

California Pacific Medical Center

Long Range Development Plan



SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Hearing
June 9, 2011

Hearing Schedule

Today:

- Land Use Approval Overview
- Responses to Commission Q's from 5.12.11
- City's "asks" as part of DA
 - Purpose of DA
 - Overview of City's requests
 - *Housing*
 - *Healthcare*
 - *Workforce*
 - *Transit*
 - *Transportation/Public Improvements*



Hearing Schedule, cont'd.

July 14:

- Draft Development Agreement
- Update on Design
- Q&A
- Initiation of Planning Code & GP Amendments

August 11:

- Certification of Final EIR
- Consideration of Land Use Approvals
- Consideration of DA





Land Use Approval Overview



ST. LUKE'S CAMPUS

Land Use Approvals

General Plan Referral

- San Jose Avenue Street Vacation
- Major Encroachment Permit (canopy, other streetscape)

Creation of St. Luke's Special Use District

- FAR: from 2.25:1 to 2.5:1
- Allow canopy projection over street (exceeds §136 projection)

Planning Code Map Amendments

- Height and Bulk Map (HT07): change from 105-E/65-A to 105-E for entire campus.
- SUD Map (SU07): conforming map amendment to reflect new SUD



Land Use Approvals

Conditional Use Authorization

- Med Center in RH-2
- Building over 40'-0" in RH-2
- PUD Modification
 - Rear Yard
 - Parking
 - Bulk

GP Amendments

- Conforming Map Amendments (Urban Design Element Ht. Map 4)

Large Project Authorization – Office Allocation

Misc. Approvals:

- Street vacation and conveyance
- Lot Merger
- Major Encroachment Permits



Facility Comparison

	EXISTING	PROPOSED
# Licensed acute care beds	150	80
# Licensed skilled nursing	79	0
Average daily census (acute care only)	60 (40% occupancy)	64 (80% occupancy)
ED size	7,100sf	12,000sf
Outpatient care size	7,065sf	14,430sf



Service Line Comparison

<u>Inpatient Service</u>	(E)	(P)
▪ Infectious disease (incl. HIV)	X	X
▪ Cancer	X	X
▪ Cardiology	X	X
▪ Endocrinology (incl. Diabetes)	X	X
▪ Emergency Medicine	X	X
• Adult emergency	X	X
• Pediatric emergency	X	X
• Behavioral emergency	X	X
▪ Gastroenterology	X	X
▪ Mental Health	[1]	[2]
▪ Intensive Care (ICU)	X	X
▪ Neurology	X	X
▪ Orthopedics*	X	X

NOTE:

1. St. Luke's inpatient psychiatry unit was closed in 2006.

2. Inpatient psychiatric svc system-side are provided at the Pacific Campus.

* Recently added or expanded svc.



Service Line Comparison, cont'd.

<u>Inpatient Service</u>	(E)	(P)
▪ Respiratory	X	X
▪ Women & Children	X	X
• Labor & Delivery*	X	X
• Gynecological*	X	X
• Special Care Nursery	X	X
• Pediatrics	X	[3]
▪ Surgery	X	X
• General*	X	X
• Vascular	X	X
▪ SNF	X	[4]
▪ Subacute	X	[5]
▪ Urology	X	X
▪ Telemedicine (eICU)	X	X

NOTE:

3. Pediatric inpatients (<1/day) transferred to CH; Pediatric ER services will remain in new hospital.

4. CPMC will provide 100 SNF beds for CPMC patients, whether within CPMC facilities or in new beds in the community.

5. Patients will be transferred to appropriate, comparable facilities in the community.

* Recently added or expanded svc.



Service Line Comparison

<u>Outpatient Service</u>	(E)	(P)
▪ Ambulatory Surgery	X	X
• Ophthalmology	X	X
• Urology	X	X
▪ Cardiology	X	X
• Cardipulmonary Svc.	X	X
• Echocardiogram	X	X
• Heart Catheterization Lab	X	X
▪ Diagnostic Imaging	X	X
• CT Scan	X	X
• Mammography	X	X
• MRI	X	X
• Nuclear Medicine	X	X
• Ultrasound	X	X
▪ Gastroenterology	X	X
▪ Lab Services	X	X
▪ Obstetrics*	X	X
• Antenatal Testing*	X	X

NOTE:

* Recently added or expanded svc.



Service Line Comparison, cont'd.

<u>Outpatient Service</u>	(E)	(P)
▪ Orthopedics*	X	X
▪ Respiratory Therapy	X	X
▪ Child Development Center	X	X
▪ Health First	X	X
▪ St. Luke's Health Care Center	X	X
• Pediatrics*	X	X
• Internal medicine*	X	X
• Women's*	X	X
• Orthopedics	X	X
▪ Diabetes Education	X	X
▪ Multi-specialty clinic*	X	X
• Hepatology*	X	X
• Neurology*	X	X
• Oncology*	X	X
• Orthopedics*	X	X
• Breast Health*	X	X
▪ Retail Pharmacy	X	X

NOTE:

* Recently added or expanded svc.





DAVIES CAMPUS

Land Use Approvals

Conditional Use Authorization (“C”)

- Amend existing PUD to include the Neuroscience Institute building
- Authorize rear yard and independently accessible parking exceptions

General Plan Referral (“R”)

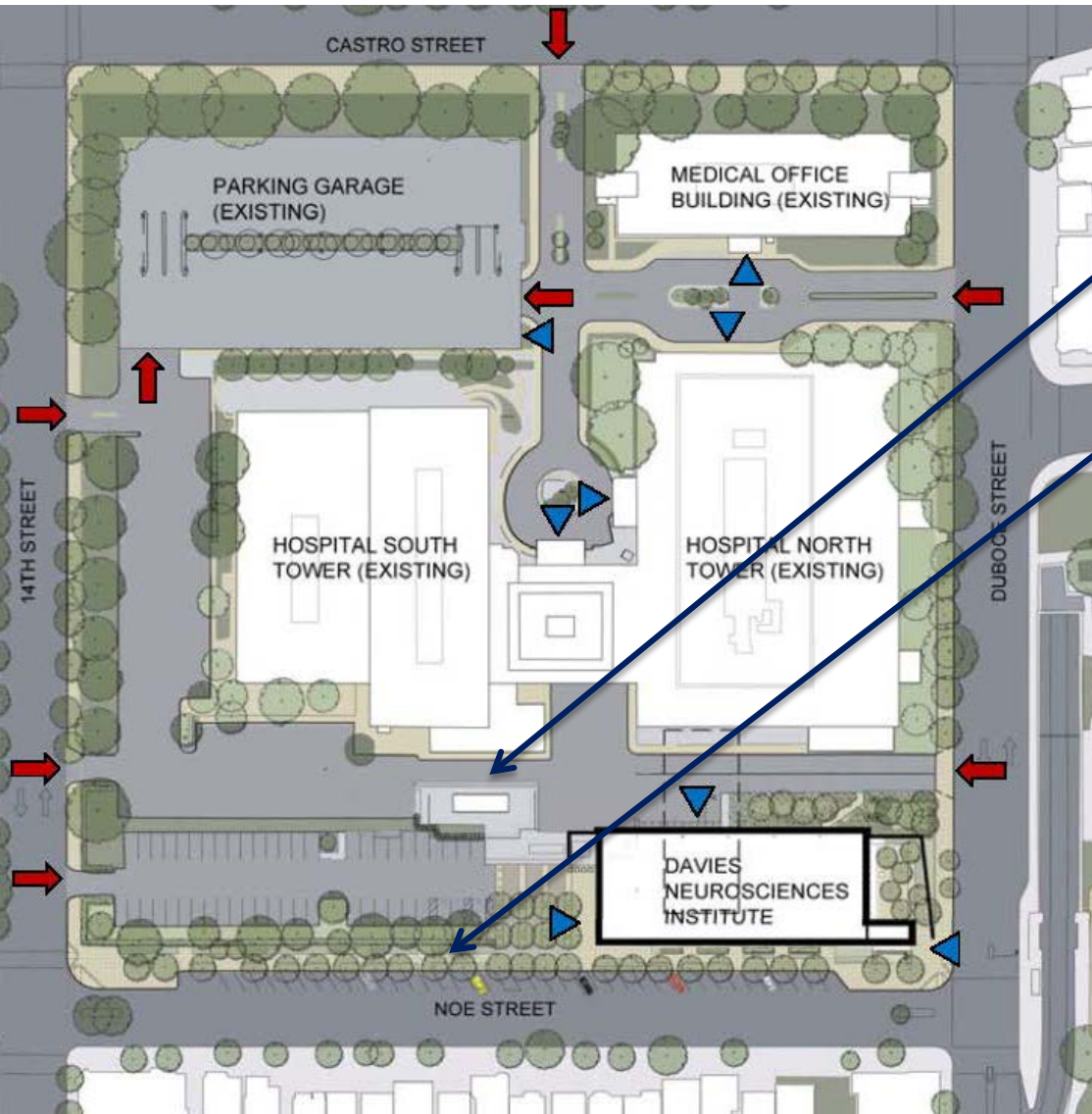
- Sidewalk improvements (curb bulbs, etc.)

Misc. Approvals

- Encroachment permits
- Streetscape improvements



Changes since 2007 Commission Approval



Added an emergency generator

Created a straight sidewalk along Noe St.





VAN NESS & GEARY CAMPUS

Land Use Approvals

GP Amendments

- To support high density medical center that is consistent with the City's Better Streets Plan at the transit nexus of Van Ness & Geary
- Conforming Map Amendments, including height increase to 265'-0"

General Plan Referral

- GP Referral & Major Encroachment Permit (tunnel, lane reconfiguration, sidewalk widening, underground oxygen tanks)

Creation of Van Ness Medical Subdistrict within VNSUD

- FAR: from 7:1 to 9:1 at hospital; 7:1 to 7.5:1 at MOB
- Allow canopy projection over street (exceeds §136 allowances)
- Street Frontages: allow minor deviations from 145.1 through a CU
- Loading standards: reduce req'd height clearance from 14' to 12' at MOB
- Bulk modifications through a CU

Planning Code Map Amendments

- Height & Bulk Map (HT02): change from 130-V to 265-V at hospital site
- SUD Map (SU02): conforming map amendment



Land Use Approvals, cont'd.

Conditional Use Authorization

- Med Center over 6,000sf in RC-4
- Building over 50'-0" in VNSUD
- Residential Demolition (5 dwelling units)
- Street frontage modifications
- Wind > 11mph in VNSUD
- Bulk modifications
- Modify 3:1 VNSUD housing requirement

Large Project Authorization – Office Allocation

Misc. Approvals

- Permit to Convert (demolition of 20 residential hotel units)
- Tunnel – CalTrans
- Various streetscape/pedestrian improvements (MTA, DPW)
- Lot Mergers



Facility Comparison

	California and Pacific Campus	Van Ness & Geary Campus
# licensed beds	594	555
Average daily census	295 (50% occupancy)	444 (80% occupancy)
ED size	16,500sf	19,900sf
Outpatient care size	116,030sf (53,692sf proposed at Pac. with long-range development plans)	1,485sf



Van Ness SUD Code-Compliance

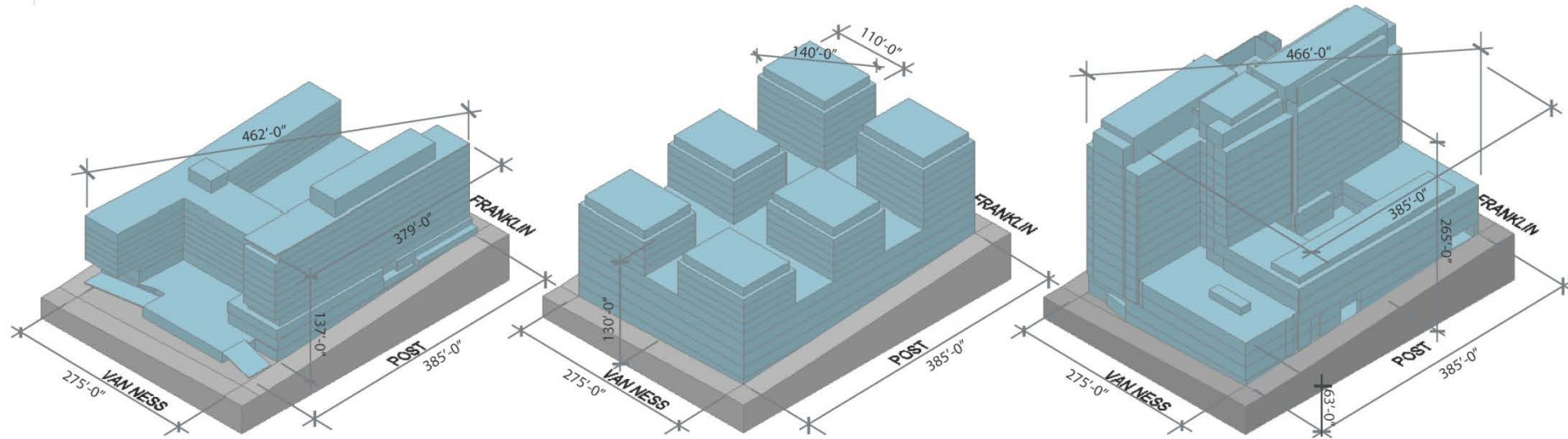
	VNSUD § 243 Requirements	CPMC Proposal
Use	CU req'd for Medical Center	CU proposed
Height	130'-0" @ both hospital & MOB	Increase to 265'-0" @ hospital site
Bulk	"V" Bulk Designation (110'x140')	Modification from Bulk dimensions through SUD and CU
FAR	7.0:1	9.0:1 (hospital); 7.5:1 (MOB)
Housing	3sf res.:1sf non-res.; 1,376,187sf residential	CU to waive housing requirement*
Res. Demo	CU required	CU proposed**
Wind	11pmh pedestrians, existing exceedances must be reduced	Exception sought: New intersections w/11mph; not all existing exceedances reduced (no increase in total number of exceedances)

*City's request includes an in-lieu fee

**City's request includes payment for demolition of 5 DU



Van Ness/Geary Hospital - Massing



EXISTING HOTEL AND OFFICE

Gross Square Footage: 381,791 SF
 FAR: 3.61
 402 Rooms + 128 Offices
 405 Parking Spaces
 Height Per Planning Code: 137' (Approximate Height to Top of Office Building)
 Maximum Length: 379'
 Maximum Diagonal Length: 462'
 Hotel: 9 Stories Above Grade
 Office Building: 11 Stories Above Grade

CODE ALLOWABLE PROJECT

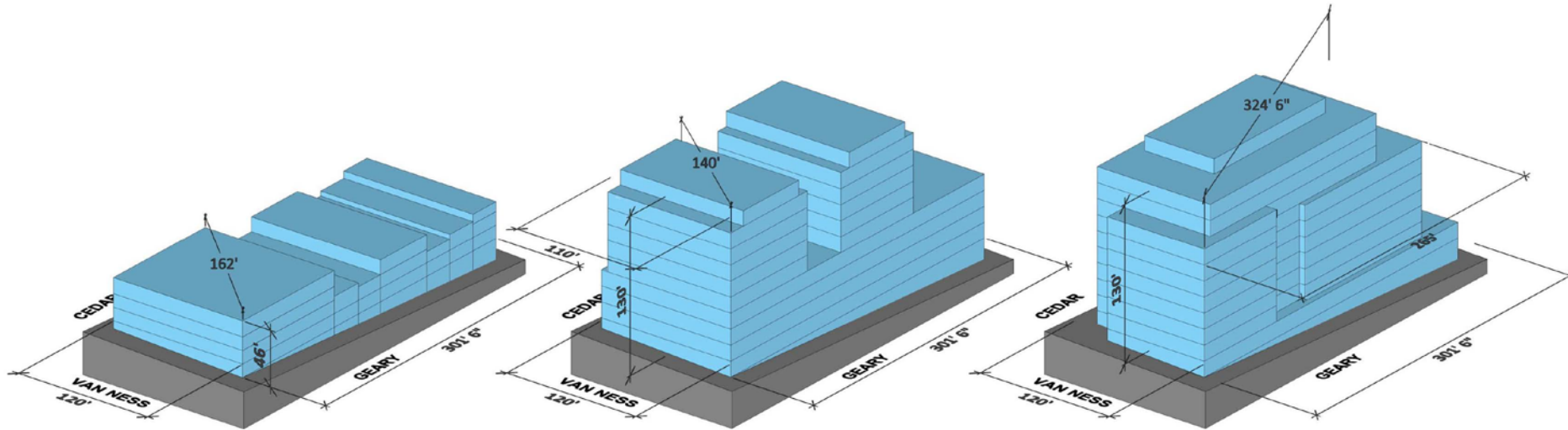
Gross Square Footage: 740,642 SF
 FAR: 7.00
 +/- 150 Parking Spaces (Hospital) +/- 1060 Parking Spaces (Mixed Use)
 Height Per Planning Code: 130'
 Maximum Length: 110' Above 50'
 Maximum Diagonal Length: 140' Above 50'
 Residential/ Commercial Project: 12 Stories Above Grade

PROPOSED PROJECT

Gross Square Footage: 882,962 SF
 FAR: 8.80
 Parking: 513 Parking Spaces
 Height Per Planning Code: 265'
 Maximum Length: 385'
 Maximum Diagonal Length: 466'
 Hospital: 15 Stories Above Grade



Van Ness/Geary MOB - Massing



EXISTING COMMERCIAL & RESIDENTIAL

Gross Floor Area: 100,400SF
 FAR: Varies from 1.8 to 3.9
 No Parking Spaces
 Height Per Planning Code: Varies 28' – 46'
 Maximum Length Above 50': N/A
 Maximum Diagonal Length Above 50': N/A
 Existing Buildings: 3-5 Stories Above Grade

CODE ALLOWABLE PROJECT

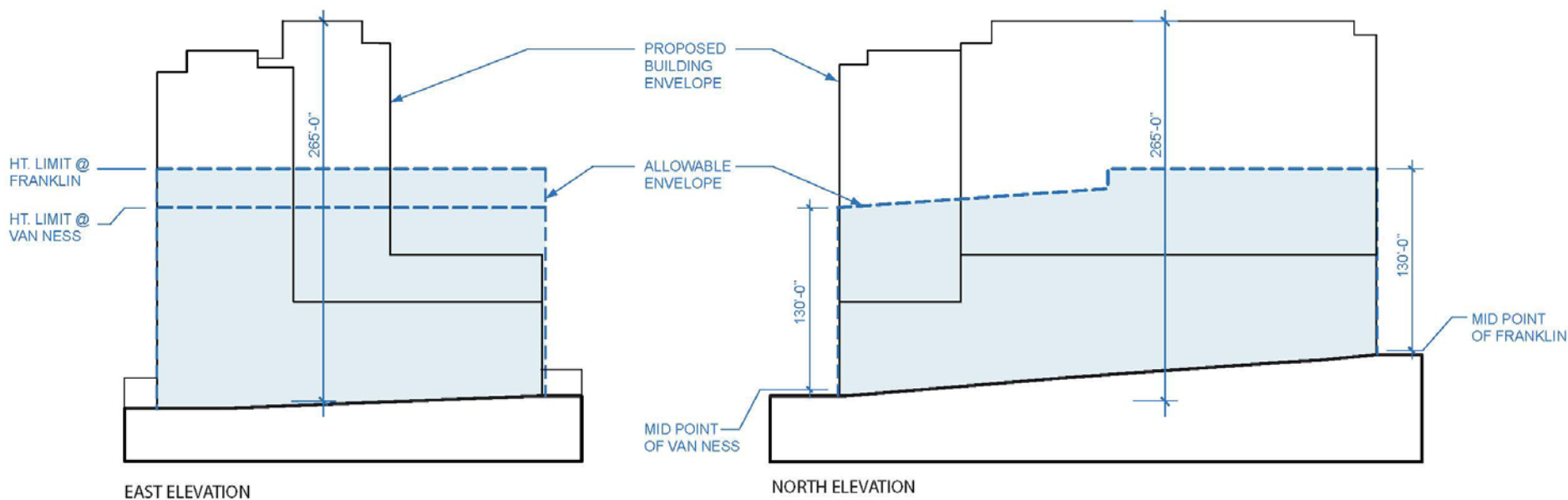
Gross Floor Area: 253,239 SF
 FAR: 7.0
 Parking: 477 Parking Spaces
 Height Per Planning Code: 130'
 Maximum Length Above 50': 110'
 Maximum Diagonal Length Above 50': 140'
 Residential / Commercial: 10 Stories Above Grade

PROPOSED PROJECT

Gross Floor Area: 261,691 SF
 FAR: 7.5
 Parking: 542 Parking Spaces
 Height Per Planning Code: 130'
 Maximum Length Above 50': 265'
 Maximum Diagonal Length Above 50': 324'
 Medical Office Building: 9 Stories Above Grade



Van Ness/Geary Hospital – Height



Van Ness/Geary MOB – Height

ALLOWABLE



Parking: Comparison and Compliance

Cathedral Hill Hotel & Office Building	Van Ness & Geary Hospital
382,000 gsf	882,962 gsf
402 guest rooms + 128 office suites	555 patient rooms
405 parking spaces	513 parking spaces

Van Ness & Geary Med. Center	Planning Code	EIR Parking Demand
1,227 spaces	1,323 spaces	1,389 spaces



Tunnel Status and Approval Process

- CalTrans gave “conceptual approval” for tunnel based on the *Highway Improvement Agreement* agreed to by Caltrans and CPMC on 1/26/11.

- Approval is contingent upon:
 - EIR certification and local approvals
 - Caltrans review of the final technical design, and
 - Approval by the California Transportation Commission



Development Agreement

Summary of CPMC's Land Use Approvals

- Increased FAR at CH and St. Luke's.
- Increased Height at CH and St. Luke's
- Street Vacation at St. Luke's
- Major Encroachment Permits (both campuses)
- Numerous Conditional Use Authorizations at all three campuses.



A Critical Project

- **Extremely important and significant project for the City**
 - 2 new state-of-the-art, seismically safe hospitals for the City and region
 - \$2.5 billion of construction activity over the next 5 years
 - 1,500 construction jobs
 - 1,500 to 5,000 new permanent jobs
- **Must provide benefits to and address impacts on all San Franciscans:**
 - Affordable housing
 - Healthcare access, especially for lower income San Franciscans
 - Secure future for St. Luke's hospital
 - Workforce development
 - Transportation impacts
- **City supports the project as proposed by CPMC, as long as it addresses the items outlined above**



Development Agreement

- **Development Agreement will serve as a binding agreement between CPMC and the City:**
 - Vests CPMC's approvals
 - Ties together construction and opening schedules for St. Luke's and Cathedral Hill Hospitals
 - Specifies detailed healthcare-related obligations for CPMC
 - Specifies other community obligations (i.e. housing, transportation, etc.)
 - Includes payment schedule for cash obligations
 - Includes strong enforceability provisions



Housing

What are the housing benefits to the City?

- **VNSUD Housing Payment:** \$73M payment to MOH for affordable housing construction.
 - If CPMC complied with the 3:1 housing requirement in 243 (VNSUD), they would be required to build 1,100 dwelling-units.
 - If they chose to pay the affordable housing fee to satisfy the 20% affordable housing requirement, they would owe approximately \$73M.

- **Loss of Housing Payment:** \$4.1M payment to MOH for value of demolishing 20 SRO units and five (5) rent controlled dwelling-units from the City's housing stock.



Health Provisions

Background

- In 2009 and 2010, Health Commission passed two resolutions related to CPMC IMP
 - Resolution 10-09 (7/21/09) made seven recommendations
 - Resolution 02-10 (3/16/10) memorialized agreement reached with CPMC those recommendations
- CPMC Development Agreement (DA) provisions follow the framework of the Health Commission recommendations



Key Policy Issues

- DA provisions address three key policy issues identified as critical by the Health Commission:
 - Care for Medi-Cal and charity care patients
 - Long-term viability of St. Luke's
 - Community benefits



Some DA Provisions Already Agreed to by CPMC

- Creation of 62 new skilled nursing beds (*HC Resolution 02-10*)
- Convening hospital partners to devise solutions for sub-acute care (*HC Resolution 02-10*)
- Concurrent commencement of construction at two campuses (*03/10/11 Planning Commission hearing*)
- Implementation of Blue Ribbon Panel Recommendations (*09/25/08 CPMC Board of Directors resolution*)
- Centers of Excellence in Senior and Community Health (*09/25/08 CPMC Board of Directors resolution*)



Charity Care

I-1. CPMC shall provide charity care at a level consistent with other private, non-profit San Francisco hospitals

- Charity care is the provision of health care to low-income individuals without the expectation of reimbursement
- Defined as ratio of charity care to net patient revenue
- Compared to average of St. Francis, St. Mary's, and Chinese hospitals
- Using FY09 as an example:
 - Sutter: 0.99%*
 - Other private, non-profit hospitals' average: 2.36%*



Medi-Cal

1-2. CPMC shall provide inpatient and outpatient services to Medi-Cal beneficiaries at a level that is consistent with other non-profit San Francisco hospitals.

- Defined as proportion of all services paid for by Medi-Cal
- Compared to average of St. Francis, St. Mary's, and Chinese hospitals
- Using FY09 as an example:
 - Outpatient services
 - Sutter: 6.53%
 - Other private, non-profit hospitals': 10.46%
 - Inpatient services
 - Sutter: 13.73%
 - Other private, non-profit hospitals': 15.05%



Additional Provisions to Provide Care for Medi-Cal and Charity Care Patients

1-3. and 1-4. \$3.375m in funding to the San Francisco Community Clinic Consortium to provide

- Primary care
- Chronic disease management
- Specialty care
- Clinic-based community benefits

1-5. 100 new skilled nursing beds that accept Medi-Cal patients

- Already agreed to by CPMC (HC Resolution 02-10)

1-6. Convene hospital partners to develop solutions for providing sub-acute care

- Already agreed to by CPMC (HC Resolution 02-10)



Long-term Viability of St. Luke's

I-7. St. Luke's shall be operated as an acute care hospital with an emergency room for at least 20 years

I-8. Commencement of construction of St. Luke's concurrent with Cathedral Hill and completion of St. Luke's first

- Concurrent commencement of construction agreed to by CPMC (03/10/11 Planning Commission hearing)

I-9. Service requirements for St. Luke's, in accordance with Blue Ribbon Panel Recommendations

- Already agreed to by CPMC (09/25/08 CPMC Board of Directors resolution)



Long-term Viability of St. Luke's

I-10. Center of Excellence in Community Health

- Already agreed to by CPMC (09/25/08 CPMC Board of Directors resolution)

I-11. Center of Excellence in Senior Health

- Already agreed to by CPMC (09/25/08 CPMC Board of Directors resolution)

I-12. Utilization of current technology and best practices, including telemedicine

I-13. Medical office building to be built within four years of completion of St. Luke's Hospital

I-14. Integrated medical staff



Community Benefits

- I-15.** Community benefit commitment focused on low-income and underserved communities, specifically within the Tenderloin, Mission, Western Addition, South of Market, Bayview and Chinatown neighborhoods
- I-16.** Continue current partnership with Chinese Hospital
- I-17.** Maintain culturally competent services in accordance with national standards



San Francisco Health Service System

I-18. Hold rate increases to Blue Shield for the City and County of San Francisco to no more than the medical rate of inflation



Workforce Development

CPMC Workforce Plan

CPMC to provide \$2 million to support construction and non-construction workforce training programs for economically-disadvantaged San Francisco jobseekers

CONSTRUCTION

- At least 50% of entry-level Administrative and Engineering positions and internship opportunities to be filled by San Francisco residents
- At least 50% of new apprentice construction opportunities to be filled by graduates of CityBuild Academy, with the remaining 50% to be filled by SF residents
- At least 30% of apprentice and journey-level construction positions by trade to be filled by San Francisco residents
- CPMC contractors, in cooperation with labor, to develop a retention program that maximizes opportunities for CityBuild new apprentices to become journeymen by end of the project where applicable



CPMC Workforce Plan, cont'd.

NON-CONSTRUCTION

- 40 permanent hires through workforce system per year (total 200 over 5 years)
- Provide projections of entry-level employment opportunities

HEALTH CARE ACADEMY/WORKFORCE SYSTEM PARTNERSHIP

- Identified CBO partners will provide neighborhood specific outreach for training and direct placement opportunities
- Health Care Academy will provide vocational trainings (clinical and clerical) and will coordinate job notifications and candidate referrals



CPMC Workforce Plan, cont'd.

EXAMPLES OF NON-CONSTRUCTION ENTRY-LEVEL POSITIONS

<u>Vocational</u>	<u>Pay Range</u>
House Keeping Aide	\$18.90 - \$23.42
Phlebotomist	\$22.44 - \$33.66
<u>Non-clinical/clerical occupations</u>	<u>Pay Range</u>
Food Service Aide	\$18.83 - \$23.33
<u>Internship/Externship positions</u>	<u>Pay Range</u>
EKG Tech	\$21.01 - \$28.43

NEXT STEPS

- Engage CBO partners to introduce project and assess capacity
- Finalize service processes and implementation steps
- Implement job notification and candidate referral procedure (clinical and non-clinical positions)



Collaboration Between CPMC and OEWD

Prime Contractor Herrero-Boldt has been actively engaged with CityBuild Academy for the last two cycles of training

- H-B has facilitated hands-on trainings with its Trade Partners Southland Industries, D&J Tile, Rosendin Electric as well as IBEW Local 6
- Through these training, CityBuild Academy students performed hands-on work with copper tubing, fabricated a CityBuild sign, fabricated a sheet metal tool tray, completed a custom design tile board, performed hands-on work in electrical wiring and piping, and built an illuminated, four-sided CityBuild sign at Local 6's Training Center
- H-B's Trade Partner Southland Industries hired two CityBuild Academy Cycle 11 graduates and sponsored them into Local 342, Plumbers & Steamfitters, in Concord
- For the upcoming cycle of training, H-B is will engage its Trades Partners in Metal Stud Framing & Drywall, Fire Sprinklers, Concrete, and Acoustic Ceilings with CityBuild students



Remedies for Failure to Achieve Commitments

- *If a construction hiring opportunity is improperly withheld from OEWD: **CPMC contractors may be subject to liquidated damages per the First Source Hiring Program***
- *If hiring goal of 40 per year for non-construction/end use jobs is not met: **the hiring deficiency will roll over into the next year***

For example, if 30 referrals from the Health Care Academy are hired in the first year of MOU, then the goal for the following year will be 50
- *If a hiring deficiency exists at the end of the agreement: **then the terms of the agreement will be extended until the full hiring goals are met***



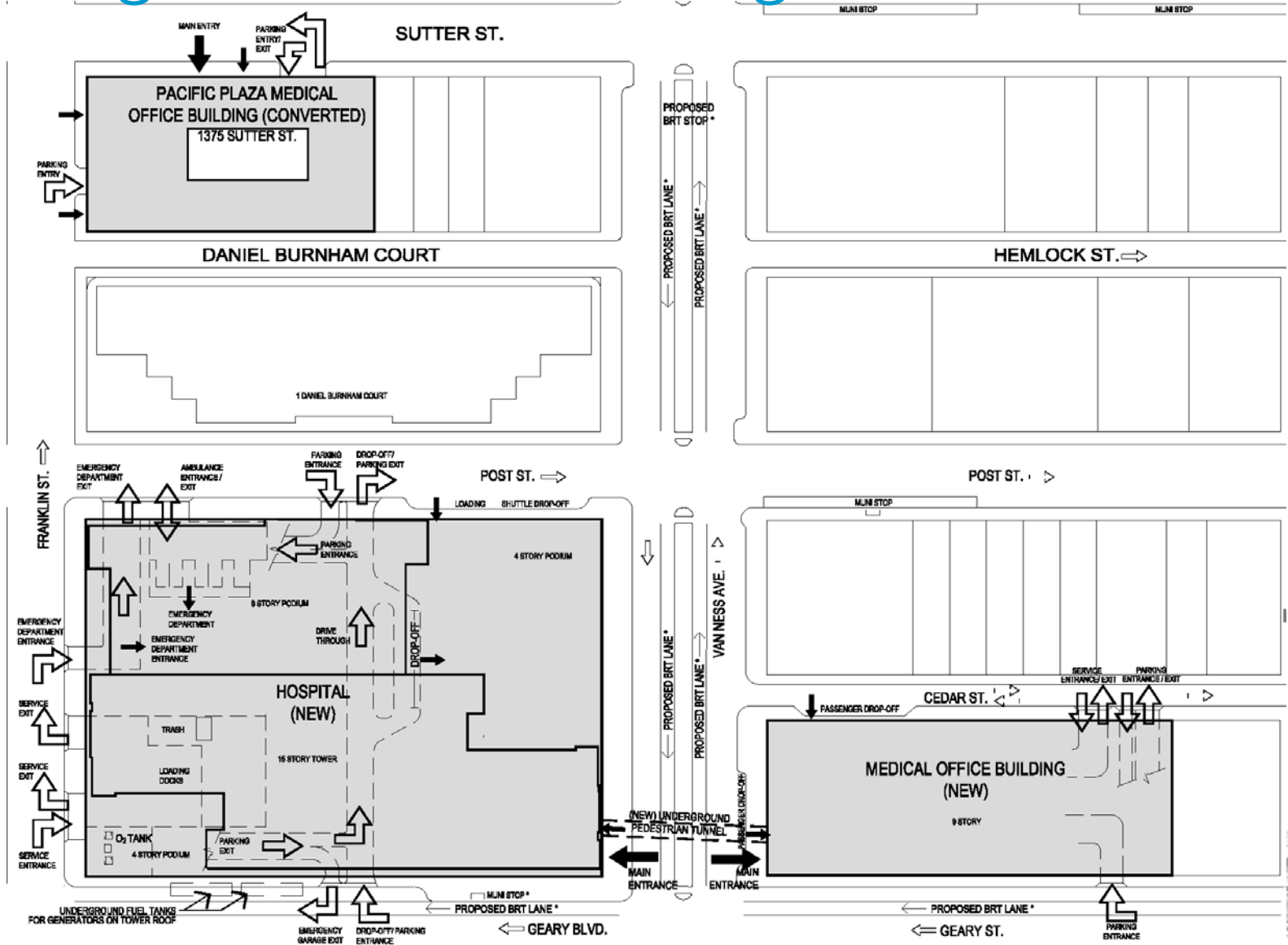
Transportation and Public Realm Improvements

Transportation and Public Realm Improvements

VAN NESS & GEARY CAMPUS

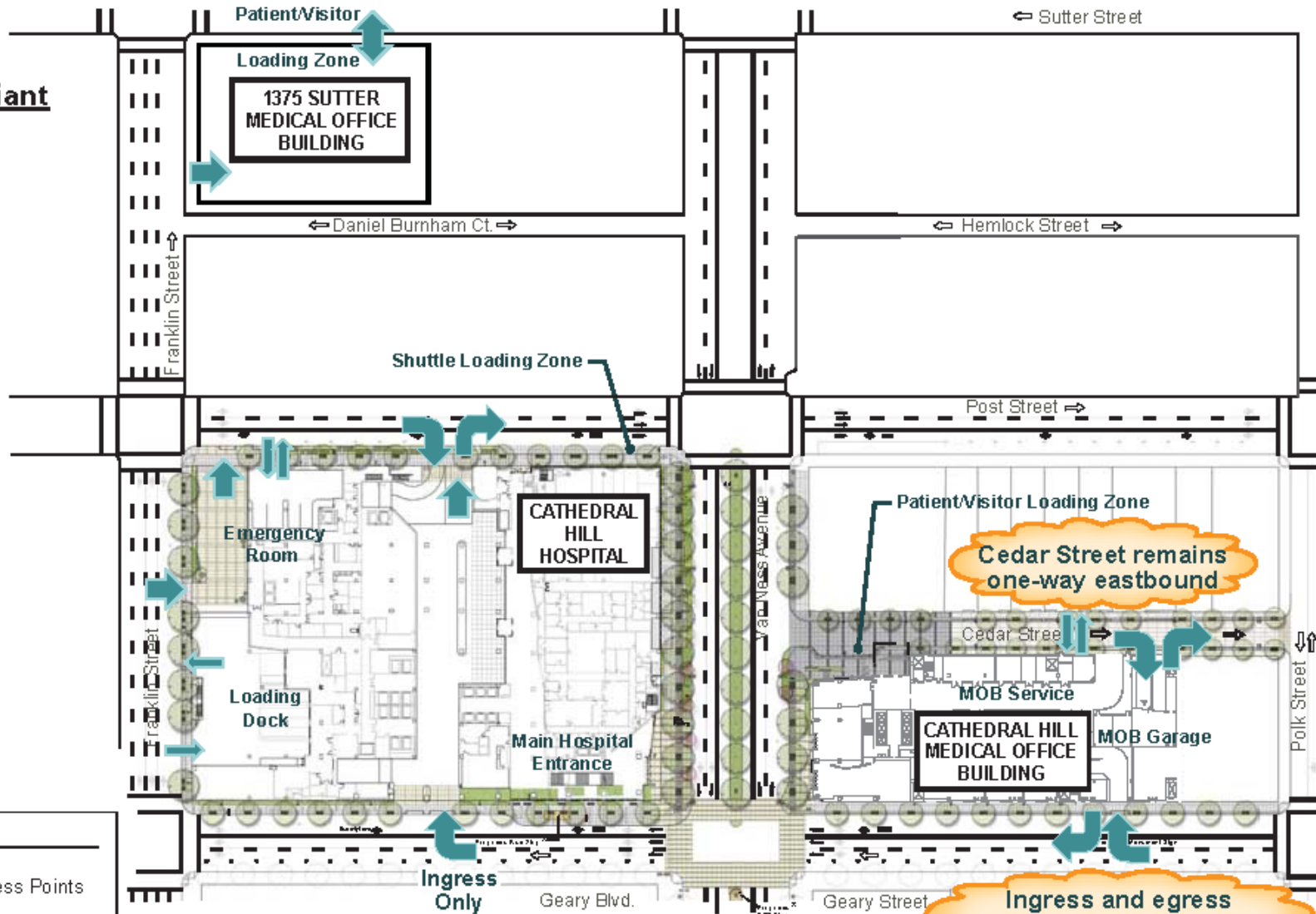


Building Access & Loading



MOB Access Variant

MOB Access Variant

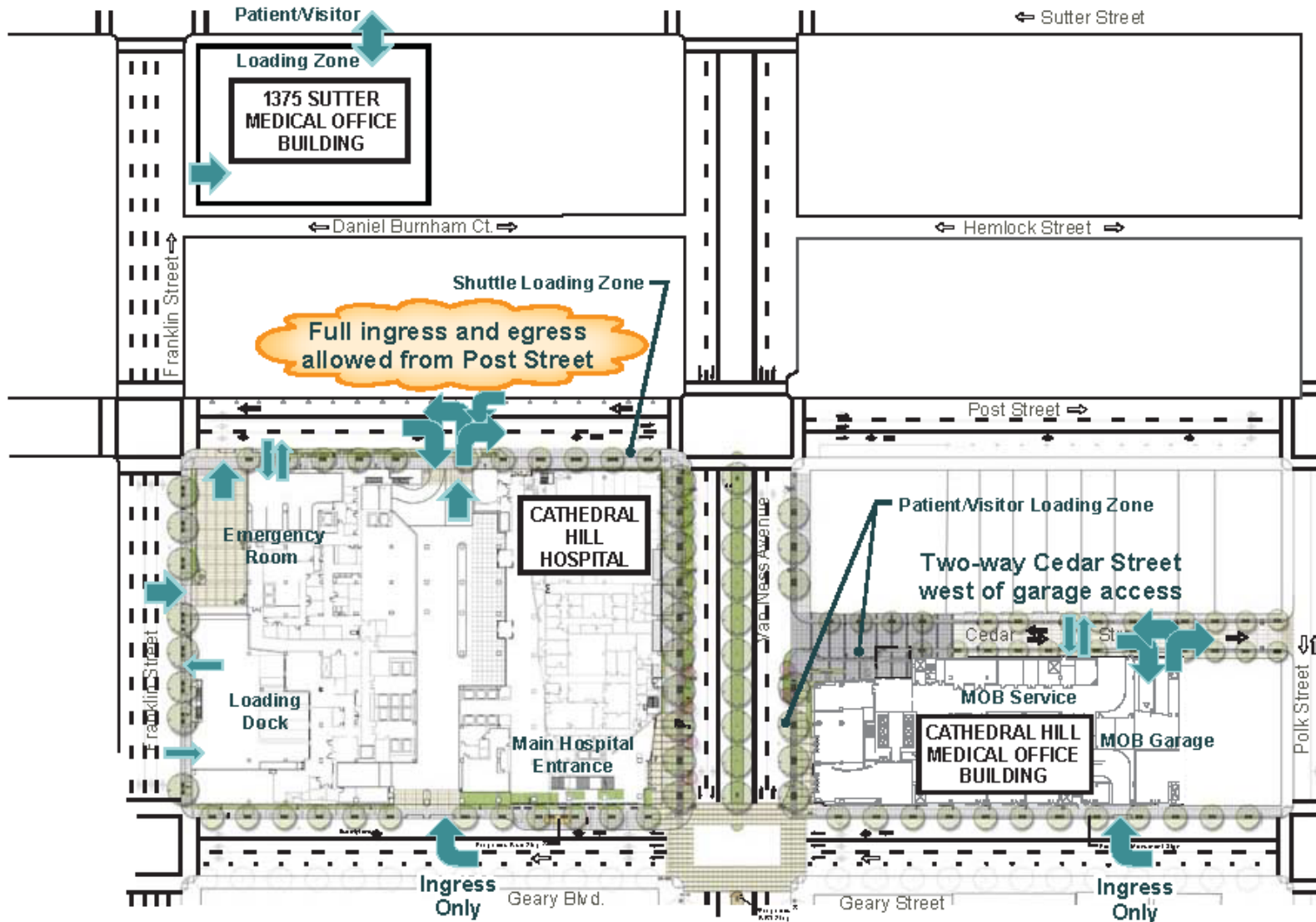


LEGEND

- Vehicle Access Points
- Bus Only - Muni Lane

Two-Way Post Street Variant

Two-Way Post Street Variant



Trip Generation

VAN NESS & GEARY CAMPUS – NET NEW TRIPS

<i>Daily Person Trips</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>Vehicle Trips</i>	<i>Transit Trips</i>
19,947	1,430	1,399	593 (AM) 609 (PM)	586 (AM) 551 (PM)



Traffic Impacts – 2015 Modified Baseline

- Significant/Unavoidable Traffic Impacts:
 - Van Ness/Market: LOS D to LOS E, PM peak hour
 - Polk/Geary: LOS C/D to LOS E, AM/PM peak hours
 - Construction-Related traffic impact
- Less than Significant Impacts at remaining 24 intersections
- Project Variants - similar impacts as above, plus:
 - 1 additional Construction-Related traffic Impact with Post Street Variant @ Franklin/Bush; and
 - 1 additional Design Hazard Impact with MOB Access Variant (S/U)



Traffic Impacts – 2030 Cumulative

- 2030 Cumulative Significant/Unavoidable Traffic Impacts:
 - Two intersections (Van Ness/Market & Polk/Geary) listed above, plus:
 - Van Ness/Pine Street: LOS D to LOS E, PM peak hour
- Less than Significant Impacts at remaining 23 intersections
- Project Variants: similar impacts as above, plus:
 - 2 additional impacts with Post Street Variant at Gough/Geary and Franklin/Bush



Transit Impacts – 2015 and Cumulative

- Transit Delay Significant & Unavoidable Impacts:

2015 Baseline:

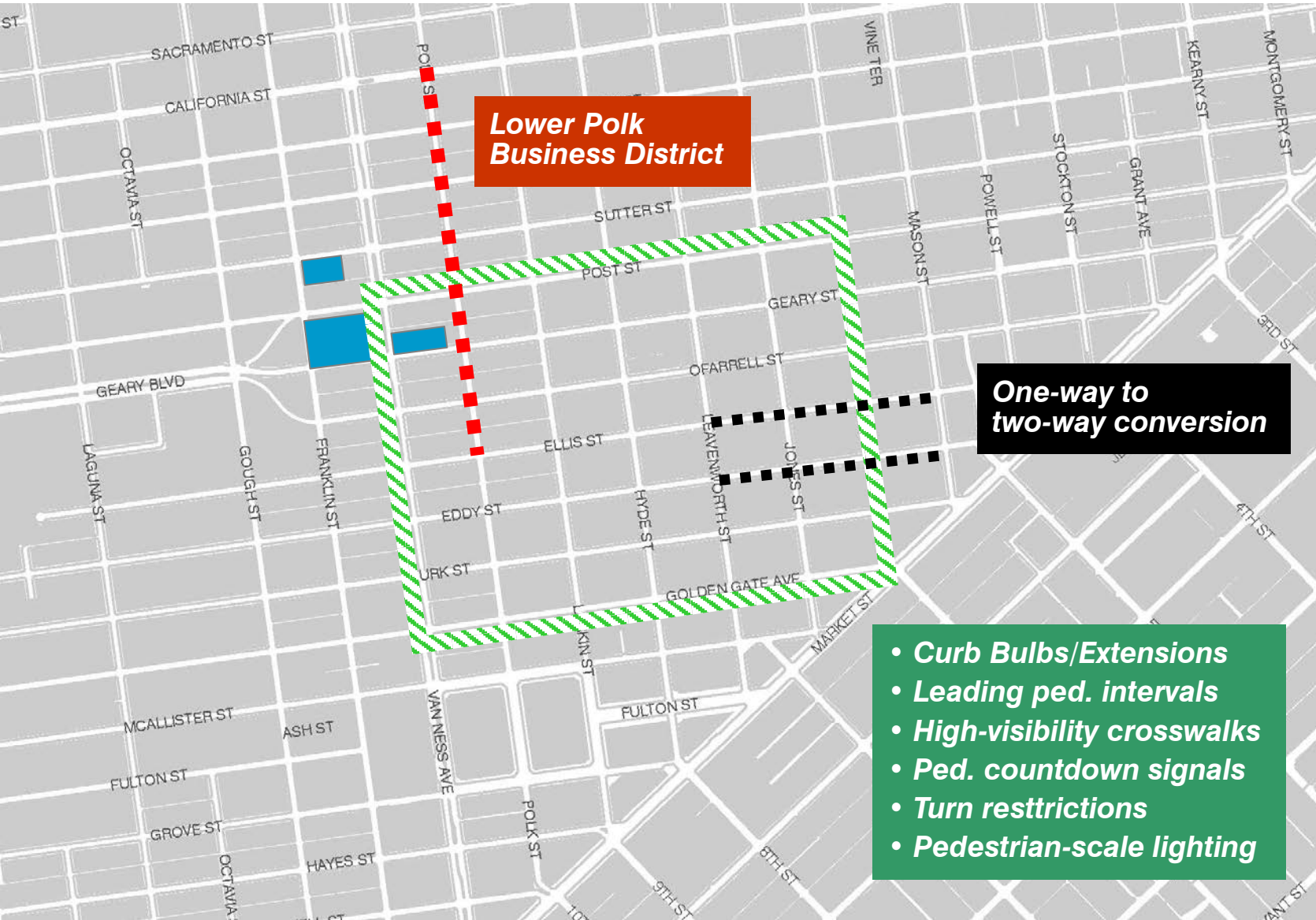
- 19 Polk: SB during PM peak hour
- 38 Geary & 38-L Geary: AM & PM peak hours
- 49 Van Ness/Mission: AM & PM peak hour

Cumulative: all of the above plus the lines below

- 47-Van Ness: PM peak hour
 - 3-Jackson: PM peak hour
- Less than significant to other transit routes
 - Project Variants: similar impacts as above



Transportation & Streetscape Improvements



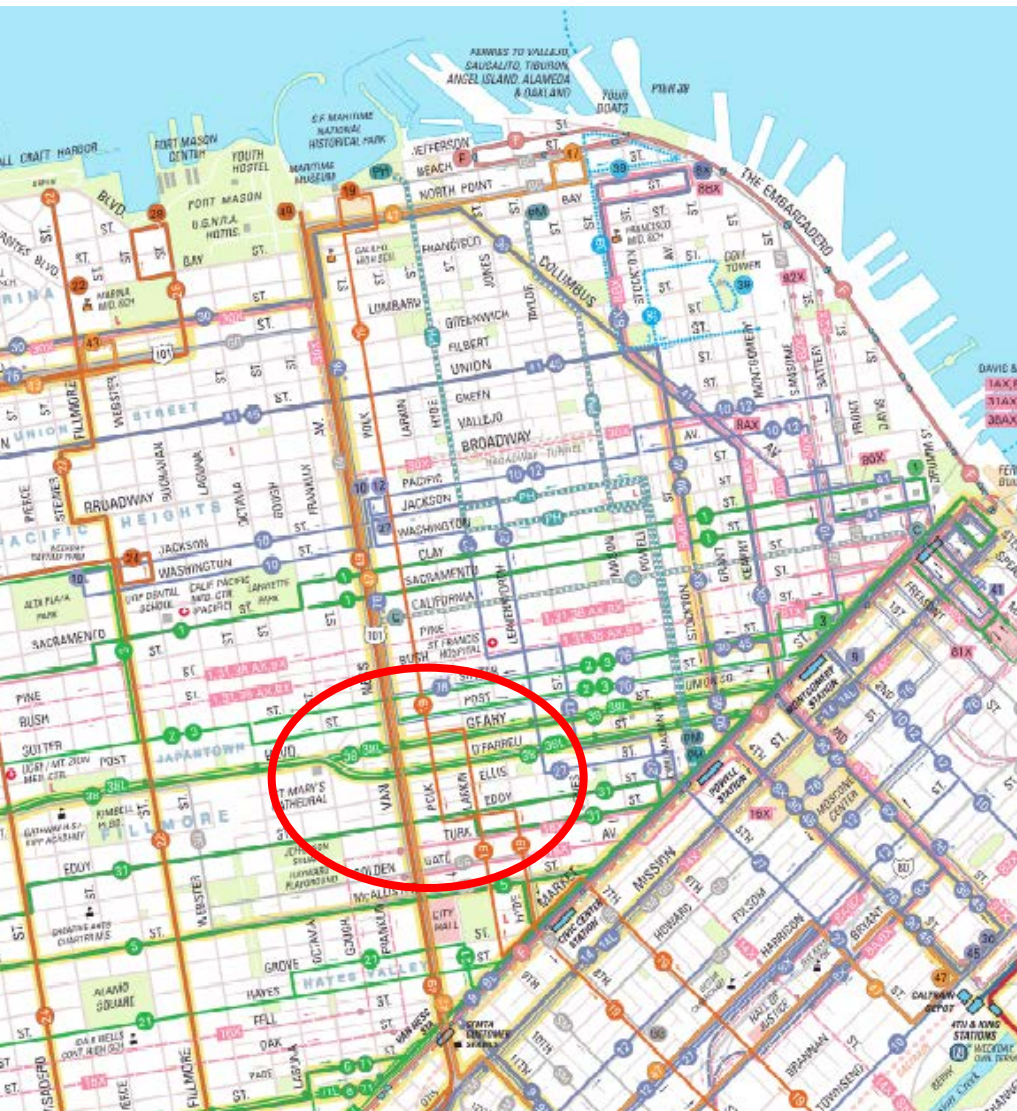
**Lower Polk
Business District**

**One-way to
two-way conversion**

- **Curb Bulbs/Extensions**
- **Leading ped. intervals**
- **High-visibility crosswalks**
- **Ped. countdown signals**
- **Turn restrictions**
- **Pedestrian-scale lighting**



CPMC Transportation Impact Analysis



The CPMC facility is located at the crossroads of two major transportation corridors: Geary and Van Ness

- Heavily-congested corridors
- High transit accessibility but also high transit impact
- Eight Muni routes stop within 3 blocks
- Impacts approximately 120,000 weekday trips on these eight routes (over 15% of Muni's system ridership)

Transit Impact Analysis Methodology

Based on the CPMC EIR, the SFMTA developed a cost and schedule model to analyze impacts of the Cathedral Hill CPMC facility on a route-by-route basis in two areas:

Transit Delay

- *Vehicle trips generated by CPMC slow Muni vehicles and lengthen travel times for Muni customers passing by the facility*
- *Additional vehicles and operators are required to maintain service*

Transit Capacity

- *Transit riders generated by CPMC require additional capacity on buses*



Annualized Financial Impacts

CPMC Impacts on Muni	(\$M)	CPMC Credits	(\$M)
Operations & Maintenance		Operations & Maintenance	
Delay – Van Ness/Geary BRT	\$0.73	Delay - Van Ness/Geary BRT	\$0.73
Delay – Other Routes	\$0.34	(Credit for delay reduction)	
Capacity to accommodate CPMC ridership	\$0.70		
Capital (Vehicles & Facilities)		Capital (Vehicles & Facilities)	
Delay – Van Ness/Geary BRT	\$0.26	Delay - Van Ness/Geary BRT	\$0.26
Delay – Other Routes	\$0.09	(Credit for delay reduction)	
Capacity to accommodate CPMC ridership	\$0.40		
Other		Other	
Net Fare Revenue Loss	\$0.07	Net Payroll Tax Revenue	\$0.04
		Net Parking Tax Revenue	\$0.22
Subtotal	\$2.59	Subtotal	\$1.24
Net Annualized Financial Impact		\$1.35 million	



Proposed Measures

Bus Rapid Transit (BRT) Construction

Supports station construction on Geary and Van Ness BRT routes to improve transit and reduce Muni delays

- \$10 million one-time capital contribution
- CPMC would receive credit towards reducing Muni delays on Geary and Van Ness

Parking Fee

Helps offset some of the Muni delays caused by CPMC-related auto trips

- 50¢ fee* to enter or exit Cathedral Hill Garage during weekday business hours
- 25¢ fee* to enter or exit Cathedral Hill Garage during at other times including weekends

* - *subsequently adjusted annually for inflation*

Transit Passes

Promotes the City's Transit First Policy

- CPMC must provide a Muni Fast Pass to any Cathedral Hill employee requesting one
- CPMC will pay SFMTA the face value of the passes (currently \$60-\$70) provided that CPMC pay for a number of passes equal to at least 60% of the total number of Cathedral Hill employees



Funding Use

- Operating and capital expenditures associated with maintaining and improving transit, bicycling and pedestrian access along the corridors adjacent to the CPMC facility as identified by SFMTA's Transit Effectiveness Project (TEP)



BRT Features



**High Quality
Station
Platforms**

**Branded Vehicles
with level, all-door
loading**

**Dedicated
Bus Lanes**

**Pedestrian Safety
Treatments**

**Transit Signal
Priority**

Cost and Funding

Van Ness ~ \$118M

Planned/programmed funding
~ \$95M

- FTA Small Starts (\$75M)
 - rec'd in President's FY11 and FY12 budgets
- Prop K BRT/TPS (\$20M)

Geary ~ \$248M

Planned/programmed funding
~ \$105M

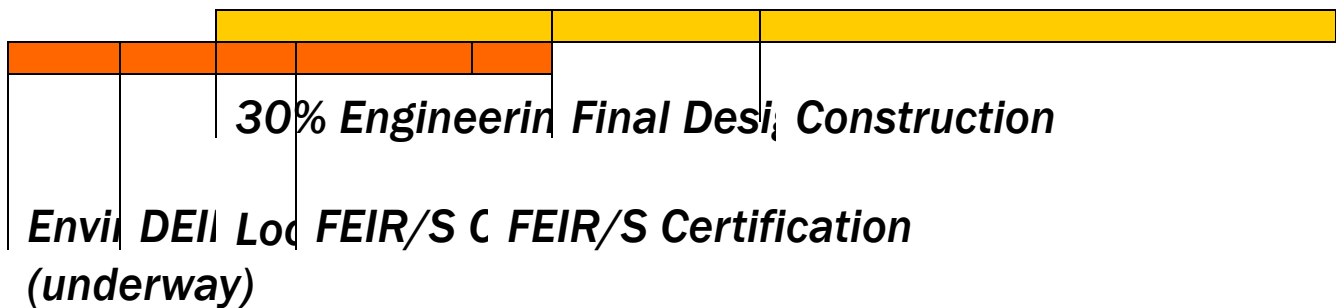
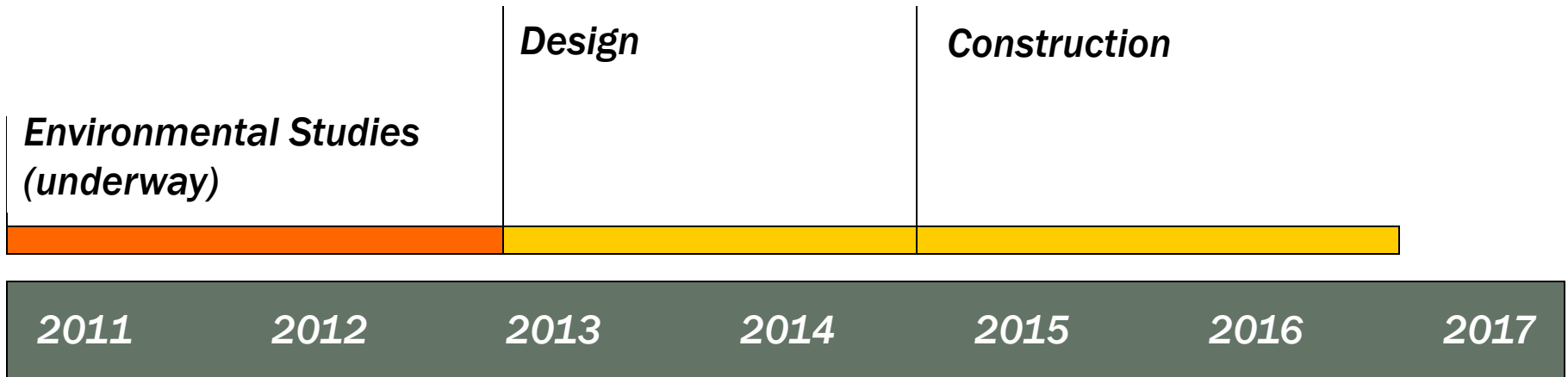
- FTA Small Starts (\$75M)
- Prop K BRT/TPS (\$30M)

Both are competitive for other sources (TFCA, Lifeline, impact fees, SR2T, CMA Block Grants, Climate Initiatives)



Implementation Timeframe

Geary BRT



Van Ness Avenue BRT

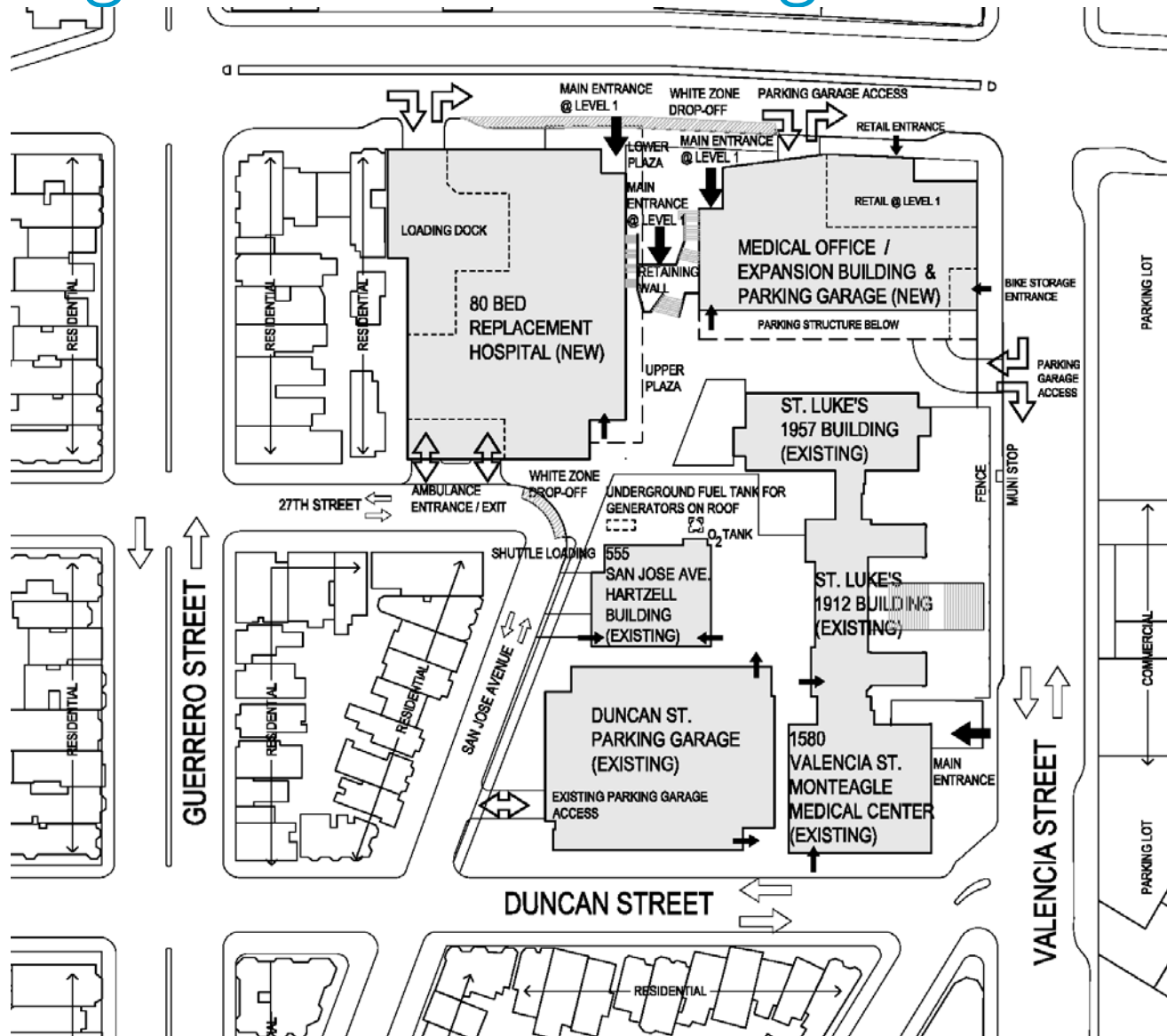


Transportation and Public Realm Improvements

ST. LUKE'S CAMPUS



Building Access & Loading



St. Luke's Campus Trip Generation

ST. LUKE'S CAMPUS – NET NEW PM PEAK HOUR TRIPS

<i>Daily Person Trips</i>	<i>PM Peak Hour</i>	<i>Vehicle Trips</i>	<i>Transit Trips</i>
3,941	353	207	71



Impacts

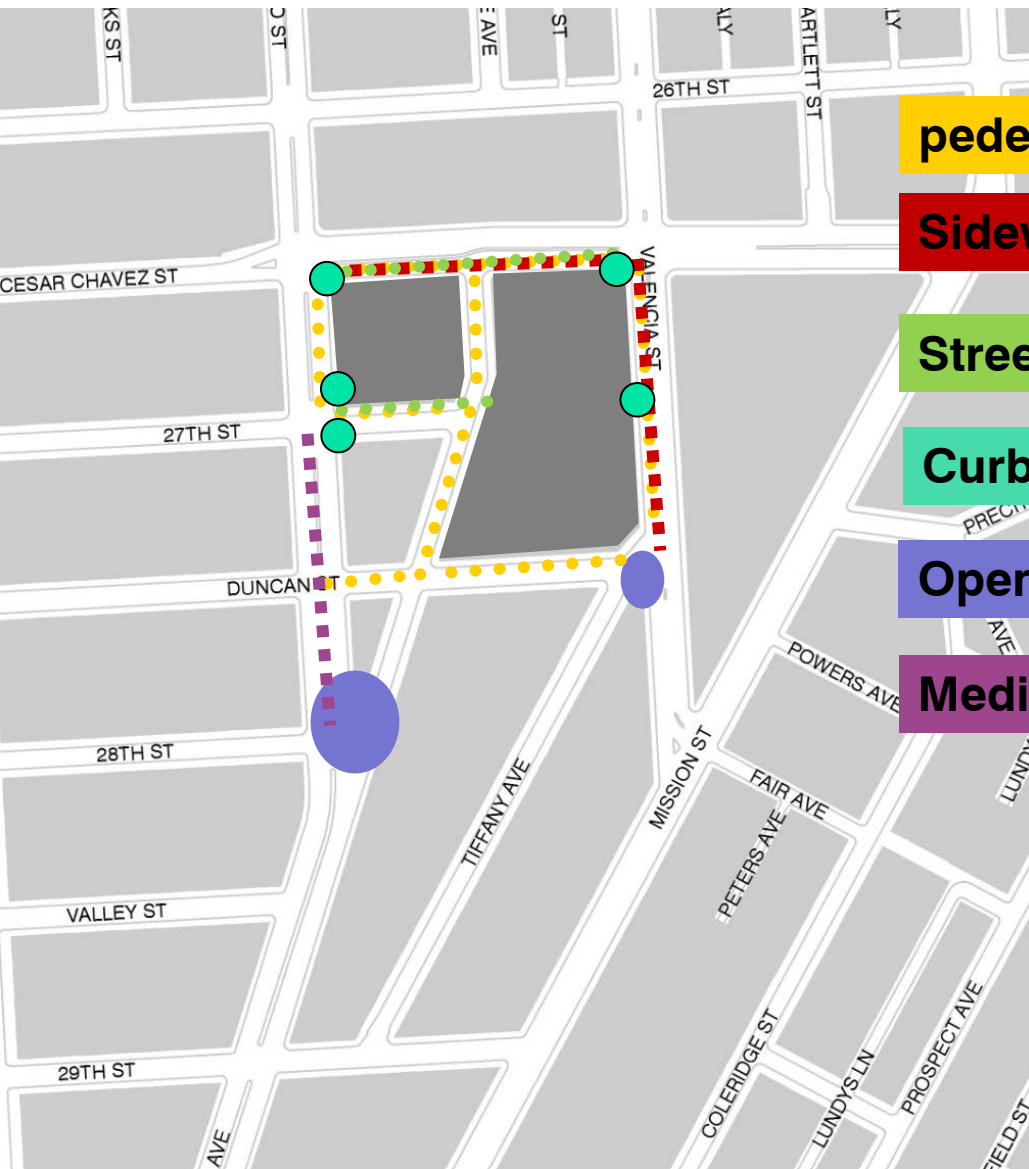
2015 Modified Baseline & 2030 Cumulative:

Less than Significant Impacts

- Traffic (15 study intersections)
- Transit
- Pedestrian
- Bicycles
- Emergency Access
- Loading
- Passenger Loading/Unloading
- Construction



Transportation & Streetscape Improvements



pedestrian lighting

Sidewalk widening

Street Trees

Curb Bulbs

Open Space Treatments/Parklets

Median Thumbnails



Bicycle Improvements

- Inadvertently overlooked in May 16th City request
- Important to encourage use of bicycling to and between CPMC campuses
- \$400,000 funding for planning studies:
 - Develop preferred routes between campuses and recommend physical improvements.
 - Develop design alternatives for improved bicycle facilities on Polk Street, between Post and Beach streets.
 - Develop traffic calming proposals along the “Wiggle” to encourage the safe co-existence of people walking and riding bicycles Design traffic calming improvements along 26th St. between Valencia and Potrero to provide an alternative to Chavez for people walking and riding bicycles.



City's Ask of CPMC - Valuation

Two separate categories:

- **One Time Commitments:** Community benefits tied to the impacts of new CPMC development
- **Continuing Commitments:** Annual community benefits tied to the operation of the new facilities



One Time Commitments

ONE TIME COMMITMENTS	VALUE
HOUSING Compensate for Loss of Housing (II-1) Affordable Housing Fund (II-2)	\$ 4,500,000 \$ 73,000,000
WORKFORCE Job Training Program (III-5)	\$ 2,000,000
TRANSPORTATION Van Ness & Geary Bus Rapid Transit (BRT) (IV-1)	\$ 10,000,000
PEDESTRIAN & STREETScape IMPROVEMENTS (V)	\$ 19,000,000
TOTAL	\$ 108,500,000

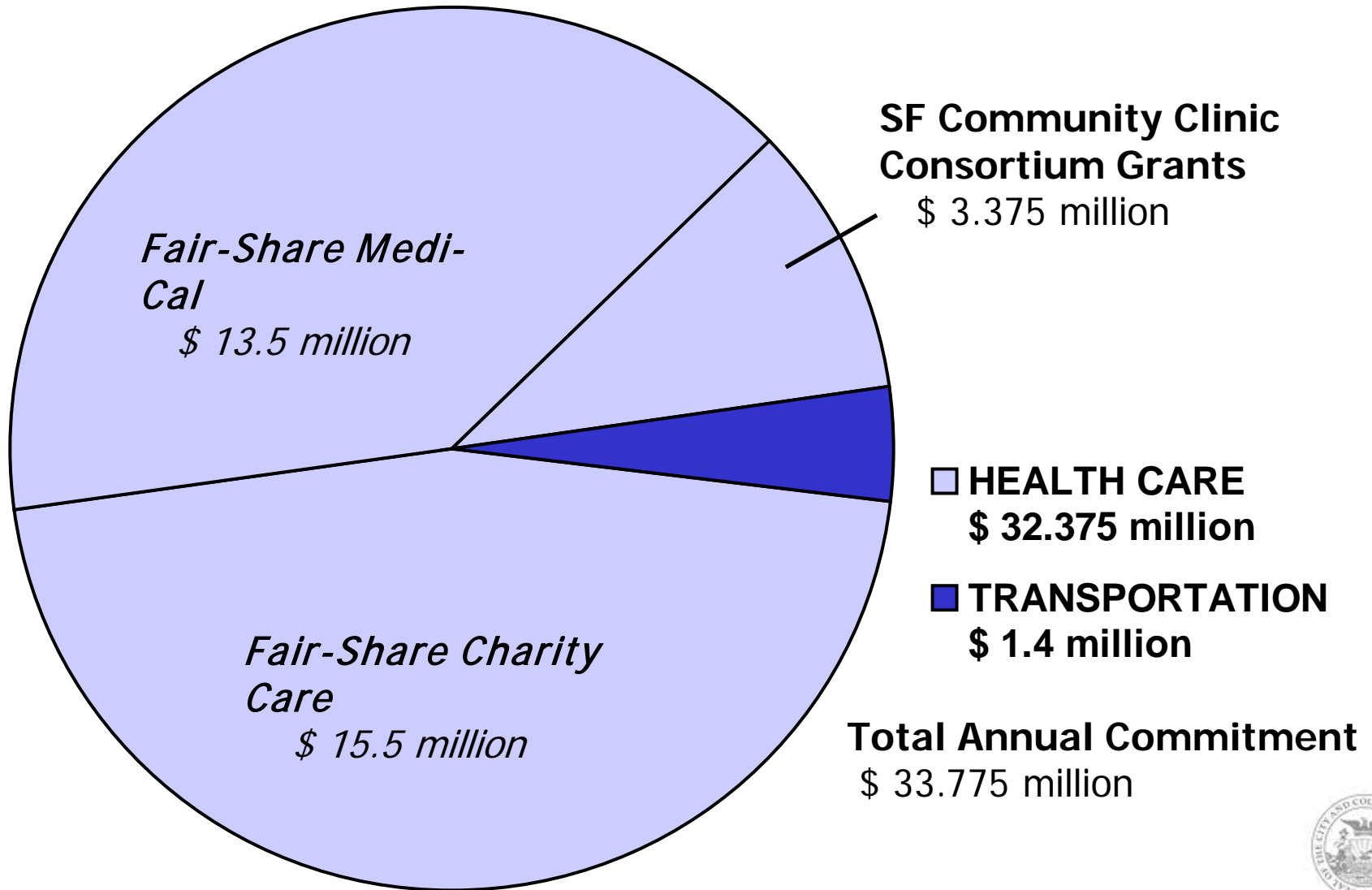
Total Project Costs \$ 2,500,000,000

CPMC One Time Commitments : Project Costs 4.3%

Parkmerced One Time Commitments : Project Costs 7 %



Continuing Commitments



Questions?

For more info, visit us online:

[*http://cpmc.sfplanning.org*](http://cpmc.sfplanning.org)

SAN FRANCISCO
PLANNING DEPARTMENT

