVICES					
Mitigation Measure M-PS-N2 (Cathedral Hill Campus)					
This mitigation measure is identical to Mitigation Measure MM-TR-55 for Transportation and Circulation, above.	See M-TR-55	See M-TR-55	See M-TR-55	See M-TR-55	See M-TR-55
BIOLOGICAL RESOURCES					
Mitigation Measure M-BI-N1 (Cathedral Hill)					
Before any demolition or construction activities occurring during the nesting season (January 15 through August 15) that involve removal of	Project Sponsor/Qualified	Pre-construction surveys prior to	Pre-construction surveys for nesting	Project Sponsor/Biologist	Considered complete upon

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trees or shrubs, CPMC shall conduct a preconstruction survey for nesting birds at each of its medical campuses. The surveys shall be conducted by a qualified wildlife biologist no sooner than 14 days before the start of removal of trees and shrubs. The survey results shall remain valid for 21 days after the survey; therefore, if vegetation removal is not started within 21 days of the survey, another survey shall be required. The area surveyed shall include the construction site and the staging area for the tree or shrub removal. If no nests are present, tree removal and construction may commence. If active nests are located during the preconstruction bird nesting survey, CPMC shall contact DFG for guidance on obtaining and complying with Section 1801 of the California Fish and Game Code, which may include setting up and maintaining a line-of-sight buffer area around the active nest and prohibiting construction activities within the buffer; modifying construction activities; and/or removing or relocating active nests.	Biologist	any construction activities during nesting season. If active nests are found, actions to protect nesting birds to be implemented during construction.	birds to be conducted by a qualified biologist. If an active nest is found close to construction area, CPMC shall contact the California Department of Fish and Game and obtain and comply with a Fish and Game Code Section 1801 agreement concerning the implementation of actions to protect nesting birds..	and ERO	ERO approval of report by biologist and any actions taken to protect nesting birds pursuant to Section 1801 agreement, if necessary.
<i>Mitigation Measure M-BI-N1 (Davies [near-term])</i>					
This mitigation measure is identical to Mitigation Measure M-BI-N1 for the Cathedral Hill Campus, above.	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill
<i>Mitigation Measure M-BI-N1 (St. Luke's with or without project variants)</i>					
This mitigation measure is identical to Mitigation Measure M-BI-N1 for the Cathedral Hill Campus, above.	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill	See M-BI-N1 for Cathedral Hill
GEOLOGY AND SOILS					
<i>Mitigation Measure M-GE-N4 (Cathedral Hill, Davies [near-term], St. Luke's)</i>					
CPMC shall implement Mitigation Measure M-HY-N3, as described below.	See M-HY-N3	See M-HY-N3	See M-HY-N3	See M-HY-N3	See M-HY-N3

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	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Mitigation Measure M-GE-N6 (St. Luke’s)</p> <p>The design level geotechnical report for the MOB/Expansion Building, the proposed utility route, and the sewer variant at the St. Luke’s Campus shall include an excavation and dewatering program. The program shall include measures to monitor the improvements adjacent to construction for vertical movement. The monitoring shall include an optical survey and installation of inclinometers and groundwater observation wells. Groundwater levels outside the excavation shall be monitored through wells while dewatering is in progress. Should the magnitude of settlement or groundwater drawdown be deemed potentially damaging to surrounding improvements by a licensed engineer, the groundwater outside the excavation shall be recharged through wells or the dewatering program altered to reduce drawdown to an acceptable level.</p>	Project Sponsor	Preparation of excavation and watering program prior to issuance of grading or building permits. Implementation of program during construction.	Project Sponsor to prepare design level geotechnical report for MOB/Expansion Building and monitor construction and, if needed, recharge groundwater through wells or alter dewatering to reduce drawdown.	Project Sponsor/Constructor Contractor(s); ERO	Considered complete upon ERO’s approval of geotechnical studies and upon receipt of final monitoring report at completion of construction.
<p>HYDROLOGY AND WATER QUALITY</p>					
<p>Mitigation Measure M-HY-N2 (Cathedral Hill)</p> <p>To manage peak flow and discharge volume, CPMC shall prepare and implement a Stormwater Control Plan for each of the near-term projects under the LRDP, focusing on LID strategies and BMPs. In implementing the LRDP, CPMC shall comply with all policies and regulations adopted by the City, including SFPUC’s Stormwater Design Guidelines, which require a 25% decrease in the rate and volume of stormwater runoff from the 2-year, 24-hour design storm. Therefore, the design-level drainage plans shall demonstrate that, at a minimum, there will be a 25% decrease in the rate and volume of stormwater runoff to the combined sewer for the 2-year, 24-hour storm as compared to existing conditions. This will be achieved by using LID stormwater BMPs which may include, but not limited to:</p> <ul style="list-style-type: none"> • green roofs, • cisterns, • bioswales, • bioretention basins, • planter boxes, 	Project Sponsor	Preparation of Stormwater Control Plan prior to first permit for construction, as determined by the Planning Department. Implementation of LID strategies and BMPs by incorporating into project during construction.	Project Sponsor to prepare and implement a Stormwater Control Plan.	Project Sponsor , ERO, and SFPUC	Considered complete upon approval of final design.

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<ul style="list-style-type: none"> blue roofs, dry wells, and other detention/storage facilities. 					
<p>In addition, the final design team for the development project shall review and incorporate as many concepts as practicable from <i>Start at the Source: Design Guidance Manual for Stormwater Quality Protection</i>. SFPUC shall conduct project design review before the City’s project approval occurs, to ensure that the impacts of the LRDP on the combined sewer system have been fully mitigated.</p>					
<p>Mitigation Measure M-HY-N2 (Davies [near-term])</p>					
<p>This mitigation measure is identical to Mitigation Measure M-HY-N2 for the Cathedral Hill Campus, above.</p>	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill
<p>Mitigation Measure M-HY-N2 (St. Luke’s)</p>					
<p>This mitigation measure is identical to Mitigation Measure M-HY-N2 for the Cathedral Hill Campus, above.</p>	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill	See M-HY-N2 for Cathedral Hill
<p>Mitigation Measure M-HY-N3 (Cathedral Hill, Davies [near-term], St. Luke’s)</p>					
<p>In compliance with Article 4.1 of the San Francisco Public Works Code and the City’s Construction Site Water Pollution Prevention Program, CPMC shall submit a site-specific SWPPP to SFPUC for approval before initiating construction activities in areas draining to the combined sewer system. SFPUC requires implementation of appropriate BMPs from the <i>California Stormwater Quality Association Stormwater BMP Handbook—Construction</i>. In accordance with SFPUC’s requirements, the SWPPP shall include the following elements:</p> <p><i>An erosion and sediment control plan.</i> The plan shall present a site map illustrating the BMPs that will be used to minimize on-site erosion and the sediment discharge into the combined sewer system, and shall provide a narrative description of those BMPs. Appropriate BMPs for</p>	Project Sponsor/Construction Contractor(s)	Approval of SWPPP prior to issuance of grading or building permits. Implementation of SWPP during construction.	Project Sponsor/Construction Contractor(s) to prepare and implement SWPPP.	Project Sponsor/Construction Contractor(s), SFPUC, and ERO	Considered complete upon receipt of final monitoring report at completion of construction.

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<p>the erosion and sediment control plan may include the following practices:</p> <ul style="list-style-type: none"> • Scheduling—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate BMPs. Perform construction activities and control practices in accordance with the planned schedule. Schedule work to minimize soil-disturbing activities during the rainy season. Schedule major grading operations for the dry season when practical. Monitor the weather forecast for rainfall and adjust the schedule as appropriate. • Erosion control—Cover exposed excavated walls to reduce their exposure to rainfall. Preserve existing vegetation where feasible; apply mulch or hydroseed areas until permanent stabilization is established; and use soil binders, geotextiles and mats, earth dikes and drainage swales, velocity dissipation devices, slope drains, or polyacrylamide to protect soil from erosion. • Wind erosion—Apply water or other dust palliatives to prevent dust nuisance; prevent overwatering that can cause erosion. Alternatively, cover small stockpiles or areas that remain inactive for 7 or more days. • Sediment control—Install silt fences, sediment basins, sediment traps, check dams, fiber rolls, sand or gravel bag barriers, straw bale barriers, vegetated swales, approved chemical treatment, storm drain inlet protection, or other LID measures to minimize the discharge of sediment. Employ street sweeping to remove sediment from streets. Utilize treatment trains where feasible. Cover all stockpiled soil until it is needed. Cover all soil in haul trucks. • Tracking controls—Stabilize the construction site entrance to prevent tracking of sediment onto public roads by construction vehicles. Stabilize on-site vehicle transportation routes immediately after grading to prevent erosion and control dust. Install a tire wash area to remove sediment from tires and under carriages and contain all sediments in the wash area. 					

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<ul style="list-style-type: none"> • Litter control—Remove litter at least once daily from the construction site. Dispose of packing materials immediately in an enclosed container. • <i>Non-stormwater management BMPs.</i> These BMPs may include water conservation practices, dewatering practices that minimize sediment discharges, and BMPs for all of the following: <ul style="list-style-type: none"> • paving and grinding activities; • identification of illicit connections and illegal dumping; • irrigation and other planned or unplanned discharges of potable water; • vehicle and equipment cleaning, fueling, and maintenance; • concrete curing and finishing; • temporary batch plants; • implementation of shoreline improvements; and • work over water. <p>Discharges from dewatering activities shall comply with the requirements of SFPUC’s Batch Wastewater Discharge Permit that regulate influent concentrations for various constituents.</p> • <i>Waste management BMPs.</i> These BMPs shall be implemented for: <ul style="list-style-type: none"> • material delivery, use, and storage; • stockpile management; • spill prevention and control; and • management of solid and liquid waste, hazardous waste, contaminated soil, concrete waste, and septic/sanitary waste. • <i>BMP inspection, maintenance, and repair requirements.</i> All BMPs shall be inspected on a regular basis to confirm proper installation and function. BMPs shall be inspected daily during storms, and BMPs that have failed shall be immediately repaired or replaced. 					

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Sufficient devices and materials (e.g., silt fence, coir rolls, erosion blankets) shall be provided throughout project construction to enable immediate corrective action for failed BMPs. Required BMP maintenance related to a storm event shall be completed within 48 hours of the storm event. The SWPPP shall include checklists that document when the inspections occurred, the results of the inspection, required corrective measures, and when corrective measures were implemented.

The SWPPP shall demonstrate how treatment control measures (e.g., silt fences, sediment basins, sediment traps, check dams, vegetated swales, infiltration trenches) targeting the project-specific contaminants including sediment, metals, oil and grease, trash and debris, and oxygen-demanding substances would be incorporated into the project. In addition, the SWPPP shall demonstrate that the project has the land area available to support the proposed BMP facilities sized for the required water quality design storm.

Construction personnel shall receive training on the SWPPP and implementation of BMPs.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure M-HZ-N1a (Cathedral Hill, Davies [near-term], St. Luke’s)

Step 1: Preparation of a Site Mitigation Plan

Before the issuance of site, building, or other permits from the City for development activities involving subsurface disturbance, CPMC shall submit the previously prepared environmental contingency plans to SFDPH for review and approval as site mitigation plans (SMPs) for the Cathedral Hill, Davies, and St. Luke’s Campuses. The SMPs shall include the following measures and procedures:

- All soil shall be sampled for a suite of common chemicals required by landfills and redevelopment sites accepting imported fill from other sites to provide a chemical profile and identify the soil worker safety and disposal classification. Sample analytical results shall be submitted to SFDPH for review.
- Fill shall be sampled and analyzed before excavation to allow

Project Sponsor

Approval of SMPs prior to issuance of site, building, or other permits. Implementation of measures and procedures identified in SMPs during excavation and grading phases of construction.

Project Sponsor/Construction Contractor(s) to prepare a SMP and submit to DPH and Planning Department.

Project Sponsor and DPH

Considered complete with submittal of the closure certification report to DPH and San Francisco Planning Department.

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<p>excavation, loading, and transportation off-site without stockpiling, which would minimize soil handling.</p> <ul style="list-style-type: none"> • If soil encountered during excavation exhibits the presence of liquid hydrocarbons (such as oil), strong odors, or staining suggesting the presence of hazardous materials, work shall be halted, the area shall be covered in plastic sheeting, stockpiles shall be segregated and covered, and samples shall be collected from the base and walls of the excavation. Once sampling results have returned, the soil shall be treated in accordance with the above outlined procedures. • If groundwater is present and in a volume requiring dewatering, a dewatering contractor shall be retained to design and install a dewatering system to remove and discharge the water to the sanitary sewer system during excavation and construction. The dewatering contractor shall obtain a batch groundwater discharge permit from SFPUC. A groundwater sample shall be collected and analyzed for parameters established by SFPUC before any discharge of groundwater into the sewer system. If required by SFPUC, additional groundwater samples shall be collected monthly from the discharged water for parameters stipulated by SFPUC. If analytes in the groundwater exceed the established SFPUC discharge limits, the groundwater shall be stored in containers and properly treated before discharge. The treatment system, if needed, shall be designed based on the chemicals present in the groundwater. • A licensed tank removal contractor shall be retained to properly remove and dispose of known tanks in accordance with all current regulations and the site-specific and tank-specific procedures outlined in the ECPs for each campus. All the necessary permits from SFFD and SFDPH shall be obtained, and all notifications to BAAQMD shall be made before the tank is removed. The health and safety plan shall be followed, and air monitoring shall be performed during all tank removal activities. If soil staining, odor, and/or elevated organic vapor analyzer readings are observed during tank removal, the affected soil shall be placed on and covered with plastic tarpaulins, separate from any unaffected soil removed from 					

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<p>above the tank. All soil sampling and analysis for tank closure shall be performed in accordance with the Tri-Regional Board Staff Recommendations for Preliminary Evaluation and Investigation of Underground Tank Sites, dated August 10, 1990, and any additional SFFD and SFDPH requirements.</p> <p>Any additional measures that the SFDPH determines are required beyond those already identified in the ECPs shall also be incorporated into the SPMs and implemented by CPMC. A copy of the SMPs shall be submitted to the Planning Department to become part of the case file.</p> <p>Step 2: Handling, Hauling, and Disposal of Contaminated Soils</p>	Project Sponsor/Construction Contractor(s)	During demolition, excavation, and construction.	Project Sponsor/Construction Contractor(s) to handle, haul and dispose contaminated soils as specified in mitigation measure.	Project Sponsor/Construction Contractor(s) and DPH.	Considered complete with submittal of the closure certification report to DPH and San Francisco Planning Department.
<p>(a) <u>Specific work practices</u>: If, based on the results of the soil tests conducted, the SFDPH determines that the soils on the campuses are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the campuses (detected through soil odor, color, and texture) and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by federal, state, and local regulations) when such soils are encountered on the campuses. If excavated materials contain over one percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable federal and state regulations.</p>					
<p>(b) <u>Dust suppression</u>: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours.</p>					
<p>(c) <u>Surface water runoff control</u>: Where soils are stockpiled, plastic sheeting shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather and from air.</p>					
<p>(d) <u>Soils replacement</u>: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up</p>					

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<p>to construction grade.</p> <p>(e) <u>Hauling and disposal</u>: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. Nonhazardous soil shall be sent to other sites to be used as import fill where accepted or shall be transported and disposed of at a licensed Class II or Class III landfill, as appropriate. Soil classified as California hazardous waste shall be transported either out of state to an appropriate licensed facility or to a Class I facility in California. Soil classified as RCRA hazardous waste shall be transported to a Class I landfill facility in California.</p>					
<p>Step 3: Preparation of Closure/Certification Report</p> <p>After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the SFDPH for review and approval. The closure/certification report shall include the mitigation measures in the SMPs for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p>	Project Sponsor	After construction activities are completed.	Project Sponsor to prepare and submit a closure/certification report to DPH.	Project Sponsor and DPH.	Considered complete upon receipt and approval by DPH of final closure/certification report.
<p><i>Mitigation Measure M-HZ-N1b Cathedral Hill, Davies [near-term], St. Luke’s): Preparation of Unknown Contingency Plan</i></p> <p>Before the issuance of site, building, or other permit from the city for development activities involving subsurface disturbance, CPMC shall prepare and submit to SFDPH for approval a contingency plan to address unknown contaminants encountered during development activities. This plan, the conditions of which shall be incorporated into the first permit and any applicable permit thereafter, shall establish and describe procedures for implementing a contingency plan, including appropriate notification and site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include, but shall not be limited to, further investigation and, if necessary, remediation of such hazards or releases, including off-campus removal and disposal, containment, or</p>	Project Sponsor	Approval of unknown contingency plan prior to issuance of site, building, or other permits. Implementation of measures and procedures identified in unknown contingency plan	Project Sponsor to prepare and submit a contingency plan to address unknown contaminants encountered during development activities to DPH.	Project Sponsor and DPH.	Considered complete upon approval of contingency plan by DPH and receipt of final monitoring report at completion of construction.

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<p>treatment. In accordance with the procedures outlined in the ECPs, measures following the discovery of previously unidentified USTs or other subsurface facilities shall include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> • Work at the location of the discovered tank shall be halted, the exposed portion of the tank shall be covered with plastic sheeting, and the area shall be secured while the tank and surrounding soil (if unvaulted) are evaluated. The site superintendent shall be notified, and an appropriate environmental professional shall be brought on-site to evaluate the nature, use, and extent of the tank. The contractor's health and safety plan shall be reviewed and revised, if necessary, and appropriately trained personnel (e.g., HAZWOPER trained) shall be mobilized to address the tank. If the tank is ruptured during discovery, the contractor, at the direction of the environmental professional, shall attempt to contain any contents that have been released to the soil. The top of the tank shall be uncovered to locate an access port, and the tank shall be opened to evaluate the contents. The tank shall be sounded to evaluate its size and the presence and amount of tank contents remaining (if any). A sample of the contents shall be collected, if possible. On determining the nature and use of the tank, the environmental professional and/or contractor shall notify BAAQMD, SFDPH, and SFFD. During all work performed in response to the presence of the tank, the air in the working area shall be monitored for volatile organic compounds, and the tank shall remain covered with the tarpaulin whenever access is not necessary. Tanks discovered in vaults in basements shall be removed after the building above has been demolished. All tanks shall be removed in accordance with the procedures described in the ECPs for the campuses. • If other subsurface facilities containing or associated with hazardous materials, such as oil pits, sumps associated with clarification or neutralization of liquid waste, piping associated with underground tanks, piping that may be composed of asbestos-containing material, and building drainage systems (e.g., waste lines, sewer laterals) are encountered during 			during excavation and grading phases of construction.		

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>demolition and excavation, work in the area shall be halted and the facility be covered in plastic sheeting. If a sump and/or vaults are identified during excavation activities, the facility shall be managed in the same manner as required for underground tanks. If drainage lines or piping are encountered, they shall be observed and evaluated to determine use and composition. If piping contains liquid wastes, these wastes shall be contained as completely as possible, transferred to secure containers, sampled, and subsequently disposed of off-site. If piping is composed of asbestos-containing materials, the material shall be removed, bagged, and disposed of appropriately. If piping is not composed of asbestos-containing materials, it shall be removed and subsequently sent off-site as scrap. Soil adjacent to and in the vicinity of the discovered facilities shall be examined, evaluated, and managed as described for other soils at the campuses.</p> <p>In the event unanticipated subsurface hazards or hazardous material releases are discovered during construction, the requirements of this unknown contingency plan shall be followed. The contingency plan shall be amended, as necessary, in the event new information becomes available that could affect the implementation of the plan.</p>					
<p><i>Mitigation Measure M-HZ-N4a (Cathedral Hill)</i></p> <p>This mitigation measure is identical to M-HZ-N1a for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the near-term projects at the Cathedral Hill Campus.</p>	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a
<p><i>Mitigation Measure M-HZ-N4b (Cathedral Hill)</i></p> <p>This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the near-term projects at the Cathedral Hill Campus.</p>	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b
<p><i>Mitigation Measure M-HZ-N4c (Davies [near-term])</i></p> <p>This mitigation measure is identical to M-HZ-N1a for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the near-term projects at the Davies Campus.</p>	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-HZ-N4d (Davies [near-term])</i></p> <p>This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the near-term projects at the Davies Campus.</p>	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b
<p><i>Mitigation Measure M-HZ-N4e (St. Luke's)</i></p> <p>This mitigation measure is identical to M-HZ-N1a for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the near-term projects at the St. Luke's Campus.</p>	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a	See M-HZ-N1a
<p><i>Mitigation Measure M-HZ-N4f (St. Luke's)</i></p> <p>This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the near-term projects at the St. Luke's Campus.</p>	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b	See M-HZ-N1b

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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
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR					
TRANSPORTATION AND CIRCULATION					
<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.

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Improvement Measures	Responsibility for Implementation	Implementation Schedule	Implementation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>I-TR-40 (Cathedral Hill): Pedestrian Improvements</i>					
<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>	<p>Project Sponsor/Planning Department/SFMTA/DPW</p>	<p>Prior to operation</p>	<p>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.</p>	<p>Project Sponsor/Planning Department/SFMTA /DPW</p>	<p>Considered complete upon installation and implementation of pedestrian improvements.</p>

MONITORING AND REPORTING PROGRAM					
Improvement Measures	Responsibility for Implementation	Implementation Schedule	Implementation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>I-TR-87 (St. Luke's): Provide Pedestrian/Bicycle Improvements</i>					
<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.
<i>I-TR-88 (St. Luke's): Install Pedestrian Crosswalks</i>					
<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
AIR QUALITY					
<i>I-AQ-N2 (Davies [near-term], St. Luke's): Install Accelerated Emission Control Device on Construction Equipment</i>					
<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&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.

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Improvement Measures	Responsibility for Implementation	Implementation Schedule	Implementation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>connection to the grid, provided by PG&E. Where sufficient electricity to meet short-term electrical power needs for specialized equipment is not available from the PG&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"> • Install and maintain construction fencing to prevent entry to the TPZ. • Install wood chip mulch over all exposed soil areas within the 	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.
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MONITORING AND REPORTING PROGRAM					
Improvement Measures	Responsibility for Implementation	Implementation Schedule	Implementation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>TPZ.</p> <ul style="list-style-type: none"> • Prohibit placement of any construction vehicle within the TPZ. • Do not store materials, excavation tailing, or debris within the TPZ, unless placed on a thick plywood root buffer. • 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. <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>					
<p>GEOLOGY AND SOILS</p> <p><i>I-GE-N6 (Cathedral Hill):</i></p> <p>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.</p>					
	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 Considered complete upon ERO's approval of excavation monitoring program and upon receipt of final monitoring report at completion of construction.
<p>HAZARDS AND HAZARDOUS MATERIALS</p> <p><i>I-HZ-N1// I-HZ-N3(Cathedral Hill/Davies [near-term], St. Luke's [with or without variants]):</i></p> <p>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.</p>					
	Project Sponsor/Construction Contractor(s)	During demolition and renovation		Project Sponsor/Construction Contractor(s) to	Project Sponsor/Construction Contractor(s) and Considered complete upon receipt of final

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