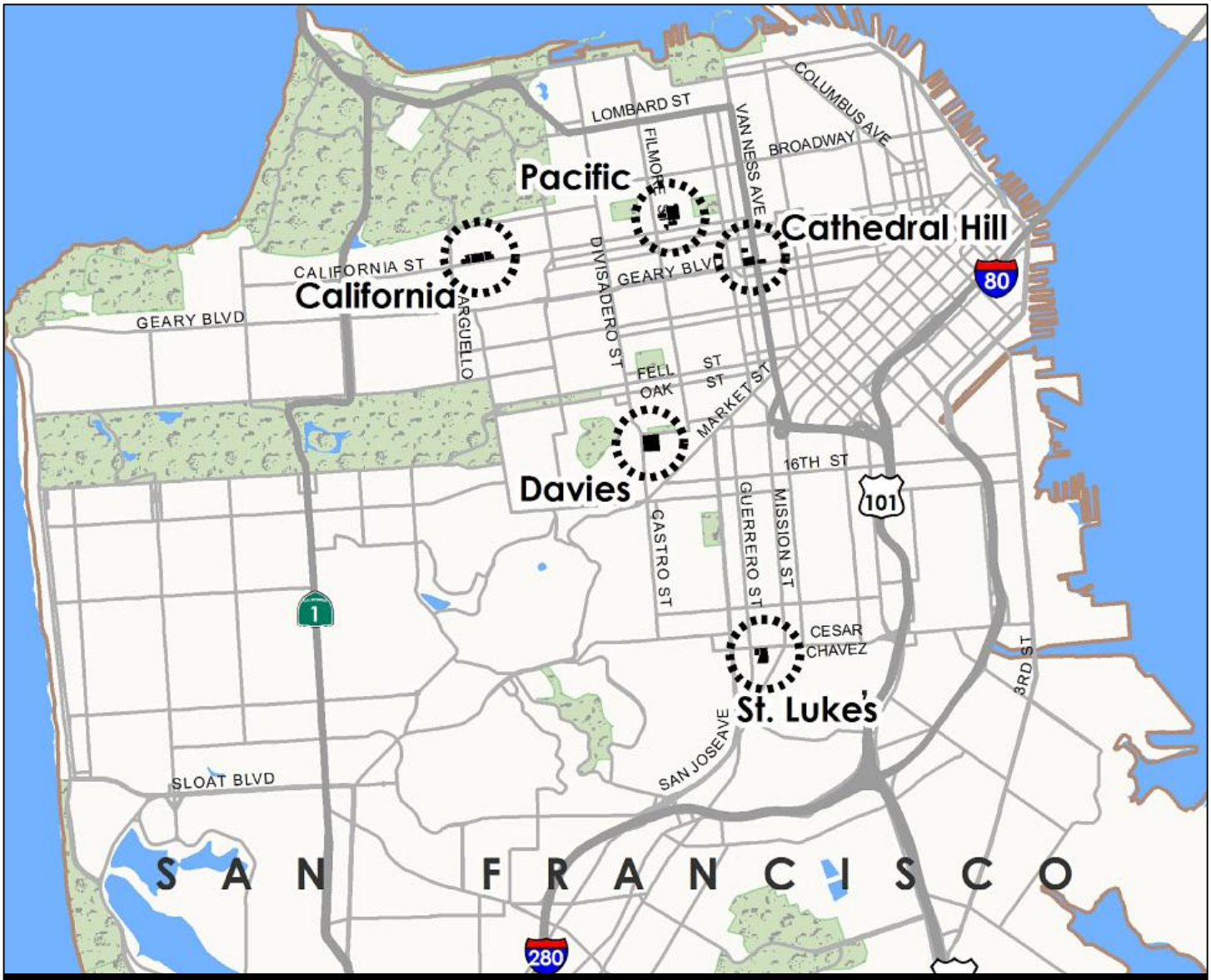

DRAFT ENVIRONMENTAL IMPACT REPORT
VOLUME 4
CHAPTERS 4.15 – APPENDICES

California Pacific Medical Center (CPMC) Long Range Development Plan

PLANNING DEPARTMENT CASE NO. 2005.0555E

STATE CLEARINGHOUSE NO. 2006062157

Draft EIR Publication Date:	JULY 21, 2010
Draft EIR Public Hearing Date:	SEPTEMBER 23, 2010
Draft EIR Public Comment Period:	JULY 21, 2010 – SEPTEMBER 29, 2010

SAN FRANCISCO PLANNING DEPARTMENT

Written comments should be sent to:

Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103

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ACRONYMS AND ABBREVIATIONS

$\mu g/m^3$	micrograms per cubic meter
µin/sec	microinch(es) per second
ºC	degrees Celsius
ºF	degrees Fahrenheit
2000 CAP	*Bay Area 2000 Clean Air Plan*
2005 Bay Area Ozone Strategy	*2005 Ozone Strategy for the San Francisco Bay Area*
AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006
ABAG	Association of Bay Area Governments
ACC	Ambulatory Care Center
ADMP	asbestos dust mitigation plan
ADRP	archaeological data recovery plan
ADT	average daily traffic
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ALS	amyotrophic lateral sclerosis (Lou Gehrig's Disease)
Ambulances	emergency vehicle sirens
amsl	above mean sea level
ANSI	American National Standards Institute
APS	Alternative Planning Strategy
ARB	California Air Resources Board
ARDTP	archaeological research design and treatment plan
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
ATP	archaeological testing plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Basin Plan	*Water Quality Control Plan for the San Francisco Bay Basin*
Bay	San Francisco Bay
Better Streets Plan	*San Francisco Better Streets Plan*
BLIP	Branch Library Improvement Program
BMP	best management practice
B.P.	Before Present
BRT	Bus Rapid Transit

Btu	British thermal units
BWWF	Bayside Wet Weather Facilities
C&D	Construction and Demolition
CAA	Clean Air Act
CAAA	Clean Air Act Amendments of 1990
CAAQS	California ambient air quality standards
CAFE	corporate average fuel economy
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	clean air plan
CBC	California Building Code
CBRNE	chemical, biological, radiological, nuclear, high-yield explosives equipment
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDHS	California Department of Health Care Services
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
City	City and County of San Francisco
CIWMB	California Integrated Waste Management Board
Climate Action Plan	*Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions*
CMP	Congestion Management Program
CMWMP	California Medical Waste Management Program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide

CO_2e	carbon dioxide–equivalent
CPMC	California Pacific Medical Center
CPT	cone penetration test
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSO	combined sewer overflow
CSO Policy	Combined Sewer Overflow Control Policy
CU	conditional use
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CZ	climate zone
dB	decibel(s)
dBA	A-weighted decibel(s)
dB/DD	decibels per doubling of distance (attenuation)
dbh	diameter at breast height
DBI	San Francisco Department of Building Inspection
DEIR	draft environmental impact report
DFG	California Department of Fish and Game
DOF	California Department of Finance
DOT	U.S. Department of Transportation
Downtown Basin	Downtown San Francisco groundwater basin
DPH	California Department of Public Health
DPH RHB	Radiological Health Branch of the California Department of Public Health
DPW	San Francisco Department of Public Works
DSHA	Deterministic seismic hazard analysis
DTSC	California Department of Toxic Substances Control
eb	eastbound
ECP	environmental contingency plan
EDR	Environmental Data Resources
EEA	environmental evaluation application
EEG	electroencephalography
EIR	environmental impact report
EISA	Energy and Independence Security Act of 2007
EMFAC2007	On-Road Mobile-Source Emission Factor model
EMS	emergency medical services

Endangerment Finding	*Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act*
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
EPCA	Energy Policy and Conservation Act
ERO	Environmental Review Officer
ESA	federal Endangered Species Act of 1973
ESA	Environmental Site Assessment
ºF	degrees Fahrenheit
FAR	floor area ratio
FARR	final archaeological resources report
FEIR	final environmental impact report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FHWA RD 77-108	FHWA Traffic Noise Prediction Model
Findings	findings of fact
FR	*Federal Register*
FTA	Federal Transit Administration
FTE	full-time equivalent
General Plan	*San Francisco General Plan*
GGT	Golden Gate Transit
GHG	greenhouse gas
GP	General Plan
GVW	gross vehicle weight
GWh	gigawatt-hour(s)
GWP	Global Warming Potential
h	hourly
HAP	hazardous air pollutant
Harry Tracy WTP	Harry Tracy Water Treatment Plant
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	*Highway Capacity Manual*
HFC	hydrofluorocarbons
HHWP	Hetch Hetchy Water and Power
HI	hazard index
HMBP	hazardous materials business plan

HMUPA	Hazardous Materials Unified Program Agency
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
I-	interstate highway
IBC	International Building Code
ICC	International Code Council
IHH	Institute for Health and Healing
IMP	institutional master plan
in/sec	inch(es) per second
ISCOTT	Interdepartmental Staff Committee on Traffic and Transportation
ITE	Institute of Transportation Engineers
kW	kilowatt
lb/day	pounds per day
lb/in	pounds per inch
LED	light-emitting diode
LEED®	Leadership in Energy and Environmental Design
L_{dn}	day-night average noise level
L_{eq}	equivalent noise energy level
$L_{eq(24)}$	equivalent noise energy level averaged over a 24-hour period
LID	Low Impact Development
L_{max}	maximum noise level
L_{min}	minimum noise level
Lobos Basin	Lobos groundwater basin
LOS	level of service
LRDP	*Long Range Development Plan*
LVW	loaded vehicle weight
L_v	root mean square velocity expressed in vibration decibels
L_x	noise level exceeded X% of a specific period of time
M	moment magnitude (scale for measuring seismic activity)
MBTA	Migratory Bird Treaty Act
MCE	maximum considered earthquake
MEA	Major Environmental Analysis Division (of the San Francisco Planning Department)
mg/m^3	milligrams per cubic meter
mgd	million gallons per day

MLD	Most Likely Descendant
MLP	maximum load point
MMI	Modified Mercalli Intensity (scale of earthquake intensity)
MMRP	mitigation monitoring and reporting plan
MMT	million metric tons
MMTCO2E	million gross metric tons of CO_2e
MOB	Medical Office Building
mpg	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MRI	magnetic resonance imaging
MRZ-	Mineral Resource Zone
MS4	municipal separate storm sewer system
MT	metric tons
MT/yr	metric tons per year
MTS	Metropolitan Transportation System
MUN	Municipal and Domestic Supply
Muni	San Francisco Municipal Railway
MY	model year
MW	megawatt(s)
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
nb	northbound
NC-3	Neighborhood Commercial District, Moderate-Scale
NCD	Neighborhood Commercial District
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	notice of preparation
NO_X	oxides of nitrogen
NFIP	National Flood Insurance Program

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWS	National Weather Service
NWIC	Northwest Information Center
OAP	ozone attainment plan
OFFROAD2007	Off-Road Mobile-Source Emission Factor model
OHP	California Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OPR	Outpatient/Research Building
OSHA	U.S. Occupational Safety and Health Administration
OSHPD	Office of Statewide Health Planning and Development
PCB	polychlorinated biphenyl
PCE	passenger car equivalent
PEIR	program EIR
Permanent	no fixed
PFC	perfluorocarbons
PG&E	Pacific Gas and Electric Company
PHSH	U.S. Public Health Service Hospital
Planning Code	San Francisco Planning Code
$PM_{2.5}$	fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PM_{10}	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
ppm	parts per million
Port	Port of San Francisco
PPV	peak particle velocity
PRC	Public Resources Code
PSHA	Probabilistic seismic hazard analysis
PUD	Planned Unit Development
R	residential
RC-4	Residential-Commercial Combined Districts, High Density
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
RH-1	Residential, House, One-Family
RH-1D	One Unit per Lot, Detached
RH-2	Residential, House Districts, Two-Family
RH-3	Residential, House Districts, Three-Family

RHB	Radiological Health Branch of the California Department of Public Health
RM-1	Residential, Mixed Districts, Low Density
RM-2	Residential, Mixed Districts, Moderate Density
RM-4	Residential, Mixed Districts, High Density
RMS	root mean square
ROG	reactive organic gases
ROWD	report of waste discharge
RPP	Residential Permit Parking
RTP	Regional Transportation Plan
RWQCB	regional water quality control board
RWMP	*Recycled Water Master Plan for the City and County of San Francisco*
RWS	Regional Water System
SANDAG	San Diego Association of Governments
sb	southbound
SB	Senate Bill
Scoping Plan	*Climate Change Scoping Plan: A Framework for Change*
SCS	Sustainable Communities Strategy
SEL	sound exposure level
SF_6	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFBC	San Francisco Building Code
SF-CHAMP	San Francisco County Transportation Authority travel demand model
SFCTA	San Francisco County Transportation Authority
SFDPH	San Francisco Department of Public Health
SF Environment	San Francisco Department of the Environment
SFFD	San Francisco Fire Department
SF Guidelines	*Transportation Impact Analysis Guidelines for Environmental Review,* San Francisco Planning Department, October 2002
SFMTA	San Francisco Municipal Transportation Agency
SFMTA Blue Book	*Regulations for Working in San Francisco Streets*
SFO	San Francisco International Airport
SFPD	San Francisco Police Department
SFPL	San Francisco Public Library
SFPL Strategic Plan	*San Francisco Public Library Strategic Plan*

SFPUC	San Francisco Public Utilities Commission
SFRPD	San Francisco Recreation and Park Department
SFSU	San Francisco State University
SFUSD	San Francisco Unified School District
SIP	State Implementation Plan
SM&W	Shen Milsom & Wilke
SMP	site mitigation plan
SNF	skilled nursing facility
SO_2	sulfur dioxide
SoMa	South of Market
SP	service population
SPC-	Structural Performance Category
sq. ft.	square feet
SR	State Route
SS	Sustainable Sites
State CEQA Guidelines	*California Environmental Quality Act Guidelines*
STC	Sound Transmission Class
SUD	Special Use District
Sustainability Plan	*Sustainability Plan for the City of San Francisco*
SVOC	semivolatile organic compound
SVP	Society of Vertebrate Paleontology
SVWTP	Sunol Valley Water Treatment Plant
SWIS	Solid Waste Information System
SWPCP	Southeast Water Pollution Control Plant
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TASC	Transportation Advisory Committee
TDM	transportation demand management
TEP	Transit Effectiveness Project
TMDL	total maximum daily load
TMP	transportation management plan
TPY	tons per year
TRU	transportation refrigeration unit
VMT	vehicle miles traveled

UC	University of California
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
U.S. 101	U.S. Highway 101
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USF	University of San Francisco
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	*Urban Water Management Plan for the City and County of San Francisco*
v/c	volume-to-capacity
VdB	velocity decibels
VNAP	*Van Ness Avenue Area Plan*
VNMUSD	Van Ness Medical Use Subdistrict
VOC	volatile organic compound
wb	westbound
WDR	waste discharge requirement
WHO	World Health Organization
WSIP	Water Supply Improvement Program

GLOSSARY

Term	Definition
acute care	Treatment necessary for only a short period of time, when a patient is treated for a brief but severe episode of illness. Many hospitals are acute-care facilities. The term is also associated with care rendered in an emergency department or other short-term stay facility.
administration	Hospital administration and nursing administration office space within a hospital building or outpatient care center building.
ambulatory care	Health care services provided to patients on an outpatient basis (e.g., practitioner consultations, counseling, care for patients staying less than 24 hours), rather than by admission to a hospital or other health care facility. The services may be in a hospital, augmenting inpatient services, or may be provided at a separate facility.
ancillary and support services	Services other than room, board, and medical and nursing services that are provided in the course of care. They include such services as laboratory, radiology, pharmacy, and physical therapy services.
biologicals	Medicinal preparations made from living organisms and their products, including but not limited to serums, vaccines, antigens, and antitoxins (California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360).
building height based on the Planning Code's methodology	The height of the building measured from its midpoint relative to the average slope of the curb or ground (see Sections 102.12 and 260 of the San Francisco Planning Code). This measurement is provided in this EIR for each proposed near-term, project-level building so that it can be compared to the applicable maximum height allowed by the height and bulk district.
building infrastructure	Space within buildings for, e.g., (a) mechanical, electrical, telephone, and other building services distribution rooms; (b) shafts and exit stairs; and (c) elevator cores, including elevator shafts, mechanical rooms, and elevator queuing areas.
central plant	Space where mechanical (e.g., chilled water, steam), electrical (e.g., emergency power generation, primary power transformation), and other centralized building services are generated and processed for distribution to several buildings or within a hospital, ambulatory care center or medical office building.
complementary care	Therapeutic practices (acupuncture for instance) that are not currently considered an integral part of conventional allopathic (i.e., biologically based, scientific, Western) medical practice, and which are used in addition to conventional treatments.

Term	Definition
critical care	Health care provided to a critically ill patient.
diagnostic and treatment	Diagnostic and treatment (D&T) space, in either inpatient and ambulatory care settings, and ancillary to medical office care, including within procedure rooms and associated spaces. Emergency Department space is not included in D&T space. D&T services include surgery; imaging, including radiology and MRI; gastrointestinal/endoscopy; cardiac catheterization; cardio-diagnostics; neuro-diagnostics; pulmonary function testing; rehabilitation/physical therapy/occupational therapy/speech therapy; nuclear medicine; dialysis.
education/conference	Space available for educational and conference meetings or assemblies.
Emergency Department	Emergency Department space within hospital buildings, including waiting/receiving space, procedural space, ambulance bays, and other associated spaces.
inpatient care	Women's and children's, adult, and psychiatric acute-care space, including beds, nursing stations, family rooms, and other associated spaces. Involves care of patients staying longer than 24 hours.
life safety standard	The minimum structural performance of a facility during a seismic event that protects the safety of the patients and staff and allows them to exit after the seismic event.
light industrial	Space within buildings used for light-industrial activities (e.g., auto repair).
loading	Space for delivery of materials, trash and recycling pickup, etc.
mechanical and electrical	Dedicated floors or significant space on a floor of a building for distribution of mechanical, electrical, and other building services.
medical office space	Practitioners' offices and associated spaces within a medical office building (MOB). For all proposed future MOBs, the primary program category will be presumed to be medical office space, and assumptions will be made for lobby space, mechanical and electrical space, and a building grossing factor.
non-RCRA hazardous waste	A solid hazardous waste that is regulated by the State of California that is not regulated by the federal Resource Conservation and Recovery Act (RCRA). A hazardous waste is presumed to be a RCRA hazardous waste unless it is determined pursuant to California Code of Regulations, Title 22, Section 66261.101 to be a non-RCRA hazardous waste.
offices	Office space within buildings other than hospital buildings, ambulatory care center buildings, or medical office buildings.
operational standard	The structural performance of a facility during a seismic event in which backup utility services maintain functionality and very little structural or nonstructural damage occurs.

Term	Definition
parking	Includes parking areas, ramps, access, and other associated spaces.
postacute care	A range of medical care services that support the individual's continued recovery from illness or management of a chronic illness or disability. Services or programs that fall into the category of postacute care include institutional programs such as inpatient rehabilitation facilities, skilled-nursing facilities, and long-term-care hospitals, as well as home- and community-based services, such as home health and hospice care. Additional specialized services span the acute-care and postacute-care continuum, such as palliative care, hospital case management, and discharge planning.
primary care	Care that provides integrated, accessible health care services by clinicians who are accountable for addressing a large majority of personal health care needs, developing a sustained partnership with patients, and practicing in the context of family and community.
recognized environmental conditions	The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.
research	Clinical or basic research space.
residential	Residential space within a residential building.
residential Alzheimer's	Residential space for patients in the CPMC Alzheimer's Program.
retail	Space for the sale of goods or commodities directly to consumers (e.g., restaurants, cafes, coffee shops, book stores, gift shops).
secondary care	Care provided by medical specialists who generally do not have first contact with patients (e.g., cardiologists, urologists, dermatologists).
sharps waste	Any device having acute rigid corners, edges, or protuberances capable of cutting or piercing, including but not limited to hypodermic needles and broken glass items (such as pipettes and vials) contaminated with biohazardous waste (California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360).
support	Space for uses such as the pharmacy, pathology, laboratory, food service, materials management, and chapels.

Term	Definition
tertiary referral center	A major hospital that usually has a full complement of specific specialty care services (e.g., pediatrics, general medicine, various branches of surgery, psychiatry). Patients will often be referred from smaller hospitals to a tertiary hospital for major operations and consultations with subspecialists, and when sophisticated intensive care facilities are required.

4.15 HYDROLOGY AND WATER QUALITY

This section describes the local climate, hydrology, drainage, flooding potential, water quality, and groundwater within the immediate vicinity of the proposed and existing CPMC campuses. Potential impacts on the existing hydrology and water quality associated with the CPMC *Long Range Development Plan* (LRDP) are discussed, appropriate mitigation measures to reduce or eliminate potentially significant impacts are presented, and cumulative impacts are addressed.

4.15.1 ENVIRONMENTAL SETTING

The areas that may be affected by the CPMC LRDP are described in detail in Chapter 2, "Project Description," of this EIR. These areas include hospital facilities at the existing Pacific, California, Davies, and St. Luke's Campuses and the location of the proposed Cathedral Hill Campus, all in San Francisco. Existing conditions in the general project area, encompassing the five CPMC campuses, and at the individual sites of these campuses are described in the sections below.

CLIMATE AND PRECIPITATION

The project sites are located in San Francisco, which is considered semiarid with a moderate, Mediterranean climate characterized by cool, dry summers and mild, wet winters. The approximate annualized average high temperature is 64 degrees Fahrenheit (ºF); the average low temperature is 51ºF. Annual rainfall for the project area during the period between 1948 and 2008 averaged approximately 20 inches, 95% of which occurred during the winter rainy season (October–April), with the heaviest rainstorms typically occurring in December, January, and February.[1] The amount of precipitation likely to fall during a 2-year, 6-hour event (i.e., the most extreme storm expected to occur over 6 hours in any given 2-year period) is estimated to be 1.3 inches, and the 100-year, 6-hour precipitation event (the most extreme storm expected to occur over 6 hours in any given 100-year period) is estimated to be 2.3 inches.[2] During the period of record, annual rainfall has varied from 8.7 inches (1976) to 43.8 inches (1983), with a 1-day high of 5.5 inches of precipitation on November 5, 1994.

Stormwater runoff is defined by the U.S. Environmental Protection Agency (EPA) as the portion of rainwater that does not infiltrate into the soil and runs off the land.[3] The amount of total runoff generated is generally determined by the size and duration of the storm event, the type of soils present, and the amount of mature, vegetated ground cover. Typically runoff is minimized by the presence of coarse-grained, permeable soils and heavily vegetated areas. Runoff volumes tend to increase as pervious surfaces are replaced by buildings and other impervious

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[1] Western Regional Climate Center. 2009. General Climate Summary: San Francisco Richmond Station (047767). Available: www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7767. Accessed August 25, 2009.

[2] Miller, J. F., R. H. Frederick, and R. J. Tracey. 1973. *Precipitation-Frequency Atlas of the Western United States*. Volume XI—California. National Oceanic and Atmospheric Administration Atlas 2. Silver Spring, MD: National Weather Service. Pages 26 and 31.

[3] U.S. Environmental Protection Agency. 2009. Glossary for the Eight Tools of Watershed Protection. Available: http://www.epa.gov/watertrain/protection/glossary.html. Accessed September 16, 2009.

materials (e.g., traditional concrete sidewalks), shallow slopes are regraded to steeper grades, and mature vegetation is removed and replaced by grass lawns.

LOCAL TOPOGRAPHY AND DRAINAGE

All five of the CPMC campuses are located on previously disturbed land surfaces that are currently covered by existing buildings, roadways, parking lots, or urban planting beds. There are no creeks or open water bodies located at or in the vicinity of any of the campuses. According to both the City and County of San Francisco's (City's) Interim Floodplain Maps and the Federal Emergency Management Agency's (FEMA's) preliminary Flood Insurance Rate Map, no CPMC campuses are located within a flood hazard area.[4]

All the campuses are located in densely developed urban areas of the City and exhibit mostly impermeable surfaces (building roofs, parking lots, sidewalks, paved areas) that allow little infiltration of rainfall into the soil and generate high runoff. Drainage from all the campuses is directed into the City's storm drains, which are part of a combined stormwater and sanitary sewer collection system. Combined sewer flows are treated by the City's water pollution control plants prior to being discharged to receiving waters (either San Francisco Bay or the Pacific Ocean). There is no direct discharge of untreated runoff from any of the campuses into receiving waters. The discussion below provides additional detail on the topography and drainage at each of the five proposed and existing campuses.

Cathedral Hill Campus

The proposed Cathedral Hill Campus (total 3.85 acres) would include three facilities, each located at its own distinct site: the Cathedral Hill Hospital, the Cathedral Hill Medical Office Building (MOB), and the 1375 Sutter MOB. See Section 2.2 in Chapter 2, "Project Description," of this EIR for a full description of existing and proposed facilities on the Cathedral Hill Campus. The proposed Cathedral Hill Hospital site would occupy an entire city block that is currently occupied by the Cathedral Hill Hotel. The block is bounded by Post Street to the north, Van Ness Avenue to the east, Geary Boulevard to the south, and Franklin Street to the west. The grade at this location generally 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 average gradient at this location is approximately 7% from Franklin Street to Van Ness Avenue and 3% from Post Street to Geary Boulevard. Almost the entire block is occupied by buildings and other impermeable surfaces (e.g., entrance access driveway, sidewalks).

The Cathedral Hill MOB site is currently occupied by seven buildings located on the east side of Van Ness Avenue, bounded by Cedar Street to the north, Polk Street to the east, Geary Street to the south, and Van Ness Avenue to the west. The grade at this location generally slopes downward to the east along Cedar and Geary

[4] City and County of San Francisco. 2010. San Francisco's Floodplain Management Program. General Services Agency, Risk Management. San Francisco, CA. Available: http://sfgsa.org/index.aspx?page=828. Accessed March 16, 2010.

Streets, and slopes downward to the south along Van Ness Avenue and the eastern edge of the site near Polk Street. The average gradient at this location is approximately 5% from Van Ness Avenue to the eastern edge of the site and 2% from Cedar Street to Geary Street. The Cathedral Hill MOB site is entirely occupied by buildings and other impermeable surfaces (sidewalks).

The site of the proposed 1375 Sutter MOB is located on the southeast corner of the intersection of Sutter and Franklin Streets, and is bordered by Sutter Street to the north, Daniel Burnham Court to the south, and Franklin Street to the west. The grade at this location generally slopes downward to the south along Franklin Street and downward to the east along Sutter Street and Daniel Burnham Court. The entire site is occupied by the building and other impermeable surfaces (sidewalk).

Ground surface elevations in the area of the proposed Cathedral Hill Campus range from approximately 190 feet above mean sea level (amsl) at the intersection of Sutter and Franklin Streets to 160 feet amsl at the intersection of Van Ness Avenue and Geary Boulevard.

The Cathedral Hill Campus is located within the Channel Basin, one of San Francisco's eight watershed basins.[5] Wastewater flows and stormwater runoff generated within the Channel Basin are funneled into a series of gradually larger underground drainage pipes that eventually converge with a force main, through which the flows are transported to the Southeast Water Pollution Control Plant (SWPCP). Historical data indicate that branches to a creek once flowed through the present-day intersections of Van Ness Avenue with Fulton Street and Hayes Street, intersections that are located approximately 0.5 mile south of the proposed Cathedral Hill Campus. Today, storm drainage from the site of the proposed Cathedral Hill Campus is conveyed by the City's combined sewer system to the SWPCP and, after secondary treatment, into San Francisco Bay.[6] (This combined sewer conveyance system is discussed in greater detail below in the "Combined Sewer System: Facilities and Operation" section on page 4.15-7, as well as in Section 4.12, "Utilities and Service Systems," of this EIR.)

Pacific Campus

The Pacific Campus encompasses approximately 4.6 acres and is dispersed across several blocks in the Pacific Heights neighborhood, an area bounded by Union Street to the north, Van Ness Avenue to the east, Bush Street to the south, and Presidio Avenue to the west.[7] The campus itself is generally bounded by Clay Street to the north, Buchanan Street to the east, Sacramento Street to the south, and Webster Street to the west. Existing open space (i.e., undeveloped land or common areas in a planned area reserved for parks, walking paths, or landscaping) on

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[5] San Francisco Public Utilities Commission. 2007 (September). Urban Watershed Planning: Channel Basin. Available: http://sfwater.org/Files/Reports/Channel_Basin_Context_Info_pgs 1-5.pdf. Accessed September 17, 2009.

[6] Ibid.

[7] Pacific Heights Residents Association. 2009. Mission Statement. Available: http://www.phra-sf.org/MissionStatement.htm. Accessed September 17, 2009.

the Pacific Campus is located in the corridor between the Stanford Building (2351 Clay Street) and the 2100 Webster Street MOB. See Section 2.3 in Chapter 2, "Project Description," of this EIR for a full description of existing and proposed facilities on the Pacific Campus.

The Pacific Campus is situated primarily on an east-west–oriented ridge; as a result, the campus slopes downward toward the southwest. The average gradient of this area is about 10%, with ground surface elevations ranging from approximately 280 feet amsl at the intersection of Buchanan and Clay Streets to 220 feet amsl at the intersection of Webster and Sacramento Streets.

The Pacific Campus is located within the Channel Basin, described above. Historically, creeks and other water bodies once existed in the area immediately surrounding the Pacific Campus; however, as mentioned previously, all surface water features within San Francisco have been replaced by the City's combined sanitary sewer system. For this area, the combined sewers typically convey flows to the SWPCP. No streams historically ran within approximately 1 mile of the Pacific Campus.[8] (The combined sewer conveyance system that carries runoff from the Channel Basin to the SWPCP is discussed in greater detail in Section 4.12, "Utilities and Service Systems," of this EIR.)

California Campus

The 4.9-acre California Campus encompasses one entire block and portions of two other blocks in the Presidio Heights neighborhood of San Francisco, which encompasses an area bordered by Pacific Avenue to the north, Presidio Avenue to the east, California Street to the south, and Arguello Boulevard to the west.[9] The campus itself is bounded by Sacramento Street to the north, Maple Street to the east, California Street to the south, and Cherry Street to the west. Existing open space is located in the northwest corner of the 3700 California Street Hospital grounds and adjacent to Sacramento Street north of the 3698 California Street building and 3773 Sacramento Street parking garage. See Section 2.4 in Chapter 2, "Project Description," of this EIR for a full description of existing facilities on the California Campus.

There are several ridges within the Presidio Heights neighborhood, and the California Campus is located at the base of the south-facing slope of Presidio Hill. The average gradient of this area is approximately 5%, with ground surface elevations ranging from approximately 270 feet amsl at the intersection of Sacramento and Maple Streets to 240 feet amsl at the intersection of California and Cherry Streets. The California Campus is located within the drainage area referred to by the San Francisco Public Utilities Commission (SFPUC) as the Richmond

[8] San Francisco Public Utilities Commission. 2007 (September). Urban Watershed Planning: Channel Basin. Available: http://sfwater.org/Files/Reports/Channel_Basin_Context_Info_pgs1-5.pdf. Accessed September 17, 2009. Page 1.

[9] Presidio Heights Association of Neighbors. 2009. Welcome to the Presidio Heights Association of Neighbors. Available: http://www.phansf.org/index.html. Accessed September 15, 2009.

Basin.[10] Wastewater and stormwater runoff generated within the Richmond Basin is funneled into a series of gradually larger underground drainage pipes that eventually converge with a force main, through which the flows are transported to the Oceanside Water Pollution Control Plant for secondary treatment and eventual discharge to the Pacific Ocean. (The combined sewer conveyance system that carries runoff from the Richmond Basin to the Oceanside Water Pollution Control Plant is discussed in greater detail in Section 4.12, "Utilities and Service Systems," of this EIR.)

Davies Campus

The 7.2-acre Davies Campus occupies an entire block in the Duboce Triangle neighborhood, an area defined by Waller Street to the north, Market Street to the east and south, and Castro Street to the west.[11] The campus itself is bounded by Duboce Avenue to the north, Noe Street to the east, 14th Street to the south, and Castro Street to the west. The Neuroscience Institute building is proposed for near-term construction on the portion of the Davies Campus currently occupied by a surface parking lot at the corner of Duboce Avenue and Noe Street. See Section 2.5 in Chapter 2, "Project Description," of this EIR for a full description of existing and proposed facilities on the Davies Campus.

The Duboce Triangle neighborhood is located near the eastern toe of slope of the Twin Peaks, upon which Buena Vista and Duboce Parks are located. At the Davies Campus, the grading slopes downward toward the east along Duboce Avenue and 14th Street. Noe Street and Castro Street are relatively flat. There is an average slope of 10% between Castro Street and Noe Street along Duboce Avenue, and an average slope of 13% between Castro Street and Noe Street along 14th Street. Ground surface elevations on the Davies Campus area range from approximately 220 feet amsl at the intersection of Duboce Avenue and Castro Street to 160 feet amsl at the intersection of 14th and Noe Streets.

The Davies Campus is located within the larger Channel Basin, described above under "Cathedral Hill Campus" (see page 4.15-2). Historical evidence shows that a creek once ran parallel to 15th Street toward San Francisco Bay; however, all traces of this creek have since been erased by development.[12] Now stormwater drains from the site into the City's combined sewer system and is typically conveyed through a series of underground drainage pipes to the SWPCP for secondary treatment and eventual discharge to San Francisco Bay. (The combined sewer conveyance system that carries runoff from the Channel Basin to the SWPCP is discussed in greater detail in Section 4.12, "Utilities and Service Systems," of this EIR.)

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[10] San Francisco Public Utilities Commission. 2009. *Draft San Francisco Stormwater Design Guidelines*. Available: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/543. Accessed September 11, 2009. Page 24.

[11] Duboce Triangle Neighborhood Association. 2007. Street Detail Map of Duboce Triangle. Available: http://www.dtna.org/bigmaps.html. Last modified March 15, 2007. Accessed September 15, 2009.

[12] San Francisco Public Utilities Commission. 2007 (September). Urban Watershed Planning: Channel Basin. Available: http://sfwater.org/Files/Reports/Channel_Basin_Context_Info_pgs1-5.pdf. Accessed September 17, 2009.

St. Luke's Campus

The St. Luke's Campus occupies a 4.4-acre block located in the Inner Mission neighborhood of San Francisco, an area defined by 13th Street to the north, U.S. Highway 101 to the east, Cesar Chavez Street and Mission Street to the south, and Dolores Street to the west.[13] The campus itself is generally bounded by Cesar Chavez Street to the north, Valencia Street to the east, Duncan Street to the south, and Guerrero Street to the west. The St. Luke's Replacement Hospital is proposed for near-term construction adjacent to and west of the existing St. Luke's Hospital tower. In addition, the five-story MOB/Expansion Building would be constructed on the location of the St. Luke's Hospital tower following its demolition. See Section 2.6 in Chapter 2, "Project Description," of this EIR for a full description of existing and proposed facilities on the St. Luke's Campus.

The St. Luke's Campus is located in the southwestern corner of the Inner Mission neighborhood and is adjacent to the toe of slope of Bernal Heights Hill. The northern half of the campus slopes downward from west to east near Guerrero Street toward San Jose Avenue and Valencia Street, and slopes downward to the north from 27th Street to Cesar Chavez Street. The average slope for the site is approximately 1%, with ground surface elevations ranging from approximately 180 feet amsl at the intersection of Guerrero and 27th Streets to 170 feet amsl at the intersection of Valencia and Duncan Streets.

The local topographically defined drainage area in which the St. Luke's Campus exists is bounded to the north by 21st and Hill Streets; to the east generally following Church, Dolores, and Valencia Streets; to the south by Mission Street; and to the west by the Twin Peaks hill region, generally following Diamond Heights Boulevard and Portola Drive. This area is part of a larger drainage basin referred to by SFPUC as the Islais Basin. Historical evidence indicates that a creek once ran through the site near the intersection of Cesar Chavez Street and south of 26th Street, and a tributary to this creek once ran three blocks south of the St. Luke's Campus at the intersection of what is now Mission Street and Fair Avenue.[14]

Wastewater and stormwater runoff generated within the Islais Creek Basin are funneled into a series of underground drainage pipes that eventually convey flows to the SWPCP for secondary treatment and eventual discharge to San Francisco Bay. (The combined sewer conveyance system that carries runoff from the Islais Creek Basin to the SWPCP is discussed in greater detail in Section 4.12, "Utilities and Service Systems," of this EIR.)

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[13] San Francisco Public Utilities Commission. 2007 (September). Urban Watershed Planning: Islais Creek Basin. Available: http://sfwater.org/Files/Reports/Islais_Basin_Context_pgs1-5.pdf. Accessed September 17, 2009.

[14] San Francisco Public Utilities Commission. 2007 (September). Urban Watershed Planning: Islais Creek Basin. Available: http://sfwater.org/Files/Reports/Islais_Basin_Context_pgs1-5.pdf. Accessed September 17, 2009.

STORMWATER MANAGEMENT

Most stormwater runoff in San Francisco is collected via a combined sewer system managed by SFPUC. Because of development and other land use changes within San Francisco, few creeks or streams flow within the city; most surface water features have been replaced by the City's combined sanitary sewer/storm drain system. This system combines stormwater runoff and wastewater flows in the same network of pipes, conveying flows to facilities where they are treated before discharge to lower San Francisco Bay or the Pacific Ocean through outfall structures along the shoreline. Discharges from the combined sewer system are regulated under two individual National Pollutant Discharge Elimination System (NPDES) permits (waste discharge requirements [WDRs]) issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB). The applicable NPDES permit/WDR is discussed below in Section 4.15.2, "Regulatory Framework." All CPMC campuses are located in combined-sewer areas of San Francisco.

Approximately 10% of the city is served by separate storm sewer systems or lacks storm sewer infrastructure. Existing separate storm sewer systems do not generally provide treatment before discharge to San Francisco Bay. None of the CPMC campuses are located in areas with separate storm sewer systems.

Combined Sewer System: Facilities and Operation

The combined sewer system is designed to ensure that most wastewater receives secondary treatment (removal of settleable materials and partial removal of dissolved materials). During dry weather, wastewater and any dry-weather runoff (e.g., from irrigation runoff, discharge from underground springs, or pipe leaks) from the eastern portions of San Francisco is conveyed to the SWPCP and from the west side of the city to the Oceanside Treatment Plant. The SWPCP treats approximately 67 million gallons per day (mgd) during dry weather (approximately 80% of San Francisco's total wastewater flow) and has the capacity to treat 150 mgd to secondary-treatment standards. The Oceanside Plant treats approximately 17 mgd during dry weather and can treat up to 65 mgd during wet weather. Each CPMC campus is serviced by either the SWPCP or the Oceanside Plant, depending on its location. Secondary treatment uses pure oxygen to encourage growth of microorganisms that consume organic material and improve the purity of the wastewater. Wastewater is then put into a second round of settling tanks where the microorganisms are separated from the cleaned water, then disinfected. Treated, dechlorinated wastewater is then discharged through the SWPCP's deep-water outfall at Pier 80 or through the Southwest Ocean Outfall into the Pacific Ocean.[15]

[15] San Francisco Public Utilities Commission. 2010. Treatment Plants. Available: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/117/MTO_ID/225, Accessed February 9, 2010.

If the combined wet-weather flows exceed 150 mgd, the SWPCP can also treat an additional 100 mgd to a primary-treatment standard (removal of settleable materials) plus subsequent disinfection and dechlorination.[16] Wet-weather flows that are treated to the primary standard (plus disinfection) are only discharged from the Southeast Pollution Control Outfall (Pier 80 outfall), while flows treated to the secondary standard and disinfected are discharged through the Quint Street Outfall to the Islais Creek Channel when the plant's maximum capacity is reached.

During larger storm events, excess flows that cannot be treated at the SWPCP are treated and discharged through the Bayside Wet Weather Facilities (BWWFs), which consist of a series of interconnected underground tanks, tunnels, and outfall structures. During dry weather, the BWWFs transport combined wastewater to the SWPCP. During wet weather, the underground transport tunnels provide a total storage capacity of approximately 193 million gallons, while pumps continue to transfer combined wastewater and stormwater to the SWPCP.

The BWWFs were designed, in accordance with the NPDES permit, to capture and store sewage and stormwater to limit discharges from these facilities to specified long-term average numbers of annual discharges (combined sewer overflows [CSOs]). When the treatment capacity of the SWPCP is maximized, the wet-weather facilities retain storm flows for later treatment. The tanks allow floatable and settleable solid materials to be removed, similar to primary treatment processes. The materials retained in the storage and transport boxes are flushed to the treatment plants after storms. This level of treatment meets the minimum treatment specified by EPA's Combined Sewer Overflow Control Policy (CSO Policy) (59 *Federal Register* [FR] 18688, April 11, 1994) (see "Combined Sewer Overflow Policy" in Section 4.15.2, "Regulatory Setting," below).

During very large storm events that cause flow to the SWPCP to exceed 110 mgd, and when the combined system's treatment and storage capacities are exceeded, excess flows receive "flow-through treatment" (similar to primary treatment) to remove settleable solids and floatable materials. Flows are then discharged into San Francisco Bay through any one of 29 CSO structures located along San Francisco's bayside waterfront from Fisherman's Wharf to Candlestick Point. There are also seven CSO structures in the Westside basin.[17] The volume of a CSO discharge is a function of the storm intensity, storm duration, treatment rate, and available storage. CSO discharges typically consist of about 6% sewage and 94% stormwater.[18] All solids that settle in the storage/transport structures are flushed to the SWPCP after the rainstorm.

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[16] San Francisco Redevelopment Agency and San Francisco Planning Department. 2009 (November 12). *Candlestick Point–Hunters Point Shipyard Phase II Draft Environmental Impact Report.* Redevelopment Agency File No. ER06.05.07. Planning Department File No. 2007.0946E. State Clearinghouse No. 2007082168. San Francisco, CA. Chapter III.Q, "Utilities," page III.M-6.

[17] San Francisco Planning Department. 2004. *Memorandum HPS Decentralized Wastewater Treatment Study TM7-1: Centralized Wastewater Treatment Approach.* San Francisco, CA. Page 2.

[18] San Francisco Public Utilities Commission. 2009. *San Francisco Stormwater Design Guidelines*. Available: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/543. Accessed February 8, 2010., Page 25.

Current Planning Efforts for the Combined Sewer System

The SFPUC is preparing a long-term strategy for the management of San Francisco's wastewater and stormwater, to be presented in a sewer system master plan.[19] This master plan will examine the capacity, condition, and long-term strategies for managing the infrastructure and facilities of the City's combined sewer system. The master plan presents Low Impact Design (LID) as a major tool for addressing San Francisco's drainage management needs. LID is an innovative stormwater management approach that is modeled after nature: it advocates managing runoff at its source using decentralized micro-scale facilities. The sewer system master plan contains protocols for using LID in ongoing repair and replacement projects as a part of its overhaul of drainage infrastructure.[20]

Occurrence of Combined Sewer Overflow Events

In accordance with the long-term control plan required under the City's NPDES Wastewater Discharge Permit (see Section 4.15.2, "National Pollutant Discharge Elimination System," below), SFPUC designed its combined sewer system based on historical rainfall to achieve the long-term average goal of only one CSO event per year along the southeast sector of the city. This wet-weather performance criterion (no more than one CSO per year) is a long-term average; it is not to be used to determine compliance or noncompliance with the NPDES permit/WDR for wastewater operations, because some years are wetter than others and may contribute more flow to the treatment system than anticipated and designed. However, SFPUC is also required to optimize the operation of its system to minimize overflows and maximize pollutant removal. No CSO events are untreated because all discharges receive at least primary treatment in the storage and transport system.[21,22]

The principal pollutants in CSOs are pathogens, oxygen-depleting substances, total suspended solids, toxics (metals, petroleum hydrocarbons, human-made organic chemicals), nutrients, and floatables. CSOs can adversely affect some beneficial uses of lower San Francisco Bay such as aquatic life support, fish consumption, shellfish harvesting, and recreation. On the Clean Water Act (CWA) Section 303(d) list (see "Section 303—Water Quality Standards" in Section 4.15.2, "Regulatory Framework," below), CSOs are listed as a source of pollutants causing impairment in Islais Creek. Data on wet-weather beach water quality collected by SFPUC and the San Francisco Department of Public Health in the project vicinity—which reflect the effects of CSOs, discharges from separate storm drain systems, and runoff discharging directly into the bay—indicate levels above those presented in the

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[19] City and County of San Francisco and San Francisco Public Utilities Commission. 2009. SF Sewer System Master Plan Overview, Available: http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/120. Accessed February 10, 2010.

[20] San Francisco Public Utilities Commission. 2009. *San Francisco Stormwater Design Guidelines*. Available: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/543. Accessed February 8, 2010. Page 15.

[21] San Francisco Bay Regional Water Quality Control Board. 2008 (January 30). *Order No. R2-2008-0007 and NPDES No. CA0037664, Waste Discharge Requirements for the City and County of San Francisco Southeast Water Pollution Control Plant, North Point Wet Weather Facility, and Bayside Wet Weather Facilities and Wastewater Collection System*. Oakland, CA. Page F-19.

[22] San Francisco Bay Regional Water Quality Control Board and U.S. Environmental Protection Agency. 2009 (August 12), *Order No. R2-2009-0062 and NPDES No. CA0037681, Waste Discharge Requirements for the City and County of San Francisco Oceanside Water Pollution Control Plant (Southwest Ocean Outfall) and Collection System, including the Westside Wet Weather Facilities.* Oakland, CA. Page F-34.

water quality objective for total coliform bacteria in the *Water Quality Control Plan for the San Francisco Bay Basin* (Basin Plan). Also, the other pathogen indicators that are monitored have substantially higher concentrations in wet weather than in dry weather.

STORMWATER DISCHARGE QUALITY

As runoff water flows over the landscape, it picks up dissolved chemicals, particulate material, and gross surface debris before being discharged into a water body. The effects of this runoff water on surface water quality depend on the amount and type of material being picked up and transported, as well as the amount of water or flow rate in the receiving water. Constituents and concentrations within runoff water vary according to land cover, land use, topography, and the amount of impervious cover, as well as the intensity and frequency of irrigation or rainfall. Runoff from undeveloped areas will reflect the natural chemistry and ecology of the watershed. Runoff in developed areas may typically contain oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, litter, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. Runoff from open space areas and parks may typically contain nutrients, pesticides, organic debris, bacteria, sediment, and others.

The CPMC campuses are located in areas that consist of a mix of residential and commercial land uses. There are no data on pollutant loads generated in the surface runoff from any of the CPMC campuses; thus, stormwater runoff quality is assumed to be typical of those associated with common urban uses. The typical pollutants generated within these land use areas consist of oil, grease, metals, litter, sediments, pesticides, and nutrients (e.g., phosphorous, nitrogen) from fertilizers. The nonpoint-source pollutants generated within the CPMC campuses are picked up by rainfall as it runs off the impervious surfaces and enters the combined sewer systems. Upon reaching the water pollution control plant, many of these pollutants are removed from storm flows before final discharge into either San Francisco Bay or the Pacific Ocean. However, storm flows are combined with continually present wastewater flows; during rain events, total flows can reach quantities that overwhelm the existing sewer system, potentially resulting in the direct discharge of partially treated wastewater and stormwater into the bay, the ocean, or both. Not only do combined-sewer overflow events present a public-health danger caused by bacterial contamination, but they also disrupt ecosystem function when nutrients are discharged.

SURFACE WATER

Surface waters in the region are managed by the San Francisco Bay RWQCB and consist of nontidal wetlands, rivers, streams, and lakes; estuarine wetlands known as baylands; estuarine waters; and coastal waters. Beneficial uses of the San Francisco Bay estuary are water contact recreation; noncontact water recreation; industrial service supply; navigation; marine habitat; shellfish harvesting; ocean, commercial, and sport fishing; and preservation of rare and endangered species.

GROUNDWATER

The CPMC campuses are located within the San Francisco Bay Hydrologic Region, which covers approximately 2.88 million acres (4,500 square miles), including all of San Francisco.[23] The region has 28 identified groundwater basins, and four of the campus sites—the proposed Cathedral Hill Campus and the existing Pacific, Davies, and St. Luke's Campuses—are located within the Downtown San Francisco groundwater basin (Downtown Basin). The California Campus is located within the Lobos groundwater basin (Lobos Basin). Both basins are made up of shallow unconsolidated alluvium underlain by less permeable bedrock. Groundwater recharge in the San Francisco area results from infiltration of rainfall, landscape irrigation, and leakage of water and sewer pipes. Recharge caused by leaky municipal water and sewer pipes accounted for about half of the total recharge of groundwater in the San Francisco area.

Only a small portion of water demand is met through locally produced groundwater and recycled-water supplies. Overall water usage in San Francisco in the year 2010 has been projected at 92 mgd; of this total, only 3.5 mgd (approximately 3.9%) is projected to come from groundwater, with 2.5 mgd (another 2.8%) being produced by wells within the North Westside Basin.[24] In 2030 the overall water usage is projected to be 93.4 mgd (an approximately 1.5% increase); of this total, groundwater usage is projected to stay at 3.5 mgd.[25] At present, there is no usage of groundwater at any of the CPMC campuses.

Groundwater within the approximately 7,600-acre Downtown Basin flows generally to the northeast, following local topography. Groundwater recharge to the Downtown Basin is estimated to be 5,900 acre-feet per year; however, not enough data are available for an estimate of either the basin's groundwater budget or groundwater extraction from the basin. Groundwater within the approximately 2,400-acre Lobos Basin flows generally to the northwest, following the topography. Groundwater recharge for the Lobos Basin is estimated at 1,570 acre-feet per year.[26]

GROUNDWATER QUALITY

In general, groundwater quality throughout most of the San Francisco Bay Hydrologic Region is suitable for most urban and agricultural uses, with only local impairments. The primary constituents of concern are high total dissolved solids, nitrate, boron, and organic compounds.[27] Groundwater quality data specific to the Downtown and Lobos Basins are not readily available; however, water quality data found for surrounding basins show that

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[23] California Department of Water Resources. 2003. *California's Groundwater.* Bulletin 118, Update 2003. Sacramento, CA. Page 131.

[24] San Francisco Public Utilities Commission. 2005 (December). *2005 Urban Water Management Plan for the City and County of San Francisco.* San Francisco, CA. Page 15.

[25] Ibid., page 9.

[26] Ibid., page 15.

[27] California Department of Water Resources. 2003. *California's Groundwater.* Bulletin 118, Update 2003. Sacramento, CA. Chapter 7, "San Francisco Bay Hydrologic Unit." page 132.

the general groundwater for all basins beneath the entire San Francisco peninsula is similar. Groundwater beneath the peninsula is a mixed cation bicarbonate type, and considered generally "hard" (calcium carbonate concentrations between 121 and 180 milligrams per liter). Total dissolved solids vary from about 200 to more than 700 parts per million.[28] Groundwater within the Downtown Basin and Lobos Basin may contain high concentrations of nitrates and elevated concentrations of chloride, boron, and total dissolved solids, likely because of a combination of leaky sewer pipes and seawater intrusion.

COASTAL HAZARDS

The coastal hazards of sea level rise, seiche, tsunami, and extreme high tides primarily affect areas near shorelines, unprotected by levees, and with elevations of approximately 10 feet amsl[29] or less.[30] Data collected from tide gauges indicate that sea level in San Francisco Bay has risen almost 8 inches over the past 150 years.[31] This reflects an average annual increase rate of 0.04 to 0.08 inch per year and is consistent with global statistics. The California Climate Action Team predicts that sea level rise could range from 23 to 55 inches by 2100.[32] The most substantial effects on the bay would be expected in the southern and northern reaches, where the coastline is below mean sea level. A sea-level-rise scenario mapped by the San Francisco Bay Conservation and Development Commission does not illustrate any areas of major sea level rise affecting any of the existing or proposed CPMC campuses.[33] The campus sites range in elevation from approximately 141 feet amsl to 270 feet amsl.

The U.S. Geological Survey uses a coastal vulnerability index to measure the relative potential for coastal change caused by future sea-level rise. The index's values show areas of very high vulnerability in the San Francisco Bay area, with the highest vulnerability in lower-lying beach areas.[34] This vulnerable area includes the coastal portions of the Lobos Basin and the Marina groundwater basin and the northwestern portion of the Downtown Basin. None of the existing or proposed CPMC campuses is located within a vulnerable area. The Pacific Campus is the closest to one of these areas, approximately 1.0 mile away with an on-site low elevation of approximately 220 feet amsl.

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[28] California Department of Water Resources. 2004. *San Francisco Hydrologic Region Downtown San Francisco Groundwater Basin.* Bulletin 118, Update 2003. Available: http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/2-40.pdf. Last modified February 27, 2004. Accessed April 7, 2010.

[29] The San Francisco City Datum 0.0 is equal to 8.616 feet amsl of 1929.

[30] San Francisco Planning Department. 2008 (June 19). *Final Environmental Impact Report for the San Francisco General Hospital Seismic Compliance Hospital Replacement Program*. San Francisco, CA. Page 338.

[31] Lacko, L. 2007. *Planning for Sea Level Rise in San Francisco Bay*. Presentation, Proceedings of Coastal Zone 7, July 22–26, 2007. Portland, OR. Page 1.

[32] California Climate Action Team. 2009 (March). *California Climate Action Team Draft Biennial Report to the Governor and Legislature.* Sacramento, CA. Page 1.10.

[33] San Francisco Bay Conservation and Development Commission. 2009. Map—Shoreline Areas Vulnerable to Sea Level Rise: San Francisco Bay Area. Available: http://www.bcdc.ca.gov/planning/climate_change/maps/regional16_55.pdf. Accessed October 24, 2009.

[34] Thieler, E. R., and E. S. Hammar-Klose. 2000. *National Assessment of Coastal Vulnerability to Sea-Level Rise: Preliminary Results for the U.S. Pacific Coast.* U.S. Geological Survey Open-File Report 00-178. Available: pubs.usgs.gov/of/2000/of00-178/. Last modified October 18, 2001. Accessed October 27, 2009.

Tsunamis (i.e., large waves in the ocean typically generated by land disturbances such as earthquakes, landslides, and volcanoes) are not common on the California coast.[35] All of the CPMC campuses are located outside of potential tsunami inundation areas.[36]

A seiche is an oscillation of a body of water. Seiches occur most frequently in enclosed or semienclosed basins, such as lakes, bays, or harbors, and may be triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tides. Triggering forces that set off a seiche are most effective if they operate at specific frequencies relative to the size of an enclosed basin. Coastal measurements of sea level often show seiches with amplitudes of a few centimeters and periods of a few minutes, caused by oscillations of the local harbor, estuary, or bay, superimposed on the normal tidal changes. Tidal records for San Francisco Bay have been maintained for more than 100 years; during this period, a damaging seiche has not occurred. A seiche of approximately 4 inches occurred during the 1906 earthquake, an event of magnitude 8.3 on the Richter scale. It is probable that an earthquake similar to the 1906 event would be the largest experienced in the Bay Area;[37] consequently, a seiche larger than 4 inches is considered unlikely to occur.

A mudflow is a type of landslide that occurs when runoff saturates the ground. Soil that is dry during dry weather turns into a viscous solution that slides downhill. Mudflows typically cause more damage than clear-water flooding because debris-filled water moves with greater force. The existing and proposed CPMC campuses are not positioned downslope from any unprotected slopes or landslide areas.

4.15.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The CWA (33 U.S. Code [USC] Section 1251 et seq.) is the major federal legislation governing the water quality aspects of implementing the proposed LRDP. The CWA established the basic structure for regulating discharges of pollutants into waters of the United States (not including groundwater) and waters of the State of California. The objective of the act is "to restore and maintain the chemical, physical, and biological integrity of the nation's waters." The CWA establishes the basic structure for regulating the discharge of pollutants into the waters of the United States.

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[35] San Francisco Planning Department. 1996. *San Francisco General Plan.* As amended by Resolution No. 14149 adopted June 27, 1996. San Francisco, CA. Available: http://www.sf-planning.org/ftp/General_Plan/I8_Community_Safety.htm. Accessed March 9, 2010.

[36] California Emergency Management Agency. 2009 (June). Tsunami Inundation Map for Emergency Planning San Francisco. Available: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanFrancisco/Documents/Tsunami_Inundation_SF_Overview_SanFrancisco.pdf. Accessed February 11, 2010.

[37] Working Group on California Earthquake Probabilities. 2003. *Earthquake Probabilities in the San Francisco Bay Region: 2002–2031*. U.S. Geological Survey Open-File Report 03-214. Washington, DC. Appendix D, "Magnitude and Area Data for Strike Slip Earthquakes," ed. W. L. Ellsworth.

The CWA authorizes EPA to implement pollution control programs. Under the CWA, it is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless an NPDES permit is obtained. In addition, the CWA requires each state to adopt water quality standards for receiving water bodies and to have those standards approved by EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality objectives necessary to support those uses.

Section 303—Water Quality Standards

Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body's designated beneficial use. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Water quality standards applicable to the CPMC LRDP are listed in the Basin Plan and are described below in the analysis of project impacts (see Section 4.15.5, "Impact Evaluations").

Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States. The three major components of water quality standards are designated beneficial uses, water quality criteria, and antidegradation policy. Section 303(d) of the CWA requires states and authorized Native American tribes to develop a list of water quality–impaired segments of waterways. The list includes waters that do not meet water quality standards necessary to support a waterway's beneficial uses even after the minimum required levels of pollution control technology have been installed. Only waters impaired by such pollutants as clean sediments, nutrients (e.g., nitrogen and phosphorus), pathogens, acids/bases, temperature, metals, cyanide, and synthetic organic chemicals[38] are to be included on the list of water quality–impaired segments of waterways; waters impaired by other types of pollution, such as altered flow and channel modification, are not included on the list.

Section 303—Impaired Water Bodies and Total Maximum Daily Loads

Under CWA Section 303(d), the State Water Resources Control Board (SWRCB) must develop, in accordance with the National Toxics Rule or California Toxics Rule, a list of impaired water bodies that do not meet water quality standards after the minimum technology-based and water quality–based effluent limitations have been implemented for nonstormwater runoff permitted point sources. Listed water bodies are to be priority ranked for development of a total maximum daily load (TMDL). A TMDL is a calculation of the total maximum daily load (or "amount") of a pollutant that a water body can receive on a daily basis and still safely meet water quality

[38] U.S. Environmental Protection Agency. 2008. Introduction to the Clean Water Act. Available: http://www.epa.gov/watertrain/cwa/. Last updated September 12, 2008. Accessed February 8, 2010.

standards. The SWRCB, RWQCBs, and EPA are responsible for establishing TMDL waste load allocations and incorporating approved TMDLs into water quality control plans, NPDES permits, and WDRs in accordance with a specified schedule for completion.

The San Francisco Bay RWQCB develops TMDLs for the San Francisco Bay area. A mercury TMDL for San Francisco Bay has been completed, and on February 12, 2008, EPA approved a Basin Plan amendment incorporating the mercury TMDL into the Basin Plan.[39] A TMDL for polychlorinated biphenyls (PCBs) has also been developed for San Francisco Bay; the San Francisco Bay RWQCB adopted a Basin Plan amendment on February 13, 2008, which is still pending final approval from the SWRCB and EPA. A selenium TMDL is being developed for the North Bay (from the Sacramento–San Joaquin Delta to the central bay), which is not in the vicinity of the CPMC campuses. The TMDLs for mercury and PCBs include numeric targets for concentrations in suspended sediment and/or fish tissue. The TMDLs also include waste load allocations[40] for urban stormwater runoff and municipal and industrial wastewater discharges, with allocations apportioned for individual municipal separate storm sewer systems (MS4s)[41] and wastewater treatment plants, including those in San Francisco. For stormwater, load reductions would be required to meet the TMDL waste load allocations within the 20 years required by the TMDLs. Load reduction efforts for TMDLs are implemented through municipal NPDES stormwater permits and individual NPDES permits (e.g., NPDES permit for water treatment plant discharges and others).

Section 401—Water Quality Certification

Section 401 of the CWA requires states to certify that any activity subject to a permit issued by a federal agency, such as the U.S. Army Corps of Engineers (USACE), meets all state water quality standards. In California, the SWRCB and the nine RWQCBs are responsible for certification of activities subject to permits issued by USACE under Section 404 (or other USACE permits, such as permits issued under Section 10 of the Rivers and Harbors Act of 1899). In practice, most RWQCBs rely on applications for Section 401 certification to evaluate whether WDRs would also need to also be issued for a project. The RWQCB must review final CEQA documentation before taking an action on an application for water quality certification and/or WDRs. As there are no streams or water bodies on any of the CPMC campuses, and a federal permit is not required for the LRDP, compliance with Section 401 requirements would not be required. Section 401 certification requirements are established for the City's water pollution control plant effluent discharges, to which the CPMC campuses contribute flow.

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[39] San Francisco Bay Regional Water Quality Control Board. 2010. San Francisco Bay Mercury TMDL. Available: http://www.swrcb.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/sfbaymercurytmdl.shtml. Accessed February 8, 2010.

[40] The maximum load of pollutants each discharger of waste is allowed to release into a particular waterway. Discharge limits are usually required for each specific water quality criterion.

[41] An MS4 is a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, or storm drains) that is designed or used to collect or convey stormwater; is not a combined sewer; and is not part of a publicly owned treatment works. The term "MS4" also refers to the jurisdiction that operates such a system.

Section 402—Stormwater NPDES Permits

Section 402(p) of the CWA regulates point-source discharges of pollutants under the NPDES program. This section of the CWA was amended in 1987 to require EPA to establish regulations for permitting of municipal and industrial stormwater discharges (including discharges from active construction sites) under the NPDES permit program. EPA published final regulations for industrial and municipal stormwater discharges on November 16, 1990.

The NPDES program requires all industrial facilities and municipalities of a certain size that discharge pollutants into waters of the United States to obtain a permit. Stormwater discharges in the San Francisco Bay region are commonly controlled through general and individual NPDES permits, which are adopted by the SWRCB (general permits) or the San Francisco Bay RWQCB (individual permits) and administered by the San Francisco Bay RWQCB. Water quality criteria in NPDES permits for discharges to receiving waters are based on criteria specified in the National Toxics Rule, the California Toxics Rule, and Basin Plans. EPA requires NPDES permits to be revised to incorporate waste load allocations for TMDLs when the TMDLs are approved by EPA (40 Code of Federal Regulations [CFR] 122).

Section 404—Discharge of Dredged or Fill Materials

Section 404 of the CWA regulates temporary and permanent fill and disturbance of wetlands and waters of the United States. Under Section 404, the discharge (temporary or permanent) of dredged or fill material into waters of the United States, including wetlands, typically must be authorized by USACE through either the Nationwide Permit (general categories of discharges with minimal effects) or the Individual Permit. As there are no streams or water bodies on any of the CPMC campuses, and no federal permit is required for the LRDP, compliance with Section 404 requirements would not be required.

Combined Sewer Overflow Control Policy

In 1994, EPA adopted the CSO Policy (59 FR 18688, April 11, 1994), which established a two-phase control program for communities with combined sewer systems. In the first phase of this program, communities receiving permits from EPA for their combined sewer systems must implement a series of nine technology-based controls that have been designed to reduce the frequency of CSOs and limit their effects on receiving waters. These controls focus on pretreating both wastewater and stormwater runoff to remove pollutants before they reach the sewer, eliminating CSOs during dry weather, using storage to minimize wet-weather CSOs, controlling floatables and settleable solids within CSO discharges, and notifying the public when CSOs occur. In the second phase, permittees also must either:

- ensure that, on average, no more than four CSO events will occur per year;
- provide primary treatment (remove floatables and settleable solids) for at least 85% of the total discharge; or
- remove enough pollutants before they enter the sewer system to prevent degradation of receiving waters.

Completion in 1997 of the improvements identified in the City's wastewater master plan brought San Francisco into compliance with EPA's CSO Policy. These improvements consisted mainly of constructing storage culverts and installing discharge weirs (e.g., screens) and skimmers at all CSO outlets. The added storage reduced the frequency of CSOs, and the discharge facilities allow the City to provide at least primary treatment for 100% of its stormwater and wastewater discharges. As a result, although the City averages approximately 10 CSOs each year, it is currently in compliance with the CSO Policy as a result of the removal of solids and the primary treatment provided.

National Flood Insurance Program and Flood Disaster Protection Act

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 were enacted to reduce the need for flood protection structures and to limit disaster relief costs by restricting development in floodplains. FEMA, created in 1979, is responsible for predicting hazards related to flooding events and forecasting the level of inundation under various conditions. As part of its duty to develop standards for delineating fluvial and coastal floodplains, FEMA provides information about flood hazard and inundation potential on flood insurance rate maps, and where appropriate, designates regions as special flood hazard areas. Special flood hazard areas are defined as areas that have a 1% chance of flooding in a given year. While final flood mapping has not been carried out for San Francisco, preliminary flood maps indicate that none of the CPMC campuses are located in a special flood hazard area. There are no streams or other water bodies located on or near CPMC campuses.

FEMA also administers the National Flood Insurance Program (NFIP), a federal program that enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for state and community floodplain management regulations that reduce future flood damages.[42] The City does not currently participate in the NFIP, but in fall 2008 the City submitted an application to FEMA to join the NFIP. In addition, the San Francisco Board of Supervisors has adopted the Floodplain Management Ordinance (Ordinance No. 188-08), which requires that new or substantially improved structures located in special flood hazard areas be protected against flood damage, and prohibits uses that would increase flood risks.[43]

[42] Federal Emergency Management Agency. 2010. The National Flood Insurance Program. Available: www.fema.gov/business/nfip/. Accessed February 8, 2010.

[43] Office of the City Administrator. 2010 (January 29). *San Francisco Floodplain Management Program Fact Sheet*. San Francisco, CA. Page 1. Available: http://sfgsa.org/Modules/ShowDocument.aspx?documentid=6769. Last revised January 29, 2010. Accessed February 8, 2010.

STATE

Responsibility for the protection of water quality in California resides with the SWRCB and nine RWQCBs. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement water quality control plans, more commonly known as basin plans that consider regional beneficial uses, water quality characteristics, and water quality problems. The San Francisco Bay RWQCB implements several federal and state laws, the most important of which are the federal CWA and the state Porter-Cologne Water Quality Control Act.

Porter-Cologne Water Quality Control Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code, Section 13000 et seq.) establishes the basis for water quality regulation within California. The act requires that a "report of waste discharge" be compiled for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface water or groundwater of the state. The San Francisco Bay RWQCB has set water quality objectives for all surface waters in the region concerning bacteria, biostimulatory substances, color, dissolved oxygen, floating material, oil and grease, pH, pesticides, salinity, sediment, settleable material, suspended material, tastes and odors, temperature, toxicity, and turbidity. Water quality objectives for groundwater include standards for bacteria, chemical constituents, radioactivity, tastes and odors, and toxicity. The SWRCB and RWQCBs have permitting and enforcement authority to prevent and control waste discharges that could affect waters of the state through the issuance of NPDES permits and WDRs.

Waste Discharge Requirements Program

Under the Porter-Cologne Water Quality Control Act, the RWQCBs regulate the discharge of waste to waters of the state. All parties proposing to discharge waste that could affect waters of the state must file a report of waste discharge (ROWD) with the appropriate RWQCB. The RWQCB then responds to the ROWD by issuing WDRs in a public hearing, or by waiving WDRs (with or without conditions) for the proposed discharge. Both of the terms "discharge of waste" and "waters of the state" are broadly defined in the Porter-Cologne Water Quality Control Act: Discharges of waste include discharges of fill or any material resulting from human activity, or any other discharge that may directly or indirectly affect waters of the state. All waters of the United States that are located within California's borders are also waters of the state, but the converse is not true; waters of the United States are a subset of waters of the state. As noted, there are no streams or open water bodies located on any of the CPMC campuses and thus, potential discharges to waters of the state are not an issue specific to the LRDP.

For waters of the United States, a Section 404 permit and a 401 certification are required when an activity would result in fill or discharge directly below the ordinary high-water line; for waters of the state, any activity that would result or may result in a discharge that would directly or indirectly affect those waters or their beneficial

uses are subject to WDRs. In practice, most RWQCBs rely on 401 certifications to determine whether WDRs also need to be issued for a proposed project. The San Francisco Bay RWQCB has produced a combined 401 certification/waiver of WDRs application form to ensure that applicants do not need to file both an ROWD and an application for 401 certification. WDRs for discharges directly to surface waters are also NPDES permits. As noted, WDRs are established for the City's wastewater treatment plant effluent discharges, to which the CPMC campuses contribute flow. No WDRs apply directly to the LRDP for any of the CPMC campuses.

Water Quality Control Plan for the San Francisco Bay Basin

The Basin Plan was first adopted by the San Francisco Bay RWQCB and approved by the SWRCB in 1975. The plan identifies the beneficial uses of water bodies and provides water quality objectives and standards for waters of the San Francisco Bay Hydrologic Region. Federal and state laws mandate protection of designated "beneficial uses" of water bodies. State law defines beneficial uses as "domestic; municipal; agricultural and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves."[44]

The beneficial uses of any specifically identified water body generally apply to all tributary streams to that water body. Those water bodies not specifically designated for beneficial uses in the Basin Plan are assigned the Municipal and Domestic Supply (MUN) use, in accordance with SWRCB Resolution No. 88-63. Although specific surface waters have not been identified for groundwater recharge or freshwater replenishment in the Basin Plan, these additional protected beneficial uses are designated in the Basin Plan. Unless otherwise designated by the San Francisco Bay RWQCB, all groundwater is considered suitable or potentially suitable for MUN, agricultural supply, and industrial process supply.

The Basin Plan contains specific narrative and numeric water quality objectives for several physical properties (e.g., temperature, dissolved oxygen, turbidity, suspended solids), biological constituents (e.g., coliform bacteria), and chemical constituents of concern, including inorganic parameters and trace metals and organic compounds. The entire program relies on the implementation of best management practices (BMPs). BMPs are methods used on construction sites to limit contact of pollutants (e.g., sediment and construction site debris) with stormwater runoff at its source; keep pollutants out of water conveyance systems and treatment plants; and remove pollutants before they are discharged into receiving waters (in this case, San Francisco Bay and the Pacific Ocean).

National Pollutant Discharge Elimination System

The objective of the NPDES program is to control and reduce discharges of pollutants to water bodies in surface-water discharges. Under Section 402 of the CWA, the RWQCBs have been delegated authority by EPA to

[44] California Water Code, Section 13050(f).

implement and enforce the NPDES program within California. The City is required by federal, state, and local laws to implement programs that reduce the discharge of pollution to the local storm drain system.

The SWRCB has adopted a statewide NPDES general permit for stormwater discharges associated with construction activities (Construction General Permit; SWRCB Order No. 99-08-DWQ). To comply with the requirements of the NPDES Construction General Permit, developers are required to submit a site-specific plan called a storm water pollution prevention plan (SWPPP) to minimize the discharge of pollutants during construction activities that disturb 1 acre or more of land.

Coverage under the NPDES Construction General Permit is not required for projects in those areas of San Francisco that drain to the combined sewer system[45]; however, all construction sites must implement BMPs to prevent illicit discharge into the combined sewer. For sites served by the combined sewer system, construction stormwater discharges are subject to the requirements of Article 4.1 of the San Francisco Public Works Code, which incorporates and implements the City's NPDES permit and minimum controls described in the federal CSO Policy. Generally, the City's requirements include the development of a SWPPP and review by SFPUC. Projects served by the combined sewer system are not subject to the terms of the NPDES Construction General Permit; however, Section A of the permit describes the requirements for a SWPPP in detail, and the City specifies that this information should be used as a design guide. The San Francisco Public Works Code also requires the use of BMPs during the construction and operational periods.

Office of Statewide Health Planning and Development

The Office of Statewide Health Planning and Development (OSHPD) performs plan reviews and construction inspection of hospital and acute health care facilities, specifically acute-care hospitals, acute psychiatric hospitals, and skilled nursing facilities (excluding certain licensed clinics). As such, the OSHPD will review the hospital building designs proposed by CPMC.

CITY/LOCAL

San Francisco General Plan

The *San Francisco General Plan* consists of 10 elements. The Environmental Protection Element is the most relevant to an assessment of the potential hydrologic impacts of implementing the CPMC LRDP. The policies presented in this element aim to achieve a more sensitive balance by repairing damage already done, restoring some natural amenity to the city, and bringing about productive harmony between people and their environment.[46]

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[45] San Francisco Public Utilities Commission. 2010b. San Francisco's Construction Site Runoff Pollution Prevention Procedures. Available: http://sfwater.org/detail.cfm/MC_ID/14/MSC_ID/118/C_ID/3084. Accessed February 18, 2010.

[46] San Francisco Planning Department. 1996. *San Francisco General Plan.* As amended by Resolution No. 14149 adopted June 27, 1996. San Francisco, CA. Environmental Protection Element. Available: http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm. Accessed March 16, 2010.

In addition, the Environmental Protection Element's goals of the *San Francisco General Plan* aim to provide harmony between both the natural and human-made resources so as to restore and maintain the natural features of the environment that are of such importance to rural areas of the state. The following objective and policies are relevant to this analysis. The consistency of the proposed LRDP with the Environmental Protection Element is addressed in Chapter 3 "Plans and Policies."

Stormwater Management Ordinance

On May 22, 2010, the Stormwater Management Ordinance was enacted to improve San Francisco's environment by reducing stormwater runoff and runoff pollution in areas of new development and redevelopment through compliance with the *Stormwater Design Guidelines*. The SFPUC and the Port of San Francisco administer stormwater management programs developed in accordance with the federal CWA and a State of California NPDES permit. SFPUC's *Stormwater Design Guidelines* detail the engineering, planning, and regulatory framework for designing new infrastructure in a manner that reduces or eliminates pollutants commonly found in urban runoff.[47] Applying to development and redevelopment projects disturbing more than 5,000 square feet, these guidelines are focused primarily on the separate storm sewer (MS4) areas of San Francisco, but the thresholds and general strategies described to achieve compliance also apply to combined sewer areas.

Although the thresholds and strategies are the same for both combined and separate sewers, the performance measures are different. In combined sewer areas under SFPUC jurisdiction, applicants must reduce the flow rate and volume of stormwater going into the combined system by achieving Leadership in Energy and Environmental Design (LEED®) Sustainable Sites (SS) Credit 6.1, "Stormwater Design: Quantity Control." LEED® SS Credit 6.1 states that for sites where the existing imperviousness is greater than 50%, the project must "implement a stormwater management plan that results in a 25% decrease in the volume of stormwater runoff from the two-year 24-hour design storm."[48] The intent of LEED® SS Credit 6.1 is to limit disruption of natural water hydrology by reducing impervious cover, increasing on-site infiltration, reducing or eliminating pollution from stormwater runoff.[49]

The *Stormwater Design Guidelines* encourage the use of LID to comply with stormwater management requirements. LID applies decentralized site strategies to manage the quantity and quality of stormwater runoff and includes BMPs such as cisterns, green roofs, bioretention basins and planters, permeable pavement, and infiltration trenches. In addition, the *Stormwater Design Guidelines* requires development of a stormwater control plan, which must include an operations and maintenance plan that identifies responsible parties, funding sources,

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[47] San Francisco Public Utilities Commission. 2009. *San Francisco Stormwater Design Guidelines*. Available: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/543. Accessed February 8, 2010. Page 1.

[48] U.S. Green Building Council. 2009. *LEED® Reference Guide for Green Building Design and Construction.* Washington, DC. Page 91.

[49] U.S. Green Building Council, 2009. Green Building Design and Construction. *LEED Reference Guide for Green Building Design and Construction.* For the Design, Construction and Major Renovation of Commercial and Institutional Buildings Including Core and Shell and K-12 School Projects. 2009 Edition. Page 91.

maintenance activities, and schedules for all BMPs. SFPUC staff members are currently developing additional guidance for achieving LEED® SS Credit 6.1 in combined sewer areas.

San Francisco Public Works Code

In compliance with the NPDES Municipal Permit, Article 4.1 (Section 123) of the San Francisco Public Works Code, the City requires that all dischargers comply with all federal and state orders issued to the City, including all of the City's NPDES permits. The Public Works Code also prohibits the discharge of hazardous waste (including stormwater runoff) and other pollutants that would violate the City's federal and state discharge permits. Specific provisions of Article 4.1 that apply to construction activities are described below.

Construction Requirements for Areas Served by the Combined Sewer System

For construction sites served by the combined sewer system, the City requires the project applicant to develop and implement a SWPPP, which includes an erosion and sediment control plan, and to comply with the City's Construction Site Water Pollution Prevention Program, to reduce the impacts of construction site runoff. The SWPPP must be submitted to SFPUC before construction begins. SFPUC conducts periodic inspections to ensure compliance with the SWPPP. Article 4.1 of the San Francisco Public Works Code also regulates the quantity and quality of wastewater discharges (such as dewatering from construction sites) to the combined sewer system.

Dewatering Discharges to the Combined Sewer System

Under Article 4.1 of the San Francisco Public Works Code, discharges to the combined sewer system from temporary dewatering of construction sites are regulated by the Batch Wastewater Discharge Permit issued by SFPUC. As such, the project applicant must obtain a Batch Wastewater Discharge Permit from the SFPUC before the beginning of groundwater dewatering to the combined sewer system. Specific permit terms and conditions are imposed by SFPUC to maintain SFPUC's compliance with its own Wastewater Discharge Permit issued by the San Francisco Bay RWQCB. Under the Batch Wastewater Discharge Permit, the discharge must meet specific numeric effluent limitations for toxic and conventional pollutants, and monitoring is required to ensure compliance.

Green Building Ordinance

On November 3, 2008, the San Francisco Building Code was amended to include Chapter 13C, "Green Building Requirements," known as the Green Building Ordinance.[50] The purpose of the requirements is to promote the health, safety, and welfare of San Francisco residents, workers, and visitors by minimizing the use and waste of energy, water, and other resources in the construction and operation of the city's buildings, and by providing a

[50] San Francisco Building Inspection Commission Codes. 2008. Chapter 13C, "Green Building Requirements," Section 1304C.0.3. Available: www.sfenvironment.org/downloads/library/sf_green_building_ordinance_2008.pdf. Accessed February 8, 2010.

healthy indoor environment. The ordinance requires compliance with the applicable LEED® performance standards for new construction, Version 2.2; LEED® Credits SS 6.1 and SS 6.2 for stormwater management; and SFPUC's BMPs and *Stormwater Design Guidelines* (Section 1304C.0.3). For combined sewer areas, the applicable LEED® credit is "Stormwater Design: Quantity Control" (SS 6.1).

The code requires certain types of new and redevelopment projects constructed in San Francisco, including new large commercial buildings of Group B or M occupancies (Section 1304C.2), to meet green building standards developed by San Francisco's Green Building Task Force.

In addition, new large commercial buildings of Group B and M occupancies are required to incorporate water-efficient landscaping (LEED® WE1.1) and water conservation measures (LEED® WE3.2). However, building permits for acute-care facilities, such as the Cathedral Hill Hospital and St. Luke's Replacement Hospital, are under OSHPD jurisdiction and, as such, are not subject to the Green Building Ordinance. A site permit application for the Davies Neurosciences Institute was filed prior to the adoption of the Green Building Ordinance. Therefore, the Green Building Ordinance also does not apply to the Neurosciences Institute building. However, the Cathedral Hill MOB, the St. Luke's MOB/Expansion Building, and all long-term facilities proposed as part of the LRDP will be subject to the Green Building Ordinance.

San Francisco Construction Site Water Pollution Prevention Program

The San Francisco Construction Site Water Pollution Prevention Program requires stormwater quality BMPs at all construction sites, regardless of the area of the site and whether the site drains to the combined or separate sewer system. Pollution prevention measures that must be implemented at all construction sites include:

- Develop a SWPPP.
- Identify all storm drains and catch basins near the construction site and ensure that all workers are aware of their locations to prevent pollutants from entering them.
- Protect all storm drain and catch basin inlets.
- Develop spill response and containment procedures.
- Inspect the site regularly to ensure that BMPs are intact.
- Conduct daily site cleanings as needed.
- Educate employees and subcontractors about BMPs.
- Regularly maintain all BMPs at the project site.

For sites that disturb 1 acre or more and drain to the separate sewer system, compliance with the Construction General Permit and preparation and implementation of a SWPPP that meets Construction General Permit conditions is required; however, for sites that discharge to the combined sewer system, a SWPPP that includes an erosion and sediment control plan and meets SFPUC requirements must be submitted.

4.15.3 CUMULATIVE CONDITIONS

The potential contribution of the CPMC LRDP to cumulative hydrology and water quality impacts is also evaluated in the context of past, present, and reasonably foreseeable future development expected to occur in the project vicinity.

4.15.4 SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the project would result in a significant impact on hydrology and water quality. Implementation of the proposed project would have a significant effect on hydrology and water quality if it would:

- 14a—violate any water quality standards or waste discharge requirements;
- 14b—substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- 14c—substantially alter the existing drainage pattern of the project site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site;
- 14d—substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
- 14e—create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- 14f—otherwise substantially degrade water quality;

- 14g—place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or other authoritative flood hazard delineation map;
- 14h—place within a 100-year flood hazard area structures that would impede or redirect flood flows;
- 14i—expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam;
- 14j—expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow; or
- 14k—conflict with any applicable land use plan, policy, or regulation adopted by the City or the San Francisco Bay RWQCB for the purpose of avoiding or mitigating an adverse effect on hydrology or water quality.

4.15.5 IMPACT EVALUATIONS

This analysis of the hydrologic and water quality impacts of the CPMC LRDP focuses on the effects of both the construction of campus facilities and long-term facility operations.

METHODOLOGY

Hydrology and water quality would be affected by changes in land use, changes in amount of impervious surfaces, and introduction of new pollutants with development at CPMC campuses under the LRDP. As described in Chapter 2, "Project Description," implementing the CPMC LRDP would result in the demolition of existing surface improvements and creation of new facilities. The focus of the hydrology and water quality analysis is on those portions of each CPMC campus that would be subject to ground disturbance during construction. Both construction and operational (postconstruction) impacts are addressed in this section.

Additionally, LRDP impacts are assessed in light of existing regulatory requirements that would serve to mitigate potential impacts. The effectiveness of existing regulations in mitigating potential impacts is often affected by discretionary requirements, site characteristics or project features not yet detailed, and design-level considerations. Because there is some discretion in how these regulations are applied, they are presented as mitigation measures to outline the specific process by which CPMC would comply with these regulations in implementing the LRDP.

The analysis assumes that CPMC would comply with City building standards, grading permit and erosion control requirements, and applicable standards for stormwater treatment, peak flow, and volume reduction. The precise type, size, and routing of stormwater BMPs that would be used to collect, treat, infiltrate, and discharge runoff

have not been identified; the type of BMPs, their locations, and sizes could all affect stormwater flow by detention and retention.[51] Therefore, the analysis does not include location and sizing information for specific BMPs.

Stormwater Runoff

Under the LRDP, existing facilities and impervious surfaces would be replaced with new structures and infrastructure, including buildings, plazas, and parking areas. This would generally result in the replacement of impervious surfaces because much of the area subject to development is already occupied by existing buildings and other impervious surfaces. Installation of new impervious surfaces and changes in site drainage patterns could increase the rate and amount (peak flow and volume) of stormwater runoff from each campus. Installation of new permeable surfaces, in combination with stormwater controls required by the Stormwater Management Ordinance, would counter the effects of the proposed impervious surfaces on stormwater runoff and infiltration. To evaluate potential impacts associated with the CPMC LRDP, the proposed project hardscape (including all impervious areas such as rooftops, plazas, and parking areas) was compared with existing hardscape for each of the five campuses. Impervious surface is used as an indicator for stormwater runoff potential. The greater the amount of impervious area, the greater the rate and volume of runoff that would occur without stormwater management controls. This direct relationship is used to assess impacts related to stormwater runoff and flooding. For the purpose of this analysis, it was assumed that the area surrounding all areas of ground disturbance, including the footprint of the structure and other planned plazas or walkways, was included in the development area.

Stormwater Quality

The construction and development on one or more of the CPMC campuses under the LRDP could result in the introduction of various pollutants into stormwater runoff. LRDP construction would require the excavation and transportation of material that could enter the combined sewer through several means, including wind erosion, water erosion, and mechanical abrasion of earthen materials in exposed work areas, and from spillage from mechanical equipment and haul trucks. Long-term degradation of runoff water quality from the campuses could be caused by changes in intensity of land use at one or more of the CPMC campuses with implementation of the LRDP. Thus, the analysis assessed the potential for an increase in runoff to occur and for the introduction of new land uses to result in adverse impacts on water quality during both construction and long-term operation of the LRDP at CPMC campuses.

[51] Detention refers to slowing down, temporary storing, and releasing stormwater runoff at a controlled rate. Retention refers to capturing stormwater runoff and preventing discharge from the detention device. Retention can be accomplished by storage or infiltration.

As the LRDP does not include any physical changes to the California Campus, no changes in the hydrologic and water quality conditions at that campus would occur. As no impacts on hydrology and water quality would occur under the LRDP, the California Campus is not discussed further.

IMPACT HY-1

Dewatering activities during project construction could temporarily lower the local groundwater table, but the project would not substantially deplete groundwater supplies or interfere with recharge such that there would be a net deficit in aquifer volume or a substantial lowering of the local groundwater table. (Significance Criterion 14b)

Levels of significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*
- *CPMC LRDP projects at full buildout (2030): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The CPMC campuses noted above would be served by SFPUC water services. Local groundwater is not used at present and is not proposed as a water supply source for any of the campuses. Groundwater would not be used for any construction activities such as dust control or irrigation of vegetated erosion-control features; no groundwater wells exist at present on the campuses nor would groundwater wells be developed as part of the near-term CPMC LRDP projects; thus, no on-site groundwater wells would be used for water supplies.

The CPMC campuses are currently highly developed sites (e.g., buildings, parking area, plazas); as a result, most of the development areas on these campuses are impervious surfaces or hardscape as described in the Setting section. Proposed near-term development at these CPMC campuses under the LRDP would result in minor increases in impervious surface, but given the high level of existing imperviousness at the campuses and the minor projected increases in imperviousness, groundwater recharge would not be substantially obstructed or otherwise affected.

The LRDP does not propose the use of groundwater at any of the campuses. Long term dewatering (such as that sometimes used to keep sub-grade basements dry in areas with high water tables) is not needed for any of the

LRDP developments. During LRDP-related construction excavation (e.g., for foundations, underground parking, underground utilities), the contractor could encounter shallow groundwater, which is generally removed from the excavation pit by pumping, a practice called "construction dewatering." Construction dewatering is temporary but has the potential to result in minor ground subsidence as a result of the removal of large amounts of water from the water table (see Impact GE-6 on page 4.14-58 in Section 4.14, "Geology and Soils," for more information). The potential for ground subsidence or soil collapse due to dewatering is less than significant, but an improvement measure (I-GE-N6) is presented to ensure that unanticipated effects would not occur, as discussed in Section 4.14, "Geology and Soils," page 4.14-60.

All proposed dewatering activities would be temporary and would not result in extraction of enough groundwater to substantially lower the groundwater table. Groundwater is not used at any of the campuses; thus, the temporary local effect on groundwater would be minor and would not affect any current use of wells. Neither would temporary dewatering activities affect the amount of groundwater available for potential beneficial uses. Therefore, construction and long-term operations under the LRDP at CPMC campuses would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. **This impact would be less than significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: Removing construction of the underground pedestrian tunnel from near-term projects under this LRDP project variant for the Cathedral Hill Campus would reduce the amount of excavation required, thus reducing the potential for contractors to encounter shallow groundwater. As a result, for the Cathedral Hill Campus, this impact would be similar to but slightly less than the impact discussed above. Neither of the project variants proposed for the St. Luke's Campus would increase the net impervious surface at the campus. Therefore, the project variants for the St. Luke's Campus would not deplete groundwater supplies or interfere substantially with groundwater recharge; thus, this impact would be identical to the impact discussed above. For both campuses, for the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

The impact of the long-term projects under the LRDP at the Pacific and Davies Campuses on groundwater would be the same as the near-term impact identified above for the near-term projects under the LRDP at the proposed

Cathedral Hill, the Davies, and the St. Luke's Campuses. For the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

◆ CPMC LRDP Projects at Full Buildout (2006–2030)

Local groundwater is not proposed as a water supply source for any of the campuses, and the proposed LRDP facilities would not substantially change or obstruct existing groundwater infiltration processes. Therefore, with the combined development at full buildout (2030) of the LDRP, **the overall impact related to depleting groundwater supplies or causing a lowering of the local groundwater table would be less than significant**.

IMPACT HY-2

The proposed construction activities would result in net increases in impervious surfaces in areas that drain to the City's combined sewer system, and an increase in total or peak runoff volume from the site could contribute to the frequency or severity of combined sewer overflow events or flooding on- or off-site. (Significance Criteria 14d and 14e)

Levels of significance:

- *Cathedral Hill (with or without project variant): Less than significant with mitigation*
- *Pacific: Less than significant with mitigation*
- *Davies (near term and long term): Less than significant with mitigation*
- *St. Luke's (with or without either project variant): Less than significant with mitigation*
- *CPMC LRDP projects at full buildout (2030): Less than significant*

The existing and proposed CPMC campuses are located on previously disturbed land surfaces that are currently covered by existing buildings, roadways, parking lots, or urban planting beds, which means that because of the large amount of impervious surface at each campus, nearly all the stormwater runoff under existing conditions drains into the local combined sewer system. Long-term increases to the rate or amount of surface runoff caused by changes in intensity of land use at one or more of the CPMC campuses could affect the capacity of the combined sewer system or cause on- or off-site flooding.

The City strongly encourages the implementation of environmentally sound stormwater management technologies known as LID for all areas of San Francisco, including those areas served by the combined sewer system. CPMC has been actively engaged with the relevant City agencies in identifying LID design elements to meet City

Stormwater Management Ordinance.[52] Specifically, cisterns and green roofs are being evaluated by CPMC as potential design features for the proposed Cathedral Hill Campus. For the analysis in this EIR, the expected change in impervious surfaces at each campus was used to evaluate the potential changes in stormwater runoff to the combined sewer and develop mitigation to ensure that, at a minimum, peak flows and overall stormwater flows to the combined sewer would not increase from existing conditions. Currently, the City requires that development projects that disturb more than 5,000 square feet comply with LEED® Credit 6.1. If the site has existing impervious surfaces greater than 50%, then a 25% decrease in the volume of stormwater runoff from the 2-year, 24-hour storm is required. In addition, City regulations require that LID design elements and BMPs, such as bioretention basins, cisterns, permeable pavement, or green roofs, be implemented to reduce the volume of stormwater runoff. The impervious surface area at the Cathedral Hill, Pacific, Davies and St. Luke's Campuses exceed the 50% impervious surface coverage criteria and, therefore, CPMC will be required under the San Francisco Stormwater Management Ordinance to achieve a 25% reduction in stormwater runoff for the 2-year 24-hour storm. In implementing projects under the LRDP, CPMC would comply with all policies and regulations adopted by the City or the San Francisco Bay RWQCB; therefore, stormwater discharges would be less than under existing conditions, resulting in a reduction in on- and off- site flooding with project implementation.

To evaluate potential impacts associated with the CPMC LRDP, the impervious surfaces (e.g., rooftops, plazas, parking areas) proposed under the LRDP were compared with existing impervious surfaces for each campus. Impervious area is used as an indicator for potential stormwater runoff. The greater the amount of impervious area, the greater the rate and volume of runoff that would occur without stormwater management controls. This direct relationship is used to evaluate impacts related to stormwater runoff and flooding. A more detailed hydrologic analysis will be completed during the design phase of the project.

The results of this comparison found that implementing the proposed LRDP would result in a net increase in impervious surface area at the Cathedral Hill, Pacific, Davies, and St. Luke's Campuses. Additional detail is provided below about the near-term and long-term changes at the respective campuses. Impact conclusions shown below conservatively reflect conditions that would be expected to occur without consideration of stormwater management controls, such as LID design elements, that would be incorporated into final development designs at CPMC campuses under the LRDP. Changes in wastewater flows are discussed in Section 4.12, "Utilities and Service Systems."

[52] CPMC has met with the SFPUC Wastewater Enterprise three times regarding the proposed LRDP. Meetings were held on December 15, 2008; June 11, 2009; and December 15, 2009. Stormwater management approaches discussed included green roofs, rainwater capture and reuse using cisterns, and infiltration BMPs.

Near-Term Projects

◆ Cathedral Hill Campus

The proposed structures (Cathedral Hill Hospital, Cathedral Hill MOB) and Van Ness Avenue pedestrian tunnel at the Cathedral Hill Campus would be constructed on previously disturbed surfaces. The 1375 Sutter MOB would not require new exterior construction; only interior renovation and ongoing exterior maintenance of the existing building at the site (the Pacific Plaza Office Building) would occur, so no new ground surfaces would be disturbed. However, the building footprint for the proposed Cathedral Hill Hospital would have a slightly greater amount of impervious surface than the footprint of the existing on-campus structures. While the potential increase in stormwater runoff would be small, the proposed development would continue to contribute to flows in the combined sewer that experience overflows in wet weather. The footprint of the Cathedral Hill MOB would result in similar impervious coverage to that existing on the site and would continue to contribute to flows in the combined sewer that experience overflows in wet weather. The proposed Van Ness Tunnel would not alter the existing impervious surface created by Van Ness Avenue. Overall, the total or peak runoff volume from the site could increase without implementation of LID stormwater management controls. An increase in total or peak runoff volume from the Cathedral Hill Campus, compared to existing conditions, would contribute to the frequency or severity of CSO events. **Therefore, this impact would be potentially significant**.

Cathedral Hill Campus with Project Variant: Because the area where the underground pedestrian tunnel for the Cathedral Hill Campus would be built under Van Ness Avenue, which is impervious, removing the tunnel from near-term projects under the project variant would not alter the amount of existing impervious surface. This impact would be identical to the impact discussed above. For the reasons related to increased impervious coverage of the proposed Cathedral Hill Hospital and Cathedral Hill MOB, as described above, **this impact would be potentially significant**.

Mitigation Measure for Cathedral Hill Campus (with or without project variant)

M-HY-N2 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:

- green roofs,
- cisterns,
- bioswales,

- bioretention basins,
- planter boxes,
- blue roofs,[53]
- dry wells, and
- other detention/storage facilities.

In addition, the final design team for the development project shall review and incorporate as many concepts as practicable from *Start at the Source: Design Guidance Manual for Stormwater Quality Protection.*[54] 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.

Implementing Mitigation Measure M-HY-N2 at the proposed Cathedral Hill Campus would reduce Impact HY-2 to a less-than-significant level because stormwater runoff from the site would be reduced by 25% relative to existing conditions.

◆ Davies Campus

The proposed Neuroscience Institute building at the Davies Campus would be constructed on the portion of the campus that is currently occupied by a 207-space surface parking lot along Noe Street and Duboce Avenue. Construction of the proposed facility under the LRDP would result in the removal of a vegetated open space buffer along the perimeter of the existing parking lot. The plans for the proposed facility include an open space area that would be located adjacent to the Neuroscience Institute building. Despite the creation of this functional permeable open space, overall the proposed construction at the Davies Campus under the near-term component of the LRDP may result in a net increase in impervious surface at the campus. The total or peak runoff volume from the Davies Campus could increase without implementation of LID stormwater management controls. An increase in total or peak runoff volume from the campus, compared to existing conditions, could contribute to the frequency or severity of CSO events. **This impact would be potentially significant**.

Mitigation Measure for Davies Campus (near term)

M-HY-N2 This mitigation measure is identical to Mitigation Measure M-HY-N2 for the Cathedral Hill Campus.

Implementing Mitigation Measure M-HY-N2 at the Davies Campus would reduce Impact HY-2 to a less-than-significant level because stormwater runoff from the site would be reduced by 25% as compared to existing conditions.

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[53] Rooftops that use flow controls atop downspouts to regulate the flow of runoff from the roof, thereby retaining and slowly releasing stormwater.

[54] Bay Area Stormwater Management Agencies Association. 1999. *Start at the Source, Design Guidance Manual for Stormwater Quality Protection.* Available: http://www.basmaa.org. Accessed October 2009.

◆ St. Luke's Campus

Proposed LRDP facilities on the St. Luke's Campus, including the St. Luke's Replacement Hospital and MOB/Expansion Building, would be located on areas that are currently highly developed and impervious. At the St. Luke's Campus, existing parking lots—the 3675 Cesar Chavez Street surface parking lot (114 spaces), staff surface parking lot (28 spaces), and short-term parking spaces in front of the 1970s St. Luke's Hospital (eight spaces)—would be replaced by the St. Luke's Replacement Hospital and the MOB/Expansion Building. Each of these parking areas currently has vegetated buffers and planting areas. Therefore, the construction of the Replacement Hospital would require the removal of vegetated areas, resulting in a net increase in impervious surface at the site. The total or peak runoff volume from the site could increase without implementation of LID stormwater management controls. An increase in total or peak runoff volume from the St. Luke's Campus, compared to existing conditions, could contribute to the frequency or severity of CSO events. **This impact would be potentially significant.**

St. Luke's Campus with Project Variants: Neither of the project variants proposed for the St. Luke's Campus under the LRDP would increase the net impervious surface. Therefore, this impact would be identical to the impact described above. For the same reasons as described above, **this impact would be potentially significant**.

Mitigation Measure for St. Luke's Campus (with or without either project variant)

M-HY-N2 This mitigation measure is identical to Mitigation Measure M-HY-N2 for the Cathedral Hill Campus.

Implementing Mitigation Measure M-HY-N2 at the St. Luke's Campus would reduce Impact HY-2 to a less-than-significant level because stormwater runoff from the site would be reduced by 25% as compared to existing conditions.

Long-Term Projects

◆ Pacific and Davies Campuses

Construction under the long-term projects proposed for the Pacific and Davies Campuses under the LRDP would take place on previously disturbed land. Constructing the Ambulatory Care Center Addition and the North-of-Clay Aboveground Parking Garage on the northern portion of the main Pacific Campus and the Castro Street/14th Street MOB at the Davies Campus in the long-term under the LRDP would result in an increase in impervious surface area at each campus by 2030. The total or peak runoff volume from the campuses could increase without implementation of LID stormwater management controls. An increase in total or peak runoff volume from the

Pacific Campus or Davies Campus, compared to existing conditions, could contribute to the frequency or severity of CSO events. **This impact would be potentially significant**.

Mitigation Measure for Pacific Campus and Davies Campus (long term)

M-HY-L2 To manage peak discharge volumes, CPMC shall prepare and implement stormwater control plans that are consistent with guidelines in place at commencement of construction for each of the long-term projects under the LRDP.

Long-term projects under the LRDP would comply with stormwater guidelines applicable at the time of construction, and the impacts of those projects would be evaluated in greater detail before project-level approvals are granted. More specific mitigation measures would be determined and implemented based upon an analysis of the design features of such projects. Therefore, **implementing Impact M-HY-L2 at the Pacific and Davies Campuses would reduce Impact HY-2 to a less-than-significant level**.

◆ CPMC LRDP Projects at Full Buildout (2006–2030)

The City's Stormwater Management Ordinance requires that stormwater be managed using LID strategies, resulting in a decrease in stormwater discharges relative to existing conditions and a reduction in on- and off- site flooding with project implementation. These LID strategies are presented as mitigation measures for each campus and their implementation would achieve compliance with the City's mandatory requirements for at-source stormwater runoff reduction. Therefore, with implementation of the LID strategies, **the overall impact related to stormwater runoff contributing to combined sewer events or flooding on- or off-site at full buildout (2030) of the LDRP would be less than significant**.

IMPACT HY-3

Excavation and other construction-related activities have the potential to degrade the quality of stormwater runoff from the CPMC campuses, but CPMC would implement a SWPPP to reduce pollution of surface water during construction. (Significance Criteria 14a, 14f, and 14k)

Levels of significance:

- *Cathedral Hill (with or without project variant): Less than significant with mitigation*
- *Pacific: Less than significant with mitigation*
- *Davies (near term and long term): Less than significant with mitigation*
- *St. Luke's (with or without either project variant): Less than significant with mitigation*
- *CPMC LRDP projects at full buildout (2030): Less than significant*

Excavation, dewatering, grading, and construction on the proposed and existing CPMC campuses during the near-term and long-term phases would require temporary disturbance of surface soils and removal of existing pavement and subsurface structures. During the construction period, excavation and grading activities would expose soil to water runoff, potentially causing erosion and entrainment of sediment in the runoff.

The potential for releases of chemicals is present at most construction sites. Once released, substances such as fuels, oils, paints, and solvents could be transported to nearby surface waterways and/or groundwater in stormwater runoff, wash water, and dust-control water, potentially reducing the quality of the receiving waters and harming the biological processes occurring within the wastewater treatment plant.

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

It is estimated that a combined total of approximately 290,900 cubic yards of soil would be excavated during the near-term construction at the Cathedral Hill, Davies, and St. Luke's Campuses. For the Cathedral Hill Campus, this includes about 122,000 cubic yards for the Cathedral Hill Hospital, 92,000 cubic yards for the Cathedral Hill MOB, and 1,700 cubic yards for the Van Ness Avenue pedestrian tunnel. At the Davies Campus, the Neuroscience Institute would require excavation of 6,000 cubic yards of soil. At the St. Luke's Campus, the St. Luke's Replacement Hospital would require excavation of 19,400 cubic yards of soil, the MOB/Expansion Building would require removal of approximately 42,000 cubic yards of soil, and the utilities relocation would require excavation of 7,800 cubic yards of soil.

Soil stockpiles and excavated portions of the near-term development sites on these campuses under the LRDP would be exposed to runoff, if not managed properly, the runoff could cause increased erosion and sedimentation to be carried into the combined sewer system. Mobilized sediment could accumulate in new locations as runoff occurs, which would block flows, potentially resulting in increased localized ponding or flooding. Without proper controls, these activities at the CPMC campuses under the LRDP would expose loose soils to both wind and water erosion and create sediment discharges in the combined sewer system. Because of the large number of vehicles that would enter and exit the construction sites (haul trucks, construction equipment, and other vehicles), the potential exists for loose soil to adhere to the vehicle tires. Upon exiting the construction site, the soil would be deposited on surface streets, where it would be discharged into the storm drains. For both campuses, **this impact would be potentially significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: Removing the pedestrian tunnel from near-term LRDP projects at the Cathedral Hill Campus would reduce the volume of soil that must be excavated under

LRDP construction by 1,700 cubic yards, but it would not eliminate the need for excavation at this campus. Therefore, for the Cathedral Hill Campus, this impact would be similar to, but slightly less than, the impact of LRDP near-term projects discussed above.

For the St. Luke's Campus, implementing the Alternate Emergency Department Location variant would not affect the development footprint discussed under the LRDP, so the volume of soil excavated would not change. The Cesar Chavez Street Utility Line Variant for the St. Luke's Campus includes the proposed realignment of sewer and electrical routes (see Figure 2-61 on page 2-201). The electrical lines would be rerouted south on San Jose Avenue, east on Duncan Street, north on Valencia Street, and west on 26th Street to a substation at the corner of San Jose Avenue and 26th Street. The storm sewer would be rerouted from San Jose Avenue to Duncan Street and continue east on Duncan Street to Valencia Street, where it would connect with SFPUC's Cesar Chavez Sewer System Improvement Project. An additional sewer line would be added to 27th Street, connecting to Guerrero Street to serve the residential area bound by 27th Street, San Jose Avenue, Duncan Street, and Guerrero Street. The Valencia Street sewer line included in SFPUC's project would be increased in size from 54" to 84" to accommodate this project variant. The St. Luke's Cesar Chavez Street Utility Line variant would result in 2,650 cubic yards of excavation. This is 5,150 cubic yards less excavation at St. Luke's Campus than under the near-term LRDP project discussed above. Because excavation would be required for the project variant at the St. Luke's Campus, this impact would be similar to but slightly less than the impact of near-term projects discussed above. For both campuses, for the same reasons as described above, **this impact would be potentially significant**.

Mitigation Measure for Cathedral Hill (with or without project variant), Davies (near term), and St. Luke's Campuses (with or without either project variant)

M-HY-N3: In compliance with the 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 *California Stormwater Quality Association Stormwater BMP Handbook—Construction*.[55] In accordance with SFPUC's requirements, the SWPPP shall include the following elements:

- *An erosion and sediment control plan.* 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 the erosion and sediment control plan may include the following practices:

  - Scheduling—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate BMPs. Perform construction activities and control practices in

[55] California Stormwater Quality Association. 2003 (January), *Stormwater BMP Handbook—Construction*, January 2003 with revisions through 2004. Menlo Park, CA.

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 sediment in the wash area.
- Litter control—Remove litter at least once daily from the construction site. Dispose of packing materials immediately in an enclosed container.

► *Nonstormwater-management BMPs*. These BMPs may include water conservation practices, dewatering practices that minimize sediment discharges, and BMPs for all of the following:

- 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.

Discharges from dewatering activities shall comply with the requirements of SFPUC's Batch Wastewater Discharge Permit that regulate influent concentrations for various constituents.

► *Waste management BMPs*. These BMPs shall be implemented for:

- 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.

► *BMP inspection, maintenance, and repair requirements*. 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. 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.

Implementing Mitigation Measure M-HY-N3 would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. Any groundwater encountered during construction under the proposed LRDP would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. SFPUC's Bureau of Environmental Regulation and Management must be notified of projects requiring dewatering, and analysis of the water may be required before discharge. Water quality standards would not be exceeded, nor would implementation of the near-term projects conflict with any applicable land use plan, policy, or regulation adopted by the City or the San Francisco Bay RWQCB. Compliance with the City's and the San Francisco Bay RWQCB's requirements would reduce stormwater quality degradation during construction activities. Therefore, **implementing Mitigation Measure M-HY-N3 at the proposed Cathedral Hill Campus and at the Davies and St. Luke's Campuses would reduce Impact HY-3 to a less-than-significant level**.

Long-Term Projects

◆ Pacific and Davies Campuses

The impact of the long-term projects at the Pacific and Davies Campuses under the CPMC LRDP is similar to the impact identified above for the near-term development at Cathedral Hill, Davies, and St. Luke's Campuses under the LRDP. It is estimated that approximately 92,000 cubic yards of soil would be excavated from the Pacific Campus and 63,000 cubic yards from the Davies Campus, for total excavation of approximately 155,000 cubic yards for the long-term projects under the LRDP. Soil stockpiles and excavated portions of the development sites on these campuses under the LRDP would be exposed to runoff; if not managed properly, the runoff could cause increased erosion and the resulting increased sediment to be carried into the combined sewer system. Mobilized sediment could accumulate in new locations as runoff occurs, which would block flows, potentially resulting in

increased localized ponding or flooding. Without proper controls, these activities at the campuses would expose loose soils to both wind and water erosion. Therefore, **this impact would be potentially significant**.

Mitigation Measure for Pacific Campus and Davies Campus (long term)

M-HY-L3 This mitigation measure is identical to Mitigation Measure M-HY-N3, above.

Construction at the CPMC campuses in the long term would comply with the requirements of Article 4.1 of the San Francisco Public Works Code, which regulates the quantity and quality of discharges to the combined sewer system. These requirements include control of sediments and erosion and the implementation of BMPs. For these reasons, and for the same reasons as described for Mitigation Measure M-HY-N3, **implementing Mitigation Measure M-HY-L3 at the Pacific and Davies Campuses would reduce Impact HY-3 to a less-than-significant level**.

◆ CPMC LRDP Projects at Full Buildout (2006–2030)

Construction activities, both near term and long term, would be subject to the City's and the San Francisco Bay RWQCB's requirements and Mitigation Measure M-HY-N3, thus reducing the impact of construction activities on stormwater quality degradation. For this reason and those stated above, **the impact of the construction of all projects under the LRDP, when combined, would be less than significant.**

IMPACT HY-4

Changes in the intensity of land use and increases in impervious surfaces at the CPMC campuses could result in degradation of the quality of stormwater discharged to the combined sewer. (Significance Criteria 14a, 14c, and 14f)

Levels of significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*
- *CPMC LRDP projects at full buildout (2030): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

Long-term degradation of runoff water quality from the campus area could be caused by changes in the type or intensity of land use at one or more of the CPMC campuses. Alteration of the drainage pattern, including through alteration of the course of a stream or river, could result in erosion or silt deposition on- or off-campus. For example, increases in vehicle traffic or in the size of parking facilities could cause a larger amount of pollutants to reach stormwater. Leaks of fuel or lubricants, tire wear, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff. Degradation of stormwater quality can adversely affect water quality in the receiving waters and San Francisco Bay during CSO events. However, the proposed near-term projects at CPMC campuses under the LRDP would replace either surface parking lots or entrance ways with building rooftops. At the Cathedral Hill Campus, the surface entrance driveway would be replaced by the Cathedral Hill Hospital. At the Davies Campus, a 207-space surface parking lot would be replaced by the Neuroscience Institute. At the St. Luke's Campus, existing parking lots—the 3675 Cesar Chavez Street surface parking lot (114 spaces), staff surface parking lot (28 spaces), and short-term parking spaces in front of the 1970s St. Luke's Hospital (eight spaces)—would be replaced by the St. Luke's Replacement Hospital. The St. Luke's proposed MOB/Expansion Building would be developed on the existing hospital proposed to be demolished. Therefore, the near-term projects at the St. Luke's Campus would convert surface parking areas and driveways, known to be high-pollutant-loading land uses, to primarily rooftop areas. Pollutant loading associated with stormwater runoff from rooftop areas is minimal compared to that associated with streets, parking areas, and driveways.[56, 57] Therefore, the new construction would reduce pollutant loading from the respective campuses. In addition, no streams or river courses are currently located within any of the campuses; therefore, implementation of near-term projects would not alter a stream or river course. **This impact would be less than significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: The pedestrian tunnel proposed for construction at the Cathedral Hill Campus under the LRDP would not affect the amount or quality of stormwater discharged to the combined City sewer during long-term operations, because the tunnel would be entirely underground. Therefore, with the tunnel removed from near-term LRDP projects at this campus, this impact would be identical to the impact of near-term projects discussed above. Implementing either of the project variants for the St. Luke's Campus would not affect the amount or quality of stormwater discharged because the variants would not increase impervious surface or change land use. Therefore, this impact would be identical to

[56] Bannerman, R. T., D. W. Owens, R. B. Dodds, and N. J. Hornewer. 1993. "Sources of Pollutants in Wisconsin Stormwater." *Journal of Water Science Technology* 28(3-5):252.

[57] Pennsylvania Department of Environmental Protection. 2006 (December 30). *Pennsylvania Stormwater Best Management Practices Manual. Stormwater Management Principles and Recommended Control Guidelines.* Bureau of Watershed Management. Harrisburg, PA. Page 9.

the impact of near-term projects discussed above. For both campuses, for the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

Long-term degradation of runoff water quality from the campuses could be caused by changes in the type or intensity of development at the Pacific Campus or the Davies Campus. Long-term projects at the Pacific Campus under the LRDP would replace current buildings with a parking garage structure; at the Davies Campus, the Castro Street/14th Street MOB would replace an existing parking garage. Long-term projects at both campuses under the LRDP would comply with stormwater guidelines applicable at the time of construction. The impacts of these long-term projects under the LRDP would be evaluated in greater detail before project-level approvals are granted, and more specific mitigation measures would be determined and implemented based on an analysis of the design features of such projects. **This impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

◆ CPMC LRDP Projects at Full Buildout (2006–2030)

The LRDP would comply with stormwater guidelines applicable at the time of construction. Therefore, **the overall impact related to degradation of stormwater quality at full buildout (2030) would be less than significant.**

IMPACT HY-5

Project construction would not place any buildings or structures within a designated 100-year flood hazard area. (Significance Criteria 14g, 14h, and 14i)

Levels of significance:

- *Cathedral Hill (with or without project variants): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The City does not participate in the NFIP, FEMA's floodplain identification program. However, preliminary FEMA maps of flood hazard zones indicate that the proposed Cathedral Hill Campus and the existing Davies and St. Luke's Campus sites are not within 100-year flood hazard areas.[58] In addition, the *San Francisco General Plan* indicates that the campuses are not in mapped flood hazard zones.[59] Therefore, implementation of the proposed near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses would not impede or redirect flood flows. Furthermore, flooding as a result of dam or reservoir failure would not occur because the campuses are all located in urban areas with no nearby dams or reservoirs. **This impact would be less than significant.**

Cathedral Hill and St. Luke's Campuses with Project Variants: Implementation of the respective project variants for the Cathedral Hill and St. Luke's Campuses would not affect the potential flood hazard of these campuses because the campus sites are not located within FEMA-designated 100-year flood hazard areas or mapped flood hazard zones as specified by the *San Francisco General Plan*. Therefore, this impact would be identical to the impact of near-term projects discussed above. For the same reasons as described above, **the impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

Preliminary FEMA maps of flood hazard zones indicate that the Pacific and Davies Campuses are not within 100-year flood hazard areas.[60] This impact of long-term LRDP projects at the Pacific and Davies Campuses would be identical to the impact of near-term LRDP projects identified above for the Cathedral Hill, Davies, and St. Luke's Campuses. For the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

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[58] Federal Emergency Management Agency. 2008 (July). San Francisco's Interim Floodplain Maps—Citywide. Final Draft. Available: http://sfgsa.org/Modules/ShowDocument.aspx?documentid=1761. Accessed March 16, 2010.

[59] San Francisco Planning Department. 1996. *San Francisco General Plan.* As amended by Resolution No. 14149 adopted June 27, 1996. San Francisco, CA. Community Safety Element. Available: http://www.sf-planning.org/ftp/General_Plan/I8_Community_Safety.htm. Accessed March 9, 2010.

[60] Federal Emergency Management Agency. 2008 (July). San Francisco's Interim Floodplain Maps—Citywide. Final Draft. Available: http://sfgsa.org/Modules/ShowDocument.aspx?documentid=1761. Accessed March 16, 2010.

IMPACT HY-6

Project construction would not expose people or structures to risks from inundation by seiche, tsunami, or mudflow. (Significance Criterion 14j)

Levels of significance:

- *Cathedral Hill (with or without project variants): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without project variants): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

As identified in the *San Francisco General Plan*, the existing and proposed CPMC campuses are located outside of any delineated seiche, tsunami, and landslide hazard areas.[61] Campus locations are all greater than 1 mile from San Francisco Bay and greater than 1.8 miles from the Pacific Ocean. Campus elevations are all above 150 feet amsl, thus well outside both seiche and tsunami hazard areas. In addition, the CPMC campuses are not positioned downslope from any unprotected slopes or landslide areas and consequently are not located in areas of potential mudflow hazards. Therefore, the proposed near-term construction under the LRDP would not expose people or structures to a substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. **This impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

The long-term impact of long-term LRDP projects at the Pacific and Davies Campuses would be similar to the near-term impact identified above for the Cathedral Hill, Davies, and St. Luke's Campuses. Campus elevations at the Pacific and Davies Campuses range from the lowest elevation of 160 feet amsl (Davies Campus) to a highest elevation of 280 feet amsl (Pacific Campus) (see Chapter 2, "Project Description," for more detail). For the same reasons as discussed above, **this impact would be less than significant**.

[61] San Francisco Planning Department. 2009 (June). *Land Use Index of the General Plan of the City and County of San Francisco.* San Francisco, CA. Pages 86–88.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

4.15.6 CUMULATIVE IMPACTS

The LDRP's potential contribution to cumulative hydrology and water quality impacts was evaluated in the context of reasonably foreseeable future development expected to occur in the vicinity of the campuses. Some of the impacts identified for the LDRP—placement of buildings or structures within a designated 100-year flood hazard area (Impact HY-5 [page 4.15-41]) and exposure of people or structures to risks from inundation by seiche, tsunami, or mudflow (Impact HY-6 [page 4.15-43])—are site-specific and would not contribute to impacts from other cumulative development projects. Thus, **the cumulative impact on the 100-year flood hazard area and exposure of people or structures to risks from inundation by seiche, tsunami, or mudflow would be less than significant**. Some effects, particularly related to water quality and stormwater flows, have the potential to contribute to cumulative impacts from other development in the city. Even when the pollutants or stormwater flows generated by an individual project are minor, the additive effect of cumulative development in a watershed could have an adverse affect on a receiving water body.

With respect to depletion of groundwater supplies or interference with recharge (Impact HY-1 [page 4.15-27]), the groundwater basins underlying the campuses are not a substantial source of water supply for San Francisco. Groundwater recharge in the San Francisco area results from infiltration of rainfall, landscape irrigation, and leakage of water and sewer pipes. Recharge caused by leaky municipal water and sewer pipes accounted for about half of the total recharge of groundwater in the San Francisco area. Construction and operation of development projects would not deplete groundwater supplies such that a net deficit in aquifer volume or substantial interference with recharge would result. In fact, cumulative development projects in San Francisco may positively contribute to recharge by implementing LID measures that increase infiltration and reduce runoff to the combined sewer. Although multiple dewatering projects within a groundwater basin could reduce a water table temporarily, this effect would be short-term and offset by infiltration. Thus, **the LRDP and other foreseeable development projects would have a less-than-significant cumulative impact on groundwater supplies and recharge**.

Most of San Francisco is heavily developed and covered with impervious surfaces. Long-term operations of cumulative development projects have some potential to exceed the capacity of existing and planned sewers (Impact HY-2 [page 4.15-29]) and degrade the quality of stormwater discharged to those sewers (Impact HY-4 [page 4.15-39]) because of further reductions in open space and other pervious surfaces and changes in intensity and types of land use. SFPUC's *San Francisco Sewer System Master Plan* is under development and is expected to address the need for additional sewer system capacity for planned future development through capital improvements. Individual projects will likely be required to provide on-site treatment, volume reduction, and/or reduced peak runoff from storm events. As required by San Francisco's Stormwater Management Ordinance,

redevelopment projects within combined sewer areas that disturb more than 5,000 sq. ft. must comply with LEED® Sustainable Sites Credit 6.1. If the site has an existing impervious surface greater than 50%, the project must "implement a stormwater management plan that results in a 25% decrease in the volume of stormwater runoff from the 2-year 24-hour design storm." If the site has 50% or less impervious surface, then the site must "implement a stormwater management plan that prevents the postdevelopment peak discharge rate and quantity from exceeding the predevelopment peak discharge rate and quantity for the 1- and 2-year 24-hour design storms." As a result of these planning efforts and policies, **the cumulative impact on the capacity of existing and planned storm sewers would be less than significant**.

With respect to construction-related impacts on water quality (Impact HY-3 [page 4.15-34]), all future development within San Francisco would be required to conform to applicable waste discharge requirements and implement a SWPPP with BMPs similar to those recommended for the LDRP. **Cumulative impacts on water quality associated with construction of other development projects would therefore be less than significant**.

In sum, cumulative projects would all be expected to demonstrate compliance with regulatory requirements for reducing water quality impacts, such as control measures identified in NPDES permits, SWPPPs, San Francisco's Stormwater Management Ordinance, and mitigation measures under CEQA. By such compliance, significant impacts to the environment related to water quality and runoff would be avoided or mitigated to a less than significant level. No additional mitigation would be required related to cumulative impacts. Overall, **the proposed CPMC LRDP would not contribute considerably to cumulative impacts related to hydrology and water quality**.

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4.16 HAZARDS AND HAZARDOUS MATERIALS

This section considers the range and nature of foreseeable hazardous materials and physical hazards impacts resulting from construction and operation of the CPMC *Long Range Development Plan* (LRDP). It identifies the primary ways these hazards could expose people and the environment to various health and safety risks associated with those hazards. This section describes the available information about hazardous materials in soil, sediment, surface water, and groundwater at the existing and proposed campuses and evaluates the potential for construction and operation of the projects to affect, or be affected by, environmental contamination associated with historic and current land uses within the sites. It provides basic definitions of terms, and background on physical conditions. Historic and current land uses are summarized in this section, based on environmental assessments prepared for the existing and proposed campuses and a review of regulatory databases. In addition, a description of regulatory requirements that provide for the management of soil or groundwater contamination on the sites is provided.

This section also describes the nature and extent of routine hazardous materials used in existing land uses in the sites (e.g., medical and office services at the existing Pacific, California, Davies, and St. Luke's Campuses and commercial and residential services at the proposed Cathedral Hill Campus), and the potential for upset and accident conditions in which hazardous materials could inadvertently be released. The impact analysis identifies how proposed new land uses would introduce additional operational components (e.g., hospital and medical office services at the proposed Cathedral Hill Campus) that would increase the types and amounts of hazardous materials routinely used, stored, or transported to, from, and within the sites, and the extent to which existing and future populations could be exposed to hazardous materials.

Other elements of hazardous materials exposure and potential risks to human health and the environment are air emissions. Sources of hazardous or toxic air emissions include but are not limited to processes (e.g., laboratory fume hood exhaust); vehicle use (diesel particulate emissions from exhaust); and proximity to existing or relocated sources of diesel or other toxic air emissions such as freeways and railroads and off-site industries and businesses. Impacts related to toxic air contaminants are identified in Section 4.7, "Air Quality." The LRDP's proximity to air traffic and the potential for air safety hazards is evaluated in this section, along with an analysis of potential fire hazards and emergency operations/access issues associated with the proposed land uses. Other safety hazards, such as earthquakes, are addressed in Section 4.14, "Geology and Soils." Flooding and sea level rise are addressed in Section 4.15, "Hydrology and Water Quality."

The use of hazardous materials in existing development, as well as any proposed future activities involving hazardous materials, along with the generation of hazardous wastes in the land uses, is governed by numerous federal, state, and local laws and regulations, which are summarized in this section. Both near-term and long-term

project impacts and cumulative environmental impacts are identified, as well as feasible mitigation measures that could reduce or avoid the identified impacts.

4.16.1 ENVIRONMENTAL SETTING

Materials and waste may be considered hazardous if they are poisonous (toxic), can be ignited by open flame (ignitable), corrode other materials (corrosive), or react violently, explode, or generate vapors when mixed with water (reactive). A hazardous waste, for the purpose of this EIR, is any hazardous material that is to be abandoned, discarded, or recycled. The term "hazardous material" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment.[1] The transportation, use, and disposal of hazardous materials, as well as the potential release of hazardous materials to the environment, are closely regulated.

Medical waste is generated or produced as a result of diagnosis, treatment, or immunization of human beings or animals and the production or testing of biologicals.[2] Medical waste is either biohazardous waste or sharps waste.[3] Cultures, blood and blood products, tissues, and body parts are all considered medical waste. The transportation and disposal of medical waste are closely regulated under the California Medical Waste Management Program (CMWMP),[4] which is detailed further below in Section 4.16.2, "Regulatory Framework," under "Medical Waste Management."

To determine the potential for hazardous materials at any of the CPMC campuses, environmental site assessments (ESAs)[5] for the campuses and other published materials were reviewed. ESAs describe current and prior uses on the sites, review environmental agency databases, report reconnaissance observations, and summarize potential soil and groundwater contamination issues. The ESAs and database searches were conducted to identify recognized environmental conditions (RECs) at all existing and proposed campuses.[6] The ESAs also identify other known and potential environmental conditions that do not meet the definition of an REC. The results of these ESAs and database searches are presented by campus below.

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1 California Health and Safety Code, Section 25501(o).

2 The term "biologicals" means medicinal preparations made from living organisms and their products, including but not limited to serums, vaccines, antigens, and antitoxins (California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360).

3 The term "sharps waste" refers to any device having acute rigid corners, edges, or protuberances capable of cutting or piercing, including but not limited to hypodermic needles and broken glass items (such as pipettes and vials) contaminated with biohazardous waste (California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360).

4 California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360.

5 All of the ESAs prepared for the CPMC campuses that are cited in this EIR section are on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco 94103, and are available for public review as part of the project file, in Case No. 2005.0555E.

6 "Recognized environmental conditions" refers to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

CATHEDRAL HILL CAMPUS

Historic and Current Uses

Cathedral Hill Hospital Site

Both a Phase I ESA and a Phase II ESA were prepared for the Cathedral Hill Hotel (1101 Van Ness Avenue) and the 1255 Post Street Office Building, the two existing buildings on the block proposed for demolition and redevelopment to the proposed Cathedral Hill Hospital, as described below.

Phase I Environmental Site Assessment

As discussed in this Phase I ESA,[7] previous on-site uses at the site of the proposed hospital included an area of oil and gas storage in 1929 near the northwest corner of the block and a gasoline station and service garage that operated in the hotel's garage in the block's southeast corner until 1987. The site is currently occupied by an 11-story (plus basement) office building, a 10-story (plus basement) hotel building, and a five-story parking garage.

The Phase I ESA did not identify any RECs associated with former or current uses of the site; however, several potential environmental conditions were identified. The former oil and gas storage area and the on-site gasoline station, including a decommissioned oil pit used by the service garage, represent potential environmental conditions. In addition, an underground storage tank (UST) in the northeastern corner of the block, used to store diesel oil for building generators, was closed in place in 1988 under the authorization of the San Francisco Department of Public Health (SFDPH). The Phase I ESA also noted the possibility that earthquake fill containing elevated levels of lead and/or organic chemicals could be present under shallow parts of the buildings. Therefore, a Phase II ESA was conducted at 1101 Van Ness Avenue and 1255 Post Street to analyze the soil and groundwater conditions, as described below.

Phase II Environmental Site Assessment

The Phase II ESA[8] conducted at the proposed hospital site included five borings to collect soil samples to be analyzed for petroleum constituents, volatile organic compounds (VOCs), metals, and polychlorinated biphenyls (PCBs). Soil samples were collected in the location of the former service station, in the approximate location of the former lubrication pit, and in the approximate location of the closed-in-place diesel UST. Artificial earthquake fill was found in the northeast corner of the site to a depth of 11.5 feet below the ground surface (under the location of the northeast entrance ramp to the hotel). Although not found during preparation of this ESA, earthquake fill is also expected to be found under the southeast entrance ramp to the hotel, near the former service

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[7] California Pacific Medical Center. 2003 (July 24). *Phase I Environmental Site Assessment, Cathedral Hill Hotel and Office Building, 1101 Van Ness Avenue and 1255 Post Street, San Francisco, California. San Francisco, CA.* Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[8] California Pacific Medical Center. 2003 (October 13). *Phase II Environmental Site Assessment, Cathedral Hill Hotel, 1101 Van Ness Avenue, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

station.[9] No VOCs or PCBs were detected in any of the samples.[10] Low levels of petroleum constituents were detected in two boring locations and are likely associated with minor releases of oils historically used at the site. Lead was found in the artificial fill at a concentration indicating that this fill soil would require disposal off-site as a hazardous waste, when excavated. Otherwise, metals were not detected at concentrations indicating an environmental concern. Groundwater was not sampled because it was not encountered in any boring to depths of 65 feet below ground surface.

Based on the soil sample analysis, the Phase II ESA determined that no significant release of hazardous materials that would trigger regulatory requirements for long-term monitoring or remediation has occurred at the site.[11] Therefore, with the exception of the limited area of earthquake fill containing elevated concentrations of lead in the northeastern part of the site and the expected area of earthquake fill in the southeast part of the site, no RECs or other potential environmental conditions were found during the ESAs of the proposed Cathedral Hill Hospital.[12]

Cathedral Hill Medical Office Building Site

As described below, six Phase I ESAs and one Phase II ESA (for seven parcels) were prepared for the location of the proposed Cathedral Hill Medical Office Building (MOB).

1100 Van Ness Avenue

This Phase I ESA, performed in 2003 by Allwest Environmental, Inc., indicated that the building had been used for automobile sales and service from circa 1950–1974, that floor drains were present in the basement of the building, and that three areas of the basement were walled off and inaccessible.[13] The Phase I ESA identified no RECs at this property. However, the report concluded that the previous use of the property might have affected soil or groundwater and that the inaccessible vaults in the basement might contain fuel tanks. Therefore, a Phase II ESA was performed at the site, as described below.

1062 Geary Street

This Phase I ESA indicated that the property at 1062 Geary Street has been occupied by an automobile repair business since as early as 1950. The assessment did not identify any conditions indicating a significant current or past release of hazardous materials in the building or subsurface. It is, however, possible that hazardous materials or petroleum products have been released to soil or groundwater. The assessment noted the known presence of

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[9] Ibid., page 7.
[10] Ibid.
[11] Ibid.
[12] Ibid.
[13] California Pacific Medical Center. 2003. *Environmental Site Assessment, Commercial Building, 1100, 1110 and 1122 Van Ness Avenue, San Francisco, California*. San Francisco, CA. Prepared by Allwest Environmental, Inc., San Francisco, CA.

earthquake fill, which frequently contains elevated concentrations of lead and petroleum hydrocarbons, in this area of San Francisco. Because this building has no basement, it is possible that earthquake fill containing elevated metals or organic chemicals is present under the property.[14] Although the Phase I ESA identified no RECs associated with past or current uses of this building, the past site operations as an auto repair business and the possible presence of earthquake fill indicate potential environmental concerns. A Phase II ESA was performed at the site, as described below.

1054–1060 Geary Street

This Phase I ESA identified a former machine shop at the northern part of this property during the late 1940s and early 1950s. Cutting oils and degreasing solvents may have been used at this business on the site during those times. However, documented releases or visual evidence of a release of these materials were not identified at the site. The Phase I ESA did not identify any RECs or potential RECs associated with past or current uses of the building.[15]

1040 Geary Street

The property is developed with a three-story building that has a basement. The building was constructed between 1913 and 1948 and was formerly a methadone clinic that opened in 1985. This Phase I ESA[16] found no evidence of previous on-site USTs or other conditions indicating possible releases of hazardous materials or petroleum products to the environment during the history of this property. A certificate dated 1997 indicates that the property generated small quantities of medical waste; however, no violations were listed in the regulatory records review. The Phase I ESA did not identify any RECs associated with the former or current uses of this property.[17]

1034–1036 Geary Street

This property is developed with a two-story building with a basement. The Phase I ESA for this parcel determined that the building is a former mixed-use office and residential space that now operates as a residential hotel (six residential hotel units and one residential unit). The basement is vacant. No environmental issues were observed on the ground or second floors of the building; however, the basement contained a walk-in refrigerator, which may have previously released refrigerants into the soil or groundwater. However, no evidence of a release or likely release was observed or noted in the records review. The property has previously been occupied by a French laundry, the North East Electric Company, a cleaning compound business, a Chinese restaurant, an antique

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[14] California Pacific Medical Center. 2003. *Phase I Environmental Site Assessment, Lot 9A, 1062 Geary Boulevard, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[15] California Pacific Medical Center. 2003. *Phase I Environmental Site Assessment, Lot 9, 1054-1060 Geary Boulevard, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[16] California Pacific Medical Center. 2008 (March 25). *Phase I Environmental Site Assessment, 1040 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[17] California Pacific Medical Center. 2008 (March 25). *Phase I Environmental Site Assessment, 1040 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

shop, and possibly a nightclub. Historic uses indicate the likely use of hazardous materials or petroleum products; however, no evidence of release or likely release was observed or included in the records review. The Phase I ESA for this property did not identify any RECs or potential RECs associated with the former or current uses of the property.[18]

1020 and 1028–1030 Geary Street

One Phase I ESA was prepared for both of these properties. The property at 1028–1030 Geary Street is developed with a three-story building that has a partial basement. The building was constructed between 1899 and 1913 and has historically been used for commercial, hotel, and light manufacturing purposes and is now occupied by a lounge and 14 residential hotel rooms. The property at 1020 Geary Street is occupied by a two-story building constructed between 1913 and 1948 and is used by a spa and adult video store. The properties previously had residential uses. No evidence of a release or likely release was observed or noted in the records review for either property. The Phase I ESA did not identify any RECs associated with the former or current uses of the properties.[19] However, because of the lack of basements under the full footprints of the buildings at these properties, earthquake fill containing lead or organic chemicals may be present at the site; therefore, a Phase II ESA was performed at the properties, as described below.

Phase II Environmental Site Assessment

In December 2009, a Phase II ESA was conducted for the properties at 1100 Van Ness Avenue and 1062, 1028–1030, and 1020 Geary Street to evaluate the potential presence of hazardous materials in soil as a result of previous site activities or the possible presence of earthquake fill under the buildings. As described above, the ESAs for the properties at 1054–1060 Geary Street and 1040 Geary Street did not identify any RECs or potential environmental conditions and did not require additional Phase II ESAs. Soil samples were collected from two borings in 1100 Van Ness Avenue, two borings in 1062 Geary Street, one boring in 1028–1030 Geary Street, and two borings in 1020 Geary Street. Borings were advanced up to 12 feet below the ground surface and soil samples collected from selected depths in each boring. Samples were analyzed for metals, petroleum hydrocarbons, VOCs, semivolatile organic compounds (SVOCs), and PCBs. No VOCs, SVOCs, or PCBs were detected in the samples analyzed, with the exception of one low concentration of a single chemical as a result of laboratory activities. Petroleum hydrocarbons consisting of diesel and motor oil components were found in shallow samples (less than 2.5 feet) at moderately elevated concentrations under the concrete slabs in the existing buildings at 1062 Geary Street, 1028–1030 Geary Street, and 1020 Geary Street. In addition, lead was found in earthquake fill at concentrations that would qualify the fill soil as hazardous waste when excavated.

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[18] California Pacific Medical Center. 2008 (March 25). *Phase I Environmental Site Assessment, 1034 and 1036 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[19] California Pacific Medical Center. 2009 (October 8). *Phase I Environmental Site Assessment, 1020 and 1028/1030 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

In addition, groundwater samples were collected from two existing piezometers to evaluate the chemical characteristics of the groundwater with respect to construction dewatering during redevelopment of these properties and potential interactions with waterproofing materials to be installed in the foundation of the proposed Cathedral Hill MOB. Groundwater was found at 50 and 69 feet below the ground surface at the east and west ends of the MOB site, respectively. Groundwater samples were analyzed for metals, petroleum hydrocarbons, VOCs, SVOCs, oil and grease, cyanide, sulfide, phenols, chemical oxygen demand, and total suspended solids. With the exception of certain petroleum hydrocarbons, no analytes were found at concentrations indicating that past or current activities at or near the site have affected groundwater. Total petroleum hydrocarbons quantified as diesel and motor oil were detected in one groundwater sample, collected north of 1020 Geary Street, at concentrations indicating a release of hydrocarbons to the subsurface at or above ESL screening levels. Based on the Phase I ESAs, the soil sampling results from the Phase II ESA, and the presumed easterly groundwater flow, the likely source of these petroleum hydrocarbons is north of the proposed MOB site, possibly associated with a former automotive repair shop located across Cedar Street at 1143 Post Street.[20]

1375 Sutter Street

ESAs were not prepared for the 1375 Sutter Street Pacific Plaza Office Building (the site of the proposed 1375 Sutter MOB) because no substantial changes would be made to the building's exterior and no excavation is proposed at this location.

Van Ness Avenue Pedestrian Tunnel

ESAs were not prepared for the location of the proposed Van Ness Avenue Pedestrian Tunnel.

Off-Site Uses

The Phase I and Phase II ESAs revealed one off-site REC: an automobile repair shop and potential UST at 1143 Post Street. The potential UST was identified by a vertical vent pipe at the rear of the site. As noted under the Phase II ESA discussion above, this tank may be the source of petroleum hydrocarbons detected in a groundwater sample collected from a piezometer on Cedar Alley adjacent to 1020 Geary Street.[21, 22, 23, 24] Additional off-site

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[20] California Pacific Medical Center. 2010. *Phase II Environmental Site Assessment, Planned Cathedral Hill Medical Office Building, San Francisco, California* (In Progress). San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[21] California Pacific Medical Center. 2008 (March 25). *Phase I Environmental Site Assessment, 1034 and 1036 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[22] Ibid.

[23] California Pacific Medical Center. 2009. *Phase I Environmental Site Assessment, 1020 and 1028/1030 Geary Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[24] California Pacific Medical Center. 2010. *Phase II Environmental Site Assessment, Planned Cathedral Hill Medical Office Building1020 and 1028/1030 Geary Street, San Francisco, California* (In Progress). San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

uses that do not represent RECs include 1037 Geary Street, 1336 Post Street, and 1381 Post Street.[25] The 1037 Geary Street parcel was included on an Environmental Data Resources (EDR) proprietary historical database and noted as an automobile garage. No violations have been reported. 1336 Post Street is listed on the LUST, CA FID UST, and Cortese database for removal activities associated with one 550-gallon waste oil UST, two 500-gallon gasoline USTs, and one sump. The associated contamination detected on-site was removed and the site was granted case closure in 1995. Therefore, this parcel does not represent a REC to the proposed Cathedral Hill Campus. 1381 Post Street is listed on the CA FID UST for the removal of a 500-gallon waste-oil UST and a 4,000-gallon gasoline UST and for a 1,000-gallon UST of unknown origin, which was abandoned in place. Given the distance to the proposed Cathedral Hill Campus (over 1,000 feet), any potential leaks from these tanks is unlikely to have migrated to the proposed campus. Therefore, this site does not represent a REC to the proposed Cathedral Hill Campus.

Results of Database Search for Hazardous Materials Sites

The Phase I and Phase II ESAs prepared for the proposed Cathedral Hill Campus (i.e., the Cathedral Hill Hospital and Cathedral Hill MOB sites) included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5 by EDR. One of the parcels at the location of the proposed Cathedral Hill Hospital (i.e., 1101 Van Ness Avenue) was listed on five databases (HAZNET, HIST UST, UST, SWEEPS UST, and CA FID UST).[26] One of the parcels at the location of the proposed Cathedral Hill MOB (i.e., 1062 Geary Street) was listed on two databases: HAZNET and a proprietary EDR database.[27] The HAZNET database listing means the facility has submitted hazardous waste manifests to the state, and thus has generated and disposed of hazardous waste. The proprietary EDR database listing is for Car Parts Automotive Service, an automotive repair shop formerly located at 1062 Geary Street, which would typically handle petroleum hydrocarbons and other hazardous chemicals. However, no evidence of releases associated with the repair shop was observed or included in the environmental database records. Accordingly, the inclusion of 1101 Van Ness Avenue and 1062 Geary Street on these databases does not represent an REC.

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[25] California Pacific Medical Center. 2003. *Phase I Environmental Site Assessment, Lot 9, 1054-1060 Geary Boulevard, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[26] California Pacific Medical Center. 2003 (July 24). *Phase I Environmental Site Assessment, Cathedral Hill Hotel and Office Building, 1101 Van Ness Avenue and 1255 Post Street, San Francisco, California. San Francisco, CA.* Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[27] California Pacific Medical Center. 2003. *Phase I Environmental Site Assessment, Lot 9A, 1062 Geary Boulevard, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

PACIFIC CAMPUS

Historic and Current Uses

ACC Addition Site

2351 Clay Street

The Phase I ESA for 2351 Clay Street (the existing seven-story Stanford Building, built in 1917) revealed no significant evidence of RECs and no RECs associated with current or past use.[28] Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition. The Stanford Building is currently used as an outpatient medical clinic and office building; previous uses of the building include the old Stanford Hospital and a smaller building on Sacramento Street, which included radiation therapy and X-ray storage. The radiation therapy and X-ray storage building wall contains lead shielding. Artificial fill may be present at this parcel, and may contain residual chemicals from lead-based paint, asbestos-containing material, or other material commonly found in fill. In addition, because of the age of the existing hospital at the Pacific Campus, the drainage system may contain an acid neutralization sump or may be degraded, although no evidence of such was identified.

No evidence was found of facilities or activities during the history of the parcel that indicated the release of hazardous materials or petroleum products. Storage of various chemicals and wastes is performed at this parcel; however, no significant evidence of chemical releases or staining was found during the preparation of the Phase I ESA. Accordingly, no RECs were identified on the parcel.[29]

North-of-Clay Aboveground Parking Garage Site

2200 Webster Street

The Phase I ESA for the 2200 Webster Street parcel (the existing Gerbode Research Building, a five-story medical research laboratory and office building constructed in 1964) revealed no significant evidence of RECs and no RECs associated with current or past uses.[30] Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition. Small quantities of hazardous materials are used and additional hazardous waste, biohazardous waste, and radioactive waste are generated in the building. No indications of releases of hazardous materials or petroleum products were observed and wastes were identified in appropriate containers. Two hydraulic elevators that rely on hydraulic oil exist at the parcel. No evidence or record of leaks was found; however, if hydraulic oil has leaked during operation, it may have been

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[28] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Stanford Building, 2351 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[29] Ibid.

[30] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Gerbode Building, 2200 Webster Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

released to the soil or groundwater beneath the parcel. Although no RECs were identified during the Phase I ESA, the two hydraulic elevators and demolished residential structures represent potential RECs.[31]

2340–2360 Clay Street

The Phase I ESA for 2340–2360 Clay Street (the existing seven-story [plus basement] Annex MOB, built in 1921) revealed no significant evidence of RECs and no RECs associated with current or past use.[32] Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition. Activities currently associated with the building include the use and generation of chemicals typical of general administrative offices and medical clinics; however, no violations for the parcel have been reported and building uses and reconnaissance observations indicate little likelihood that hazardous materials or petroleum products have been released at the parcel. Although no RECs were identified during the Phase I ESA, the demolished residential structures represent a potential REC.[33]

2300 Block of Clay Street

The Phase I ESA for the 2300 block of Clay Street revealed no significant evidence of RECs and no RECs associated with current or past use.[34] Previous uses adjacent to the Clay Street right-of-way were residential, which indicates the potential for the presence of residual USTs for heating oil. No evidence of such USTs was found during the Phase I ESA; however, USTs may be located beneath the current sidewalks, as this is where residential heating oil USTs were installed in the early part of the Twentieth Century. The site is currently developed with a Pacific Gas and Electric Company transformer vault, a security guard shack, an enclosure for liquid oxygen tanks, and the Clay Street Tunnel. No evidence of potential releases of hazardous materials or petroleum products associated with these structures was observed or identified during site reconnaissance or research for the Phase I ESA. Additionally, no evidence of releases from underground sewers or utility lines was observed or identified. Although no RECs were identified on during the ESA, the potential existence of USTs beneath the sidewalks and the transformer vault represent potential environmental conditions.[35]

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[31] Ibid.

[32] California Pacific Medical Center. 2007 (November 20). *Phase I Environmental Site Assessment (Updated and Revised), Medical Office Building, 2340–2360 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[33] Ibid.

[34] California Pacific Medical Center. 2006 (August 29). *Phase I Environmental Site Assessment, 2300 Block of Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[35] Ibid.

Other On-Campus Uses

2333 Buchanan Street

The Phase I ESA[36] for the 2333 Buchanan Street parcel (the existing hospital and associated parking lot) did not reveal significant evidence of RECs associated with previous or current uses.[37] Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition. However, the parcel has been previously excavated to construct basement levels for the existing hospital; thus it is unlikely that these materials remain beneath the building, but they may be located within the soil below the doctors' parking lot.

An assortment of liquid and solid hazardous materials and compressed gases are currently used and stored at this parcel; however, these materials are used and stored under a permit from the San Francisco Hazardous Materials Unified Program Agency (HMUPA). With the approval of the SFDPH, a 10,000-gallon UST previously used for diesel fuel was abandoned in place below the doctor's parking lot north of the building in 1991 and accordingly does not represent an REC. In addition, a 20,000-gallon-capacity UST is located on the 2333 Buchanan Street parcel, northwest of the intersection of Sacramento Street and Buchanan Street. The UST is used to store diesel fuel for the hospital's emergency generators. This tank is operated under permit from the SFDPH, with no violations. No evidence or documentation of releases of petroleum products from this tank were found during the Phase I ESA.

2333 Buchanan Street is permitted by the San Francisco HMUPA as a generator of hazardous waste, biohazardous waste, and radioactive waste in small quantities on the clinical floors and subfloors. No evidence of the release of hazardous materials or petroleum products was observed at the parcel. Two reports of minor spills (2 quarts of hydraulic oil on the pavement of the parking lot and less than a gallon of unknown liquid on a clinic floor) were noted for the parcel; however, the spills were both cleaned up and were located on impervious surfaces, and the Phase I ESA determined that the potential for resulting impacts on the soil or groundwater beneath this parcel was low.[38]

2405 Clay Street

The Phase I ESA[39] for the 2405 Clay Street parcel (the existing five-story Clay Street/Webster Street Parking Garage) revealed no significant evidence of RECs associated with former or current uses.[40] Former uses of this

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[36] California Pacific Medical Center, 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Pacific Hospital, 2333 Buchanan Street, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[37] Ibid.

[38] Ibid.

[39] California Pacific Medical Center. 2006 (August 10). *Phase I Environmental Site Assessment, Clay-Webster Parking Garage, 2405 Clay Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[40] Ibid.

parcel were primarily residential; however, a laundry facility and a carpentry and machine shop with a paint spray booth have occupied the parcel. Previous residential uses also indicate the potential for the presence of lead or asbestos in the soil from demolition of former structures. However, the parcel has been extensively excavated and the Phase I ESA determined that it is unlikely that these materials exist in the soil at the parcel. In nearby investigations, artificial fill was found at depths of up to 10 feet below ground surface; this fill may contain residual chemicals or debris with lead-based paint or material containing asbestos. No evidence of the use or release of hazardous materials or petroleum products was observed at the parcel. Although no significant RECs were identified during the ESA, the former laundry facility, carpentry and machine shop, and demolished residential structures represent potential RECs.[41]

2330 Clay Street

The Phase I ESA for 2330 Clay Street (the existing three-story Stern Building, constructed in 1939, and a portion of the Clay Street Tunnel, constructed in 1929) revealed no significant evidence of RECs and no RECs associated with current or past use.[42] Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition. No evidence of previous USTs or other conditions indicating releases of hazardous materials or petroleum products during the history of the parcel was observed. The Stern Building is occupied by various office uses associated with CPMC and a construction company. No evidence of conditions indicating the release of hazardous materials during the current use was observed during the Phase I ESA and no RECs were identified at the parcel. However, because the building has no basement, artificial fill may be present under the parcel, which may contain petroleum hydrocarbons or elevated concentrations of metals. [43]

2323 Sacramento Street

The Phase I ESA for 2323 Sacramento Street (the existing two-story [plus partial basement] Mental Health Center, constructed in 1966) revealed no significant evidence of RECs and no RECs associated with current or past use. Previous use of the parcel was residential, which indicates the potential for the presence of residual lead and asbestos from building demolition.[44] The Mental Health Center uses small quantities of the hazardous materials associated with typical business offices; however, no indications of releases of hazardous materials were observed. Two hydraulic elevators that rely on hydraulic oil exist at the parcel. No evidence or record of leaks was available; however, if hydraulic oil has leaked during operation, it may have been released to the soil or

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[41] Ibid.

[42] California Pacific Medical Center. 2008 (March 26). *Phase I Environmental Site Assessment (Updated and Revised), Stern Building, 2330 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[43] Ibid.

[44] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Mental Health Center, 2323 Sacramento Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

groundwater beneath the parcel. Although no RECs were identified during the Phase I ESA, the two hydraulic elevators and demolished residential structures represent potential RECs.[45]

Off-Site Uses

The Phase I ESAs identified one off-site use at 2155 Webster Street that is listed on the HAZNET database as a transfer station for waste materials containing PCBs and various laboratory waste chemicals; however, no violations were reported and it is unlikely that this site represents a REC at the Pacific Campus. [46, 47, 48, 49, 50, 51, 52, 53]

Results of Database Search for Hazardous Material Sites

The Phase I ESAs prepared for the Pacific Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. One of the parcels at the proposed location of the ACC Addition at 2351 Clay Street is listed on two databases (FINDS and RCRA-SQG).[54] The FINDS database provides information about facilities and references other databases, in this case, RCRA-SQG. RCRA-SQG maintains information on small quantity generators of hazardous waste; no violations have been reported. One of the parcels at the proposed location of the North-of-Clay Aboveground Parking Garage at 2200 Webster Street is listed on the HAZNET database.[55] The HAZNET database lists the campus site as a recycler or transfer station for laboratory chemicals, including hydrocarbon solvents; no violations have been reported.

One additional parcel located outside of the proposed development sites of the LRDP at the Pacific Campus (2333 Buchanan Street) is listed on seven databases. The parcel is listed on the CHMIRS, ERNS, RCRA-SQG, HAZNET, FINDS, UST, and HIST UST databases.[56] The FINDS database provides information about facilities and references other databases, in this case, RCRA-SQG. RCRA-SQG maintains information on small quantity

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[45] Ibid.

[46] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Pacific Hospital, 2333 Buchanan Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[47] California Pacific Medical Center. 2006 (August 10). *Phase I Environmental Site Assessment, Clay-Webster Parking Garage, 2405 Clay Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[48] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Gerbode Building, 2200 Webster Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[49] California Pacific Medical Center. 2007 (November 20). *Phase I Environmental Site Assessment (Updated and Revised), Medical Office Building, 2340–2360 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[50] California Pacific Medical Center. 2008 (March 26). *Phase I Environmental Site Assessment (Updated and Revised), Stern Building, 2330 Clay Street,* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[51] California Pacific Medical Center. 2006 (August 29). *Phase I Environmental Site Assessment, 2300 Block of Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[52] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Stanford Building, 2351 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[53] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Mental Health Center, 2323 Sacramento Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[54] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Stanford Building, 2351 Clay Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[55] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Gerbode Building, 2200 Webster Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[56] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Pacific Hospital, 2333 Buchanan Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

generators of hazardous waste; no violations have been reported. The HAZNET database lists the parcel as a recycler or transfer station for laboratory chemicals, including hydrocarbon solvents, waste oil, mixed oil, and inorganic solid waste. The parcel is listed on the CHMIRS and ERNS databases for a release of 2 quarts of hydraulic oil onto a paved parking lot when a hose broke on a parked car and when less than a gallon of hazardous liquid in an unmarked glass jar broke on an interior floor, respectively. The 2333 Buchanan Street parcel is listed on the HIST UST database for a 10,000-gallon diesel UST, which was abandoned in place by SFDPH in 1991. The UST listing at the parcel refers to two active USTs located outside the southeast corner of the existing hospital building; one for emergency water supply and one for diesel fuel for emergency generators. The 20,000 gallon diesel fuel tank is constructed of double-walled steel with leak detection monitoring wells and operates under SFDPH permit. No violations for these listings have been reported, cleanup of spills have been completed, and all active USTs have leak detection systems installed. Accordingly, the inclusion of the Pacific Campus on these databases does not represent an REC.

CALIFORNIA CAMPUS

Historic and Current Uses

3801 Sacramento Street

The Phase I ESA at 3801 Sacramento Street (the existing outpatient/research building) revealed no significant evidence of RECs associated with the parcel. The earliest recorded use of the parcel was identified as the Hahnemann Hospital College and Polyclinic, with the current building constructed in 1967. As noted in a San Francisco Fire Department (SFFD) inspection report from 1997, uses of the current building involved the use and storage of hazardous materials; however, no information was found regarding contaminant releases or the threat of contaminant releases. The Phase I ESA determined that no hazardous materials are kept at this building other than those typically required of general office and medical clinic uses. Therefore, the Phase I ESA determined that the previous uses of this parcel did not represent an REC.[57]

3773 Sacramento Street

The Phase I ESA for 3773 Sacramento Street (an existing parking garage constructed in 1971) found no significant indications of releases of hazardous materials or petroleum products at the site and no evidence of possible past releases.[58] The parcel was previously occupied by mixed residential and commercial buildings and Arts and Crafts Cleaners. Cleaners typically use hazardous materials in the form of chlorinated solvents, which would have affected the soil and groundwater beneath the parcel during a spill or release. Accordingly, the Phase I

[57] California Pacific Medical Center. 2008 (February 13). *Phase I Environmental Site Assessment (Updated and Revised), Outpatient Medical Building, 3801 Sacramento Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[58] California Pacific Medical Center. 2008 (February 8). *Phase I Environmental Site Assessment and Well Sampling (revised and updated), Parking Garage, 3773 Sacramento Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

ESA included sampling and analysis of an existing groundwater monitoring well on the parcel. Sampling results revealed VOC concentrations in the groundwater; however, the levels were well below primary drinking water standards and do not represent an REC. Accordingly, it was determined that soil sampling was not required.[59]

3698 California Street

A combined Phase I/Phase II ESA was conducted for 3698 California Street (an existing parking lot, a three-story hospital building, and a seven-story geriatric and rehabilitation building).[60] Various medical chemicals associated with operation are used and small quantities of hazardous waste and biohazardous waste are generated at the parcel. An existing loading dock was previously the location of a 55-gallon UST installed in 1969 and removed in 1989. The tank contained fuel and was reported to have released petroleum hydrocarbons into the soil during removal. Three groundwater monitoring wells were installed and sampling indicated that petroleum hydrocarbon levels were not detected above reporting limits. However, no recent sampling results were available and SFDPH considers the case to be open.

To evaluate the potential impacts on the soil and groundwater beneath the site resulting from the former fuel UST in the loading dock area, groundwater samples were collected from three existing monitoring wells on the parcel. Analysis of the groundwater sampling indicated no detectible petroleum hydrocarbons or VOCs and that the former fuel UST does not represent an REC.[61] Past uses and activities at 3698 California Street suggest possible hazardous uses and/or releases of hazardous materials include the fuel source for a furnace associated with the previous Hahnemann Hospital College and Polyclinic, a possible steel fabrication shop, possible fuel USTs for residences, and several cycles of demolition and reconstruction of lead-based paint or materials containing asbestos. However, no releases have been documented; accordingly, previous uses at 3698 California do not represent an REC.

3700 California Street

A combined Phase I/Phase II ESA was conducted for 3700 California Street (the Children's Hospital and continuously in hospital-related use since 1893).[62] Historical maps indicate the hospital was heated by steam and show the locations of an electrical plant and a cleaning and pressing business. These all suggest the use of hazardous materials associated with fuels or oil tanks. No other documentation of these potential hazardous materials or records of releases were available. The building is currently occupied by the Women's and Children's Center; however, the layout and buildings have been altered throughout the history of the site. The current

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[59] Ibid.

[60] California Pacific Medical Center. 2008 (February 8). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Marshall Hale Hospital, 3698 California Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[61] Ibid.

[62] California Pacific Medical Center. 2008 (February 19). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Children's Hospital, 3700 California Street, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

configuration consists of five interconnected buildings built between 1928 and 1982 with seven stories plus a basement. The hospital stores an assortment of liquid and solid hazardous materials and compressed gases under permit from the San Francisco HMUPA. The parcel is also permitted as a small-quantity generator of hazardous waste, biohazardous waste, and radioactive waste and operates three permitted USTs. No significant evidence of release of biohazardous or radioactive materials was observed throughout the hospital and the USTs are operated under active permit and oversight. Therefore, these do not represent a REC.

One REC was identified as dark, oily liquid and staining on a floor adjacent to a drain in the engineering department. Accordingly, soil samples from the vicinity of the drain were collected and analyzed. Analysis results indicated low levels of petroleum compounds, PCBs, and various metals; however, none of the detected hazardous materials were at levels representing a significant risk to human health. Accordingly, no RECs were identified for either the past or current use at 3700 California Street.[63]

Off-Site Uses

The Phase I and combined Phase I/Phase II ESAs identified three off-site locations with the potential to have affected the soil or groundwater at the California Campus. A three-story apartment building at 3892 Sacramento Street (approximately 70 feet to the northwest of the campus) is listed on the HAZNET database as a recycler of unspecified oil containing waste; however, no violations have been reported and this property does not represent a REC at the campus.[64] Apartments located at 3715 California Street (approximately 70 feet south of the campus) is listed on the LUST database following a release of heating fuel to the soil at this property. The soil was removed and the case was closed in 2001. Accordingly, the property does not represent a REC at the campus.[65] The PG&E property at 426 Maple Street is listed on the CHMIRS database because of a leaking transformer; however, the leaked material was determined to be non-PCB-containing mineral oil and was contained by PG&E. Accordingly, the PG&E site does not represent a REC at the campus.[66] A French laundry and cleaners is located at 3707 Sacramento Street, 120 feet northeast of the California Campus, and has been in operation since 1903. Past activities at the cleaners may have involved processing cleaning solvent, which represents a potential REC. However, groundwater sampling associated with the Phase I/Phase II ESA conducted for 3698 California Street included a sample from a boring drilled in a location selected as downgradient from the location of the cleaner.

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[63] Ibid.

[64] California Pacific Medical Center. 2008 (February 19). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Children's Hospital, 3700 California Street, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA. Page 6.

[65] Ibid., page 7.

[66] California Pacific Medical Center. 2008 (February 8). *Phase I Environmental Site Assessment and Well Sampling (revised and updated), Parking Garage, 3773 Sacramento Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

Analysis of the groundwater indicated that the campus had not been affected by the French laundry and cleaners and the property does not represent an REC.[67]

Results of Database Search for Hazardous Materials Sites

The Phase I and Phase I/Phase II ESAs prepared for the California Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. Four buildings at the California Campus are listed on hazardous materials databases. 3905 Sacramento Street is listed on the HAZNET database for generating photochemical waste; no violations have been reported.[68] 3698 California Street is listed on the RCRA-SQA and FINDS databases with no violations reported.[69] 3700 California Street is listed on the UST, CA FID UST, SWEEPS UST, HAZNET, and RCRA-SQG databases.[70] The HAZNET and RCRA-SQG listings describe 3700 California Street as a small generator of hazardous waste, including asbestos-containing waste, aged inorganic chemicals, laboratory wastes, photochemical and hydrocarbon solvents, and materials containing PCBs with no violations reported. The UST, CA FID UST, and SWEEPS UST listings pertain to three USTs at the 3700 California Street parcel. One active 15,000-gallon diesel UST at the parcel is associated with an emergency generator, is registered with SFDPH and the SFFD, and has a leak-detection system installed. Two additional USTs at the parcel have been abandoned in place and no residual contamination was detected in soil sampling conducted as part of the Phase II ESA at the property. 3773 Sacramento Street[71] is listed on the CA FID UST, SWEEPS, HIST UST, LUST, Cortese, and EMI databases. The CA FID UST, SWEEPS, and HIST UST listings are related to a 550-gallon UST with unspecified contents. LUST, Cortese, and EMI database listings are for a gasoline release observed during a tank removal in 1989. Listings indicate that preliminary assessment is under way.

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[67] California Pacific Medical Center. 2008 (February 8). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Marshall Hale Hospital, 3698 California Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[68] California Pacific Medical Center. 2008 (February 8). *Phase I Environmental Site Assessment and Well Sampling (revised and updated), Parking Garage, 3773 Sacramento Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[69] California Pacific Medical Center. 2008 (February 8). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Marshall Hale Hospital, 3698 California Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[70] California Pacific Medical Center. 2008 (February 19). *Phase I/Phase II Environmental Site Assessment (Updated and Revised), Children's Hospital, 3700 California Street, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[71] California Pacific Medical Center. 2008 (February 8). *Phase I Environmental Site Assessment and Well Sampling (revised and updated), Parking Garage, 3773 Sacramento Street, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

DAVIES CAMPUS

Historic and Current Uses

Neuroscience Institute Site

A Phase I ESA[72] was conducted in the northeastern corner of the Davies Campus, at the proposed location of the Neuroscience Institute. The site of the proposed Neuroscience Institute currently supports two levels of outdoor, terraced parking and has historically been used as a paint shop. The Phase I ESA did not identify any RECs; however, the previous use of the property indicates the potential for the storage and use of hazardous materials, which represents a potential environmental condition associated with the past uses of the property. A reconnaissance of the current uses of the property did not identify any RECs. One active 10,000-gallon UST containing diesel fuel is located in the northwest portion of the existing surface parking lot at the intersection of Noe Street and Duboce Avenue. The UST is associated with emergency generators and no violations have been reported. Accordingly, the tank does not represent a REC at Davies Campus. The Phase I ESA determined that one 7,500-gallon UST formerly containing diesel fuel was abandoned in place in 1998. No documentation is available on the closure of this tank; therefore, past releases may have affected the soil or groundwater beneath the Davies Campus. Previous geotechnical investigations at the Davies Campus determined that fill material beneath the site contains serpentine, which may contain naturally occurring asbestos. The presence of the UST and fill material was determined by the Phase I ESA to represent potential environmental conditions associated with the current uses on that portion of the Davies Campus.[73]

Castro Street/14th Street MOB Site

A Phase I ESA[74] investigated the Castro Street/14th Street Parking Garage (a three-story parking garage) and asphalt surface parking lots located in the southern part of the Davies Campus. Historical use of the site of the proposed Castro Street/14th Street MOB has been as a support area for the Davies Hospital and has included a coal shed, an engineering department, possible furnaces, a blacksmith shop, a plumbing shop, water production wells, a storage and paint shop building, and a greenhouse. The current parking garage was constructed between 1990 and 1993. These previous uses likely involved the use of hazardous materials; however, no documentation on any past releases was found. Accordingly, the Phase I ESA did not identify any RECs; however, the previous storage and use of hazardous materials represent potential environmental conditions associated with the historical uses of the site. A reconnaissance of the current uses of the property did not identify any RECs; however, one potential environmental condition was identified, a2,500-gallon diesel UST is located in the upper parking lot in the eastern

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[72] California Pacific Medical Center. 2008 (April 28). *Phase I Environmental Site Assessment, Noe Street Medical Office Building, San Francisco, California.* Project San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[73] Ibid.

[74] California Pacific Medical Center. 2008 (February 13). *Phase I Environmental Site Assessment, South Davies Campus Parking Areas, San Francisco, California.* Project San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

portion of the property operating under an active permit from SFFD. The Phase I ESA reports that the UST replaced an earlier UST; however, no closure documents were available for the previous UST. Accordingly, the UST represents a potential environmental condition.[75]

Off-Site Uses

The Phase I ESAs identified an apartment building at 62 Divisadero Street (approximately 350 feet west of the campus) that is listed on the LUST database, which maintains information on USTs that have had reported and confirmed releases. The case was closed in 1995 and accordingly, does not represent a REC to the Davies Campus.[76] Scotty's Transmissions at 84 Divisadero Street (approximately 775 feet to the north) is listed on the EDR Historic Auto Stations Database; however, no violations were listed for this auto repair business which has been in operation since 1977. Accordingly, this site does not represent a REC to the Davies Campus.[77]

Results of Database Search for Hazardous Materials Sites

The Phase I ESAs prepared for the Davies Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. The Davies Campus was listed on three databases (CA FID UST, SWEEPS UST, and RCRA-SQG).[78] The CA FID UST and SWEEPS UST listings are for the historic operation of two USTs (the abandoned in place 7,500-gallon diesel UST and a 2,000-gallon diesel UST, which was replaced by the active 2,500-gallon diesel UST in the upper parking lot). The 7,500-gallon diesel UST is at the location of the proposed Neuroscience Institute and the 2,500-gallon diesel UST is located in the southeastern portion of the campus, outside the location of the Neuroscience Institute and the Castro Street/14th Street MOB. Two additional 1,000-gallon USTs at the location of the proposed Neuroscience Institute and with unspecified contents were also listed at Davies Campus; however, the ESA determined that these USTs were likely mistaken listings because no records exist associating such USTs with the campus. The RCRA-SQG listing indicates that the campus is a generator of small quantities of hazardous for off-site disposal. No violations have been reported and as discussed above, no evidence of on-site releases was observed. Accordingly, the inclusion of the campus on these databases does not represent an REC.

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[75] Ibid.

[76] California Pacific Medical Center. 2008 (February 13). *Phase I Environmental Site Assessment, South Davies Campus Parking Areas, San Francisco, California.* Project San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[77] California Pacific Medical Center. 2008 (April 28). *Phase I Environmental Site Assessment, Noe Street Medical Office Building, San Francisco, California.* Project San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

[78] Ibid., page 4.

ST. LUKE'S CAMPUS

Historic and Current Uses

St. Luke's Replacement Hospital Tower and MOB/Expansion Building Sites

One Phase I ESA was prepared for the locations of the proposed St. Luke's Replacement Hospital and MOB/Expansion Building. The St. Luke's Campus is currently developed with eight buildings, a parking garage and surface parking lots, associated hardscape and facilities, and landscaped areas. The existing St. Luke's Hospital tower (with main entrance and parking) was constructed and opened in 1970. Residences were located in the parking lot area from the 1880s through 1960. From 1914 to the 1960s, the area of the proposed St. Luke's Replacement Hospital tower and MOB/Expansion Building was occupied by employee housing. In the 1960s, the current location of the hospital tower was used as a parking lot. The Phase I ESA did not identify any RECs or other known or potential environmental conditions associated with the past uses of the proposed hospital and MOB sites.[79]

A reconnaissance survey of the current uses of the proposed hospital and MOB sites identified one REC and four potential environmental conditions. Oily staining was observed on the pipe, grating, wall, and vault associated with a utility vault for an emergency generator. One active and one inactive UST are located in areas of the proposed development. Additionally, the existing hospital use indicates the likely presence of a neutralization sump and incinerator, which may present hazards from mercury and ash, respectively. The campus also contains artificial fill, which is known to contain elevated levels of metals, organic chemicals, and/or asbestos. The presence of the USTs, neutralization sump, incinerator, and fill material represents a set of potential environmental conditions at the campus; however, only the oily staining represents an REC. Although the Phase I identified a REC at the St. Luke's Campus, no Phase II was recommended because the spill occurred within a vault structure, which likely contained the oil.

Off-Site Uses

The Phase I ESA identified three off-site facilities upgradient of the St. Luke's Campus whose use indicates a potential to have affected the soil or groundwater beneath the St. Luke's Campus: (1) a former gasoline station (St. Luke's Chevron Service/Mel Bohannon Chevron Service) that existed between 1966 and 1977 approximately 425 feet southwest and upgradient of the site at 1555 Guerrero Street, (2) a historic cleaners (Easy Launderette/S Whitaker Self Service Laundry) that existed between the 1958 and 1982 approximately 300 feet south-southwest and upgradient of the site at 1574 Guerrero Street, and (3) and a historic cleaners (S Brongiel) listed for the year 1949 as a "Cleaners and Dryers" business at 1448 Guerrero Street. Although, no evidence of hazardous materials or petroleum releases was included in the environmental database records, the Phase I ESA determined that any

[79] California Pacific Medical Center. 2009 (August 20). *Phase I Environmental Site Assessment, St. Luke's Campus Tower Area, 3555 Cesar Chavez Avenue, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA..

possible fuel releases from these sites would have the potential to have impacted the groundwater at the St. Luke's Campus. Accordingly, these sites represent potential environmental conditions at the campus.[80]

Results of Database Search for Hazardous Materials Sites

The Phase I ESA prepared for the St. Luke's Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. The location of the proposed MOB at the St. Luke's Campus was listed on five databases (LUST, RCRA-SQG, HAZNET, UST, and Cortese) under the address of 3555 Cesar Chavez Street. The UST and LUST databases list 3555 Cesar Chavez Street as a leaking tank case under the oversight of the San Francisco Regional Water Quality Control Board (RWQCB) and SFDPH; however, the case is listed as closed with a "no further action" determination issued in 2000. Accordingly, this listing does not represent a REC at the St. Luke's Campus. The St. Luke's Campus is listed on the RCRA-SQG database as a generator of an unspecified hazardous waste. No violations are reported; therefore, the listing does not represent a REC at the campus. The HAZNET listing does not contain any explanation or details for the listing and is unlikely to represent a REC at the campus.[81]

4.16.2 REGULATORY FRAMEWORK

FEDERAL

The primary federal agencies with responsibility for hazardous materials management are the U.S. Environmental Protection Agency (EPA), U.S. Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). Federal laws, regulations, and responsible agencies are summarized in Table 4.16-1, "Federal Laws and Regulations Related to Hazardous Materials Management," and discussed in detail in this section.

State and local agencies often have either parallel or more stringent rules than federal agencies. In most cases, state law prevails over federal law and enforcement of these laws is the responsibility of the state, or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the federal laws in Table 4.16-1 and their enforcement are discussed in either the "State" or "City/Local" section below.

STATE

In January 1996, the California Environmental Protection Agency (Cal/EPA) adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: Hazardous Materials Release Response Plans and Inventories; California Accidental Release Prevention Program; Underground Storage Tank Program; Aboveground Petroleum Storage Act

[80] Ibid.
[81] Ibid.

Table 4.16-1
Federal Laws and Regulations Related to Hazardous Materials Management

Classification	Law or Responsible Federal Agency	Description
Hazardous Waste Handling	Resource Conservation and Recovery Act of 1976	Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste from "cradle to grave."
	Hazardous and Solid Waste Act	Amended RCRA in 1984, affirming and extending the "cradle to grave" system of regulating hazardous wastes. The amendments specifically prohibit the use of certain techniques for the disposal of some hazardous wastes
Hazardous Materials Transportation	U.S. Department of Transportation	DOT has the regulatory responsibility for the safe transportation of hazardous materials. DOT regulations govern all means of transportation, except packages shipped by mail (CFR Title 49).
Radioactive Materials[1]	Atomic Energy Act	Administered by the Nuclear Regulatory Commission, the act regulates the use and control of radioactive material.[2]
Biosafety Standards[3]	National Institutes of Health and the Centers for Disease Control and Prevention	Operated under the U.S. Department of Health and Human Services, these agencies establish standards for working with biohazardous materials.
Structural and Building Components (lead-based paint,[4] PCBs,[5] and asbestos[6])	Toxic Substance Control Act	Regulates the use and management of PCBs in electrical equipment and sets forth detailed safeguards to be followed during the disposal of such items (CFR Title 40).
	U.S. Environmental Protection Agency	EPA monitors and regulates hazardous materials used in structural and building components and their affects on human health.

Notes: CFR = Code of Federal Regulations; DOT = U.S. Department of Transportation; EPA = U.S. Environmental Protection Agency; PCB = polychlorinated biphenyl; RCRA = Resource Conservation and Recovery Act

[1] U.S. Nuclear Regulatory Commission, Atomic Energy Act of 1954, as amended.

[2] Radioactive material is any material or combination of materials that spontaneously emit ionizing radiation.

[3] A hazardous biologic material is any potentially harmful biologic material (including infectious agents, oncogenic viruses, and recombinant DNA) or any material contaminated with a potentially harmful biologic material.

[4] Lead-based paint was commonly used on interior and exterior surfaces before 1978, when its use was banned by EPA.

[5] PCBs are organic oils that were formerly placed in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. It has been discovered that exposure to PCBs may cause various health effects and that PCBs are highly persistent in the environment.

[6] Asbestos is a naturally occurring fibrous material used as a fireproofing and insulating agent in building construction before these uses were banned by the EPA in the 1970s.

Source: Data compiled by AECOM in 2009

Program; Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements. The program is implemented at the local level. The Certified Unified Program Agency (CUPA) is the local agency that is responsible for the implementation of the Unified Program.[82] SFDPH is the designated CUPA for all businesses.

Hazardous Materials Management

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan, which must include the following:[83]

- details, including floor plans, of the facility and business conducted at the site;
- an inventory of hazardous materials that are handled or stored on the site;
- an emergency operations plan; and
- a safety and emergency response training program for new employees with annual refresher courses.

Hazardous Materials Transportation

The State of California has adopted DOT regulations for the intrastate movement of hazardous materials. State regulations are contained in Title 26 of the California Code of Regulations (CCR) (26 CCR). In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state. Both federal and state regulatory programs apply in California.

The two state agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). CHP enforces the labeling of hazardous materials and hazardous wastes and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance.

Caltrans has teams to identify emergency chemical spills. The teams are located at as many as 72 locations throughout the state and can respond quickly in the event of a spill. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the state. Common carriers of hazardous waste are licensed by CHP, in accordance with California Vehicle Code Section 32000. Every type of hazardous

[82] California Environmental Protection Agency. 2009. Unified Program home page. Available: http://www.calepa.ca.gov/CUPA/. Accessed August 31, 2009.

[83] Hazardous Materials Release Response Plans and Inventory Law, California Health and Safety Code, Chapter 6.95.

waste package used by a hazardous materials shipper must undergo tests that imitate some of the possible rigors of travel.

Medical Waste Management

Medical wastes are generated or produced as a result of diagnosis, treatment, or immunization of humans, the production or testing of biologicals, and are either biohazardous waste or sharps waste. Cultures, blood and blood products, tissues, and body parts are considered medical wastes. The transportation and disposal of medical wastes at the CPMC campuses are closely regulated under the CMWMP with regulatory oversight by SFDPH HMUPA.[84] The CMWMP includes requirements for waste haulers, containment and storage of medical waste, enforcement, and facilities that generate large quantities of medical waste.[85]

Radioactive Waste Management

The federal Atomic Energy Act requires states to assume responsibility for the use, transportation, and disposal of low-level radioactive material and for the protection of the public from radiation hazards. The Radiological Health Branch (RHB) of the California Department of Public Health (DPH) administers the Radiation Control Law, which governs the use, transportation, and disposal of radioactive material and radiation-producing equipment. Regulations governing the use of radioactive materials require registration of sources of ionizing radiation, licensing of radioactive material, and protection against radiation exposures. The DPH RHB also regulates the transportation of radioactive materials and disposal of radioactive wastes.[86] The regulations specify appropriate use and disposal methods for radioactive substances, as well as worker safety precautions and health monitoring programs.

Currently, there are three locations on the existing CPMC campuses that store or produce radioactive materials: the nuclear medicine departments at the Pacific and Davies Campuses, and the nuclear medicine storage location in the garage at 2200 Webster Street on the Pacific Campus. Operations at the Pacific Campus produce approximately 840 pounds of radioactive waste per year, while activities at the Davies Campus produce approximately 40 pounds per year.[87] Radioactive materials at CPMC campuses are managed under a radioactive-material license issued by the DPH RHB. CPMC also has a medical-waste permit as a large-quantity generator of medical waste with on-site treatment as part of the SFDPH Regulated Medical Waste Management Program, overseen by the San Francisco HMUPA. Currently, licensed vendors haul low-level radioactive waste out of state, where it undergoes volume reduction or incineration and subsequent disposal.

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[84] California Medical Waste Management Act, California Health and Safety Code Sections 117600–118360.

[85] A “large-quantity generator” generates 200 or more pounds of medical waste in any month of a 12-month period.

[86] Title 17, California Code of Regulations.

[87] ENVIRON. 2008 (September 19). *Methodology for Forecasting Radioactive Waste at CPMC.* Memorandum to Malia Weinberg of California Pacific Medical Center. San Francisco, CA. This document is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco 94103, and is available for public review as part of the project file, in Case No. 2005.0555E.

Biosafety Standards

Similar to federal laws, state laws establish standards for working with biohazardous materials. A hazardous biologic material is any potentially harmful biologic material (including infectious agents, oncogenic viruses, and recombinant DNA) or any material contaminated with a potentially harmful biologic material. The National Institutes of Health and the Centers for Disease Control and Prevention operate under the U.S. Department of Health and Human Services and establish standards for working with biohazardous materials.

Storage Tanks

The State Water Resources Control Board (SWRCB) administers the aboveground storage tank (AST) program. Facilities that store petroleum in a single tank greater than 1,320 gallons or facilities that store petroleum in ASTs or containers with a cumulative storage capacity of greater than 1,320 gallons are subject to SWRCB regulations. The program requires that the owners or operators file a storage statement, pay a facility fee, and prepare and implement a federal spill prevention control and countermeasure plan. The plan must discuss the procedures, methods, and equipment in place at the facility to prevent discharges of petroleum from reaching navigable waters. AST oversight is provided by SFDPH and SFFD, in accordance with the Unified Program.

State laws governing USTs specify requirements for permitting, construction, installation, leak detection monitoring, repairs, release reporting, corrective actions, cleanup, and closure. SFDPH and SFFD are the local agencies designated to permit and inspect USTs and to implement applicable regulations.

Worker Safety During Construction

Occupational safety standards have been established in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA and OSHA are the agencies with primary responsibility for assuring worker safety in the workplace. Cal/OSHA has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California in accordance with regulations specified in CCR Title 8. Because California has a federally approved OSHA program, California is required to adopt regulations that are at least as stringent as those in 29 CFR. Cal/OSHA standards are generally more stringent than federal regulations.

For example, under 8 CCR 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that they may encounter. Compliance with Injury Illness Prevention Program requirements (8 CCR 3203) would ensure that workers are properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks caused by such hazards. This would be particularly important if a construction worker encounters previously unidentified contamination or buried hazards. If additional investigation or remediation is determined to be necessary, those individuals involved in the investigation or

cleanup work must comply with Cal/OSHA standards for hazardous waste operations (8 CCR 5192). To protect workers from exposure to potential hazards, a site health and safety plan must be prepared before any work may begin at a site that is contaminated or where work requires disturbance of building materials containing hazardous substances.

Cal/OSHA, like OSHA, includes extensive, detailed requirements for worker protection applicable to any activity that could disturb materials containing asbestos, including maintenance, renovation, and demolition. These regulations are also designed to ensure that persons working near the maintenance, renovation, or demolition activity are not exposed to asbestos.

Worker Safety During Operation

Cal/OSHA regulations (8 CCR) concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces regulations governing hazard communication programs. Among other provisions, the regulations require that employers identify and label hazardous substances and communicate hazard information relating to hazardous substances and their handling. The hazard communication program also requires that data sheets detailing the safety of various materials be available to employees and that employee information and training programs be documented. These regulations also require preparing emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation).

State laws, like federal laws, include special provisions for hazard communication to employees in research laboratories, including training in chemical work practices. Specific, more detailed training and monitoring is required for the use of carcinogens, ethylene oxide, lead, asbestos, and certain other chemicals listed in 29 CFR. Emergency equipment and supplies, such as fire extinguishers, safety showers, and eye washes, must also be provided and maintained in accessible places.

Emergency Response

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the California Emergency Management Agency (formerly Governor's Office of Emergency Services), which coordinates the responses of other agencies, including Cal/EPA, CHP, the California Department of Fish and Game, the San Francisco Bay RWQCB, and SFFD. SFFD provides first response capabilities, if needed, for hazardous materials emergencies within the area covered by the CPMC campuses.

Hospitals

The Office of Statewide Health Planning and Development (OSHPD) is a department of the California Health and Human Services Agency. OSHPD serves as the building agency for hospitals and nursing homes in California. OSHPD monitors the design and construction of inpatient facilities and assures code compliance in facility maintenance. OSHPD's primary goal in this regard is to ensure that patients in these facilities are safe in the event of an earthquake or other disaster, and that the facilities remain functional after such an event in order to meet the needs of the community affected by the disaster. Refer to Section 4.14, "Geology and Soils" (beginning on page 4.14-34), for more information regarding OSHPD.

CITY/LOCAL

Soil and Groundwater Contamination

In San Francisco, remediation of contaminated sites is performed under the oversight of SFDPH and the San Francisco Bay RWQCB. SFDPH implements a local oversight program under contract with the SWRCB to provide regulatory oversight of the investigation and cleanup of soil and groundwater contamination from leaking petroleum USTs and ASTs. At sites where contamination is suspected or known to occur, the project sponsor is required to perform a site investigation and prepare a remediation plan, if necessary. For typical development projects, actual site remediation is completed either before or during the construction phase of the project. Site remediation or development may be subject to regulation by other agencies.

Naturally Occurring Asbestos

Because the subsurface materials at the existing and proposed campuses contain fill materials, the potential for naturally occurring asbestos beneath the development sites exists. BAAQMD enforces standards required by CCR Title 17, Section 93105, to control emissions of naturally occurring asbestos from construction, grading, and other operations to the lowest achievable rates using best available control technology. The regulations apply to any areas with ultramafic rock (i.e., metamorphic serpentine forms), naturally occurring asbestos, or serpentine, or where materials are discovered after the start of these earthwork activities. A project applicant must notify the BAAQMD air pollution control officer 14 days before disturbing serpentine, ultramafic rock, or naturally occurring asbestos, and must submit notification on the next business day upon discovering the materials identified above. (Implementation of dust control measures and submittal of an asbestos dust mitigation plan [ADMP] are required within 14 days.)

Where more than 1 acre would be disturbed, the applicant must also submit an ADMP to BAAQMD for approval before beginning to grade or disturb the soil. BAAQMD may grant an exemption from the requirement for the ADMP based on geological information submitted for a site or may require the applicant to take additional

measures to assess for the presence of naturally occurring asbestos in determining whether an exemption may be granted.

The ADMP must incorporate measures to control all potential emission sources, including:

- trackout onto the paved road;
- inactive disturbed surfaces, areas to be graded, and storage piles;
- traffic on unpaved on-site roads;
- storage piles of active materials and earthmoving activities;
- off-site transport of materials; and
- soil surfaces disturbed by the project.

The types of dust control measures for sites greater than 1 acre include:

- limiting vehicle speeds to less than 15 miles per hour;
- wetting areas before and after disturbance to prevent visible emissions from crossing project boundaries;
- managing stockpiles to prevent emissions;
- washing down equipment on the project site before movement to a paved roadway;
- using devices to prevent trackout and cleaning up visible trackout of soil onto paved roads using wet sweeping or vacuums filtered with high-efficiency particulate air; and
- stabilizing disturbed surfaces after project construction.

The ADMP must also include an asbestos air monitoring plan if residences, business, hospitals, and other receptors are located within one-quarter mile of any boundary of an area to be disturbed. The provisions of the approved ADMP must be implemented for the entire duration of the project. The project applicant must report results of air monitoring, geological evaluation of the site, and the results of bulk sampling, as requested by the BAAQMD air pollution control officer.

Structural and Building Components

Existing structures and buildings on the CPMC campuses are proposed for demolition. Hazardous wastes may be generated in the form of asbestos from friable building materials, lead-based paint on building surfaces, and lighting fixtures. In addition, previously unknown contamination, possibly the result of improper disposal or housekeeping activities, may be discovered as structures are demolished. In addition to the state regulations

described above, such hazardous wastes and materials would be subject to regulations governing hazardous waste and materials outlined above.

Asbestos in Structures and Buildings

Asbestos represents a risk to human health when asbestos fibers become airborne ("friable") and are inhaled into the lungs. Asbestos is regulated both as a hazardous air pollutant under the federal Clean Air Act regulations and as a potential worker safety hazard under the authority of Cal/OSHA. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos- containing building materials; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos-containing building materials. The agencies with primary responsibility for asbestos safety are the BAAQMD, Cal/OSHA and OSHA, and US EPA.

The Bay Area Air Quality Management District (BAAQMD) is vested by the California Legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified 10 days before any proposed demolition or abatement work begins. The California Occupational Safety and Health Administration (Cal/OSHA) regulates asbestos removal to ensure the health and safety of workers removing materials containing asbestos and also must be notified of asbestos abatement activities. Cal/OSHA requires that abatement and removal of asbestos be conducted by contractors certified and registered under the Cal/OSHA training program.

Polychlorinated Biphenyls

PCBs are organic oils that were formerly placed in many types of electrical equipment and in fluorescent lighting ballasts. PCBs are highly persistent in the environment and are toxic. In 1979, EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain PCB-containing equipment.

The use and management of PCBs in electrical equipment is regulated in accordance with the Toxic Substances Control Act (Title 40 of the Code of Federal Regulations [40 CFR]). Fluorescent light ballasts that contain PCBs, regardless of size or quantity, are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured after January 1, 1978, do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit.

Lead and Lead-Based Paint

CCR Title 22 considers waste soil with concentrations of lead to be hazardous if it exceeds a total concentration of 1,000 parts per million and a soluble concentration of 5 parts per million.[88] Typically, building materials with lead-based paint attached are not considered hazardous waste (CCR Chapter II, Division 4.5, Title 22) unless the paint is chemically or physically removed from the building debris. Both OSHA and Cal/OSHA regulate worker exposure during construction activities that involve exposure to lead-based paint.

The Interim Final Rule found in 29 CFR 1926.62 covers construction work where employees may be exposed to lead during such activities as demolition, removal, surface preparation for repainting, renovation, cleanup, and routine maintenance. The OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.

San Francisco Health Code Chapter 34, Section 3407, establishes requirements for projects that disturb lead-based paint on the exterior of buildings or steel structures. The requirements are implemented by the Department of Building Inspection (DBI). The ordinance contains performance standards, including a requirement to establish containment barriers that are at least as effective at protecting human health and the environment as those in the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards promulgated by the U.S. Department of Housing and Urban Development.

In addition, once a structure containing lead-based paint has been properly demolished, federal and state requirements for future unrestricted residential reuse areas are in place to verify that areas around a former structure were not contaminated with lead before or during the demolition process.

Lighting Wastes and PCBs

Lighting wastes may be classified as a hazardous waste if they contain concentrations of mercury, lead, or PCBs when the concentrations exceed specified limits in liquid or nonliquid substances. Fluorescent light ballasts that contain PCBs, regardless of size or quantity, are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Such hazardous wastes and materials would be subject to regulations governing hazardous waste and materials outlined elsewhere in this section.

Maher Ordinance

Disturbance (including excavation, grading, and disposal) of soil within portions of the city is regulated by Article 22A of the San Francisco Health Code, as well as applicable state hazardous waste regulations with respect to soil disposal. Article 22A states that construction projects that are located bayward of the historic high-tide line and

[88] The word “soluble” means able to be dissolved, especially in water.

disturb (through excavation and/or grading) more than 50 cubic yards of soil must include soil testing for the presence of potentially hazardous constituents, develop plans to protect worker and public health and safety during construction, and ensure appropriate soil management measures based on the findings of the soil characterization. Where soil to be disturbed by construction is found to contain hazardous constituents at concentrations of potential concern, compliance with Article 22A typically includes submittal of a health and safety plan and/or soil management plan to SFDPH.

None of the CPMC campuses, including the proposed Cathedral Hill Campus or the existing St. Luke's Campus, are located bayward of the high-tide line. Therefore, the campus sites are not subject to Maher Ordinance requirements.

Handling of Affected Groundwater

It may be necessary to pump shallow groundwater or "dewater" areas to facilitate construction. Discharges to the sewage system related to these activities are regulated by the San Francisco Department of Public Works through Article 4.1, the Industrial Waste Ordinance of the Public Works Code, as well as the San Francisco Public Utilities Commission's (SFPUC's) batch wastewater discharge permit process. Groundwater from dewatering and/or cleanup activities must meet specific treatment standards before being discharged to the City sewage system under permits issued by the SFPUC. Permittees/dischargers typically also monitor the groundwater discharged to the sewer system and report regularly to SFPUC.

If shallow groundwater were to be pumped directly into the San Francisco Bay (Bay) as a necessary byproduct of construction dewatering, the discharger would be required to notify and obtain approval from the San Francisco Bay RWQCB. Any groundwater proposed for discharge from the project site into the Bay must meet strict water quality standards established by the water quality control plan for the San Francisco Bay Basin as defined by the San Francisco Bay RWQCB, and may have to be treated before discharge into the Bay to avoid potential degradation of the Bay's water quality. Furthermore, dischargers are required to meet stringent monitoring standards established by the San Francisco Bay RWQCB (and to a certain extent, the SWRCB) to ensure compliance under this permitting system.

Handling of Hazardous Waste

Hazardous waste may be generated from the project site during construction and would need to be transported to a facility permitted to accept such waste. Management of specific hazardous wastes is addressed at the federal, state, and local levels. The California Department of Toxic Substances Control (DTSC) is authorized by EPA to enforce the requirements of the federal Resource Conservation and Recovery Act (RCRA). Under the state's Hazardous Waste Control Law, DTSC has adopted extensive regulations governing the generation, transportation, treatment, and disposal of hazardous wastes, which are more stringent than the requirements of RCRA. The state

requirements for hazardous waste management are specified in the California Health and Safety Code, Chapter 6.5, Article 2.

San Francisco Health Code Article 22 provides for safe handling of hazardous wastes in the city. This article incorporates the state requirements for hazardous waste management specified in the California Health and Safety Code, Chapter 6.5, Article 2, and authorizes SFDPH to implement the requirements of the Hazardous Waste Control Act related to hazardous waste generators in San Francisco. As provided by Article 22, SFDPH has the authority to inspect any facilities where hazardous wastes are stored, handled, processed, disposed of, or treated to recover resources and must maintain records to document compliance with the Hazardous Waste Control Act. Hazardous wastes generated at a facility would be disclosed in the Hazardous Materials Certificate of Registration prepared for the facility. Hazardous wastes generated in areas undergoing remediation, if regulatory thresholds are exceeded, would be subject to Article 22.

Handling of Hazardous Materials

Hazardous materials that could be excavated from construction or activities at the project site may require off-site transportation for disposal and/or treatment. Transportation and disposal of soil that is classified as hazardous waste would be subject to applicable federal and state regulations. DOT regulates the transportation of hazardous materials, including contaminated soil, between states, as described in Title 49 of the CFR, and implemented by Title 13 of the CCR. The CHP and Caltrans are the state agencies with primary responsibility for enforcing federal and state regulations related to transportation within California. These agencies respond to transportation emergencies related to hazardous materials (including contaminated soil). Together, these agencies determine the container types to be used and grant licenses to hazardous waste haulers for hazardous waste transportation on public roads.

SFDPH Certificate of Registration Program

A hazardous-materials compliance certificate is awarded to businesses registered with SFDPH that provide required annual information as applicable to their facility, including: hazardous materials and wastes inventories, use, materials reduction, on-site treatment, and employee training; facility maps; emergency response procedures; management of USTs (including forms, leak detection monitoring program, and financial responsibility certificates); medical wastes; regulated substances; ASTs; diesel backup generators; and chlorofluorocarbon recovery and recycling.[89] CPMC has been part of the San Francisco HMUPA's Hazardous Materials Certificate of Registration program since approximately 1994. The program requires businesses to renew their hazardous-materials certificate each year. A business seeking certificate renewal must submit to the HMUPA business owner/operator information, fees, emergency contact information, a registration renewal form for a diesel backup

[89] San Francisco Department of Public Health. 2009. Hazardous Materials Unified Program Agency (HMUPA) Web site. Available: http://www.sfdph.org/dph/EH/HMUPA/default.asp. Accessed June 8, 2009.

generator, emergency response procedures for hazardous materials spills, and hazardous materials inventories. The San Francisco HMUPA certificates for the CPMC campuses are valid through 2010 and are renewed annually. Building contractors temporarily storing hazardous materials at a construction site must also apply for and receive a HMUPA certificate for storage of hazardous materials during construction and must provide the appropriate fees.

San Francisco General Plan

The Community Safety Element of the *San Francisco General Plan* provides policies to reduce nonstructural hazards to life safety and to minimize property damage and social, cultural, and economic dislocations resulting from future disasters (see Chapter 3, "Plans and Policies," of this EIR). As described in this section, compliance with the aforementioned regulations would assure that new construction meets current structural and life safety standards.

Hazardous Materials Use during Occupancy of the Project

The management of hazardous materials is regulated under a number of laws at federal, state, and local levels through programs administered by EPA, agencies within Cal/EPA such as DTSC and the San Francisco Bay RWQCB, DOT, CHP, OSHA and Cal/OSHA, and SFDPH.

Many of the state laws and regulations previously described for the cleanup of hazardous materials release sites, which implement federal laws, would equally apply to the routine use of hazardous materials and the generation of hazardous waste at the project and are not repeated here. These include the state's Hazardous Waste Control Law administered by DTSC, Cal/OSHA workplace regulations, and DOT and Caltrans transportation requirements. Additional state and local laws and regulations would apply to hazardous materials during project operation, as described below.

Hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

The Hazardous Materials Management Act requires that businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan (HMBP), which includes an inventory of hazardous materials stored on-site (above specified quantities), an emergency response or operations plan, and an employee-training program. Businesses that use, store, or handle 55 gallons of liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at standard temperature and pressure require this business plan.

During project operation, for activities subject to such requirements, these laws and regulations would be monitored and enforced by the City in accordance with specific articles established in the San Francisco Health Code, as summarized below.

San Francisco Health Code Article 21

Article 21 of the San Francisco Health Code provides for safe handling of hazardous materials in the city. In accordance with this article, any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified threshold amounts would be required to obtain and keep a current hazardous materials certificate of registration and to implement a HMBP submitted with the registration application. Facilities with USTs are also required to obtain a permit to operate the tank. In addition to specifying permitting requirements for hazardous materials and USTs, Article 21 prohibits unauthorized releases of hazardous materials and specifies requirements for reporting an unauthorized release, inspections after an unauthorized release, addressing abandoned USTs or hazardous materials handling facilities, and closure of hazardous materials handling facilities.

Article 21 helps protect the health and safety of the general community and emergency response personnel, such as firefighters and paramedics. Data on hazardous materials use are stored in a citywide computer system and can be made available to emergency responders. The information assists emergency responders to assess and resolve hazardous materials incidents quickly and safely. Hazardous waste inspections are performed by the City every three years or upon complaint.

Article 21 incorporates the California Underground Storage Tank Regulations specified in the California Health and Safety Code, Chapters 6.7 and 6.75; Hazardous Materials Release Response Plans and Inventory Regulations requiring preparation of an HMBP, specified in the California Health and Safety Code, Chapter 6.95, Article 1; Aboveground Petroleum Storage Tank Regulations requiring preparation of a spill prevention, control and countermeasure plan, specified in the California Health and Safety Code, Section 25270.5; and hazardous materials management provisions of the Uniform Fire Code requiring Hazardous Materials Inventories, specified in Sections 8001.3.2(a) and 8001.3.3(a). Article 21 also provides for additional stricter local requirements.

San Francisco Health Code Article 22

San Francisco Health Code Article 22 provides for safe handling of hazardous wastes in the city. This article incorporates the state requirements for hazardous waste management specified in the California Health and Safety Code, Chapter 6.5, Article 2, and authorizes SFDPH to implement the requirements of the Hazardous Waste Control Act related to hazardous waste generators in San Francisco. Hazardous wastes generated at a facility would be disclosed in the Hazardous Materials Certificate of Registration and HMBP prepared for the facility in accordance with Article 21 of the San Francisco Health Code (described above).

San Francisco Department of Public Health Hazardous Materials Unified Program Agency

Cal/EPA has adopted regulations implementing a Unified Program. The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, aboveground storage tanks, hazardous material release response plans and inventories, risk management and prevention programs, and Uniform Fire Code hazardous substances management plans and inventories. The program is implemented at the local level by a local agency—CUPA. CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction.

The HMUPA has been granted authority by the state under the Unified Program to enforce the program element regulations pertaining to hazardous materials in the City. These include permitting for hazardous materials storage, underground storage tanks, and hazardous waste generation under the DPH Certificate of Registration Program, described below.

A Hazardous Materials Compliance Certificate is awarded to businesses registered with the SFDPH that provide required annual information as applicable to their facility including hazardous materials and wastes inventories, use, materials reduction, on-site treatment, and employee training; facility maps; emergency response procedures; UST management (including forms, leak detection monitoring program, and financial responsibility certificates); medical wastes; regulated substances; aboveground storage tanks; diesel backup generators; and chlorofluorocarbon recovery and recycling. Under the DPH HMUPA, building contractors temporarily storing hazardous materials at a construction site must also apply and receive a HMUPA certificate for storage of hazardous materials during construction and must provide the appropriate fees.

Voluntary Hospital Accreditation

CPMC is accredited by the Joint Commission.[90] The purpose of the voluntary accreditation of hospitals is to ensure the quality of care and accountability in health care. Proper management of hazardous materials, development of emergency evacuation routes and procedures, and fire protection capabilities are required elements under the accreditation program. These elements are enforced by compliance with policies from CPMC's hazardous materials and hazardous waste management plan and its emergency operations plan (both described below), and compliance with the HMUPA Certificate of Registration Program.

Hazardous Materials and Hazardous Waste Management Plan

CPMC has a hazardous materials and hazardous waste management plan, which includes a plan for hazard identification, maintenance of documentation (e.g., permits) required by agencies, handling and storage procedures, air monitoring, waste stream management, response to spills of hazardous materials, staff training,

[90] Since its founding in 1951, The Joint Commission has been acknowledged as the leader in developing the highest standards for quality and safety in the delivery of health care, and evaluating organization performance based on these standards.

and reporting of releases. The hazardous materials and hazardous waste management plan includes disposal policies to ensure proper interim waste storage, waste segregation, and labeling, and timely off-site disposition of chemical wastes (e.g., hazardous wastes and recyclable batteries), medical wastes (e.g., chemotherapy, infections, sharps, pathology, and pharmaceutical wastes), and radioactive wastes, as well as worker training in these procedures. A new-employee training plan requires a safety orientation for all new employees on general hazardous materials and waste awareness and familiarization with the CPMC hazardous materials reduction plan.

Emergency Operations Plan

CPMC is integrated into the continuous citywide preparation for emergencies and disasters. In an emergency, CPMC and other hospitals are activated through the use of the Hospital Incident Command System and deployed in a coordinated way as resources at the disposal of the City or other lead agency. Each existing CPMC campus has an emergency operations plan to be implemented for the care of casualties in the event of an internal or external disaster. The plan identifies responsibilities and specifies how to receive patients from an external disaster or multicasualty incident, coordinate with outside responders and SFDPH, drills, and follow up after the incident. Emergency egress routes have also been developed for all campus buildings and must be updated with construction of the proposed Cathedral Hill Campus buildings. SFFD provides first-response capabilities, if needed, for hazardous materials emergencies within the area of the CPMC campuses. In addition, CPMC is a regular member of the San Francisco Training and Exercise Steering Committee. This committee coordinates the training and exercise planning for San Francisco in coordination with regional, state, and federal agencies.

CPMC is also a member of the Hospital Council Emergency Preparedness Partnership. This committee is comprised of representatives from each hospital in San Francisco, along with representatives from Emergency Medical Services Agency, the Office of Emergency Services and Homeland Security, and SFDPH. The committee meets monthly to coordinate emergency preparedness planning for San Francisco.

4.16.3 CUMULATIVE CONDITIONS

Because of the site-specific nature of hazards, no discussion of cumulative conditions related to hazards and hazardous materials is provided in this section.

4.16.4 SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the project would result in a significant impact on physical hazards and

hazardous materials. Implementation of the proposed project would have a significant effect on physical hazards and hazardous materials if it would:

- 16a—create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 16b—create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- 16c—emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school;
- 16d—be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- 16e—be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and as a result, would create a safety hazard for people residing or working in the project area;
- 16f—be located within the vicinity of a private airstrip, and as a result, would create a safety hazard for people residing or working in the project area;
- 16g—impair implementation or physically interfere with an adopted emergency response plan or emergency action plan; or
- 16h—expose people or structures to a significant risk of loss, injury, or death involving fires.

4.16.5 IMPACT EVALUATIONS

METHODOLOGY

The assumptions underlying the scope of the impact analysis in this section are presented below.

Sites with Hazardous Materials Releases

The presence of hazardous materials is related to the historic and current uses within the CPMC campuses. The existing conditions, as described in Section 4.16.1, "Environmental Setting," beginning on page 4.16-2 (including the status of remediation plans under regulatory agency oversight), provide the baseline against which to compare the effects of the LRDP. The following impact analyses focus on the potential human health effects associated

with hazardous materials that could be encountered during construction, during development (e.g., some land uses would be occupied while new locations are being developed and/or remediated), and at full buildout of the LRDP.

The analysis also evaluates potential health effects caused by hazardous materials that could be present in buildings that would be demolished or renovated or in soil or rock that would be excavated or graded. The potential for previously unidentified contamination to be encountered and possible adverse effects, if any, are qualitatively analyzed as well.

Risk Estimates and Cleanup Levels

Various regulatory agencies, such as EPA, the San Francisco Bay RWQCB, DTSC, OSHA, and Cal/OSHA are responsible for developing and/or enforcing risk-based standards to protect the public and the environment. The current regulatory view is that the decisions regarding cleanup and future site use should be based on actual and reasonably projected risks presented by individual sites. This risk-based approach is marked by a focus on planned land uses, a recognition that all sites do not present the same risk, the understanding that the actual risks posed by a site are a function of the populations that could be present and the activities in which they could be engaged, and an acknowledgment that many risks can be reduced and/or eliminated by implementing controls placed on the future use of the land, including through legally enforceable restrictions on use and risk management plans.

Depending on the types of chemicals present and how individuals might be exposed to the chemicals, contaminants in soil or groundwater can often be left in place or cleaned up to a degree that does not pose a threat to human health or the environment. The risk estimates take into consideration such factors as the concentration and further potential migration of contaminants, potential hazards to remediation workers and nearby populations, and potential exposures to the public, based on future land use. Making decisions based on risk relies on evaluating by quantifying the potential exposures and the adverse health effects that could result. For example, constructing a park where soil contamination is known to exist would provide a barrier to prevent direct access to the contamination. The assessment of whether soil and groundwater is contaminated and requires remediation is guided by using established risk assessment procedures and comparing concentrations of potential contaminants (chemical or radiological), obtained through site sampling, to regulatory standards or to site-specific standards. Numerical risk values are estimated for cancer-causing compounds and for non-cancer-causing compounds.

Management of Exposure to Hazardous Materials Contamination Risks during Development

The analysis in this EIR focuses on whether the physical development of the LRDP could expose construction and maintenance workers, visitors, occupants, or ecological systems to potential hazards associated with identified contaminants throughout the life of the LRDP. Before any development activity occurs at the CPMC campuses, appropriate and legally enforceable environmental restrictions on uses and activities at the campuses would be in

place as applicable to that activity, whether in the form of a recorded covenant, deed provision, or lease term. Such restrictions would have been approved as being sufficient under the Comprehensive Environmental Response, Comprehension, and Liability Act and other applicable laws to ensure protection of human health and the environment during and after the development activity process. Although these restrictions and enforcement mechanisms would be established independent of this EIR, the mitigation measures identified in this EIR would provide redundant protection by requiring all LRDP development activities as well as all activities and uses conducted after the completion of development, to be in compliance with these environmental restrictions.

Development Schedule

Construction of the LRDP is proposed to occur over a period of approximately 10 years (2010–2020); development and occupancy of some portions of the campuses likely would occur at the same time as demolition and construction would occur in other portions of the campuses where contaminated soils or groundwater have been identified. Existing uses adjacent to the campuses and new and interim uses on the campus sites during development present issues similar to those of development that occurs over a period of years, such as the use, storage, transport, and disposal of hazardous materials and waste associated with development activities. The issues would be whether potentially significant impacts on people occupying sites on the campuses would result before remediation of nearby hazardous material sites has been completed and while development that would disturb soils and/or shallow groundwater is under construction at adjacent or nearby sites.

Use of Hazardous Materials Use during Occupancy

The analysis assumes that some project uses would involve the routine use of hazardous materials at varying levels. Quantifying the precise amounts of additional use of hazardous materials associated with new proposed uses is not practical at this stage of LRDP development. Therefore, the analysis qualitatively evaluates broad categories of hazardous materials use. For the purposes of the analysis, compliance with existing federal, state, and local laws and regulations pertaining to managing hazardous materials are presumed to be sufficient to minimize health and safety risks and state and local agencies would be expected to continue to enforce applicable requirements to the extent they do so now.

Existing Regulatory Framework

The following impact analyses rely on compliance with applicable site development regulations including the requirements of the federal, state, and local laws and regulations that have been summarized in Section 4.16.2, “Regulatory Framework,” beginning on page 4.16-21.

IMPACT HZ-1

Project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Significance Criteria 16a and 16b)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant with mitigation*
- *Pacific: Less than significant with mitigation*
- *Davies (near term and long term): Less than significant with mitigation*
- *St. Luke's (with or without either project variant): Less than significant with mitigation*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

Hazardous Materials Related to Construction Equipment

Near-term demolition and construction activities at the existing and proposed campuses under the LRDP would require the construction contractor to transport hazardous materials (e.g., fuels, lubricants, paints, adhesives, contaminated soil) to and from the proposed development sites under the LRDP at these campuses and to use such materials. In addition, construction vehicles require the use of hazardous materials, such as oils, grease, and fuels. The contractor is likely to store these hazardous materials and vehicles on-site. Hazardous materials could be released accidentally if not properly stored or transported, which could degrade soil and/or groundwater quality, potentially resulting in adverse health effects on construction workers, the public, and the environment.

However, the construction contractor would be required to comply with the San Francisco HMUPA's requirements for the proper storage, handling, and use of hazardous materials (see "SFDPH Certificate of Registration Program" on page 4.16-21 in Section 4.16.2, "Regulatory Framework"). In addition, CPMC would comply with the requirements of Article 4.1 of the San Francisco Public Works Code by preparing and implementing a storm water pollution prevention plan (SWPPP) for each campus. The SWPPP would identify the sources of sediment and other pollutants and describe best management practices to eliminate these materials from stormwater and nonstormwater discharges. For a discussion of SWPPPs, see Section 4.15, "Hydrology and Water Quality." Compliance with the SWPPP and San Francisco HMUPA requirements would reduce the

potential for releases from the transport, use, or disposal of hazardous materials required during construction activities. Therefore, **this impact would be less than significant.**

Hazardous Materials Related to Demolition of Structures

Under the LRDP, near-term projects at the CPMC campuses would include demolition of existing structures. Existing building materials could include asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapors. Demolition or renovation of existing structures could expose workers or the community to hazardous building materials during construction without proper abatement procedures, and future building occupants could be exposed if hazardous building materials are left in place and not properly contained. Soil around a structure also could become contaminated by hazardous building materials if these materials were inadvertently released to the environment. BAAQMD and Cal/OSHA regulations and standards require the proper inspection and abatement of asbestos-containing materials and lead-based paint before demolition or renovation, which would disturb such materials. Although abatement programs similar to those for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, federal and state hazardous materials guidelines regulate the exposure to and disposal of other hazardous building materials, including lead- PCBs and mercury according to the regulations as described in Section 4.16.2, "Regulatory Framework," starting on page 4.16-21. CPMC would be required to adhere to the regulations and standards for inspection, abatement, exposure, and disposal of these hazardous building materials. Adherence to these requirements would ensure that potential health and environmental hazards associated with asbestos, lead, or PCBs in buildings and structures to be demolished would be minimized to the extent required by law. The existing regulatory environmental framework and approval process would avoid potential hazards caused by demolition. Additionally, improvement measure I-HZ-1 would further reduce the potential for exposure to PCBs and mercury by requiring the removal and disposal of equipment identified to contain these materials prior to the start of construction, including demolition or renovation. With the implementation of existing regulations and improvement measure I-HZ-1, this **less-than-significant impact would be further reduced**.

Hazardous Materials Related to Known Soil and Groundwater Conditions

The following analysis does not include a discussion of the proposed 1375 Sutter Street MOB because no exterior work is proposed for this structure under the LRDP. No ESAs were prepared for the location of the proposed pedestrian tunnel beneath Van Ness Avenue at the Cathedral Hill Campus or along the proposed utility realignment at the St. Luke's Campus. Accordingly, soil and groundwater conditions at these locations are discussed further below under "Hazardous Materials Related to Unknown Soil and Groundwater Conditions and USTs" on page 4.16-44. As described in the existing setting above, the ESAs identified the following known RECs and potential environmental conditions at the Cathedral Hill, Davies, and St. Luke's Campuses:

- **Cathedral Hill Hospital site:** One REC associated with the historic/current uses of the location of the proposed hospital (earthquake fill containing elevated levels of lead); no RECs associated with off-site uses. Soil sample analysis detected low levels of petroleum constituents likely associated with minor releases of oils historically used at the site and lead in the artificial fill at a concentration necessitating disposal off-site as a hazardous waste when excavated.

- **Cathedral Hill MOB site:** One REC associated with historic/current uses of the location of the proposed MOB (earthquake fill containing elevated levels of lead); one REC associated with off-site uses (petroleum hydrocarbons in the form of diesel fuel and motor oil in groundwater). Soil sample analysis detected petroleum hydrocarbons (diesel and motor oil components) at moderately elevated concentrations under the concrete slabs in the existing buildings at 1062 Geary Street, 1028–1030 Geary Street, and 1020 Geary Street and lead in earthquake fill at concentrations necessitating disposal off-site as a hazardous waste when excavated. Groundwater sample analysis detected total petroleum hydrocarbons (diesel and motor oil) north of 1020 Geary Street at concentrations indicating a release of hydrocarbons to the subsurface.

- **Davies Neuroscience Institute site:** Two potential environmental conditions associated with historic/current uses of the location of the proposed Neuroscience Institute (fill containing serpentine, which is associated with naturally occurring asbestos and a closed-in-place 7,500-gallon diesel UST with no closure documentation) and no RECs associated with off-site uses.

- **St. Luke's Replacement Hospital site:** One REC associated with historic/current uses of the location of the proposed replacement hospital (oily staining on the pipe, grating, wall, and vault associated with a utility vault for an emergency generator), one potential environmental condition associated with historic/current uses (the closed-in-place 1,000-gallon diesel UST), and three potential environmental conditions associated with off-site uses (a former gasoline station and two historic cleaners).

- **St. Luke's MOB/Expansion Building site:** Three potential environmental conditions associated with historic/current uses of the location of the proposed MOB/Expansion Building (an active, permitted 3,000-gallon diesel UST and the possible presence of a neutralization sumps and incinerator) and three potential environmental conditions associated with off-site uses (a former gasoline station and two historic cleaners).

Various construction activities, such as grading, trenching, compacting, and excavating soils, would result in the handling and moving of soil. Movement of soil that contains hazardous materials could result in impacts from worker and public exposure to chemicals in the soil from dust and impacts on water quality and the environment if hazardous constituents were to migrate off-site. In addition, if construction requires dewatering of groundwater, a release of hazardous materials could occur, potentially resulting in exposure to the public and the environment if contaminated groundwater is discharged to the sanitary sewer system.

Such impacts would be minimized by implementing legally required health and safety precautions. For hazardous waste workers, federal and Cal/OSHA regulations mandate an initial training course and subsequent annual training. Site-specific training may also be required for some workers. Worker safety regulations would require the preparation and implementation of site-specific health and safety plans. To address potential hazards related to known soil and groundwater conditions at the proposed Cathedral Hill Campus and the existing Davies and St. Luke's Campuses, the ESAs for the development sites recommended the preparation of environmental contingency plans (ECPs) for each campus. The ESAs recommended that the ECPs identify known and potential RECs at the campuses, including contaminated soils and groundwater, and:

- describe potential health and safety issues that may occur during construction of the proposed LRDP;
- detail provisions and instructions for the identification, handling, storage, and disposal of potentially contaminated soils and groundwater; and
- require the construction contractor to develop site-specific health and safety plans in accordance with OSHA requirements.

The ECPs recommend that all soil and groundwater at volumes requiring dewatering at the sites be sampled for a suite of common chemicals in order to determine the proper handling and disposal for the material. Although excavation, handling, and disposal of all soil and groundwater must adhere to the regulatory requirements of OSHA, Cal/OSHA, SFDPH, BAAQMD, SFPUC, the San Francisco Bay RWQCB, and Article 22 of the San Francisco Health Code as described in Section 4.16.2, "Regulatory Framework," starting on page 4.16-21, additional site-specific measures and recommendations by the ESAs contained in the ECPs need to be reviewed and approved by SFDPH for their compliance with federal and state law. Additionally, the SFDPH has recommended that subsurface sampling be conducted for any areas of excavation at the Davies Campus that occur in proximity to USTs. **This impact would be potentially significant.**

Hazardous Materials Related to Known Underground Structures

The following analysis does not include a discussion of the proposed 1375 Sutter Street MOB because no exterior work is proposed for this structure under the LRDP. As described in the existing setting above, the following USTs have been identified at the campuses:

- **Cathedral Hill Hospital site:** Five previously closed-in-place USTs in the location of the proposed hospital (one 10,000-gallon tank formerly used for diesel fuel, three 4,000-gallon tanks previously used for gasoline, and one 550-gallon tank previously used for waste oil) and a lubrication pit;
- **Cathedral Hill MOB site**: No USTs identified;

- **Davies Neuroscience Institute site:** One active, permitted 10,000-gallon diesel UST and one closed-in-place 7,500-gallon diesel UST in the location of the proposed Neuroscience Institute;
- **St. Luke's Replacement Hospital site:** One closed-in-place 1,000-gallon diesel UST in the location of the proposed replacement hospital; and
- **St. Luke's MOB/Expansion Building site:** One active, permitted 3,000-gallon diesel UST in the location of the proposed MOB/Expansion Building.

Known USTs at the development sites of the proposed Cathedral Hill Campus and existing Davies Campus would be located outside the excavation footprint for the proposed new structures under the LRDP and these USTs would remain in place under the management of SFDPH's underground tank program, unless required to be moved or deemed unstable. The USTs at the St. Luke's Campus would be required to be removed as part of excavation for the proposed St. Luke's Replacement Hospital and proposed MOB/Expansion Building. Removal of USTs could expose workers to potentially hazardous materials from the contents and vapors in the tanks. Additionally, the public and the environment could be exposed to those materials if removal results in spills to the soil or groundwater adjacent to the tank.

To address potential hazards related to known USTs at the Cathedral Hill, Davies, and St. Luke's Campuses, the ESAs for the development sites recommended the preparation of site-specific ECPs. The ESAs recommended that the ECPs identify known and potential RECs at the campuses, including USTs, and provide instruction on their removal. As described for impacts related to known soil and groundwater conditions above, the measures and recommendations by the ESAs contained in the ECP need to be reviewed and approved by the SFDPH for their compliance with federal and state law. Accordingly, **this impact would be potentially significant**.

Hazardous Materials Related to Unknown Soil and Groundwater Conditions and USTs

As at any development in an urban setting, there is a potential for construction activities at the campuses to encounter previously unidentified hazards, such as soil with obvious contamination, perched groundwater at levels higher than anticipated, or an abandoned UST located before permitting requirements were imposed. Additionally, because no ESAs were prepared for the location of the proposed pedestrian tunnel beneath Van Ness Avenue at the Cathedral Hill Campus or along the proposed utility realignment at the St. Luke's Campus, unknown contaminants could exist in the soil or groundwater at these locations. Exposure of construction workers, the public, or the environment to previously unidentified contaminated soil or groundwater could result in a significant impact. Utility trenches have the potential to create a horizontal conduit for chemical contaminants contained in soil vapors or shallow groundwater to migrate along permeable soils that would be places as trench backfill. Should previously unidentified USTs be discovered during construction, it would have to be closed in

place or removed. Removal activities could pose both health and safety risks, such as exposure of workers, tank handling personnel, and the public to tank contents or vapors. Similarly, the discovery of buried debris that could be hazardous could also present an increased risk of adverse health or environmental effects.

The likelihood that significant adverse effects would result from the discovery of previously unidentified USTs is minimal because there are multiple existing requirements in place to address such effects, such as Article 22A, RWQCB, and SFDPH UST removal requirements, implementation of contingency monitoring procedures and RWQCB notification (as necessary), and implementation of a site-specific health and safety plan prepared in accordance with Cal/OSHA regulations. Additionally, to address potential hazards related to unknown soil and groundwater conditions or USTs at the development sites, the ESAs for the Cathedral Hill, Davies, and St. Luke's Campuses recommended the preparation of site-specific ECPs. The ESAs recommended that the ECPs identify procedures and requirements to follow upon the discovery of previously unidentified contaminants in soil or groundwater or USTs. As described for impacts related to known soil and groundwater conditions above, the measures and recommendations by the ESAs contained in the ECP need to be reviewed and approved by SFDPH for their compliance with federal and state law. Accordingly, **this impact would be potentially significant**.

Cathedral Hill Campus with No Van Ness Avenue Pedestrian Tunnel Variant: The same demolition and construction as described above would occur under this project variant, except that the Van Ness Avenue pedestrian tunnel would not be constructed. This would reduce total exposure to unknown soil and groundwater contamination at the site and unknown USTs. Thus, the impact related to the routine transport, use, or disposal of hazardous materials and accident and upset conditions for this variant would be less than the impact of the near-term projects described above. However, for the same reasons as discussed above, **this impact would be potentially significant**.

St. Luke's Campus with Alternate Emergency Department Location Variant: This project variant would not alter the footprint of the proposed structures or the amount of excavation and demolition required. Therefore, for the same reasons as discussed above, **this impact would be potentially significant**.

St. Luke's Campus with Cesar Chavez Street Utility Line Alignment Variant: This project variant would change the overall construction footprint by including the additional location of the sewer variant route (Duncan Street). Construction activities along Duncan Street would still be required to adhere to the applicable regulations and requirements of federal, state, and local agencies as described for the near-term projects above and although an ESA was not prepared for the variant route, realignment of the utilities under this variant would also be subject to the procedures outlined in the ECP for unknown USTs and soil and groundwater contamination for the St. Luke's Campus. Accordingly, for the same reasons as discussed above, **this impact would be potentially significant**.

Improvement Measure for Cathedral Hill (with or without project variant), Davies (near term), and St. Luke's Campuses (with or without either project variant)

I-HZ-N1 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.

Implementation of Improvement Measure I-HZ-N1 would further reduce the less-than-significant impact related to potential exposure to PCBs and mercury during demolition of on-campus structures.

Mitigation Measure for the Cathedral Hill Campus (with or without project variant), the Davies Campus (near term), and the St. Luke's Campus (with or without either project variant)

M-HZ-N1a 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 excavation, loading, and transportation off-site without stockpiling, which would minimize soil handling.

- 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 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.

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.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific work practices: 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.

(b) Dust suppression: 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.

(c) Surface water runoff control: 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.

(d) Soils replacement: 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 to construction grade.

(e) Hauling and disposal: 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.

Step 3: Preparation of Closure/Certification Report

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.

M-HZ-N1b Preparation of an Unknown Contingency Plan

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 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:

- 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 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.

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.

Mitigation Measure M-HZ-N1a requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N1a would reduce impacts related to known soil and groundwater conditions at the Cathedral Hill, Davies, and St. Luke's Campuses to a less-than-significant level**.

Mitigation Measure M-HZ-N1b requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N1b would reduce impacts related to known soil and groundwater conditions at the Cathedral Hill, Davies, and St. Luke's Campuses to a less-than-significant level**.

Long-Term Projects

◆ Pacific and Davies Campuses

Hazardous Materials Related to Construction Equipment

As with the near-term projects, long-term demolition and construction activities at CPMC campuses under the LRDP would require the construction contractor to transport hazardous materials (e.g., fuels, lubricants, paints, adhesives, contaminated soil) to and from the campuses and to use and store such materials on campus. As with the LRDP's near-term projects, the construction contractor would be required to comply with the San Francisco

HMUPA's requirements for the proper storage, handling, and use of hazardous materials (see "SFDPH Certificate of Registration Program" on page 4.16-32 in Section 4.16.2, "Regulatory Framework"). In addition, CPMC would comply with the requirements of Article 4.1 of the San Francisco Public Works Code by preparing and implementing a SWPPP for each campus. The SWPPP would identify the sources of sediment and other pollutants and describe best management practices to eliminate these materials from stormwater and nonstormwater discharges. For a discussion of SWPPPs, see page 4.15-20 in Section 4.15, "Hydrology and Water Quality." Compliance with the SWPPP and San Francisco HMUPA requirements would reduce the potential for releases from the transport, use, or disposal of hazardous materials required during construction activities. Therefore, **this impact would be less than significant**.

Hazardous Materials Related to Demolition of Structures

As with the near-term projects, long-term projects at the Pacific and Davies Campuses under the LRDP would include demolition and renovation of existing structures that could include asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapors. Long-term projects would be required to adhere to BAAQMD and Cal/OSHA regulations and standards requiring the proper inspection and abatement of asbestos-containing materials and lead-based paint before demolition or renovation, which would disturb such materials. Federal and state hazardous materials guidelines regulate the exposure to and disposal of other hazardous building materials, including lead- PCBs and mercury according to the regulations as described in Section 4.16.2, "Regulatory Framework," starting on page 4.16-21. CPMC would be required to adhere to the regulations and standards for inspection, abatement, exposure, and disposal of these hazardous building materials. Adherence to these requirements would ensure that potential health and environmental hazards associated with asbestos, lead, or PCBs in buildings and structures to be demolished would be minimized to the extent required by law. The existing regulatory environmental framework and approval process would avoid potential hazards caused by demolition. Additionally, Improvement Measure I-HZ-1 would further reduce the potential for exposure to PCBs and mercury by requiring the removal and disposal of equipment identified to contain these materials prior to the start of construction, including demolition or renovation. With the implementation of existing regulations and Improvement Measure I-HZ-1, this **less-than-significant impact would be further reduced**.

Hazardous Materials Related to Known Soil and Groundwater Conditions

As described in the existing setting above, the ESAs identified the following RECs and potential environmental conditions at the Pacific and Davies Campuses:

- **Pacific ACC Addition site:** Two potential environmental conditions associated with historic/current uses (potential presence of a neutralization sump in the Stanford Building and the potential presence of contaminated fill) and no RECs or potential environmental conditions associated with off-site uses;

- **Pacific North-of-Clay Aboveground Parking Garage site:** Four potential environmental conditions associated with historic/current uses of this development site (potential leaks from hydraulic elevators in the Gerbode Research Building, potential USTs beneath the sidewalks adjacent to the 2300 block of Clay Street, the presence of a PG&E transformer, and the potential presence of contaminated fill) and no RECs or potential environmental conditions associated with off-site uses; and

- **Castro Street/14th Street MOB site:** Two potential environmental conditions (the presence of possibly contaminated fill and an active, permitted 2,500-gallon diesel UST) and no RECs or potential environmental conditions associated with off-site uses.

As discussed under near-term projects, various construction activities, such as grading, trenching, compacting, and excavating soils for the long-term projects at the Pacific and Davies Campuses, would result in the handling and moving of soil. Movement of soil that contains hazardous materials could result in impacts because workers and the public could be exposed to chemicals in the soil from dust and could affect water quality and the environment if hazardous constituents were to migrate off campus. In addition, if LRDP-related construction requires dewatering of groundwater, a release of hazardous materials could occur, potentially resulting in exposure to the public and the environment if contaminated groundwater is discharged to the sanitary sewer system. Accordingly, as with the near-term projects, **this impact would be potentially significant**.

Hazardous Materials Related to Known Underground Structures

As described in the existing setting above, the following USTs have been identified at the campuses:

- **Pacific ACC Addition site:** No USTs identified;

- **Pacific North-of-Clay Aboveground Parking Garage site:** No USTs identified; and

- **Castro Street/14th Street MOB site:** One active, permitted 2,500-gallon diesel UST.

The UST at the Davies Campus would be located outside the excavation footprint for the proposed Castro Street/14th Street MOB, and it would remain in place under the management of SFDPH's underground tank program unless required to be moved or deemed unstable. If finalization of long-term projects under the LRDP for the Davies Campus requires future removal of the UST, removal activities could expose workers to potentially hazardous materials from the contents and vapors in the tanks. Additionally, the public and the environment could

be exposed to those materials if removal results in spills to the soil or groundwater adjacent to the tank. As with the near-term projects, **this impact would be potentially significant**.

Hazardous Materials Related to Unknown Soil and Groundwater Conditions and USTs

As with the near-term projects, a potential exists for construction activities at the CPMC campuses under the long-term LRDP projects to encounter previously unidentified hazards, such as soil with obvious contamination (visible staining or odors), groundwater at levels higher than anticipated, or an abandoned UST located before permitting requirements were imposed, which could expose LRDP construction workers, the public, or the environment to hazardous materials. Additionally, in the interim between LRDP project approval and the start of construction of long-term LRDP projects, hazardous materials from either on campus or off-site uses could be released into the soil and groundwater at the campuses. If as-yet-unidentified contaminants encounter soil or groundwater, hazardous materials could be accidentally released into the environment during construction if they are improperly handled. Accordingly, as with the near-term projects, **this impact would be potentially significant**.

Improvement Measure for the Pacific Campus and the Davies Campus (long term)

I-HZ-L1 This improvement measure is identical to I-HZ-N1 and requires the removal and proper disposal of PCB- and mercury-containing equipment prior to the start of project-related demolition or renovation.

Implementation of Improvement Measure I-HZ-N1 would further reduce the less-than-significant impact related to potential exposure to PCBs and mercury during demolition of on-campus structures.

Mitigation Measure for the Pacific Campus and the Davies Campus (long term)

M-HZ-L1a This mitigation measure is identical to M-HZ-N1 for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the long-term projects at the Pacific and Davies Campuses.

M-HZ-L1b This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the long-term projects at the Pacific and Davies Campuses.

M-HZ-L1c Before the issuance of site, building, or other permits from the City for development activities involving subsurface disturbance, the project sponsor shall update the environmental site assessments (ESAs) for the Pacific and Davies Campuses. The updated ESAs shall include the results of a current environmental database search conducted pursuant to Government Code Section 65962.5. The results shall be incorporated into the SMPs for the campuses.

Mitigation Measure M-HZ-L1a requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring

during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L1a would reduce impacts related to known soil and groundwater conditions at the Pacific and Davies Campuses to a less-than-significant level**.

Mitigation Measure M-HZ-L1b requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L1b would reduce impacts related to known soil and groundwater conditions at the Pacific and Davies Campuses to a less-than-significant level**.

Mitigation Measure M-HZ-L1c requires the ESAs and the SMPs prepared for the Pacific and Davies Campuses to be updated to include the results of a current environmental database search conducted pursuant to Government Code Section 65962.5. These updates would ensure that any releases of hazardous materials to the soils and groundwater at the campuses in the interim between LRDP project approval and the start of construction of the long-term projects. **Implementation of Mitigation Measure M-HZ-L1c would reduce impacts related to unknown soil and groundwater conditions at the Pacific and Davies Campus to a less-than-significant level.**

IMPACT HZ-2

Project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during project operation. (Significance Criterion 16b)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill Campus

The following analysis does not include a discussion of the proposed 1375 Sutter Street MOB because no exterior work is proposed for this structure under the LRDP. Operation of the proposed Cathedral Hill Campus under the LRDP would require personnel to handle potentially hazardous materials that are currently used at the existing CPMC campuses. The existing commercial and residential uses at the location of the proposed Cathedral Hill Campus likely handle, store, and use light hazardous materials typical of commercial and residential operations (such as cleaning supplies). However, with the introduction of new medical uses, such as the acute-care hospital and an MOB, use of hazardous materials (those required for medical uses in addition to typical cleaning supplies) would be expected to increase substantially over existing conditions. LRDP-related operations at the proposed Cathedral Hill Campus hospital are anticipated to produce an estimated 440 pounds per year of medical- and hospital-specific hazardous wastes (e.g., medical wastes, sharps, radioactive waste) that are not currently produced at the proposed project sites.[91] These wastes would be transported and disposed of off-site per applicable regulations described in Section 4.16.2, "Regulatory Framework," starting on page 4.16-21; however, they would be used and stored on campus before being transported to approved disposal locations permitted to receive the specific types of waste produced.

Although hazardous materials and wastes would be routinely stored and used at the proposed Cathedral Hill Campus in amounts substantially larger than under existing conditions, as with the existing CPMC campuses, these materials would be properly used and stored under permit of medical wastes, storage, and uses at the Cathedral Hill Campus. The facilities for the hospital operations and operations at the proposed MOB that would require the use of hazardous materials would be constructed in accordance with current laws and regulations, which require storage to minimize exposure of people or the environment to hazardous materials and minimizing the potential for inadvertent releases. In addition, these materials would be labeled to inform users of potential risks and to instruct them in appropriate storage, handling, and disposal procedures for these materials. As discussed previously, employers are required by law to ensure employee safety by properly identifying hazardous materials and adequately training workers. The use of hazardous materials and generation of wastes would continue to be regulated under the authority of the San Francisco HMUPA under a compliance certificate, with additional state oversight (by the DPH RHB). Therefore, use of hazardous materials and generation of hazardous waste during LRDP-related operations at the proposed Cathedral Hill Campus would not pose a substantial public health or safety hazard to the surrounding area. The San Francisco HMUPA would conduct periodic inspections

[91] ENVIRON. 2008 (September 19). *Methodology for Forecasting Radioactive Waste at CPMC*. Memorandum to Malia Weinberg of California Pacific Medical Center. San Francisco, CA. This document is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco 94103, and is available for public review as part of the project file, in Case No. 2005.0555E.

to ensure that hazardous materials and wastes are being used and stored properly. CPMC's existing hazardous waste and hazardous materials plan would be updated as necessary to reflect changes in storage locations, management, and emergency procedures for hazardous materials and waste at the proposed Cathedral Hill Campus, in accordance with the requirements of the Joint Commission and other regulatory agencies. For the reasons described above, **impacts from the accidental release of hazardous materials during operations at the Cathedral Hill Campus would be less than significant**.

Cathedral Hill Campus with No Van Ness Avenue Pedestrian Tunnel Variant: The same facility operations as described above would occur at the proposed Cathedral Hill Campus in the near term under this project variant, except that the Van Ness Avenue pedestrian tunnel connecting the proposed Cathedral Hill Hospital and the Cathedral Hill MOB would not be constructed. The potential for hazards to the public from hazardous materials released into the environment during near-term operation of the Cathedral Hill Campus would not change if the project variant were implemented. Thus, for the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the proposed Cathedral Hill Campus in the near term.

◆ Davies and St. Luke's Campuses

The existing medical uses at the Davies and St. Luke's Campuses include the handling, storage, use, and disposal of medically related hazardous materials (e.g., medical wastes, sharps, radioactive waste) and cleaning supplies. As a result of the proposed CPMC LRDP, medical facilities at the Davies Campus in the near term would increase by 10% (an increase of 50,100 square feet [sq. ft.]). The St. Luke's Campus medical facilities would increase by 31% (an increase of 144,067 sq. ft.). These increases would be expected to result in related increases in the amount of hazardous materials used, stored, and produced at the campuses. However, the increase at the Davies Campus would be in the form of nonacute medical care and office space. Generally, nonacute medical care and office space would not be expected to require the use of or generate as much hazardous materials and wastes as acute-care services. Although the existing acute-care services at the Davies Campus would remain, the addition of Neuroscience Institute space would not be expected to result in a significant increase in the use or generation of hazardous materials and wastes. The increase at the St. Luke's Campus would be in the form of an approximately 145,000-sq.-ft. acute-care hospital and an approximately 201,050-sq.-ft. MOB/Expansion Building (of which 111,000 sq. ft. would be a belowground parking structure). Although near-term projects at the St. Luke's Campus would include acute-care space, which would be expected to require greater use of hazardous materials and generate larger amounts of hazardous wastes, the existing 197,983-sq.-ft. acute-care hospital at the campus would be demolished. Accordingly, a 27% (52,983-sq.-ft.) reduction of acute-care space would occur. As with the

Davies Campus, the non-acute-care services of the MOB/Expansion Building would not be expected to require the use of or generate substantial amounts of hazardous materials or waste compared to existing conditions.

Additionally, hazardous materials that would be present on the campuses after LRDP implementation would not be new to the campuses and the materials would continue to be stored, handled, and disposed of in accordance with current laws, regulations, and existing CPMC policies and permits under the authority of the San Francisco HMUPA and the State of California (i.e., the DPH RHB). CPMC would be required to update its existing business plans, hazardous materials certificates of registration, radioactive materials licenses, certificates of registration for medical waste, and medical waste permits, with updated site maps, hazardous materials inventories, training plans, emergency operations plans, medical waste plans, and hazardous materials reduction plans for the Davies and St. Luke's Campuses. Continued compliance with existing regulations and requirements would ensure that potential impacts from the use and storage of hazardous materials during LRDP-related operation of the Davies and St. Luke's Campuses would be less than significant. CPMC would also be required to maintain and update its hazardous materials and hazardous waste plans. These plans' instructions for proper response and timely cleanup and reporting after an accidental spill or release of hazardous materials would reflect the revised campus plans, campus access, and storage locations for hazardous materials. With implementation of these plans, **this impact would be less than significant**.

St. Luke's Campus with Project Variants: Neither of the project variants for the St. Luke's Campus would affect the amount of hazardous materials or wastes used or generated at the campus. Therefore, for the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Davies and St. Luke's Campuses in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

As a result of the proposed CPMC LRDP, building space at the Pacific Campus would increase by 20% (net increase of 228,331 sq. ft.); however, this increase would be in the form of 204,916 sq. ft. of medical office and support space and 302,779 sq. ft. of parking. Although additional medical office space would be created, 278,064 sq. ft. of existing medical office space would be demolished (Stanford Building, Sacramento St. Clinic, Annex Building MOB, and Gerbode Research Building). As a result, a 26% (73,148 sq. ft.) reduction in medical office space would occur at the Pacific Campus. Additionally, the 88,800 sq. ft. of acute-care space in the existing hospital at 2333 Buchanan Street would be removed and converted to an ACC. Accordingly, the amount of

hazardous materials used, stored, and generated at the Pacific Campus would be expected to decrease compared to existing conditions.

Building square footage at the Davies Campus under LRDP long-term development would increase by 53% (net increase of 264,900 sq. ft.) over existing conditions and 61% over 2015 conditions (following demolition of the approximately 112,600-sq.-ft. Castro Street/14th Street Parking Garage and construction of the 50,100-sq.-ft. Neuroscience Institute). The increase in medical facilities at the Davies Campus would be in the form of nonacute medical care, office space, and structured parking, which would not be expected to require the use of or generate as much hazardous materials and wastes as would acute-care services. Accordingly, the additional MOB space and structured parking would not be expected to result in a substantial increase in the use or generation of hazardous materials and wastes compared to existing conditions.

Additionally, hazardous materials would continue to be stored, handled, and disposed of in accordance with current laws, regulations, and existing CPMC policies and permits under the authority of the San Francisco HMUPA, and the State of California (i.e., the DPH RHB) and CPMC would update all existing business plans, hazardous materials certificates of registration, radioactive materials licenses, certificates of registration for medical waste, and medical waste permits, with site maps, hazardous materials inventories, training plans, emergency operations plans, medical waste plans, and hazardous materials reduction plans for the Pacific and Davies Campuses. As with the near-term projects, **this impact would be less than significant.**

Mitigation Measure: No mitigation or improvement measures are required at the Pacific and Davies Campuses in the long term.

IMPACT HZ-3

The project would not emit hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school during construction or operation. (Significance Criterion 16c)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The Cathedral Hill, Davies, and St. Luke's Campuses are located within one-quarter mile of the following schools:

- **Cathedral Hill Campus:** Sacred Heart Cathedral Prep (1055 Ellis Street), Stewart Hall High School (1715 Octavia Street), Redding Elementary School (1421 Pine Street), Alemany College (750 Eddy Street), and Academy of Arts College (1561 Pine Street).
- **Davies Campus**: McKinley Elementary School (1025 14th Street), Rock Mountain Participation Nursery School (2475 15th Street), S.F. Council of Parent Participation Nursery School (15 Beaver Street), and Friends of St. Francis Childcare (50 Belcher Street).
- **St. Luke's Campus:** Centro Las Olas (3739 26th Street), Katherine Michiels School (1335 Guerrero Street), St. James Elementary School (321 Fair Oaks Street), Synergy School (1387 Valencia Street), Mission Child Development Center (421 Bartlett Street), and Mission Nursery Children's Center (2950 Mission Street).

Construction

As described for Impact HZ-1 on page 4.16-40, hazardous building materials, asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapors are likely to be present in older structures at these campuses. Demolition or renovation of existing structures could result in potential exposure of students, teachers, staff, and visitors at nearby schools to hazardous building materials during LRDP-related construction. To reduce the potential for these schools to be exposed to hazardous air emissions, CPMC would comply with regulations and guidelines pertaining to abatement of and protection from exposure to asbestos and lead, as discussed in Section 4.16.2, "Regulatory Framework," beginning on page 4.16-21. Implementation of applicable regulations and standards would ensure that hazardous air emissions from structures to be demolished would be minimized. Overall, **this impact would be less than significant**. Further, implementation of Improvement Measure I-HZ-N3 would further reduce this less-than-significant impact.

As detailed above in the "Environmental Setting" section and in the discussions for Impacts HZ-1 and HZ-2, the Cathedral Hill, Davies, and St. Luke's Campuses are known to contain low levels of contaminants in soil from historic uses. Additionally, fill material is present as part of the subsurface materials at all campuses. Construction of the near-term projects under the LRDP could create fugitive dust during soil-exposing activities, such as excavation, grading, and backfilling, which could expose nearby schools to the contaminants contained in the dust. Fugitive dust also has the potential to contain respirable particulate matter with an aerodynamic diameter of

10 micrometers or less (PM_{10}), and finer particles that have an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$) from construction equipment exhaust. For a detailed analysis of fugitive dust risks associated with the near-term projects, see Impact AQ-1 on page 4.7-29 of Section 4.7, "Air Quality." As described in the discussion of Impact AQ-1, near-term projects would implement dust-control measures in accordance with the City's Dust Control Ordinance. Therefore, the potential for contaminated dust to become airborne during construction that could cause hazardous emissions is low. Therefore, **this impact would be less than significant**.

As discussed above for Impacts HZ-1 (page 4.16-40) and HZ-2 (page 4.16-53), hazardous materials handled on-campus during LRDP construction at the various CPMC campuses would be managed in accordance with federal, state, and local regulations. The purpose of these regulations is to reduce the potential for hazardous materials emergencies and potential effects on sensitive receptors. Given continued compliance with applicable hazardous materials management requirements, **this impact would be less than significant**.

Operation

As discussed above for Impacts HZ-1 (page 4.16-40) and HZ-2 (page 4.16-53), any acutely hazardous materials handled on-site during operation of the CPMC campuses would be managed with oversight by the San Francisco DPH HMUPA and in compliance with federal, state, and local regulations governing management of hazardous materials. The purpose of these regulations is to reduce the potential for hazardous materials emergencies and potential effects on sensitive receptors. Given continued compliance with applicable hazardous materials management requirements, **this impact would be less than significant**.

Cathedral Hill Campus with No Van Ness Avenue Pedestrian Tunnel Variant: Implementing this project variant would not affect the level of compliance with federal, state, and local regulations governing management of hazardous materials as described for the near-term projects. Removing construction of the pedestrian tunnel from near-term projects at the Cathedral Hill Campus would result in slightly fewer near-term construction activities for this campus; however, because operation of a tunnel would not emit hazardous materials, operation-related emissions would be similar to those for the near-term projects. For the reasons detailed in the discussion of Impact AQ-1 (see pages 4.7-29 in Chapter 4.7, "Air Quality" Chapter) and summarized above, **this impact would be less than significant**.

St. Luke's Campus with Project Variants: Implementing the Alternate Emergency Department Location Variant would not affect the level of compliance with federal, state, and local regulations governing management of hazardous materials, and the overall construction footprint would not change. Realignment of the sewer to Duncan Street under the Cesar Chavez Street Utility Line Alignment Variant would involve less excavation but would expand the overall construction footprint; however, the footprint increase would be minor, and operation of

underground utilities would not be expected to create emissions of hazardous materials. Therefore, for the reasons detailed in the discussion of Impact AQ-1and summarized above, **this impact would be less than significant.**

Improvement Measure for the Cathedral Hill Campus (with or without project variant), the Davies Campus (near term), and the St. Luke's Campus (with or without either project variant)

I-HZ-N3 This improvement measure is identical to I-HZ-N1 and requires the removal and proper disposal of PCB- and mercury-containing equipment prior to the start of project-related demolition or renovation.

Implementation of Improvement Measure I-HZ-N3 would further reduce the less-than-significant impact related to potential hazardous air emissions from structures to be demolished on the Cathedral Hill, Davies, and St. Luke's Campuses.

Long-Term Projects

◆ Pacific and Davies Campuses

The Pacific and Davies Campuses are located within one-quarter mile of the following schools:

- **Pacific Campus:** Calvary Presbyterian Nursery (2515 Fillmore Street), Newcomer High School (2340 Jackson Street), Marin Day Schools (2266 California Street), Stewart Hall High School (1715 Octavia Street), Megan Furth Academy (2445 Pine Street), and Alta Plaza Preschool (2140 Pierce Street).
- **Davies Campus**: McKinley Elementary School (1025 14th Street), Rock Mountain Participation Nursery School (2475 15th Street), S.F. Council of Parent Participation Nursery School (15 Beaver Street), and Friends of St. Francis Childcare (50 Belcher Street).

As discussed above, hazardous materials brought on campus during construction at the CPMC campuses would be managed in accordance with federal, state, and local regulations. LRDP-related construction also would adhere to applicable regulations and procedures with regard to contaminated soils, groundwater, USTs, building materials, and mitigation measures. The purpose of these regulations and measures is to reduce the potential for hazardous materials emergencies and potential effects on sensitive receptors. As described above for near-term projects, long-term projects would not expose schools to substantial emissions of hazardous materials. Any acutely hazardous materials, if stored on-site during LRDP-related operation of the CPMC campuses, would be managed with oversight by the San Francisco HMUPA and in compliance with federal, state, and local regulations governing management of hazardous materials. Additionally, as with near-term projects, long-term

projects would not expose schools to substantial emissions of TACs or pollutants. Accordingly, **this impact would be less than significant**. Further, implementation of Improvement Measure I-HZ-L3 would further reduce this less-than-significant impact.

Improvement Measure for the Pacific and Davies Campuses

I-HZ-L3 This improvement measure is identical to I-HZ-N1 and requires the removal and proper disposal of PCB- and mercury-containing equipment prior to the start of project-related demolition or renovation.

Implementation of Improvement Measure I-HZ-L3 would further reduce the less-than-significant impact related to potential hazardous air emissions from structures to be demolished on the Pacific and Davies Campuses.

IMPACT HZ-4

The project would not be located on a site that is included on a list of hazardous materials sites compiled in accordance with Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment; in the long term, however, project construction could occur on such a site, and thus could create a significant hazard to the public or the environment. (Significance Criterion 16d)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant with mitigation*
- *Pacific: Less than significant with mitigation*
- *Davies (near term): Less than significant with mitigation*
- *Davies (long term): Less than significant with mitigation*
- *St. Luke's (with or without either project variant): Less than significant with mitigation*

As discussed above in Section 4.16.1, "Environmental Setting," the ESAs conducted for the proposed and existing CPMC campuses included a search of hazardous materials sites lists and databases compiled in accordance with Section 65962.5 of the California Government Code. The following is an analysis of the results of those searches for each campus.

Near-Term Projects

◆ Cathedral Hill Campus

The records search determined that the 1100 Van Ness Avenue, 1054–1060, 1040, 1034–1036, 1028–1030, and 1020 Geary Street parcels (six of the seven parcels at the location of the proposed Cathedral Hill MOB) and the

1255 Post Street parcel (one of the parcels at the site of the proposed Cathedral Hill Hospital) are not listed on any lists of hazardous materials sites. A records search was not conducted for the 1375 Sutter Street Pacific Plaza Office Building (the site of the proposed 1375 Sutter MOB), because no substantial changes would be made to the building's exterior.

However, the 1101 Van Ness Avenue Cathedral Hill Hotel parcel (one of the two parcels for the site of the proposed Cathedral Hill Hospital) is listed on the HAZNET, HIST UST, and CA FID UST databases.[92] The HAZNET database, maintained by the California Department of Toxic Substances Control (DTSC), is a list of sites that generate hazardous materials. The inclusion of the 1101 Van Ness Avenue parcel on this list is likely because of the former gasoline station and service garage uses on this parcel and the off-site disposal of associated hazardous materials produced on this parcel. No violations have been reported. Accordingly, the inclusion of the site on the HAZNET database does not indicate a substantial effect on the parcel related to hazardous materials. It simply indicates that activities at the parcel include the use of and storage of hazardous materials. The HIST UST database lists sites that were historically registered as operating USTs. The CA FID UST database is an SWRCB list of sites that contain active or inactive USTs. According to the ESA,[93] several USTs have been closed in place at the northeastern and southeastern parts of the location of the proposed Cathedral Hill Hospital (i.e., at 1255 Post Street and 1101 Van Ness Avenue, respectively),[94] which were associated with the former service station. Certificates of completion for their removal are on file with SFDPH and soil data from around the USTs indicate that the USTs did not affect the surrounding soil.[95] Therefore, listing of the 1101 Van Ness Avenue parcel on the HIST UST and CA FID UST databases does not indicate a substantial effect on this site related to hazardous materials.

The 1062 Geary Street parcel, which is one of the parcels composing the proposed Cathedral Hill MOB site, was listed on two databases: HAZNET and a proprietary EDR database. The HAZNET database listing means the facility has submitted hazardous waste manifests to the state and thus has generated and disposed of hazardous waste. The proprietary EDR database listing is for Car Parts Automotive Service, an automotive repair shop currently on this parcel, which typically handles petroleum hydrocarbons and other hazardous chemicals. However, no evidence of releases from this parcel was observed or included in the environmental database records.

No substantial effects related to hazardous materials are indicated from listing of the 1101 Van Ness Avenue parcel on the HAZNET, HIST UST, and CA FID UST databases or the listing of the 1062 Geary Street parcel on

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[92] California Pacific Medical Center. 2003. *Phase I Environmental Site Assessment, Cathedral Hill Hotel and Office Building: 1101 Van Ness Avenue and 1255 Post Street, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA. Page.7.

[93] Ibid., page 14.

[94] Ibid.

[95] Ibid.

the HAZNET and proprietary EDR databases. Being listed on these databases simply indicates that activities at the given parcel involve the use and storage of hazardous materials. However, given the potential for construction at the Cathedral Hill Campus to encounter USTs, **this impact would be potentially significant**.

Cathedral Hill Campus with No Van Ness Avenue Pedestrian Tunnel Variant: The same demolition and construction as described above would occur at the proposed Cathedral Hill Campus under this project variant, except that the Van Ness Avenue pedestrian tunnel would not be constructed. Construction would still occur on the 1101 Van Ness Avenue parcel, which is listed on several hazardous materials sites databases. Therefore, for the same reasons as discussed above, **this impact would be potentially significant**.

Mitigation Measure for the Cathedral Hill Campus (with or without project variant)

M-HZ-N4a 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.

M-HZ-N4b 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.

Mitigation Measure M-HZ-N4a requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4a would reduce impacts related to known soil and groundwater conditions at the Cathedral Hill Campus to a less-than-significant level**.

Mitigation Measure M-HZ-N4b requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4b would reduce impacts related to known soil and groundwater conditions at the Cathedral Hill Campus to a less-than-significant level**.

◆ Davies Campus

The records search for the parcels composing the site of the proposed Neuroscience Institute on the Davies Campus determined that the development site is listed on the RCRA-SQG, CA FID UST, and SWEEPS UST databases. The RCRA-SQG listing resulted from generation of a small quantity of hazardous waste at the site. However, no violations have been reported. The CA FID UST and SWEEPS UST listings are a result of the presence of five USTs recorded for the site (one 7,500-gallon diesel UST abandoned in place; two 2,000-gallon diesel USTs, one of which was replaced with a currently active and permitted 2,500-gallon UST; and two 1,000-gallon USTs with unspecified contents). According to the ESA, however, two of the USTs have been abandoned in place with the oversight of SFDPH (the 7,500-gallon and 2,000-gallon diesel USTs), two of the reported USTs are not located on campus and are likely false records (the 1,000-gallon ISTs of unspecified contents), and one is likely a duplicate record (the second 2,000-gallon diesel UST listing). The inclusion of the development site of the proposed Neuroscience Institute at the Davies Campus on these databases does not indicate substantial effects on the site related to the release of hazardous materials. Inclusion of the parcels in these databases simply indicates that hazardous waste was produced at the development site and that five (likely only three) USTs are present on the site. Because of the potential for construction at the Davies Campus to encounter USTs, **this impact would be potentially significant.**

Mitigation Measure for the Davies Campus (near term)

M-HZ-N4c 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.

M-HZ-N4d 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.

Mitigation Measure M-HZ-N4c requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4c would reduce impacts related to known soil and groundwater conditions at the Davies Campus to a less-than-significant level**.

Mitigation Measure M-HZ-N4d requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4d would reduce impacts related to known soil and groundwater conditions at the Davies Campus to a less-than-significant level**.

◆ St. Luke's Campus

The records search for the St. Luke's Campus determined that the parcel at 3555 Cesar Chavez Street at the location of the proposed MOB on the St. Luke's Campus is listed on the UST, LUST, RCRA-SQG, HAZNET, and Cortese databases. The parcel is listed on the UST database because of the operation of USTs. However, no records of leaks are reported for the active USTs, which currently operate under permit. The parcel is listed on the LUST database for one or more diesel fuel tanks that were was removed or closed in place in 1999 and 2000 under the oversight of SFDPH. The maximum concentration of total petroleum hydrocarbons in soil was listed as 850 milligrams per kilogram. The case is listed as closed with a "no further action" determination issued by DPH on May 15, 2000.[96] The existing on-campus hospital is listed on the HAZNET and RCRA-SQG databases because the operation of the facilities results in the generation and disposal of hazardous materials. No violations have been reported.[97] The Cortese database lists sites where DTSC has determined that corrective action for environmental conditions was required or where an unauthorized release of hazardous materials occurred. The parcel is listed on this database, with no information provided about the listing; however, the parcel is not listed on the current version of the Cortese database, EnviroStor.[98] The lack of a current listing on the new version of the database indicates that the listing has been closed or it was determined that no violation had occurred, which would warrant a Cortese listing. Because of the potential for construction at the St. Luke's Campus to encounter USTs and contaminated soil or groundwater, **this impact would be potentially significant**.

St. Luke's Campus with Project Variants: Implementing the Alternate Emergency Department Location Variant would not change the overall construction footprint. Realignment of the sewer to Duncan Street under the Cesar Chavez Street Utility Line Alignment variant would expand the overall construction footprint; however, this footprint increase would be minor. Although the Duncan Street portion of the alignment does not contain

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[96] California Pacific Medical Center. 2009. *Phase I Environmental Site Assessment, St. Luke's Campus Tower Area, 3555 Cesar Chavez Avenue, San Francisco, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA. Page 13.

[97] Ibid.

[98] California Department of Toxic Substances Control. 2009. EnviroStor Database. Available: http://www.envirostor.dtsc.ca.gov/public. Accessed August 31, 2009.

addresses listed on any of the EDR reports prepared for the St. Luke's Campus, the potential for construction at the St. Luke's Campus to encounter USTs and contaminated soil or groundwater means **this impact would be potentially significant**.

Mitigation Measure for the St. Luke's Campus (with or without project variants)

M-HZ-N4e 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.

M-HZ-N4f 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.

Mitigation Measure M-HZ-N4e requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4e would reduce impacts related to known soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level**.

Mitigation Measure M-HZ-N4f requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-N4f would reduce impacts related to known soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level**.

Long-Term Projects

◆ Pacific Campus

According to the ESAs prepared for the parcels of concern for the long-term LRDP projects at the Pacific Campus, the records search determined that 2330 Clay Street (site of the existing Stern Building), 2405 Clay

Street (site of the existing Clay Street/Webster Street parking garage), 2340–2360 Clay Street (site of the proposed North-of-Clay Aboveground Parking Garage), 2323 Sacramento Street (site of the existing Mental Health Center), and the 2300 block of Clay Street were not listed on any databases compiled in accordance with Section 65962.5 of the Government Code. The following are the results of the records search at the 2333 Buchanan Street, 2200 Webster Street, and 2351 Clay Street:

- *2333 Buchanan Street (site of proposed Ambulatory Care Center conversion/renovation).* This parcel is listed on the CHMIRS, ERNS, RCRA-SQG, HAZNET, FINDS, UST, and HIST UST databases. The records search found the following:
  - The parcel was listed on the CHMIRS database in 1999 after 2 quarts of hydraulic oil spilled onto the parking lot when an automobile hose burst. The small spill was confined to impervious surfaces and was cleaned up.[99]
  - The ERNS listing resulted from a spill involving less than a gallon of unknown liquid on an interior floor. Additional details were not provided; however, this small spill was confined to an impervious floor.[100]
  - The RCRA-SQG, HAZNET, and FINDS listings resulted from waste production at the parcel, for recycling or disposal. No violations have been reported.[101]
  - The HIST UST listing resulted from the presence of a former 10,000-gallon UST in the southeast corner of the parking lot. However, as discussed above in Section 4.16.1, "Environmental Setting" (under "2333 Buchanan Street" on 4.16-11) no evidence of the release of hazardous materials or petroleum products was observed at 2333 Buchanan Street. According to the ESA, the tank was abandoned in place and the case was given closure in 1992 by SFDPH after soil sampling of the surrounding area did not detect any contamination.[102]
- *2200 Webster Street (site of proposed North-of-Clay Aboveground Parking Garage).* This parcel is listed on the HAZNET database for recycling or transferring laboratory chemicals. However, no violations have been reported.[103]

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[99] California Pacific Medical Center. 2008. *Phase I Environmental Site Assessment, (Updated and Revised) Pacific Hospital, 2333 Buchanan Street, San Francisco, California.* San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA. Page 10.

[100] Ibid.

[101] Ibid.

[102] Ibid.

[103] California Pacific Medical Center. 2008 (January 17). *Phase I Environmental Site Assessment (Updated and Revised), Gerbode Building, 2200 Webster Street, California*. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA.

- *2351 Clay Street (site of proposed Ambulatory Care Center Addition).* This parcel is listed on the FINDS and RCRA-SQG lists for generating small quantities of hazardous waste. However, no violations have been reported.

Because no violations have been reported under any of these listings, and all incidents have been granted case closure, which requires no further remedial action, the inclusion of these parcels on these databases does not indicate substantial effects on the parcels related to hazardous materials. It merely indicates that hazardous materials releases were minor, or that these materials are generated or stored on-site and that past spill or incidents have been properly reported and cleaned up. All active USTs include leak detection systems and as discussed in "Pacific Campus" in Section 4.16.1, "Environmental Setting" (page 4.16-9), the ESAs for the Pacific Campus determined that none of the database listings represented RECs at the campus. However, construction at the Pacific Campus could encounter USTs and as discussed under "Long-Term Projects" for the Pacific Campus in Impact HZ-1 on page 4.16-40, hazardous materials from either on campus or off-site uses could be released into the soil and groundwater at the campuses in the interim between LRDP project approval and the start of construction of long-term LRDP projects. Accordingly, **this impact would be potentially significant**.

Mitigation Measure for the Pacific Campus

M-HZ-L4a This mitigation measure is identical to M-HZ-N1a for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the long-term projects at the Pacific Campus.

M-HZ-L4b This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the long-term projects at the Pacific Campus.

M-HZ-L4c This mitigation measure is identical to M-HZ-L1c and requires an update to the site-specific environmental database search conducted pursuant to Government Code Section 65962.5 for the Pacific Campus.

Mitigation Measure M-HZ-L4a requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L4a would reduce impacts related to known soil and groundwater conditions at the Pacific Campus to a less-than-significant level**.

Mitigation Measure M-HZ-L4b requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L4b would reduce impacts related to known soil and groundwater conditions at the Pacific Campus to a less-than-significant level**.

Mitigation Measure M-HZ-L4c requires the ESAs and the SMPs prepared for the Pacific and Davies Campuses to be updated to include the results of a current environmental database search conducted pursuant to Government Code Section 65962.5. These updates would ensure that any releases of hazardous materials to the soils and groundwater at the campuses in the interim between LRDP project approval and the start of construction of the long-term projects. **Implementation of Mitigation Measure M-HZ-L4c would reduce impacts related to unknown soil and groundwater conditions at the Pacific Campus to a less-than-significant level.**

◆ Davies Campus

The records search for the location of the proposed Castro Street/14th Street MOB determined that the site is not listed on any databases compiled in accordance with Government Code Section 65962.5. However, because hazardous materials from either on campus or off-site uses could be released into the soil and groundwater at the campuses in the interim between LRDP project approval and the start of construction of long-term LRDP projects, **this impact would be potentially significant**.

Mitigation Measure for the Davies Campus (long term)

M-HZ-L4d This mitigation measure is identical to M-HZ-N1a for near-term impacts and requires the preparation of site mitigation plan (SMPs) for the long-term projects at the Davies Campus.

M-HZ-L4e This mitigation measure is identical to M-HZ-N1b for near-term impacts and requires the preparation of unknown contingency plans for the long-term projects at the Davies Campus.

M-HZ-L4f This mitigation measure is identical to M-HZ-L1c and requires an update to the site-specific environmental database search conducted pursuant to Government Code Section 65962.5 for the Davies Campus.

Mitigation Measure M-HZ-L4d requires the preparation and approval of SMPs that contain soil and groundwater management protocols based on the site-specific ECPs. Additionally, this measure requires air quality monitoring during tank removal activities and sampling of surrounding soils to ensure that leaks have not occurred. These

SMPs, subject to the review and approval of SFDPH, would limit the exposure of workers to known contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L4d would reduce impacts related to known soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level**.

Mitigation Measure M-HZ-L4e requires the preparation and approval of unknown-contingency plans that contain management protocols for the discovery of previously unidentified soil and groundwater contamination, USTs, or other subsurface facilities. These contingency plans, subject to the approval of SFDPH, would limit the exposure of workers to unknown contaminated soil and groundwater and potentially hazardous materials in the contents and vapors of USTs and limit the off-site migration of contaminants in soil and groundwater, preventing their exposure to the public and environment. Adherence to the site-specific health and safety plans and **implementation of Mitigation Measure M-HZ-L4e would reduce impacts related to known soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level**.

Mitigation Measure M-HZ-L4f requires the ESAs and the SMPs prepared for the Pacific and Davies Campuses to be updated to include the results of a current environmental database search conducted pursuant to Government Code Section 65962.5. These updates would ensure that any releases of hazardous materials to the soils and groundwater at the campuses in the interim between LRDP project approval and the start of construction of the long-term projects. **Implementation of Mitigation Measure M-HZ-L4f would reduce impacts related to unknown soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level.**

IMPACT HZ-5

The project would not be located within an airport land use plan or within 2 miles of a public airport or private airstrip, and as a result, would not create a safety hazard for people residing or working in the area. (Significance Criteria 16e and 16f)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The closest public airport is San Francisco International Airport (SFO), located approximately 11.2 miles south of the proposed Cathedral Hill Campus site and approximately 11.6 miles, 10.3 miles, and 8.6 miles south of the Pacific, Davies, and St. Luke's Campuses, respectively.[104] None of the campuses are located within the SFO land use plan or within SFO's map of height restrictions, in accordance with Federal Aviation Administration Part 77, Objects Affecting Navigable Airspace.[105] The closest private airstrip, San Rafael Airport, is located more than 16 miles north of San Francisco.[106] The proposed CPMC LRDP would not include land uses recognized by the City and County Association of Governments of San Mateo County (which prepares the comprehensive airport land use plan for SFO) as a hazard to air navigation near SFO.[107] Therefore, **this impact would be less than significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: Implementing the respective project variants for the Cathedral Hill and St. Luke's Campuses would not affect potential hazards to air navigation. None of the variants involve constructing buildings that could present a hazard to airplanes during takeoff or landing, nor would they create a land use that the City and County Association of Governments of San Mateo County would recognize as a hazard to air navigation near SFO. Therefore, this impact would be identical to the impact of near-term projects described above. For the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

Although the design of the ACC Addition and North-of-Clay Aboveground Parking Garage at the Pacific Campus and the Castro Street/14th Street MOB at the Davies Campus has not been finalized, the campuses would remain outside of an airport land use plan. Additionally, it is unlikely that a public airport or private airstrip would be

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[104] AirNav, LLC. 2009. Airport Search. Available: http://www.airnav.com/airports/search.html. Accessed August 31, 2009.

[105] San Mateo County. 1996, *Comprehensive Airport Land Use Plan, San Francisco International Airport.* Redwood City, CA. Map SFO-4, page V-22.

[106] AirNav, LLC. 2009. Airport Search. Available: http://www.airnav.com/airports/search.html. Accessed August 31, 2009.

[107] These include land uses near SFO, including any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in straight final approach toward a landing, other than Federal Aviation Administration–approved navigational lights; any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in a straight final approach toward a landing; any use that would generate smoke or rising columns of air; any use that would attract large concentrations of birds within approach–climbout areas; and any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.

constructed within 2 miles of either campus given the dense urban nature of the surroundings. For the same reasons as described above for the near-term projects, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

IMPACT HZ-6 *The project would not conflict with emergency response or evacuation plans during the project's construction and operational periods. (Significance Criterion 16g)*

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

San Francisco has an Emergency Operations Plan (EOP) that was developed to ensure allocation of and coordination of resources in the event of an emergency in San Francisco.[108] The plan was prepared using the Standardized Emergency Management System and was developed as an extension of the State Emergency Plan. The EOP addresses response to hazardous materials releases and other emergencies. SFFD is the first responder to hazardous materials emergencies in the campus areas.[109]

As described above under "Regulatory Framework," CPMC is integrated into the continuous citywide preparation for emergencies and disasters. In an emergency, CPMC and other hospitals are activated through the use of the Hospital Incident Command System and deployed in a coordinated way as resources at the disposal of the City or other lead agency. In addition, CPMC is a regular member of the San Francisco Training and Exercise Steering Committee. This committee coordinates the training and exercise planning for San Francisco in coordination with federal, state, and regional agencies. CPMC is also a member of the Hospital Council Emergency Preparedness Partnership. This committee is comprised of representatives from each hospital in San Francisco, along with representatives from Emergency Medical Services Agency, the Office of Emergency Services and Homeland

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[108] City and County of San Francisco, 2005 (January). *Emergency Operations Plan, Part I: Basic Plan*. San Francisco, CA.
[109] Information reviewed at http://www.sfgov.org.

Security, and DPH. The committee meets monthly to coordinate emergency preparedness planning for San Francisco.

Each existing CPMC campus has an emergency operations plan to be implemented for the care of casualties in the event of an internal or external disaster. The plan identifies responsibilities and specifies how to receive patients from an external disaster or multicasualty incident, coordinate with outside responders and SFDPH, conduct drills, and follow up after the incident. Emergency egress routes have also been developed for all campus buildings and must be updated in accordance with regulatory standards with construction of the new hospital and MOB at the proposed Cathedral Hill Campus, the Neuroscience Institute at the Davies Campus, and the Replacement Hospital and MOB/Expansion Building at the St. Luke's Campus. CPMC has an in-house first-responder team for cleaning hazardous materials incidents. This team would continue to respond to hazardous materials incidents within their capabilities at the campuses, with backup support from SFFD. In addition, construction of the new buildings at CPMC campuses under the LRDP would include required safety systems for building evacuation and notification.

Implementing the proposed LRDP would not interfere with existing emergency operations evacuation plans. During construction of the near-term projects, SFFD and SFPD would be notified by CPMC of all temporary changes to campus access, including lane closures and detours. All on-site construction workers would be provided with a health and safety plan, which would include emergency contacts and evacuation plans. The current emergency operations and evacuation plans at the existing campuses would continue to be maintained for on-site employees, patients, and visitors during construction, and existing routes and procedures would be maintained. Accordingly, **this impact would be less than significant during construction**.

During operation, occupants of the proposed Cathedral Hill Campus and the existing Davies and St. Luke's Campuses would contribute incrementally to congestion if an emergency evacuation of the areas was required. However, as stated above, the existing emergency operations and evacuation plans would remain in place following implementation of the near-term projects, and new plans would be developed for the Cathedral Hill Campus. The SFFD Plan Check Section and DBI would review the building permits for the proposed buildings to ensure that appropriate evacuation plans and emergency access, including equipment access, are in compliance with the San Francisco Fire Code and the San Francisco Building Code.[110, 111] The existing streets provide access for emergency responders and egress for residents and workers, and the LRDP would neither directly nor indirectly alter that situation to any substantial degree. Additionally, CPMC has been meeting with the Hospital Council Emergency Preparedness Partnership, Emergency Medical Services, and SFFD (including the

[110] San Francisco Fire Department. 2009. Plan Check. Division of Fire Protection and Investigation. San Francisco, CA. Available: http://sfgov.org. Accessed August 31, 2009.

[111] San Francisco Department of Building Inspection. 2009. Plan Review Services. Available: http://www.sfdbi.org/index.aspx?page=235. Accessed August 31, 2009.

Neighborhood Emergency Response Team) and would continue to work with these agencies on updated, comprehensive emergency planning. Therefore, implementing the LRDP at the various CPMC campuses would not impair implementation of or physically interfere with an adopted emergency operations plan or emergency evacuation plan. **This impact would be less than significant during operation**.

Cathedral Hill Campus with No Van Ness Avenue Pedestrian Tunnel Variant: Removing the Van Ness Avenue pedestrian tunnel from the proposed Cathedral Hill Campus would not alter the projects' potential to interfere with an adopted emergency operations plan. The same SFFD and SFPD notification procedures during construction would ensure that existing emergency access routes are not blocked as a result of lane closures or detours. Removal of the pedestrian tunnel would alter the emergency access and evacuation plans; however, as with the proposed near-term projects, the design of the Cathedral Hill buildings would be subject to SFFD plan check and DBI review to ensure compliance with the San Francisco Fire Code and the San Francisco Building Code. The CPMC campuses would continue to provide emergency operations services during an internal or external disaster in coordination with the City and other agencies as described above. For the same reasons as described above, **this impact would be less than significant**.

Cathedral Hill Campus with Two-Way Post Street Variant: Creating two-way traffic movement along Post Street would not alter the projects' potential to interfere with an adopted emergency operations plan. The same SFFD and SFPD notification procedures during construction would ensure that existing emergency access routes are not blocked as a result of lane closures or detours. This variant would alter the entrance points to the hospital compared to the proposed LRDP and alter the emergency access and evacuation plans; however, as with the proposed near-term projects, the design of the Cathedral Hill buildings would be subject to SFFD plan check and DBI review to ensure that appropriate evacuation plans and emergency access, including equipment access, are in compliance with the San Francisco Fire Code and the San Francisco Building Code. The CPMC campuses would continue to provide emergency operations services during an internal or external disaster in coordination with the City and other agencies as described above. For the same reasons as described above, **this impact would be less than significant**.

Cathedral Hill Campus with MOB Access Variant: Altering vehicular access to the MOB would not alter the projects' potential to interfere with an adopted emergency operations plan. The same SFFD and SFPD notification procedures during construction would ensure that existing emergency access routes are not blocked as a result of lane closures or detours. This variant would alter the entrance points to the MOB compared to the proposed LRDP and alter the emergency access and evacuation plans; however, as with the proposed near-term projects, the design of the Cathedral Hill buildings would be subject to SFFD plan check and DBI review to ensure that appropriate evacuation plans and emergency access, including equipment access, are in compliance with the San Francisco Fire Code and the San Francisco Building Code. The CPMC campuses would continue to provide

emergency operations services during an internal or external disaster in coordination with the City and other agencies as described above. For the same reasons as described above, **this impact would be less than significant**.

St. Luke's Campus with Alternate Emergency Department Location Variant: Relocating the features of the St. Luke's Replacement Hospital would not alter the projects' potential to interfere with an adopted emergency operations plan. The same SFFD and SFPD notification procedures during construction would ensure that existing emergency access routes are not blocked as a result of lane closures or detours. Revising the location of the emergency room entrance would alter the emergency access and evacuation plans; however, as with the proposed near-term projects, the design of the buildings would be subject to SFFD plan check and DBI review to ensure compliance with the San Francisco Fire Code and the San Francisco Building Code. Therefore, for the same reasons as described above, **this impact would be less than significant**.

St. Luke's Campuses with Cesar Chavez Street Utility Line Alignment Variant: The alternate alignment of the utility route under this project variant would not affect emergency access or evacuation plans because the utilities would be located underground. Therefore, for the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

As with the near-term projects under the LRDP, the Pacific and Davies Campuses would continue to operate under the existing emergency access and evacuation plans. During construction, SFFD and SFPD would be notified of any lane closures or detours to ensure that no emergency access or evacuation routes are affected and that the current emergency operations and evacuation plans at the existing CPMC campuses would continue to be maintained for on-campus daily populations or employees, patients, and visitors during construction. Although design of the ACC Addition and North-of-Clay Aboveground Parking Garage at the Pacific Campus and the Castro Street/14th Street MOB at the Davies Campus has not been finalized, the design of the buildings would be subject to SFFD plan check and DBI review to ensure that appropriate evacuation plans and emergency access, including equipment access, are in compliance with the San Francisco Fire Code and the San Francisco Building Code. CPMC campuses would continue to provide emergency operations services in coordination with the City

and other agencies as described above for near-term projects. For the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

IMPACT HZ-7 *The project would not expose people or structures to a significant risk of loss, injury, or death involving fires (Significance Criterion 16h)*

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

Fire department service to all campus locations is provided by SFFD. The sites of the proposed Cathedral Hill Campus and the existing Pacific and St. Luke's Campuses are not located in an area subject to wildland fires. According to the Association of Bay Area Governments, the Davies Campus is located in an area subject to the threat of wildland fires.[112] However, the California Department of Forestry and Fire Protection ranks all campuses, including the Davies Campus, as moderately susceptible to wildfire (the lowest ranking for San Francisco), based on expected fire behavior according to site-specific topography and vegetation.[113] The CPMC campuses are located in urbanized area that lack the urban-wildland interface that tends to place new developments at risk in undeveloped areas of California. Additionally, the California Department of Forestry and Fire Protection has no record of any wildfire in San Francisco.[114]

The City ensures fire safety primarily through provisions of the San Francisco Building Code and San Francisco Fire Code. Existing buildings are required to meet standards contained in these codes. Construction of the proposed buildings on each campus would include required fire protection systems and procedures to be followed

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[112] Association of Bay Area Governments. 2007. Wildland Urban Interface Fire Threat Map for San Francisco. Available: http://www.abag.ca.gov/bayarea/eqmaps/wildfire. Accessed August 31, 2009.

[113] City and County of San Francisco. 2008 (September). *Hazard Mitigation Plan*. San Francisco, CA. Map C-13: Wildfire Hazard Area.

[114] City and County of San Francisco. 2009. *Hazard Mitigation Plan*. San Francisco, CA. Page 5-18.

in case of fire or other emergencies, as required by Section 12.202(e)(1) of the San Francisco Fire Code for buildings that are more than 75 feet tall. In addition to the emergency access and evacuation plans described above for Impact HZ-6, the SFFD Plan Check Section and the City DBI would review the building permits for the proposed hospitals and MOBs to ensure that the construction, fire suppression and alarm systems, mechanical smoke control systems, exit signs, and emergency lighting comply with the San Francisco Fire Code and the San Francisco Building Code.[115, 116] OSHPD also reviews and evaluates building plans and specifications for hospital buildings, in accordance with the California Building Standards Code. The proposed CPMC LRDP would conform to all required standards, which (depending on the building type) may include developing an emergency procedure manual and an exit drill plan.

All new development at the CPMC campuses under the LRDP would be built to San Francisco Fire Code standards, which would help to minimize demand for future fire protection services. All development would meet standards for sprinkler and other water systems and other requirements specified in the San Francisco Fire Code. Plan review for structures at the campuses (to be completed by DBI and SFFD) would ensure compliance with San Francisco Fire Code requirements and would minimize fire-related emergency dispatches, reducing the demand for fire protection services at the campuses. For these reasons, implementing the LRDP would not directly or indirectly result in any additional exposure of people to fire risk. **This impact would be less than significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: Implementing the respective project variants for these campuses would not affect potential fire risks. None of the variants involve constructing additional buildings greater than 75 feet tall, which would require implementation of specific fire protection systems and procedures. CPMC would continue to conform to the required standards of the SFFD Plan Check Section, the San Francisco Department of Building Inspection, and OSHPD. Therefore, for the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

[115] San Francisco Fire Department. 2009. Plan Check. Division of Fire Protection and Investigation. San Francisco, CA. Available: http://sfgov.org. Accessed August 31, 2009.

[116] San Francisco Department of Building Inspection. 2009. Plan Review Services. Available: http://www.sfdbi.org/index.aspx?page=235. Accessed August 31, 2009.

Long-Term Projects

◆ Pacific and Davies Campuses

Although design of the proposed ACC Addition and North-of-Clay Aboveground Parking Garage at the Pacific Campus and the proposed Castro Street/14th Street MOB at the Davies Campus has not been finalized, these campuses would continue to be ranked as moderately susceptible to wildfire (the lowest ranking for San Francisco) by the California Department of Forestry and Fire Protection. Although the Davies Campus is located in an area subject to the threat of wildland fires according to the Association of Bay Area Governments, both campuses are located in developed, urban areas of the City that are outside of the urban-wildland interface and would not be subject to wildfire. Additionally, all new development would be built to San Francisco Fire Code standards and subject to plan review (to be completed by DBI and SFFD) to ensure compliance with San Francisco Fire Code requirements, as with the near-term projects. For the same reasons as described above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

4.16.6 CUMULATIVE IMPACTS

The proposed CPMC LRDP, when combined with other reasonably foreseeable projects located close to specific campuses, could result in cumulative impacts with respect to exposure to hazards and hazardous materials.

ROUTINE TRANSPORT, USE, AND DISPOSAL OF HAZARDOUS MATERIALS

Cumulative projects could result in generation of hazardous wastes such as asbestos from friable building materials, lead-based paint on building surfaces, and lighting fixtures. In addition, previously unknown contamination, possibly the result of improper disposal or housekeeping activities, may be discovered as structures are demolished. Cumulative development could expose construction workers to health or safety risks through exposure to hazardous materials, although the individual workers potentially affected would vary from project to project. At the state level, DTSC administers laws and regulations related to hazardous waste and hazardous substances pursuant to Division 20, Chapters 6.5 and 6.8 of the California Health and Safety Code, and CCR Title 22, which are the state equivalents of RCRA and Comprehensive Environmental Response, Comprehension, and Liability Act, respectively. The RWQCB enforces laws and regulations governing releases of hazardous substances and petroleum pursuant to Division 20, Chapters 6.7, 6.75, and 6.8 of the California Health and Safety Code (Sections 25100, 25200, and 25300 et seq.), the Porter-Cologne Water Quality Control Act (Division 7, Section 13100 et seq. of the California Water Code), and CCR Title 23. In particular, the RWQCB focuses on all petroleum releases and those hazardous substance releases that may affect groundwater or

surface water. In addition, the DPH is responsible for ensuring that facilities that use, store, or dispose of radiological materials are properly investigated, decontaminated, and decommissioned or licensed (or properly issued an exemption from such requirements) in accordance with federal and state laws and regulations, including the state Radiation Control Law (California Health and Safety Code Section 114960 et seq.) and CCR Title 17, Division 1, Chapter 5. These regulations have been in place for many years. Consequently many past projects have and all present and reasonably foreseeable future projects would be required to comply with applicable federal, state, and local regulations. Compliance with applicable regulations and guidelines pertaining to hazardous materials would ensure that **cumulative impacts from construction activities would be less than significant**.

REASONABLY FORESEEABLE RISK OF UPSET OR ACCIDENT

Hazardous waste may be generated from a potential development site during construction and would need to be transported to a facility permitted to accept such waste. Management of specific hazardous wastes is addressed at the federal, state, and local levels. DTSC is authorized by EPA to enforce the requirements of the federal RCRA. Under the state's Hazardous Waste Control Law, DTSC has adopted extensive regulations governing the generation, transportation, treatment, and disposal of hazardous wastes, which are more stringent than the requirements of RCRA. The California Health and Safety Code, Chapter 6.5, Article 2, specifies the state requirements for hazardous waste management. DOT regulates hazardous materials transportation, including contaminated soil, between states, as described in Title 49 of the CFR, and implemented by Title 13 of the CCR (California Vehicle Code). The CHP and Caltrans are the state agencies with primary responsibility for enforcing federal and state regulations related to transportation within California.

Facilities where hazardous materials are used in the city must be constructed in compliance with current laws and regulations, which require hazardous materials storage that minimizes exposure to people or the environment and the potential for inadvertent releases. In addition, these materials must be labeled to inform users of potential risks and to instruct them in appropriate storage, handling, and disposal procedures. Employers are required by law (Cal/OSHA) to ensure employee safety by properly identifying hazardous materials and adequately training workers. The use of hazardous materials and generation of wastes would continue to be regulated under the authority of the DPH HMUPA under a compliance certificate, with additional oversight by other agencies, including RHB. Transporters of hazardous materials and wastes are required to comply with federal laws and regulations that are monitored and enforced by the CHP. SFDPH HMUPA would continue to conduct periodic inspections throughout the city to ensure that hazardous materials and wastes are being used and stored properly.

All potential development projects are anticipated to adhere to the applicable federal, state, and local laws and regulations that govern USTs and pesticide use, as well as to requirements applicable to disposal and cleanup of contaminants. All potential projects would be required to comply with statutes and regulations pertaining to

transport, use, handling, and disposal of hazardous materials, as noted, above. The regulatory schemes described above, however, include requirements for responding to such occurrences and ensuring that no health and safety impacts would result.

All potentially foreseeable projects would be required to comply with applicable statutes and regulations, which would ensure that impacts related to the transport, use, and disposal of hazardous materials, would not be significant. Adherence to these regulations would also minimize the risk of upset or accident related to the handling of hazardous materials. For all of these reasons, potential cumulative impacts from the risk of upset or accident would not be significant. Additionally, mitigation measures for the project have been included that would reduce the project's impact related to risk of upset or accident to a less-than-significant level. Mitigation measures also require appropriate remediation of any site contamination. A site-specific investigation would be conducted at locations where contaminated soils or groundwater could occur to minimize the exposure of workers to hazardous substances. CPMC would be required to comply with all applicable codes and regulations to minimize or avoid risks from hazardous materials. As a result, **the LRDP's cumulative impact related to reasonably foreseeable risk of upset or accident would be less than significant**.

HANDLING OF ACUTELY HAZARDOUS MATERIALS WITHIN ONE-QUARTER MILE OF A SCHOOL

The geographic context for the analysis of this threshold covers schools within one-quarter mile of the CPMC campus sites and that could be affected by hazardous materials from the CPMC LRDP. Schools within one-quarter mile of the CPMC campus sites are identified in Impact HZ-3 above. No new schools are proposed within one-quarter mile of any CPMC campus site. Development of cumulative projects could result in emissions of hazardous materials within one-quarter mile of these schools. As noted, above, hazardous materials are regulated through numerous codes and regulations, with oversight by various local, state, and federal agencies. These regulations are designed to ensure safety and human health. Risks associated with hazardous materials within one-quarter mile of an existing or proposed school would be eliminated or reduced through the requirements to comply with the handling, disposal practices, and/or cleanup procedures contained in these regulatory programs. Therefore, **the LRDP's cumulative impact related to handling of acutely hazardous materials within one-quarter mile of a school would be less than significant**.

HAZARDOUS MATERIALS RELEASE SITES

As described previously, historic uses at the CPMC campuses have resulted in the presence of hazardous materials release sites. All necessary remedial actions required by applicable regulations must be completed to the satisfaction of the relevant regulatory agencies, and those agencies must determine that the site is suitable for its intended use. The mitigation measures set forth in this section require the project to be consistent with any requirements imposed as part of these remediation programs and with the federal, state, and local laws governing

those remediation programs. As a result, **the LRDP's cumulative impact related to hazardous materials release sites would be less than significant**.

IMPAIRMENT OF IMPLEMENTATION OF ADOPTED EMERGENCY RESPONSE PLANS

San Francisco ensures fire safety primarily through the requirements of the San Francisco Building Code and San Francisco Fire Code. Many existing buildings must meet the standards contained in these codes. All new development would be built to San Francisco Fire Code standards and required to meet, for example, standards for emergency access and sprinkler and other water systems. Buildings and structures under the CPMC LRDP would be required to conform to these standards, which (depending on building type) may also require developing an emergency procedure manual and an exit drill plan. Plan review for structures at the campuses for compliance with San Francisco Fire Code requirements, to be completed by DBI and the SFFD, would minimize fire-related emergency dispatches related to hazardous materials, reducing the demand for fire protection services at the campuses. Therefore, implementing the LRDP would not impair implementation of or physically interfere with an adopted emergency operations plan or emergency evacuation plan. Finally, for the reasons set forth above, neither the LRDP nor other cumulative development would directly or indirectly result in any additional exposure of residents or workers to fire risk, because the campuses and surrounding areas are fully urbanized and lack the "urban-wildland interface" that tends to place new development at risk in undeveloped areas of California. Compliance with the San Francisco Building Code and San Francisco Fire Code through the City's ongoing permit review process would ensure that potential fire hazards related to development activities (including those associated with hillside development, hydrant water pressure, and emergency access) would be minimized during the permit review process and that future projects would not interfere with an existing emergency operations or emergency evacuation plan. Therefore, because all cumulative development would be required to comply with applicable codes that would ensure effective implementation of the City's existing emergency plans, **the LRDP's cumulative impact related to impairment of implementation of adopted emergency response plans would be less than significant**.

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4.17 MINERAL AND ENERGY RESOURCES

This section evaluates the significance of the potential direct, indirect, and cumulative impacts of the proposed CPMC *Long Range Development Plan* (LRDP) on mineral and energy resources. Existing land uses in the vicinity of the respective campus sites are described in Section 4.1, "Land Use and Planning."

4.17.1 ENVIRONMENTAL SETTING

MINERAL RESOURCES

The existing and proposed CPMC campuses are located within urbanized areas of San Francisco. All land in San Francisco has been designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (now California Geological Survey) under the Surface Mining and Reclamation Act of 1975.[1, 2] This designation indicates that available information is inadequate to determine whether areas of significant mineral deposits occur. Because the existing campuses and the site of the proposed Cathedral Hill Campus are already developed, not enough information is available to determine whether significant mineral deposits are present.

ENERGY

Pacific Gas and Electric Company (PG&E), regulated by the California Public Utilities Commission (CPUC), provides electricity and natural gas to approximately 15 million people throughout a 70,000-square-mile service area in northern and central California. Approximately 5.1 million customers receive electricity through 123,054 circuit miles of electric distribution lines and 18,610 circuit miles of interconnected transmission lines.[3] In addition, natural gas is delivered to PG&E customers through approximately 40,123 miles of distribution pipeline. These services are described further below.

Electricity Services

PG&E provides electricity services to San Francisco by producing or buying power from a mix of conventional and renewable energy sources. PG&E acquires electricity from more than 400 independent producers, as well as some out-of-state producers. The electricity is carried over the bulk grid, a network of high-voltage transmission lines that connect power plants to substations. Substations then switch the electricity from the transmission system to the distribution system, transforming the voltage from high to low in the process. The distribution system includes main (primary) lines; secondary, lower voltage lines, which deliver electricity either overhead or

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1 California Division of Mines and Geology. 1996. *Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region.* Open-File Report 96-03 and Special Report 146. Sacramento, CA. Parts I (Appendix A-3, page 25) and II (page 7).

2 Stinson, M. C., M. W. Manson, and J. J. Plappert. 1983. *Mineral Land Classification: Aggregate Materials in the San Francisco–Monterey Bay Area, Part II: Classification of Aggregate Resource Areas, South San Francisco Bay Production-Consumption Region.* California Geological Survey, Special Report 146. Sacramento, CA.

3 Pacific Gas and Electric Company. 2009. Company Information. Available: http://www.pge.com/about/company/. Accessed September 2009.

underground; distribution transformers, which lower voltage to usage levels; and switching equipment, which allow the lines to be connected together in various configurations.

The Hetch Hetchy Water and Power (HHWP) Project supplies electricity to San Francisco to power city street lights and to run municipal offices and services, including San Francisco Municipal Railway (Muni) transit service and San Francisco International Airport. The San Francisco Public Utilities Commission (SFPUC) operates four power plants in the Sierra Nevada (Moccasin Power House [including the Moccasin Low Head Power House facility], Kirkwood Powerhouse, Holm Power House, and Don Pedro Powerhouse[4]) that are capable of producing more than 400 megawatts (MW) of electricity. Under the terms of the Raker Act, which permitted the Hetch Hetchy system, the City must sell any power that is surplus to meeting its municipal needs to the Modesto and Turlock Irrigation Districts (and after the needs of these districts are met, to other public power agencies) at cost. The City is prohibited from selling HHWP Project–generated power to any investor-owned utility.[5]

San Francisco uses approximately 5,000 gigawatt-hours of electricity per year with peak usage at approximately 0.9 gigawatts each year. Hospital and health care uses account for approximately 3% and office uses account for approximately 36% of electricity consumption; by percentage, office uses are the land use consuming the most electricity. Citywide, total yearly electricity consumption grew by 9% between 1994 and 2000 but decreased by approximately 2.4% by 2001 (the last year for which annual data were available). Based on the most conservative forecasts of electricity demand prepared by PG&E for planning for grid reliability, SFPUC anticipates an increase of approximately 20% in peak electricity demand (the greatest amount of electricity demand per hour) in San Francisco between 2002 and 2012.[6]

The 2002 *Electricity Resource Plan* of SFPUC and the San Francisco Department of the Environment discusses electricity sources and projected citywide demand. Since this plan was issued, nine new transmission lines have been installed to bring electricity to San Francisco by SFPUC. Because of the new transmission lines, CPUC and the California Independent System Operator determined that there is sufficient power generation redundancy in San Francisco to remove the Hunters Point Power Plant from service. The closing of Hunters Point Power Plant in 2006 was the first priority of the *Electricity Resource Plan.* The second objective of the plan is the closure of the Potrero Generation Plant. Before the Potrero Generation Plant can be closed, SFPUC must demonstrate additional power generation redundancy. To achieve this objective, SFPUC is seeking approval from CPUC to install four hydrothermal power generation plants.

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4 San Francisco Public Utilities Commission. 2009. Power for City Departments. Available: http://sfwater.org/mto_main.cfm/MC_ID/12/MSC_ID/145/MTO_ID/344. Accessed October 12, 2009.

5 San Francisco Redevelopment Agency. 2008 (December 18). *Final Environmental Impact Report for the Visitacion Valley Redevelopment Program*. San Francisco, CA. Chapter 15, "Utilities and Service."

6 San Francisco Planning Department. 2009 (June 8). *Final Environmental Impact Report for the San Francisco General Hospital Seismic Compliance Hospital Replacement Program*. San Francisco, CA. Chapter J, "Utilities, Services, and Energy."

Natural Gas Services

Natural gas customers in California are served by a network of regional natural gas pipelines that traverse the state. Within northern California, natural gas pipelines are primarily owned by PG&E. Natural gas from underground wells is cleaned and treated, removing sand, dust, and water, and compressed for storage in underground storage fields. A compressor station increases gas pressure to move it into storage or through transmission lines. High-pressure transmission lines transport the natural gas to the distribution system via a network of mostly underground lines. Regulators reduce the pressure of the gas entering the distribution system, which consists of both high- and low-pressure mains that distribute gas from the regulator station. San Francisco's annual demand for natural gas is approximately 27 million British thermal units (Btu). The current demand is approximately 5 million Btu lower than the City's peak demand for gas in 1989 (approximately 32 million Btu).[7]

4.17.2 REGULATORY FRAMEWORK

MINERAL RESOURCES

As stated in above in Section 4.17.1, "Environmental Setting," all land in San Francisco is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (now California Geological Survey). No area in San Francisco is designated MRZ-2 (areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists) or MRZ-3 (areas containing mineral deposits, the significance of which cannot be evaluated from existing data). As a result, no federal, state, or local laws, regulations, plans, or policies related to mineral resources are applicable to the CPMC LRDP.

ENERGY RESOURCES

State

The California Energy Commission (CEC) established the Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce California's energy consumption. The CEC established 16 climate zones (CZs) that each represent a geographic area for which an energy budget is established. The energy budgets are the basis for the energy efficiency standards. An energy budget is the maximum amount of energy that a building or portion of a building can be designed to consume per year. San Francisco is located in CZ 3, "Oakland." The energy efficiency standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods to update the energy budget allotted to each CZ. CEC adopted the 2008 standards on April 23, 2008, and the California Building Standards Commission approved them for publication on September 11, 2008. The 2008 Building Energy

[7] San Francisco Planning Department. 2009 (June 8). *Final Environmental Impact Report for the San Francisco General Hospital Seismic Compliance Hospital Replacement Program*. San Francisco, CA. Chapter J, "Utilities, Services, and Energy."

Efficiency Standards became effective January 1, 2010. Therefore, all nonacute-care facilities proposed by CPMC in the LRDP would be required to be designed to satisfy the 2008 energy budget for CZ 3.[8]

Assembly Bill 1103 (Chapter 533, Statutes of 2007)[9] specifies that on and after January 1, 2010, the owner of a nonresidential building must disclose the building's ENERGY STAR® Portfolio Manager[10] benchmarking data and ratings for the most recent 12-month period to a prospective buyer, lessee, or lender. Additionally, electric and gas utilities are required to maintain records of the energy consumption data of all nonresidential buildings to which they provide service for at least the most recent 12 months. The data collected from owners of nonresidential buildings would assist in the preparation of future energy budgets.

City/Local

San Francisco Electricity Resource Plan

In December 2002, the San Francisco Board of Supervisors approved the *San Francisco Electricity Resource Plan* as the City's official blueprint for electricity resource planning. This document was drafted jointly by SFPUC's Power Enterprise and the San Francisco Department of the Environment. The *San Francisco Electricity Resource Plan* provides a long-term vision of San Francisco's possible electricity future. Its companion document, the *Energy Resource Investment Strategy*, provides analysis of and technical recommendations for the future use of energy resources within San Francisco.

City Energy Programs

The City also has several programs to further promote energy conservation among residents and businesses. The San Francisco Energy Watch Program offers businesses and owners of multifamily properties free consultation on energy-efficient appliances; other rebates, audits, and incentives; and installation at a reduced fee. Equipment typically covered by this program includes lighting; domestic hot water; heating, ventilation, and air conditioning units; and laundry machines.[11]

Green Building Policies

On November 3, 2008, the San Francisco Building Code was amended to include Chapter 13C, "Green Building Requirements," known as the Green Building Ordinance.[12] The purpose of the requirements is to promote the health, safety, and welfare of San Francisco residents, workers, and visitors by minimizing the use and waste of

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8 Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24, Part 6 of the California Code of Regulations. Available: http://www.energy.ca.gov/title24/.

9 Enacted as Section 25402.10 of the California Public Resources Code.

10 Portfolio Manager is an online interactive energy management tool that allows a building owner to track and assess energy and water consumption across an entire portfolio of buildings.

11 San Francisco Planning Department. 2009 (June 8). *Final Environmental Impact Report for the San Francisco General Hospital Seismic Compliance Hospital Replacement Program.* San Francisco, CA. Chapter IV-J, "Utilities, Service Systems, and Energy," page 287.

12 San Francisco Building Inspection Commission Codes. 2008. Chapter 13C, "Green Building Requirements," Section 1304C.0.3. Available: www.sfenvironment.org/downloads/library/sf_green_building_ordinance_2008.pdf. Accessed February 8, 2010.

energy, water, and other resources in the construction and operation of the city's buildings, and by providing a healthy indoor environment. The ordinance requires compliance with the applicable LEED® performance standards for new construction, Version 2.2 LEED®; however, building permits for acute-care facilities, such as the Cathedral Hill Hospital and St. Luke's Replacement Hospital proposed under the LRDP, are under OSHPD jurisdiction, and as such are not subject to the Green Building Ordinance. In addition, a site permit application for the proposed Neuroscience Institute at the Davies Campus was filed before the adoption of the Green Building Ordinance. Therefore, the Green Building Ordinance also does not apply to the Neuroscience Institute building. However, the proposed Cathedral Hill MOB, the MOB/Expansion Building proposed for the St. Luke's Campus, and all long-term facilities proposed as part of the LRDP would be subject to the Green Building Ordinance. This is further discussed in Chapter 3, "Plans and Policies."

4.17.3 CUMULATIVE CONDITIONS

A discussion of cumulative conditions for mineral and energy resources is not required because, as shown in Section 4.17.5, "Impact Evaluations," no impact would occur in either the near term or the long term as a result of the CPMC LRDP.

4.17.4 SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the project would result in a significant impact on mineral and energy resources. Implementation of the proposed project would have a significant effect on mineral and energy resources if it would:

- 17a—result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- 17b—result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan; or
- 17c—encourage activities that result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

4.17.5 IMPACT EVALUATIONS

IMPACT ME-1

The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the state, nor would it result in the loss of availability of a locally important mineral resource. (Significance Criteria 17a and 17b)

Levels of Significance:

- *Cathedral Hill (with or without project variant): No impact*
- *Pacific: No impact*
- *Davies (near term and long term): No impact*
- *St. Luke's (with or without either project variant): No impact*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The proposed CPMC Cathedral Hill Campus and the existing Davies and St. Luke's Campuses are located in urbanized areas of San Francisco. The California Division of Mines and Geology (now California Geological Survey) has designated all of the campus sites MRZ-4. Therefore, no mineral resources are known to exist at any of the campuses that would be considered of value to the region or the state. Because there are no known valuable mineral resources and none are known to have occurred historically, implementing the proposed LRDP would not result in the loss of availability of locally important mineral resources. **No impact would occur**.

Cathedral Hill and St. Luke's Campuses with Project Variants: As stated above, no mineral resources that would be considered of value to the region or the state are known to exist at any of the CPMC campus sites. Therefore, for the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

As stated above, no mineral resources that would be considered of value to the region or the state are known to exist at any of the CPMC campus sites. Therefore, the impact of long-term projects at the Pacific and Davies

Campuses would be identical to the impact of near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses, described above. For the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

IMPACT ME-2

The project would encourage activities that would result in the use of large amounts of fuel, water, and energy; however, these resources would not be used in a wasteful manner. (Significance Criterion 17c)

Levels of Significance:

- *Cathedral Hill (with or without project variant): Less than significant*
- *Pacific: Less than significant*
- *Davies (near term and long term): Less than significant*
- *St. Luke's (with or without either project variant): Less than significant*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The proposed and existing CPMC campuses are developed with residential, office, commercial, and medical uses. Overall energy efficiency at the campuses is expected to improve with the decommissioning, demolition, and replacement of older, energy-intensive buildings. Consistent with Objective 7, Policy 12.1 of the *San Francisco General Plan*, CPMC intends to incorporate physical features and operational measures that sustain and improve environmental efficiencies. The Cathedral Hill MOB and the MOB/Expansion Building at the St. Luke's Campus would be subject to the requirements of the Green Building Ordinance and would therefore be designed to achieve LEED® Silver certification. As noted in Section 2.5 of Chapter 2, "Project Description," the proposed Neuroscience Institute would be exempt from the Green Building Ordinance. Although the proposed hospitals at the Cathedral Hill and St. Luke's Campuses would not be subject to the Green Building Ordinance, CPMC intends to attain LEED® certification for the proposed Cathedral Hill Hospital and St. Luke's Replacement Hospital. To obtain LEED® certification pertaining to energy, the proposed Cathedral Hill Hospital and St. Luke's Replacement Hospital must meet the following three prerequisites for energy efficiency:

- fundamental commissioning of building energy systems to verify that the project's energy-related systems are installed, calibrated, and performing according to the owner's project requirements, basis of design, and construction documents;

- demonstration of 10% improvement in the proposed building performance rating for new buildings compared with the baseline building performance rating; and
- zero use of chlorofluorocarbon-based refrigerants in new base building, ventilating, air conditioning, and refrigeration systems.

In addition, CPMC intends to implement the following elements of energy efficiency into the proposed Cathedral Hill Hospital and St. Luke's Replacement Hospital:

- optimizing energy performance,
- using on-site renewable energy,
- enhancing commissioning,
- enhancing refrigerant management,
- using green power, and
- devising and implementing overall measurement and verification methods, as well as measurement and verification methods for the base building and for tenant submetering.

Successful LEED® certification is dependent on more than just the LEED®-compliant energy efficiency measures, but a host of other actions and prerequisites in the main LEED® categories (Sustainable Sites, Water Efficiency, Materials and Resources, and Indoor Environmental Quality). The points achieved in each category add up to the total point-count, which leads to LEED® certification. To achieve LEED® Silver certification, a project must obtain 50–59 points out of a total of 110 points.

The projects would achieve LEED® certification by implementing the following features:

- water-efficient landscaping,
- reduced use of potable water,
- optimized energy performance,
- construction waste management, and
- use of low-emitting materials.

The CPMC campus sites are located in developed areas that currently receive gas and electric service; no new infrastructure would be required except for a 12,470-volt feeder[13] that would be provided to serve the proposed Cathedral Hill Hospital and MOB. In addition, new buildings in San Francisco are required to conform to

[13] This 12,470-volt electrical feeder is a normal power supply that would be provided by PG&E to serve both the hospital and the MOB.

conservation standards specified by Title 24 of the California Code of Regulations.[14] Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the San Francisco Department of Building Inspection. The projects proposed under the LRDP would meet the current state and local codes governing energy consumption at the time that the projects are designed and constructed and therefore would not result in a wasteful use of energy. In addition, CPMC has made a commitment to reduce energy usage beyond Title 24 requests, to achieve 14% energy consumption below levels otherwise required by Title 24 at the proposed Cathedral Hill Hospital. Because CPMC would comply with the existing regulations in regard to energy efficiency, implementing the LRDP, **this impact would be less than significant**.

Cathedral Hill and St. Luke's Campuses with Project Variants: The project variants proposed for the Cathedral Hill and St. Luke's Campuses would not affect CPMC's intention to comply with existing and future regulations in implementing the LRDP. As a result, this impact would be identical to the impact described above and would also comply with regulations under Title 24. For the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

Long-term projects at the Pacific and Davies Campuses would be required to comply with applicable energy efficiency and green building regulations that are in effect at the time that building permit applications are filed with the City. Therefore, this impact would be identical to the impact of near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses, described above. For the same reasons as discussed above, **this impact would be less than significant**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

[14] Occupancy Group I, acute-care facilities are not subject to Title 24 regulations; therefore, the proposed Cathedral Hill and St. Luke's Hospitals would be exempt from Title 24 regulations, however, they would be subject to any applicable OSHPD requirements.

4.17.6 CUMULATIVE IMPACTS

San Francisco consumers, and California at large, have experienced uncertainties regarding energy reliability. The state does not generate sufficient energy to meet its demand (73.2% in 2008[15]) and must import energy from outside sources (approximately 8.4% from the Pacific Northwest and 18.4% from the U.S. Southwest). CEC is currently considering 37 applications for development of new power-generating facilities in California, including locations in San Francisco and elsewhere in the Bay Area. These new and expanded facilities would supply additional energy to the state over time. In combination with power generation efforts, CEC promotes energy efficiency by setting the state's appliance and building efficiency standards and works with local governments to enforce those standards.

Although these efforts are part of the statewide effort to achieve energy sufficiency, demand will continue to increase relative to development. Consequently, there is an existing and continuing significant cumulative impact on energy reliability. Implementing the proposed CPMC LRDP would contribute to the cumulative demand for reliable energy. Project-related demand for energy would not be cumulatively considerable because the near-term and long-term projects identified in the CPMC LRDP would be designed, constructed, and operated in a manner that is consistent with the State of California's and the City's plans, policies, and objectives for energy conservation, including Title 24 and the City's Green Building policies. Demand for energy also would not be considerable because the near-term and long-term projects proposed under the LRDP would result in the removal of existing energy-intensive land uses and their replacement with more efficient designs and operations. Therefore, **the energy demand associated with the proposed CPMC LRDP would not result in a cumulatively considerable contribution to the existing and ongoing significant cumulative impact** on energy reliability.

[15] California Energy Commission. 2009. *Energy Almanac: California's Major Sources of Energy*. Available: http://www.energyalmanac.ca.gov/overview/energy_sources.html. Last updated April 7, 2009. Accessed October 7, 2009.

4.18 AGRICULTURAL AND FOREST RESOURCES

This section evaluates the significance of the potential direct, indirect, and cumulative impacts of the proposed CPMC *Long Range Development Plan* (LRDP) on agricultural and forest resources. Existing land uses in the vicinity of the respective campus sites are described in Section 4.1, "Land Use and Planning."

4.18.1 ENVIRONMENTAL SETTING

The sites of all existing and proposed CPMC campuses are located in urbanized areas of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) identifies the campuses and all of San Francisco as "Urban and Built-up Land."[1] No farmlands or forest lands are identified in San Francisco.

4.18.2 REGULATORY FRAMEWORK

Because no farmlands or forest lands are identified in San Francisco, no federal, state, or local laws, regulations, plans, or policies related to agricultural and forest resources are applicable to implementation of the proposed LRDP in either the near term or the long term.

4.18.3 CUMULATIVE CONDITIONS

A discussion of cumulative conditions for agricultural and forest resources is not required because, as shown in Section 4.18.5, "Impact Evaluations," no impact would occur in either the near term or the long term as a result of the CPMC LRDP.

4.18.4 SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For the

[1] California Department of Conservation. 2007. Bay Area Region Important Farmland 2004 and Urbanization 1984–2004. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/urban_change/bayarea_urban_change1984_2004.pdf. Last updated March 2007. Accessed August 26, 2009.

purpose of this analysis, the following applicable thresholds were used to determine whether implementing the project would result in a significant impact on agricultural and forest resources. Implementation of the proposed project would have a significant effect on agricultural and forest resources if it would:

- 18a—convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to nonagricultural use;
- 18b—conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 18c—conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]) or timberland (as defined by Public Resources Code Section 4526);
- 18d—result in the loss of forest land or conversion of forest land to nonforest use; or
- 18e—involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland of Statewide Importance to nonagricultural use.

4.18.5 IMPACT EVALUATIONS

IMPACT AG-1 *The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; would not conflict with existing zoning for agricultural use, or a Williamson Act contract; and would not involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland of Statewide Importance to nonagricultural use. (Significance Criteria 18a, 18b, and 18e)*

Levels of Significance:

- *Cathedral Hill (with or without project variant): No impact*
- *Pacific: No impact*
- *Davies (near term and long term): No impact*
- *St. Luke's (with or without either project variant): No impact*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

The sites of the proposed Cathedral Hill Campus and the existing Davies and St. Luke's Campuses are all located in areas of San Francisco that are urbanized. The FMMP identifies the sites as "Urban and Built-up Land." Because the campus sites do not contain agricultural uses and are not zoned for agriculture, implementing the LRDP would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use in either the near term or the long term. Implementing the LRDP would not conflict with existing zoning for agricultural land uses or a Williamson Act contract in the near term or the long term because no such zoning or Williamson Act contracts exist at any of the CPMC campus sites. **No impact would occur**.

Cathedral Hill and St. Luke's Campuses with Project Variants: As stated above, the CPMC campus sites do not contain agricultural uses and are not zoned for agriculture. Therefore, for the same reasons as described above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

As stated above, the CPMC campus sites do not contain agricultural uses and are not zoned for agriculture. Therefore, the impact of long-term projects at the Pacific and Davies Campuses would be identical to the impact of near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses, described above. For the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

IMPACT AG-2 *The project would not result in conflicts with existing zoning for, or cause rezoning of, forest land or timberland. (Significance Criterion 18c)*

Levels of Significance:

- *Cathedral Hill (with or without project variant): No impact*
- *Pacific: No impact*
- *Davies (near term and long term): No impact*
- *St. Luke's (with or without either project variant): No impact*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

Because no forest lands are identified in San Francisco (as defined in Public Resources Code (PRC) Section 12220[g]), none of the campus sites are "forest land"; therefore, the project would not result in conflicts with existing zoning for, or cause rezoning of, forest land. There is no timberland (as defined by PRC Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]) at any of the campus sites. The CPMC campus sites do not contain trees managed for public benefit. Therefore, implementing the LRDP would not result in conflicts with existing zoning for, or cause rezoning of, forest land or timberland. **No impact would occur.**

Cathedral Hill and St. Luke's Campuses with Project Variants: As indicated above, neither the site of the proposed Cathedral Hill Campus nor the St. Luke's Campus site is "forest land," and there is no timberland or timberland zoned Timberland Production at either campus site. Therefore, for the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

As stated above, the CPMC campus sites do not contain trees managed for public benefit, nor are they "forest land," and there is no timberland at any of the campus sites. Therefore, the impact of long-term projects at the

Pacific and Davies Campuses would be identical to the impact of near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses, described above. For the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

IMPACT AG-3 *The project would not result in the loss of forest land or conversion of forest land to nonforest use. (Significance Criteria 18d)*

Levels of Significance:

- *Cathedral Hill (with or without project variant): No impact*
- *Pacific: No impact*
- *Davies (near term and long term): No impact*
- *St. Luke's (with or without either project variant): No impact*

Near-Term Projects

◆ Cathedral Hill, Davies, and St. Luke's Campuses

As stated above, none of the CMPC campuses contain "forest land," as defined by PRC Section 12220(g). Accordingly, implementation of the near-term projects under the LRDP would not result in the loss of forest land or conversion of forest land to nonforest use. **No impact would occur**.

Cathedral Hill and St. Luke's Campuses with Project Variants: Because none of the CMPC campuses contain forest land, none of the project variants would result in the loss of forest land or conversion of forest land to nonforest use. Therefore, for the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Cathedral Hill, Davies, or St. Luke's Campus in the near term.

Long-Term Projects

◆ Pacific and Davies Campuses

The impact of long-term projects at the Pacific and Davies Campuses would be identical to the impact of near-term projects at the Cathedral Hill, Davies, and St. Luke's Campuses, described above. For the same reasons as discussed above, **no impact would occur**.

Mitigation Measure: No mitigation or improvement measures are required at the Pacific Campus or Davies Campus in the long term.

4.18.6 CUMULATIVE IMPACTS

Implementation of the LRDP would have no impact on agricultural or forest resources, nor would other proposed cumulative projects in the vicinity. Therefore, **the LRDP would not contribute to cumulative impacts on agricultural and forest resources**.

5 OTHER CEQA CONSIDERATIONS

According to Section 15126 of the *California Environmental Quality Act Guidelines* (State CEQA Guidelines), all aspects of a project must be considered when evaluating the project's impact on the environment. As part of this analysis, the EIR must also identify:

- significant environmental effects of the proposed project,
- significant and unavoidable environmental impacts,
- significant irreversible environmental changes that would result from implementation of the proposed project,
- effects found not to be significant,
- growth-inducing impacts of the proposed project, and
- secondary land use effects, including urban decay.

These topics, as they apply to the CPMC *Long Range Development Plan* (LRDP), are discussed in the sections below. The discussion in this chapter uses data from the *E-5 Population and Housing Estimates for Cities and Counties*, from the California Department of Finance; *Projections 2007*, published by the Association of Bay Area Governments; and the *San Francisco General Plan*. Information was also derived from the 2000 U.S. Census (the most recent data available). The 2010 U.S. Census officially commenced on January 25, 2010; the results of the census will be submitted to the President in December 2010.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT

Table ES-1, "Summary of Impacts and Mitigation Measures," in the Executive Summary and Sections 4.1 through 4.18 of this EIR provide a comprehensive identification of the environmental effects of the CPMC LRDP, including levels of significance both before and after mitigation.

5.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

In accordance with CEQA Section 21100(b)(2)(A) and Section 15126.2(b) of the State CEQA Guidelines, the purpose of this section is to identify environmental impacts that could not be eliminated or reduced to a less-than-significant level by mitigation measures included as part of the project if the project were implemented. The significance findings described in this section are subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The final EIR will be revised, if necessary, to reflect the findings of the Planning Commission.

Development of the proposed LRDP would result in the following significant and unavoidable project-related and/or cumulative impacts in Table 5-1, below:

Table 5-1 CPMC LRDP Significant and Unavoidable Impacts
CATHEDRAL HILL CAMPUS
4.5: Transportation and Circulation
Impact TR-1: Implementation of the Cathedral Hill Campus project would result in a significant impact at the intersection of Van Ness/Market.
Impact TR-2: Implementation of the Cathedral Hill Campus project would result in a significant impact at the intersection of Polk/Geary.
Impact TR-6: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact at the intersection of Van Ness/Market.
Impact TR-7: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact at the intersection of Polk/Geary.
Impact TR-8: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact at the intersection of Franklin/Bush.
Impact TR-12: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a significant impact at the intersection of Van Ness/Market.
Impact TR-13: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a significant impact at the intersection of Polk/Geary.
Impact TR-17: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a traffic hazard impact at the proposed MOB's driveway on Geary Street.
Impact TR-19: If the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.
Impact TR-20: If the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.
Impact TR-22: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.
Impact TR-23: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.
Impact TR-25: For the MOB Access Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.
Impact TR-26: For the MOB Access Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.
Impact TR-29: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.
Impact TR-30: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.
Impact TR-31: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Polk Street, which would increase travel times and impact operations of the 19-Polk bus route.
Impact TR-32: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.

Impact TR-33: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.
Impact TR-34: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Polk Street, which would increase travel times and impact operations of the 19-Polk bus route.
Impact TR-35: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.
Impact TR-36: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.
Impact TR-42: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a pedestrian hazard impact at the proposed MOB's driveway on Geary Street.
Impact TR-55: Implementation of the Cathedral Hill Campus project would result in a transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities that would affect the transportation network.
Impact TR-56: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities that would affect the transportation network.
Impact TR-57: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities that would affect the transportation network.
Impact TR-58: Implementation of the Cathedral Hill Campus project No Van Ness Avenue Pedestrian Tunnel Variant would result in a transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities that would affect the transportation network.
4.5: Transportation and Circulation – Cumulative Impacts
Impact TR-99: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Van Ness/Market.
Impact TR-100: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.
Impact TR-101: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Polk/Geary.
Impact TR-104: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Gough/Geary.
Impact TR-105: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Market.
Impact TR-106: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Franklin/Bush.
Impact TR-107: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.
Impact TR-108: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Polk/Geary.
Impact TR-111: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Market.
Impact TR-112: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.
Impact TR-113: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Polk/Geary.
Impact TR-117: If the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant.

Impact TR-118: If the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant.
Impact TR-120: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant.
Impact TR-121: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant.
Impact TR-123: For the MOB Access Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus project MOB Access Variant and BRT projects at the intersection of Polk/Geary would be significant.
Impact TR-124: For the MOB Access Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus project MOB Access Variant and BRT projects at the intersection of Van Ness/Market would be significant.
Impact TR-133: Implementation of the Cathedral Hill Campus project would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.
Impact TR-134: Implementation of the Cathedral Hill Campus project would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.
Impact TR-135: Implementation of the Cathedral Hill Campus project would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.
Impact TR-136: Implementation of the Cathedral Hill Campus project would increase congestion along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.
Impact TR-137: Implementation of the Cathedral Hill Campus project would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route.
Impact TR-138: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.
Impact TR-139: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.
Impact TR-140: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.
Impact TR-141: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.
Impact TR-142: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route.
Impact TR-143: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.
Impact TR-144: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.
Impact TR-145: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.

Impact TR-146: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.
Impact TR-147: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route.
Impact TR-152: Construction of the Cathedral Hill Campus (including all Cathedral Hill Variants) would contribute to cumulative construction impacts in the project vicinity.
4.6: Noise
Impact NO-5: Groundborne vibration levels attributable to construction activities could exceed the threshold of significance for exposing noise- and vibration-sensitive land uses to vibration levels that exceed applicable thresholds.
4.7: Air Quality
Impact AQ-2: Construction activities associated with the LRDP would expose sensitive receptors to substantial concentrations of toxic air contaminants (1999 BAAQMD Guidelines).
Impact AQ-3: Operation of the LRDP would exceed BAAQMD CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).
Impact AQ-7: The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable (1999 BAAQMD Guidelines).
Impact AQ-9: Near-term and long-term construction activities associated with the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.
Impact AQ-10: Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the recently adopted (6/2/10) BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and PM2.5.
Impact AQ-11: Operation of the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation at full buildout.
Impact AQ-14: The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).
4.8: Greenhouse Gases
Impact GH-3: Direct and indirect LRDP-generated GHG emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).
PACIFIC CAMPUS
4.6: Noise
Impact NO-5: Groundborne vibration levels attributable to construction activities could exceed the threshold of significance for exposing noise- and vibration-sensitive land uses to vibration levels that exceed applicable thresholds.
4.7: Air Quality
Impact AQ-3: Operation of the LRDP would exceed BAAQMD CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).
Impact AQ-7: The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable (1999 BAAQMD Guidelines).
Impact AQ-9: Near-term and long-term construction activities associated with the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation
Impact AQ-10: Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the recently adopted (6/2/10) BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and PM2.5.

Impact AQ-11: Operation of the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation at full buildout.
Impact AQ-14: The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).
4.8: Greenhouse Gases
Impact GH-3: Direct and indirect LRDP-generated GHG emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).
DAVIES CAMPUS
4.5: Transportation and Circulation
Impact TR-75: Implementation of the Davies Campus project would have a significant impact at the intersection of Church/Market/14th Street that would operate at LOS F under 2020 Modified Baseline No Project conditions.
4.5: Transportation and Circulation – Cumulative Impacts
Impact TR-127: Implementation of the Davies Campus project would have significant impacts at the intersection of Church/Market/14th Street which would operate at LOS F under Cumulative 2030 No Project conditions.
4.6: Noise
Impact NO-5: Groundborne vibration levels attributable to construction activities could exceed the threshold of significance for exposing noise- and vibration-sensitive land uses to vibration levels that exceed applicable thresholds.
4.7: Air Quality
Impact AQ-3: Operation of the LRDP would exceed BAAQMD CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).
Impact AQ-7: The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable (1999 BAAQMD Guidelines).
Impact AQ-9: Near-term and long-term construction activities associated with the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.
Impact AQ-10: Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the recently adopted (6/2/10) BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and PM2.5.
Impact AQ-11: Operation of the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation at full buildout.
Impact AQ-14: The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).
4.8: Greenhouse Gases
Impact GH-3: Direct and indirect LRDP-generated GHG emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).
ST. LUKE'S CAMPUS
4.6: Noise
Impact NO-5: Groundborne vibration levels attributable to construction activities could exceed the threshold of significance for exposing noise- and vibration-sensitive land uses to vibration levels that exceed applicable thresholds.
4.7: Air Quality
Impact AQ-3: Operation of the LRDP would exceed BAAQMD CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).

Impact AQ-7: The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable (1999 BAAQMD Guidelines).
Impact AQ-9: Near-term and long-term construction activities associated with the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.
Impact AQ-10: Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the recently adopted (6/2/10) BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and PM2.5.
Impact AQ-11: Operation of the LRDP would exceed the recently adopted (6/2/10) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation at full buildout.
Impact AQ-14: The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).
4.8: Greenhouse Gases
Impact GH-3: Direct and indirect LRDP-generated GHG emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).
Source: AECOM, 2010

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

In accordance with Section 21100(b)(2)(B) of CEQA and Section 15126.2(c) of the State CEQA Guidelines, an EIR must identify any significant irreversible environmental changes that could result from implementing a project. Such environmental changes may include current or future uses of nonrenewable resources and secondary or growth-inducing impacts that commit future generations to similar uses. According to the State CEQA Guidelines, irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. The State CEQA Guidelines describes three distinct categories of significant irreversible changes: changes in land use that would commit future generations, irreversible changes from environmental actions, and consumption of nonrenewable resources. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources and the proposed consumption of resources is not justified (e.g., the project would involve the wasteful use of energy).
- The project would result in irreversible changes from environmental actions.

5.3.1 CHANGES IN LAND USE THAT WOULD COMMIT FUTURE GENERATIONS

Although the proposed LRDP would allow for growth and more development intensity at the CPMC campuses (other than the existing California Campus and the proposed Cathedral Hill Campus), this increased development would occur as infill or as redevelopment of previously developed sites. Buildout under the LRDP would commit future generations to the reuse and redevelopment of the campus sites.

Although the LRDP would allow for new development, all construction and renovation at the Pacific, Davies, and St. Luke's Campuses would occur entirely within the existing campus footprints; medical uses would continue on these campuses, and therefore no change in land use would occur.

No physical changes would occur at the California Campus as part of the LRDP. CPMC proposes to sell this campus. No information about buyers and future land uses at this campus is currently available. Therefore, future land uses at this campus are speculative.

The proposed Cathedral Hill Campus, the only new campus, would redevelop previously developed properties. The land use change that would occur would be from a mix of hotel and office uses to hospital and medical office uses.

CATHEDRAL HILL CAMPUS

Table 2-3, "Required Project Approvals," on page 2-13 of Chapter 2, "Project Description," details the project approvals necessary for the proposed Cathedral Hill Hospital, Cathedral Hill Medical Office Building (MOB), and 1375 Sutter MOB. The proposed LRDP does not include any long-term development within the Cathedral Hill Campus. The proposed construction would involve demolishing existing on-site structures and require relocation of tenants from existing residential hotel units. Required approvals for the Cathedral Hill Campus would include a general plan amendment for the *Van Ness Avenue Area Plan*, revision of the zoning map, height and bulk reclassification, conditional use (CU) permits, lot mergers, and encroachment permits (for the pedestrian tunnel under Van Ness Avenue and underground storage tank). Uses and buildings constructed in the near term would continue to comply with all land use plans, policies, and regulations, as proposed to be amended. Therefore, committing this site to medical uses would not constitute a significant adverse effect.

PACIFIC CAMPUS

Table 2-3, "Required Project Approvals," on page 2-13 of Chapter 2, "Project Description," details the near-term project approvals necessary for the Pacific Campus, which would include an amendment to the Planning Code and a CU permit (to continue the previously approved medical center use without inpatient care). The Pacific Campus is not located within the boundaries of any area plan or specific plan, and long-term plans for this campus in CPMC's proposed LRDP would be consistent with the *San Francisco General Plan*. The campus is directly north of but outside the proposed *Japantown Better Neighborhood Plan* area, which is bounded by California Street to the north. As a result, CPMC's plans for the Pacific Campus would not be affected by any land use or zoning changes that result from recommendations in the proposed *Japantown Better Neighborhood Plan*. The proposed LRDP would continue a medical-related land use similar to the use that has occurred at the Pacific Campus for 151 years and would not conflict with the proposed *Japantown Better Neighborhood Plan*. Therefore, continuing the commitment of this site to medical uses would not constitute a significant adverse effect. Entitlements required for program-level projects would be identified when they are proposed and would be subject to a separate project-specific environmental review under CEQA, as required.

CALIFORNIA CAMPUS

Table 2-3, "Required Project Approvals," on page 2-13 of Chapter 2, "Project Description," details the near-term approvals necessary for the California Campus. Entitlements required for any proposed change in use at the California Campus would be identified when the change is proposed and would be subject to a separate project-specific environmental review under CEQA. Required LRDP approvals for the California Campus would include an amendment to the Planning Code (to continue the previously approved medical center use without inpatient care). CPMC's plans to sell and lease back portions of the California Campus in the long term. This would not conflict with any land use plans, policies, or regulations. The project site could be redeveloped with other uses

should the medical uses at the site become obsolete. Therefore, continuing medical uses at this site would not constitute a significant adverse impact. Any changes to the use would require a separate EIR that would address and mitigate any significant impacts of the proposed change.

DAVIES CAMPUS

Table 2-3, "Required Project Approvals," on page 2-13 of Chapter 2, "Project Description," summarizes near-term approvals required for the proposed Neuroscience Institute building. The proposed Neuroscience Institute building would be constructed within the existing campus boundaries, zoned RH-3 (Residential—House Districts, Three Family), which allows medical uses. However, a CU permit is required to modify the previously approved planned unit development allowing construction of the proposed 51,000-square-foot (sq. ft.) Neuroscience Institute building in an RH-3 district. The Davies Campus is not located within the boundaries of any area plan or specific plan; however, the *Market & Octavia Neighborhood Plan* area, bounded by Duboce Avenue and Noe Street, is located directly north and east of the campus. Although the Davies Campus is not within the plan area, the LRDP's near-term plans for the campus are compatible with that plan's policies to create an open space network and enhance the pedestrian environment.

Proposed long-term developments include the Castro Street/14th Street MOB. The new three-story MOB would be in the 65-D Height and Bulk District, which would allow the 45-foot building with CU authorization. Long-term implementation of the proposed LRDP, which includes the proposed Castro Street/14th Street MOB, at this campus would comply with the existing zoning (RH-3) for the campus, which allows medical uses. Construction of the Castro Street/14th Street MOB would require CU authorization to modify the existing planned unit development, and to allow for a rear-yard exception and an exception from independently accessible off-street parking requirements to allow for valet parking. Long-term plans for the Davies Campus would not conflict with any land use plans, policies, or regulations. Therefore, continuing the commitment of this site to medical uses would not constitute a significant adverse effect.

ST. LUKE'S CAMPUS

Table 2-3, "Required Project Approvals," on page 2-13 of Chapter 2, "Project Description," summarizes the approvals required for the St. Luke's Campus. Implementation of the proposed LRDP at the St. Luke's Campus would be consistent with adopted plans and policies, including the *San Francisco General Plan*. Construction of the St. Luke's Replacement Hospital, MOB/Expansion Building, and related improvements would all occur within the existing St. Luke's Campus. Approvals for the development of the St. Luke's Replacement Hospital and development of the MOB/Expansion Building at the St. Luke's Campus would include a general plan amendment (conforming height); a modification of the Planning Code (height and bulk reclassification); street vacation and transfer of San Jose Avenue; lot merger; and modification to the existing planned unit development;

and a project authorization for the MOB. Continuing the commitment of this site to medical uses would not constitute a significant adverse effect.

5.3.2 CONSUMPTION OF NONRENEWABLE RESOURCES

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands to urban uses, and loss of access to mineral reserves. The CPMC campus sites are located in areas of San Francisco that are completely urbanized and would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources as described below.

AGRICULTURAL RESOURCES

As stated on page 4.18-1 in Section 4.18, "Agricultural Resources," the California Department of Conservation's Farmland Mapping and Monitoring Program identifies the sites as "Urban and Built-up Land." Because the campuses do not contain agricultural uses and are not zoned for agriculture, implementing the CPMC LRDP would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No agricultural lands would be converted. No impact on farmlands would occur.

MINERAL RESOURCES

As stated in Impact ME-1, beginning on page 4.17-6 in Section 4.17, "Mineral and Energy Resources," no access to mining reserves would be lost with construction at the campuses. Construction at CPMC's four existing medical campuses would occur in highly developed, urban residential neighborhoods. The proposed Cathedral Hill Campus would be located in the central part of the city at Geary Boulevard/Street and Van Ness Avenue, also a densely urbanized area. No mineral resources are known to exist at any of the campuses that would be considered of value to the region or the state. Because there are no known valuable mineral resources and the land's value is in the urban development that has occurred historically and is anticipated to continue, implementing the proposed LRDP would not result in the loss of availability of locally important mineral resources. Therefore, the CPMC LRDP would not involve the wasteful, inefficient, or unjustifiable use of mineral resources.

ENERGY RESOURCES

At full buildout, the CPMC LRDP would result in a substantial increase in building square footage at all existing and proposed CPMC campuses except the California Campus. As stated on pages 4.17-7 through 4.17-9 in Section 4.17, "Mineral and Energy Resources," the new and renovated buildings at each of the campuses would employ current energy conservation measures and several older, less energy-efficient buildings and equipment would be demolished or replaced. Thus, the proposed development on each of the campuses would likely be more energy efficient. Overall energy efficiency at the campuses is expected to improve with the decommissioning,

demolition, and replacement of older, energy-intensive buildings, generators, and other equipment with newer, more energy-efficient buildings and equipment models. Additionally, CPMC intends to attain a LEED® certified rating for the proposed Cathedral Hill Hospital and the St. Luke's Replacement Hospital, and LEED® Silver certification for the Cathedral Hill MOB and MOB/Expansion Building at the St. Luke's Campus. CPMC intends to incorporate physical features and operational measures that sustain and improve environmental efficiencies.

Although project construction at and continuing operation of the CPMC campuses under the proposed LRDP would require additional energy, the construction of major new lines to deliver energy would not be required. In addition, near-term and long-term projects identified in the CPMC LRDP would be designed, constructed, and operated in a manner that is consistent with the State of California's and the City and County of San Francisco's (City's) plans, policies, and objectives for energy conservation. New medical office buildings in San Francisco are required to conform to conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards would be submitted with the application for the building permit. Title 24 is enforced by the San Francisco Department of Building Inspection. Even with implementation of conservation measures, consumption of natural resource, including electricity, natural gas, would generally increase with implementation of the LRDP. However, the CPMC LRDP would not involve the wasteful or inefficient, use of energy resources.

WATER RESOURCES

To evaluate potential impacts on existing water infrastructure, current water use was compared to projected future water demands for each of the existing and proposed CPMC campuses, both individually and in combination. As discussed on page 4.12-27 of Section 4.12, "Utilities and Service Systems," in 2006, water users at the sites of the existing and proposed CPMC campuses[1] consumed a total of approximately 117 million gallons of water annually. The total water demand by the existing campuses (including the California Campus) would decrease by 2030 primarily because of the elimination of hospitals at the Pacific and California Campuses. However, water demand at the location of the proposed Cathedral Hill Campus would increase with the development of the proposed Cathedral Hill Hospital and Cathedral Hill MOB and renovation of the Pacific Plaza Office Building to become the 1375 Sutter MOB. Overall, by 2030, annual water demand from all CPMC campuses is expected to be approximately 101.7 million gallons, a decrease of approximately 15.4 million gallons from 2006.

The San Francisco Public Utilities Commission (SFPUC) would supply the necessary water to the CPMC campuses. Future water demand is based on population projections at buildout of the *San Francisco General Plan*. SFPUC's 2005 urban water management plan (UWMP) projects water use in San Francisco through year 2030. The water use projections in the 2005 UWMP are related to population and business trends forecasted by

[1] Water demand for Cathedral Hill reflects land uses at the site of the proposed CPMC campus in 2006 (e.g., existing water demand reflects water use at such facilities as the Cathedral Hill Hotel, including the hotel's swimming pool, air conditioning, car wash, etc.

the Association of Bay Area Governments' *Projections 2007* and the San Francisco Planning Department's *Land Use Allocation 2002* projections. In a letter dated September 15, 2009, SFPUC confirmed to the San Francisco Planning Department that SFPUC has included the water demands associated with the proposed LRDP in San Francisco's future water demands and that the LRDP would not result in major expansion of the water utility system.[2]

In addition, the City requires that projects that disturb more than 5,000 sq. ft. comply with LEED® Credit 6.1, which requires a 25% decrease in the volume and peak flow of stormwater runoff from the 2-year, 24-hour storm. City regulations require implementation of Low Impact Development design elements, such as cisterns, bioretention basins, or green roofs. Compliance with this regulation may reduce water demand through the capture and reuse of rainwater for nonpotable uses. CPMC would comply with City regulations for stormwater management; however, the precise type, size, and routing of stormwater best management practices, including cisterns, have not been identified. A more detailed hydrologic analysis, which will include evaluation of rainwater capture and reuse potential, will be completed during the design phase of the project. In addition, CPMC intends to obtain LEED® certifications.

In addition, all long-term buildings constructed would be required to comply with the City's Green Building Ordinance, including requirements for LEED® certification, and other City regulations at that time. The design team is exploring alternatives for reduced maintenance and increased energy savings. CPMC may incorporate design features such as water-efficient landscaping and innovative wastewater technologies into the design, which would reduce overall water use.

Although the consumption of water would increase at the Cathedral Hill Campus, the overall water demand would decrease under the proposed CPMC LRDP. CPMC would voluntarily and/or by directive be subject to water conservation measures that would serve to reduce water use. The LRDP would not involve the wasteful or inefficient use of water resources.

FOSSIL FUEL RESOURCES

Construction and operational activities related to implementation of the proposed CPMC LRDP would also result in the irreversible commitment of fossil fuels for automobiles and construction equipment. The use of fuels resulting from project-related travel to and from the project sites would be considerably higher than under existing conditions. The proposed construction schedule for the near-term project would be approximately 4 years and the long-term projects would occur intermittently over a period of 5 years, which would result in fossil fuel consumption. The project also would commit future generations to an irreversible commitment of energy, in the

[2] San Francisco Public Utilities Commission. 2009 (September 15). Letter to San Francisco Planning Department regarding water supply assessment for proposed CPMC *Long Range Development Plan*. San Francisco, CA. This letter is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, and is available for public review as part of the project file, in Case No. 2005.0555E.

form of fossil fuels, for heating and cooling of the buildings, for automobile and truck fuel, and for energy production of lighting and other equipment in the buildings.

However, the project would comply with Title 24 of the California Code of Regulations and is intended to attain LEED® certification. Once operational, the proposed CPMC LRDP (1) would minimize transportation-related fuel use because the campuses are well served by transit, the proposed Cathedral Hill Campus would be located at a well-served transit hub, and a number of transit, bicycle, and pedestrian improvements would be implemented; and (2) would include an enhanced transportation demand management (TDM) program, including a CPMC shuttle designed to reduce vehicle trips. Therefore, the structures built and operational under the proposed LRDP would be expected to use less energy and water over the lifetime of the project than comparable noncertified structures, and would not use energy, in the form of fossil fuels, in a wasteful manner.

As discussed on page 4.5-74 of Section 4.5, "Transportation and Circulation," CPMC has developed an extensive TDM program that would help reduce transportation impacts on the surrounding neighborhoods. The proposed CPMC LRDP would continue to provide various transit options to its employees, patients, and visitors on all campuses. CPMC's proposed enhancement of its comprehensive TDM program would also offer facilities for transit, bicycles, carpools, and pedestrians. CPMC's enhanced TDM program proposes the following:

- **Increase Financial Incentives to Transit Use and Disincentives for Single-Occupant Vehicle Usage.** CPMC is committed to further increasing financial incentives for transit use by providing disincentives for the single-occupant vehicle user. Examples include adopting a performance-based parking fee structure; increasing the transit subsidy available to all CPMC campus employees; considering the provision of a parking "cash out" policy whereby an employee could choose between receiving subsidized parking or payment in an equal amount; continuing to lease off-site remote parking facilities to employees at Japantown Center at a 50% discounted rate; and maintaining a sufficient number of dedicated carpool/vanpool parking spaces at each campus. This element, if implemented, would reduce the financial incentive to drive.

- **Provide Amenities to Transit and Bicycle Users.** CPMC is committed to providing additional amenities to encourage transit and bicycle use. CPMC seeks to install "NextBus" or similar technology at a prominent location on each campus to provide transit users with real-time transit and shuttle bus arrival time information; install at least the LEED®-level required number of bicycle parking spaces at each campus; and continue to provide shower and locker facilities at each campus for employees who bike to work. In addition, CPMC proposes to provide "guaranteed ride home" services for employees who work within four blocks of each campus and to provide emergency rides home for employees who use alternative transportation. Further, CPMC would provide on-site sale of transit passes and commuter checks at each campus and work with the

San Francisco Municipal Transportation Agency to provide transit shelters at the bus stops adjacent to CPMC campuses.

- **Expanded Shuttle Bus Program.** CPMC provides a free intercampus shuttle bus service for doctors, staff, and patients during daytime operating hours. The purpose of the shuttle is to allow employees to travel to designated off-site parking facilities, such as the Japan Center Garage, and to other campuses. The shuttle travels between three existing CPMC campus sites—Pacific, California, and Davies—and the Civic Center Bay Area Rapid Transit (BART)/Muni Metro station, as well as the future site of the Cathedral Hill Campus, where some administrative offices are currently located. CPMC also operates a free shuttle service from the St. Luke's Campus to all campuses via the Davies Campus.

Furthermore, CPMC would also seek LEED® Silver rating for the proposed Cathedral Hill MOB and the MOB/Expansion Building at the St. Luke's Campus. CPMC intends to provide more bicycle parking spaces than required by the San Francisco Planning Code to obtain a credit toward the LEED® rating, and for compliance with the City's Green Building Ordinance. In addition, CPMC intends to attain the LEED® certifications described above and also intends to provide more bicycle parking spaces than required by the Planning Code to obtain credits toward such certification.

The programs proposed under the CPMC LRDP for minimization of trips as well as extensive TDM program would result in efficiency in the total amount of fuel consumed by shortening trip lengths and shifting trips from vehicular modes of travel. Therefore, the proposed CPMC LRDP would not be wasteful with respect to petroleum fuel consumption.

5.3.3 IRREVERSIBLE CHANGES FROM ENVIRONMENTAL ACTIONS

No significant irreversible environmental damage, such as an accidental spill or explosion of hazardous materials, is anticipated to occur with implementation of the proposed CPMC LRDP. Compliance with federal, state, and local regulations, and incorporation of the mitigation measures identified in Section 4.16, "Hazards and Hazardous Materials," would reduce the possibility that hazardous substances from the demolition and construction would cause significant and unavoidable environmental damage. No other irreversible permanent changes such as those that might result from construction of a large-scale mining project, a hydroelectric dam, or other industrial project would result from the proposed CPMC LRDP.

5.4 EFFECTS NOT FOUND TO BE SIGNIFICANT

All impacts associated with agricultural resources and mineral resources have been determined to be "Effects Not Found to Be Significant" according to Section 15128 of the State CEQA Guidelines, and are not addressed in this

EIR for the reasons described above under "Agricultural Resources" and "Mineral Resources" in Section 5.3.2, "Consumption of Nonrenewable Resources."

5.5 DIRECT OR INDIRECT ECONOMIC OR POPULATION AND GROWTH INDUCEMENT

According to Section 15126.2(d) of the State CEQA Guidelines, growth-inducing impacts of the proposed CPMC LRDP must be discussed in the EIR. Growth-inducing impacts are those effects that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of the proposed project. Typically, a project's potential for growth inducement would be considered significant if it would result in growth or population concentrations exceeding those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, creating the potential for growth inducement does not automatically lead to growth, whether it would be below or exceeding a projected level. The environmental effects of induced growth are secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community or public services that exceeds currently available and planned capacity, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

CPMC is the second largest private (non-governmental) employer in San Francisco, and the fourth largest if both governmental and private employers are considered, according to the 2008 Book of Lists published by the *San Francisco Business Times*.[3] As discussed in Section 4.3, "Population, Employment, and Housing," implementing the proposed CPMC LRDP would not induce substantial citywide population or employment growth. The LRDP would incrementally increase population in San Francisco and in the Bay Area as a whole. Much of the projected growth would occur as a result of the construction of the Cathedral Hill Campus, which would replace the hospitals at the Pacific and California Campuses, and where approximately 60% of the employees at all five CPMC campuses would be relocated in 2015 (50% in 2030). Total personnel for all five campuses is projected to increase from approximately 6,560 full-time equivalent (FTE) personnel in 2006 to approximately 8,350 FTE personnel in 2015, and to approximately 10,730 FTE personnel by 2030. This is an estimated increase of approximately 4,170 FTE personnel from 2006 to 2030, which would account for 1.6% of the projected increase

[3] California Pacific Medical Center. 2008. *California Pacific Medical Center 2008 Institutional Master Plan*. San Francisco, CA. San Francisco, CA. Prepared by the Marchese Company, San Francisco, CA. Available: http://www.cpmc.org/plans/links/. Page 46. This document is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco 94103, and is available for public review as part of the project file, in Case No. 2005.0555E.

in employment for San Francisco overall during the 24-year period. Overall, the growth in personnel is projected to be incremental as new buildings are occupied, buildings are demolished and renovated, and CPMC service demand increases. Replacement, renovation, expansion, and realignment of services may increase population and employment overall, but not enough to result in cumulatively considerable impacts.

As discussed in Section 4.3, "Population, Employment, and Housing," the projected growth in CPMC personnel would induce population growth in San Francisco as new employees migrate to San Francisco. Assuming that existing commute patterns of CPMC personnel would remain the same, approximately 49% of new workers would live in San Francisco, forming approximately 1,490 households with 3,480 persons.[4] This projected household and population growth would account for approximately 3% of the 2006–2030 population and household growth projected by the Association of Bay Area Governments.

According to the City's 2004 Housing Element, San Francisco has the capacity to accommodate approximately an additional 45,450 housing units within the January 1999 through June 2006 planning period.[5] By subtracting housing production since adoption of the Housing Element, San Francisco has a current capacity to support approximately 34,100 housing units. Thus, the City could accommodate all of the projected growth in housing demand generated under the CPMC LRDP within the planning period. The projected increase in housing demand from the LRDP (1,490 households) would account for approximately 4% of San Francisco's available capacity before taking into account existing available supply of vacant housing units (estimated at 17,100 units) is considered. In view of the above, implementation of the proposed CPMC LRDP would not result in substantial additional development, population and employment growth at the CPMC campuses, in the surrounding neighborhood, or citywide, and the project thus would not result in direct or indirect substantial growth inducement.

5.6 URBAN DECAY

5.6.1 OVERVIEW

Urban decay can be defined as, among other characteristics, multiple visible symptoms of physical deterioration that invite vandalism, loitering, and graffiti that is caused by a downward spiral of business closures and long-term vacancies. The physical deterioration of properties or structures is so prevalent, substantial, and long-lasting that it impairs the proper use of the properties and structures, and the health, safety, and welfare of the surrounding community. The manifestations of urban decay include such visible conditions as plywood-boarded

[4] Note that the population and household growth estimates conservatively assume existing employment conditions in San Francisco are relatively tight and additional employment generated in the city cannot draw from San Francisco's surplus labor pool, but rather requires in-migration of additional workers to support growing operations of CPMC. This in-migration results in additional population and subsequent increased housing demand. This is an especially conservative assumption considering current unemployment rates, which the California Employment Development Department (EDD) reported a rate of approximately 10%. Labor Market Information, Employment Development Department, Monthly Labor Force Data for Counties, February, 2010.

[5] San Francisco Planning Department. 2004. *2004 Adopted Housing Element—Part 1: Data Needs and Analysis*. San Francisco, CA.

doors and windows; parked trucks and long-term unauthorized use of the properties and parking lots; extensive tagging, graffiti, and offensive words painted on buildings; dumping of refuse on-site; overturned Dumpsters; broken parking barriers; broken glass littering the site; dead trees and shrubbery along with weeds; lack of building maintenance; homeless encampments; and unsightly and dilapidated fencing.[6] The initial impetus of urban decay often originates from financial conditions faced by individual property owners; if a landlord is no longer collecting rent on a vacant property and does not believe that it can be leased again, the incentive to maintain the property may evaporate. The effect can spread to adjacent properties and become self-fulfilling as customers start to avoid the area, and other property owners or tenants perceive an area as no longer viable.[7]

The proposed Cathedral Hill Campus is located within the Cathedral Hill neighborhood; the Pacific Campus, within the Pacific Heights neighborhood; the California Campus, within the Presidio Heights neighborhood; the Davies Campus, within the Duboce Triangle neighborhood; and the St. Luke's Campus, at the edges of several neighborhoods (Inner Mission, Noe Valley, and Bernal Heights). Activities at the existing campuses affect the economy in the San Francisco Bay Area, in San Francisco itself, and in the vicinity of the each of the four existing campuses. The existing campuses currently bring economic benefits to the areas in which they are located. These benefits are reported by both medical-related businesses (e.g., independent medical testing laboratories and pharmacies) and nonmedical-related businesses (e.g., eating and drinking places, specialty stores, and personal services). Consumer spending attributable to campus operations includes purchases of goods and services in the campus neighborhood by CPMC employees and visitors, and by staff of and visitors to medical practices that have located in the campus neighborhood because of a tie between those practices and the campus. The level of neighborhood business activity associated with the campuses depends on the types of businesses, their locations, and a variety of other factors.

Implementing the LRDP would result in changes in the economic relationships between the campuses and their neighborhoods, both temporarily (during the transitional period of realignment of campus functions, including construction and relocation activities) and permanently (when the physical and operational arrangements envisioned by the project are fully put in place). During construction, disruption of economic activity on streets abutting the campus sites would be anticipated as traffic and pedestrian flows are rerouted, traffic lanes are closed, and parking is removed. Businesses along these streets could be affected by construction-related impediments to pedestrian use, and obstruction of pedestrian access to stores and eating places in the immediate vicinity would temporarily reduce patronage and sales levels. However, the workforce staffing the construction activities would—like other workers in the neighborhood—spend money on food, personal items, and potentially other

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[6] San Francisco Redevelopment Agency and San Francisco Planning Department. 2009 (November 12). Candlestick Point–Hunters Point Shipyard Phase II Development Plan Environmental Impact Report. Redevelopment Agency File No. ER06.05.07. Planning Department File No. 2007.0946E. State Clearinghouse No. 2007082168. San Francisco, CA. Chapter V, "Other CEQA Considerations" (page V-14).

[7] City of San Rafael. 2009 (September). *Target Store Final Environmental Impact Report.* San Rafael, CA. Section 4.12, "Urban Decay" (page 4.12-1).

merchandise and services in the neighborhood, providing economic support to businesses well before the completed hospital and medical offices are occupied. The magnitude of construction activity and the construction workforce's neighborhood expenditures are likely to offset to some degree (possibly even exceed) the loss in business that may result from temporary interruptions in vehicle movement patterns, multiple temporary changes in pedestrian circulation, and the noise that accompany construction projects in dense urban areas. During the construction period, when disruptions of vehicular and pedestrian movement would impede normal circulation patterns, the concentration of construction workers would boost sales at grocery stores and food service businesses, and at convenience goods outlets and businesses offering personal services within the surrounding neighborhoods. Stable economic relationships between the campuses and their neighborhoods is anticipated to reemerge as each campus completes its transition to the future mix of services it is planned to provide, and as construction-imposed obstacles to access between the campus and nearby areas diminish. These operational relationships are described below.

5.6.2 CATHEDRAL HILL CAMPUS

The Cathedral Hill Campus area is at the crossroads of two of San Francisco's most major streets: Geary Street/Boulevard, which runs from the heart of downtown west to the beach, and Van Ness Avenue, which runs from Market Street north to San Francisco Bay. The development of the proposed Cathedral Hill Campus would bring a new type of activity and an increased intensity of uses to this part of the Van Ness Avenue corridor. The economic study completed for the project determined that the proposed Cathedral Hill Campus would have a direct positive economic effect on its neighborhood.[8] The proposed developments would draw employees, medical staff, physicians and their office personnel, and patients with their families and other visitors to the new campus, increasing the daily population at the site and in the neighborhood. As the new buildings are completed, the added daytime and evening population at the site would translate to patronage of area businesses, contributing to the retail vitality of this portion of Van Ness Avenue. Additionally, the main entrances of both the proposed Cathedral Hill Hospital and the Cathedral Hill MOB would be on Van Ness Avenue; the avenue's wide sidewalks and relatively level frontage along Van Ness Avenue would encourage a short walk to make a purchase (newspapers, cards, flowers, gifts, books, music—the staples of hospital visitors), patronize a service (cleaning, laundry, repair, personal and financial services—the staples of employee workday errands), or find a takeaway or on-premises meal. These elements would encourage patronage of off-site existing (and potentially new) retail and service enterprises by campus visitors (staff, patients, and the public). Sales by retail and related businesses in the area are likely to increase and encourage the development of new businesses to take advantage of the increase in the volume of potential customers.

[8] Mundie & Associates. 2008 (December 12). *Economic Study.* Appendix C in California Pacific Medical Center. 2008. *California Pacific Medical Center 2008 Institutional Master Plan.* San Francisco, CA. Prepared by The Marchese Company, Inc., San Francisco, CA. Available: http://www.cpmc.org/plans/links/.

5.6.3 PACIFIC CAMPUS

Businesses in the Fillmore Street neighborhood commercial area generally estimate that 5% to 30% of their patronage is associated with the Pacific Campus.[9] During operation, the number of both workers and visitors on the campus daily would slightly decrease because of the reduction in services provided at the campus. Compared to existing staffing at the Pacific Campus, the future distribution would be more concentrated in daytime hours, the hours of operation of local businesses. In the future, neighborhood businesses are likely to see a slight decrease in patronage with fewer outpatients and visitors, and because of the decreased daytime staff. However, the decrease in staff, patients, and visitors would be slight and would not have the potential to result in the permanent closure of businesses near the campus. Additionally, the concentration of employees arriving and departing would be at the intersection of Clay and Webster Streets—a convenient portal, via Clay Street, to the Fillmore Street neighborhood commercial area, which would continue to facilitate patronage of this area.

5.6.4 CALIFORNIA CAMPUS

Businesses in the Laurel Village area generally estimate that 5% to 30% of their patronage is associated with the California Campus. It is expected that by 2020 almost all CPMC-related use of the California Campus would cease. As a result, the corresponding economic effects on the surrounding neighborhood are anticipated to diminish. Users of any future medical uses would likely continue to interact with the neighborhood as they do now, providing part of the customer base for many businesses to the east (primarily in Laurel Village on California Street and, to a lesser extent, on Sacramento Street) and in other directions (Geary Boulevard, Arguello Boulevard, and Clement Street, where a small share of CPMC's current employee and visitor expenditures find their way). Potential analysis for the reuse of the campus would be speculative, however, for the purpose of this discussion, replacement of medical facilities by housing (which is permitted under current zoning) would provide for continuing economic support of neighborhood businesses. Should housing replace the existing CPMC operations at the California Campus, retail establishments may see a boost in sales because local residents generally generate more local retail sales than employees.[10] Depending on the increase in resident population and the decrease in employment, local retail establishments could experience a rise in local retail spending.

There are only a handful of retailers in the area whose business is oriented toward the hospital at the California Campus. Generally, the patrons of area shops and service enterprises are made up of the general shopping public, area workers, and visitors to nearby offices. Among the latter are visitors to the 3838 California Street MOB, which is expected to remain in medical office use. Although the California Campus's future medical activities

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[9] Ibid.

[10] The State Board of Equalization estimates the average resident spent approximately $12,800 annually in taxable sales. This is compared to an International Council of Shopping Centers office retail market study report that estimated the average office worker spent approximately $6,482. California State Board of Equalization. 2003. *Taxable Sales in California, (Sales and Use Tax)*, *Forty Third Annual Report.* Sacramento, CA.

would be at a much-reduced scale, replacing hospital and medical uses with other uses (particularly if those uses are residential) may well increase economic benefits to neighborhood businesses.

5.6.5 DAVIES CAMPUS

At the Davies Campus, where the nearest concentrated retail area is farther from the campus, scattered businesses in the neighborhood attribute most of their sales to area residents, with CPMC-related patronage generally not noticeable or at less than 5%. The scale of CPMC activities at the Davies Campus is programmed for an increase and medical office space would double. An increase in the patient and visitor population at the site is therefore likely. That increase may result in a modest increase in business activity (especially food services, convenience items, and personal services). However, because the Davies Campus is not located near a concentrated retail area, there is less interaction between this campus and neighborhood businesses than is the case at the other campuses, and the small number of outlets in the immediate area is likely to limit the magnitude of neighborhood economic effects.

5.6.6 ST. LUKE'S CAMPUS

At St. Luke's, anecdotal reports from the neighborhood (particularly, merchants located on Mission and Valencia Streets) indicate that the considerable foot traffic accounted for by hospital staff and visitors to the St. Luke's Campus adds to their customer base and provides an enhanced sense of security for their nonhospital-related patrons and customers. Continuing inpatient care at this campus means that the array of staff currently present would not alter drastically, and a core of hospital-related visitors would remain as well. The scale of CPMC activities at the St. Luke's Campus is programmed for an increase and medical office space would nearly double. An increase in the patient and visitor population at the site is therefore likely. That increase may result in a modest increase in business activity (especially food services, convenience items, and personal services).

5.6.7 SUMMARY

As noted above, the proposed CPMC LRDP would neither lead to the closure of existing retailers nor result in prolonged vacancy of retail stores. At all campuses, the long-term economic effect is not expected to be adverse, notwithstanding temporary disruptions resulting from renovation and new construction and the slight decrease in activity at the Pacific Campus. It is not anticipated that the proposed developments would cause physical deterioration in the area, lead to high vacancy rates, or result in long re-tenanting times. Urban decay impacts are negligible, at worst, considering that CPMC would grow its workforce and facilities to accommodate additional demand for neighboring businesses. The result of the LRDP would be additional activity contributing to the economy of San Francisco. Therefore, the proposed CPMC LRDP would not result in conditions leading to urban decay.

5.7 UNRESOLVED ISSUES AND AREAS OF CONTROVERSY

As described in Section 1.2, "Environmental Review Process," in Chapter 1, "Introduction and Background," this EIR is a full-scope EIR. Environmental issues raised during the EIR public scoping meeting and responses to the notice of preparation (NOP) for this EIR are addressed in Chapter 4, "Environmental Setting and Impacts," in the applicable resource areas. On the basis of public comments on the NOP, potential areas of controversy and unresolved issues for the proposed project include:

- **Health Concerns**—secondary impacts on the physical and mental health caused by noise and pollution;
- **Community Character**—a request that the vision of the CPMC LRDP, especially uses proposed at the Cathedral Hill Campus, be one that embraces the needs of the religious and residential communities that it would serve;
- **Economics**—external costs of environmental impacts; and
- **Merits of the Project**—comments received either advocating support of or opposition to the CPMC LRDP.

Environmental impacts as they relate to noise and air quality, such as from demolition, construction, and operations, are evaluated in the respective "Impact Evaluations" sections within Section 4.6, "Noise," and Section 4.7, "Air Quality." Environmental impacts related to land use compatibility and impacts on the existing character of the vicinity of the project sites are evaluated in Section 4.1, "Land Use and Planning." Issues raised during the public scoping process rather than physical environmental issues, such as economic impacts, merits of the project, cost of construction, distribution and provision of health care services, and potential discretionary approvals granted by the City are not environmental issues and will be considered by decision-makers during the project approval process. Accordingly, these issues are not addressed in the EIR.

6 ALTERNATIVES

6.1 INTRODUCTION

This chapter identifies alternatives to the project and discusses environmental impacts associated with each alternative. Section 15126.6(a) of the State CEQA Guidelines requires analysis of a range of reasonable alternatives to the project, or to the project's location, that would feasibly attain most of the project's basic objectives, but would avoid or substantially lessen any of its significant effects. The determination of feasibility will be made by decision-makers of the City and County of San Francisco (City).

In developing a range of reasonable alternatives, the San Francisco Planning Department considered whether there was a potentially feasible alternative to the CPMC *Long Range Development Plan* (LRDP) that would substantially reduce or eliminate the project's potentially significant and unavoidable impacts. Decision-makers could adopt any of the alternatives described below in Section 6.4, "Description of Alternatives to the Proposed LRDP," if feasible, instead of approving the project as proposed (see Chapter 2, "Project Description").

The CPMC LRDP has been described and analyzed in detail in Chapter 4, "Environmental Setting, Impacts, and Mitigation," and mitigation measures to avoid, eliminate, or reduce potentially significant adverse impacts of the project have been presented in that chapter. Even with the incorporation of mitigation measures, significant unavoidable impacts were identified for the project, as follows:

TRANSPORTATION AND CIRCULATION

Traffic—Cathedral Hill Campus

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB [Medical Office Building] Access Variant would result in a significant impact at the intersection of Van Ness/Market.

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would result in a significant impact at the intersection of Polk/Geary.

- Implementation of the proposed Two-Way Post Street Variant would result in a significant impact at the intersection of Franklin/Bush.

- Implementation of the Cathedral Hill Campus project's MOB Access Variant would result in a traffic hazard impact at the proposed MOB's driveway on Geary Street.

- If the proposed Van Ness Avenue Bus Rapid Transit (BRT) and Geary Corridor BRT projects are implemented, the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.

- If the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.

Traffic—Davies Campus

- Implementation of the proposed Davies Campus project would have a significant impact at the intersection of Church/Market/14th Street, which would operate at Level of Service (LOS) F under 2020 Modified Baseline No Project conditions.

Transit—Cathedral Hill Campus

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.

- Implementation of the proposed Cathedral Hill Campus project and/or Two-Way Post Street Variant would increase congestion along Polk Street, which would increase travel times and impact operations of the 19-Polk bus route.

Pedestrian—Cathedral Hill Campus

- Implementation of the Cathedral Hill Campus project's MOB Access Variant would result in a pedestrian hazard impact at the proposed MOB's driveway on Geary Street.

Construction—Cathedral Hill Campus

- Implementation of the proposed Cathedral Hill Campus project and all three variants would result in a transportation impact in the project vicinity because of construction vehicle traffic and construction activities that would affect the transportation network.

Cumulative Traffic—Cathedral Hill and Davies Campuses

- Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant cumulative impacts at the intersection of Gough/Geary.
- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Market.
- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would result in significant cumulative impacts at the intersection of Van Ness/Pine.
- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would result in significant project and cumulative impacts at the intersection of Polk/Geary.
- Implementation of the Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Franklin/Bush.
- If the proposed Van Ness Avenue and Geary Corridor BRT projects are implemented, the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant.
- If the proposed Van Ness Avenue and Geary Corridor BRT projects are implemented, the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant.
- Implementation of the proposed Davies Campus project would have significant impacts at the intersection of Church/Market/14th Street, which would operate at LOS F under Cumulative 2030 No Project conditions.

Cumulative Transit—Cathedral Hill Campus

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Van Ness Avenue, which would result in significant project and cumulative impacts related to increased travel times and impact operations of the 49-Van Ness-Mission bus route.

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Van Ness Avenue, which would result in significant cumulative impacts related to increased travel times and impact operations of the 47-Van Ness bus route.

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Geary Street, which would result in significant project and cumulative impacts related to increased travel times and impact operations of the 38/38L-Geary bus routes.

- Implementation of the proposed Cathedral Hill Campus project and/or Two-Way Post Street Variant would increase congestion along Polk Street, which would result in significant project and cumulative impacts related to increased travel times and impact operations of the 19-Polk bus route.

- Implementation of the proposed Cathedral Hill Campus project, Two-Way Post Street Variant, and/or MOB Access Variant would increase congestion along Post Street, which would result in significant cumulative impacts related to increased travel times and impact operations of the 3-Jackson bus route.

Cumulative Construction—Cathedral Hill Campus

- Implementation of CPMC LRDP construction of the Cathedral Hill Campus (including all Cathedral Hill variants) would contribute to cumulative construction impacts in the project vicinity.

NOISE

- Groundborne vibration levels attributable to construction activities (all campuses) could exceed the applicable threshold of significance for exposing noise- and vibration-sensitive land uses to vibration.

AIR QUALITY

- Construction activities associated with the LRDP would expose sensitive receptors to substantial concentrations of toxic air contaminants. *(Significant and unavoidable only at the Cathedral Hill Campus, with or without project variants)*(1999 BAAQMD Guidelines).

- Operation of the LRDP would exceed Bay Area Air Quality Management District (BAAQMD) CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).

- The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable (1999 BAAQMD Guidelines).

- Near-term and long-term construction activities associated with the LRDP would exceed the recently adopted (June 2, 2010) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.

- Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the recently adopted (June 2, 2010) BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and $PM_{2.5}$ [fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less].

- Operation of the LRDP would exceed the recently adopted (June 2, 2010) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.

- The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).

GREENHOUSE GAS EMISSIONS

- Direct and indirect LRDP-generated greenhouse gas (GHG) emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).

6.2 PROJECT OBJECTIVES

As described in Section 2.1.4, "Project Objectives," beginning on page 2-7 of Chapter 2, "Project Description," the proposed LRDP is intended to achieve the project objectives listed below.

6.2.1 OVERARCHING OBJECTIVES

- Construct modern, seismically safe hospital facilities that would remain operational in the event of a major disaster, both to serve CPMC's patients and to play an important role in San Francisco's disaster response and preparedness system, through the development of a new CPMC campus and the redevelopment of existing campuses in a manner that is fully compliant with the Alfred E. Alquist Hospital Seismic Safety Act and SB [Senate Bill] 1953, as mandated by the State of California.

- Optimize the use of CPMC's resources (medical, facilities, human, financial, and land) to provide an integrated health-care system affording the highest quality of patient care to CPMC's patient population in the most cost-effective and operationally efficient manner.

6.2.2 SPECIFIC OBJECTIVES

The specific objectives listed below support and implement CPMC's overarching objectives for the LRDP.

CORE MEDICAL SERVICES OBJECTIVES

- Ensure ongoing medical services and an uninterrupted continuum of care at CPMC during construction through a carefully planned, appropriately phased project to minimize disruption.
- Meet the existing and future projected acute-care and outpatient needs of CPMC's patients, with appropriate physician specialties, including specialized services that are provided by a limited number of service providers in the Bay Area, and, in some cases, Northern California.
- Efficiently consolidate CPMC's campuses by consolidating specialized services and Women's and Children's services into one centralized acute-care hospital.
- Distribute inpatient capacity among CPMC campuses to create a rational programwide system of care, including an optimal number of smaller, community-based hospitals, ambulatory-care facilities, and medical offices, sized and located to meet existing and projected future service demands for primary- and secondary-care medical services.
- Ensure that this programwide medical care consolidation and distribution minimizes redundancies, particularly with respect to staffing, equipment, support spaces, central processing, and other facilities, to avoid inefficiency and unnecessary costs to the health care system and patients.
- Optimize patient safety and clinical outcomes by (1) strategically grouping service lines and specialized services (for example, acute medical/surgical services, oncology, cardiology, and respiratory with Women's and Children's Center services); (2) providing multidisciplinary concentration of care for multisystem diseases, chronic-disease management, and other higher-level intervention treatments; (3) limiting patient transfers; and (4) providing critical-care beds where patients can be appropriately and expeditiously supported by the necessary physicians, services, and equipment.
- Provide a modern, efficient, and clinically safe patient care environment in facilities, based on contemporary best practices in hospital design and rational hospital space and facility guidelines, including all private single-patient rooms, individual bathrooms, adequate common spaces for families and staff, floor plans that allow staff to work efficiently and safely with patients, appropriate department adjacencies, and the ability to accommodate current-day medical technologies.

- Rebuild and revitalize the St. Luke's Campus as a community hospital that is an integral part of CPMC's larger health care system, and that provides services such as (1) medical/surgical care, (2) critical care, (3) emergency/urgent care, and (4) gynecologic and low-intervention obstetric care.

- Provide for the development of an appropriately sized new medical office building or outpatient space at the St. Luke's Campus as the logical outgrowth of the increased utilization of the campus, to increase the availability of outpatient services meeting community needs and to better recruit and retain physicians by increasing convenience for physicians admitting patients to the hospital at the St. Luke's Campus.

- Maintain CPMC's prominent role as an education, training, and research institution for medical professionals in San Francisco and the greater Bay Area.

- Retain and enhance CPMC's role as a provider of high-quality medical and administrative jobs, and contributor of community benefits in San Francisco, by implementing an economically viable development plan that includes consolidating, maintaining, and allowing modest growth opportunity for CPMC's existing inpatient capacity, as well as providing ample facilities to accommodate a broad range of outpatient services.

SITE SELECTION AND SITE PLANNING OBJECTIVES

- Locate medical-care facilities on sites that are owned by or can be practically acquired by CPMC in a cost-effective and timely manner, consistent with the mandates of SB 1953 and CPMC's financial and operational needs.

- Ensure that the new centralized acute-care hospital is appropriately located, taking into account CPMC's patient base and utilization patterns and San Francisco's population concentration, on a site that (1) can accommodate a building of the requisite size to serve CPMC's program of integrated services, including adequate parking; and (2) is easily accessible by multiple transportation and transit modes.

- Design contemporary, architecturally integrated medical facilities that are compatible with neighborhood aesthetics in the areas surrounding CPMC facilities to the extent feasible.

- Integrate sustainability principles into the siting and design of the new centralized acute-care hospital, such as LEED® [Leadership in Energy and Environmental Design] and other environmentally sustainable design, construction, and operational practices where feasible.

- Ensure that all hospital facilities are located such that they have the capacity to be supported with medical office space, parking facilities, and other supportive functions.

6.3 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the State CEQA Guidelines states that an EIR "should also identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination." The site selection process and the alternatives to the proposed LRDP that were considered but rejected as infeasible are described below.[1]

6.3.1 BACKGROUND

In 2000 (before the merger with St. Luke's Hospital in 2007), CPMC had 19 buildings licensed for acute care across its California, Pacific, and Davies Campuses. Of these, 14 were considered Structural Performance Category 1 (SPC-1) structures. SPC-1 is the lowest structural rating under SB 1953, and means that the structure poses a "significant risk of collapse and is a danger to the public after a strong earthquake." CPMC's campuses comprise buildings ranging in age from 20 to 100 years. Multiple existing acute-care facilities were developed separately before they became part of an integrated CPMC system; these facilities were designed to meet the community health care needs of the 1960s, 1970s, and 1980s. With these conditions in mind, CPMC analyzed potential sites for constructing a new, consolidated facility to replace existing facilities in a cost-effective, operationally efficient manner with minimal disruption to ongoing medical services at existing campuses.

RETROFIT PLAN INVESTIGATION

CPMC initially investigated an alternative to develop a retrofitting plan that attempted to accomplish all construction activities within the footprints of its existing campuses. This investigation took approximately 2 years and several million dollars of planning. CPMC ultimately determined that the disruption to medical services, lengthy (multiple-phase) construction timelines, and resulting built product (a mix of old and new buildings)[2] made this strategy infeasible.

NEW CAMPUS SITE INVESTIGATION

CPMC engaged the Sedway Group in 2000 to identify and recommend appropriate sites within San Francisco, north of Geary Street/Geary Boulevard, that could potentially accommodate a consolidated facility to replace the acute-care capacity at the California and Pacific Campuses. Only sites north of Geary Street/Geary Boulevard

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1 Background information for the alternatives considered but rejected was provided by CPMC. Information cited in this section is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco 94103, as part of Case No. 2005.0555E.

2 More than one building generally is necessary to provide a functioning hospital. For purposes of state licensing, a hospital is a collection of buildings that are dependent upon one another. For example, storage, loading docks, and mechanical plants are critical and necessary for a functioning hospital, but are not necessarily located in the same building. A basic tenet of a retrofitting strategy is to demolish and rebuild as little existing building infrastructure as possible. Some individual hospital components, such as bed floors, mechanical plants, loading, storage, and food preparation, may not require replacement to retrofit them to SPC-2 (minimum life safety) condition; however, the operational efficiency of any individual component limits, to a greater or lesser extent, the overall efficiency and quality of care delivery. Any replacement strategy that does not include newer replacements of such components of a functioning hospital would not contribute to improved operational efficiency, as a hospital generally is only as efficient as its oldest, most inefficient building or service.

were considered, consistent with CPMC's existing patient and physician distribution at and around the Pacific and California Campuses in the northern part of San Francisco, and the existing programmatic, business, service, and other relationships that exist at those campuses. At the time that the site identification process began, CPMC contemplated that the new facility would consolidate outpatient as well as inpatient capacity from CPMC's existing campuses, requiring more acreage than would be necessary for an inpatient-only hospital facility (e.g., the Cathedral Hill Hospital currently proposed under the LRDP). At that time, CPMC expected an approximately 8- to 10-year planning, approval, and construction timeline, ahead of SB 1953 deadlines.[3]

A potential hospital site should meet several key criteria: geographic location (i.e., proximity to patients, physicians and staff), availability of the site for acquisition, and suitable size. There is no defined minimum size requirement for a hospital site, but there are examples of urban hospitals on small sites in San Francisco and other metropolitan cities. Moffitt/Long Hospital at the University of California, San Francisco (UCSF) Parnassus Heights campus houses 560 beds on approximately 3 acres and the Kaiser Los Angeles Medical Center houses a 450-bed hospital and MOB on approximately 3.5 acres. After CPMC was unable to locate a site at which to consolidate all of the Pacific and California Campuses' outpatient and inpatient facilities, the focus shifted to locating a site that would be sufficient to develop a new hospital to replace the inpatient acute-care facilities at the Pacific and California Campuses that would be subject to SB 1953; outpatient facilities would be consolidated at the Pacific Campus. The minimum lot size required for such a replacement inpatient acute-care hospital varies, depending upon the location of the lot. In areas closer to San Francisco's downtown core, less acreage is necessary because a taller facility can be built there than would be possible in primarily residential areas located farther from downtown. Sufficient site size is also related to parking demand—specifically, the ability to reduce such demand, and resulting parking space area and volume, through the availability of mass transit and use of transportation demand management (TDM) programs to create incentives for transit use.

The investigation of alternate sites began in 2000 and was completed in 2003, when CPMC selected the Cathedral Hill Hotel site as the location for the new hospital to replace the existing acute-care facilities at the Pacific and California Campuses. CPMC considered alternative long-range development plan projects (including replacement of acute-care facilities to comply with SB 1953) between 1999 and 2007. Alternative projects involving the Pacific, California, and Davies Campuses were considered between 1999 and 2004, and alternative projects that also included the Cathedral Hill and St. Luke's Campuses[4] were considered between 2004 and 2007.

In 2003, a property that met all of the key criteria for a potential hospital site (the Cathedral Hill Hotel and 1255 Post Street Office Building) became available and was purchased by CPMC. After purchasing the Cathedral Hill

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[3] SB 1953 requires all acute-care inpatient facilities to comply with SPC-2 seismic safety standards by 2013 and SPC-5 seismic safety standards by 2030. Additional extensions of the 2013 compliance deadline to 2015 are available under SB 1661 and, more recently, SB 499 for acute-care facilities meeting certain criteria.

[4] St. Luke's Hospital merged with CPMC in 2007, resulting in the addition of the St. Luke's Campus to CPMC's health care system.

Hotel and 1255 Post Street Office Building, CPMC acquired and assembled other properties (1020, 1028–1030, 1034–1036, 1040–1052, and 1062 Geary Street and 1100 Van Ness Avenue) across Van Ness Avenue for the proposed Cathedral Hill MOB, and also purchased the commercial property at 1375 Sutter Street (for conversion to full MOB use). Together these buildings make up the site of the proposed Cathedral Hill Campus. Since purchasing the properties that make up the site of the proposed Cathedral Hill Campus, CPMC evolved its systemwide SB 1953 response with a consolidated replacement acute-care hospital at Cathedral Hill as the key component.

6.3.2 OFF-SITE ALTERNATIVES

The following off-site alternatives were considered for relocating patient services to areas that are not part of the current CPMC campus system. Off-site alternatives that were considered include inpatient services outside of San Francisco, such as Mills Peninsula and Marin. Within San Francisco, the following alternative sites were considered, Muni bus yard at Presidio and Euclid Avenues; Mervyn's Shopping Center; aggregation of sites on the east side of Masonic Avenue, between O'Farrell Street and Turn Boulevard; aggregation of sites on the south side of Geary Boulevard between Scott and Pierce Street; and the Presidio. Each of these alternatives considered but rejected are described below.

INPATIENT SERVICES OUTSIDE SAN FRANCISCO, MILLS PENINSULA AND MARIN

Several strategies were identified to potentially relocate some inpatient services from San Francisco to other Sutter Health affiliates in the North Bay or San Francisco Peninsula areas, but none addressed the need to replace facilities largely dedicated to serving the local patient populations in San Francisco. It is CPMC's basic objective to remain one of San Francisco's principal medical service providers. One of the overarching objectives of the LRDP is the need to construct seismically safe acute-care hospital facilities that will remain operational in the event of a major disaster both to serve CPMC's patients and to play an important role in San Francisco's disaster response and preparedness system, in compliance with the state seismic safety mandates of SB 1953. SB 1953 requires the retrofitting or replacing of existing acute-care facilities at CPMC's Pacific, California, and St. Luke's Campuses, or their delicensure (i.e., closure).

The majority of the recipients of CPMC's inpatient services are San Francisco residents. In 2007, 70% of CPMC's inpatients and 75% of CPMC's outpatients came from San Francisco and 21% of inpatients and outpatients were from other Bay Area cities (with the 9% of inpatients and 5% of outpatients coming from outside of the Bay Area).[5] Moreover, the population of San Francisco is aging, with decreasing numbers of younger

[5] California Pacific Medical Center. 2008. *California Pacific Medical Center 2008 Institutional Master Plan*. San Francisco, CA. Prepared by The Marchese Company, Inc., San Francisco, CA. Available: http://www/cpmc.org.plans/links. Page 14. This information is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and is available for public review as part of the project file, in Case No. 2005.0555E.

residents. As of 2008, residents age 65 and over made up 14% of the city's total population.[6] By 2030, this group is projected to grow by 79% and make up 26% of the total population.[7] The growing proportion of elderly residents is expected to result in a 26% increase in demand for hospital acute-care beds from 2010 to 2030.[8] Although the current total number of beds in San Francisco nominally meets the current demand, none of the facilities currently meets SPC-5 seismic standards, and is projected to not just withstand but remain fully functional through a major disaster or seismic event. The eventual increase in demand for inpatient services driven by aging local population could result in a substantial acute-care bed shortage occurring before 2030, on top of the general lack of major disaster/seismic readiness of these beds.[9] People over age 65 typically use more health care services than their younger counterparts, because of the higher prevalence of chronic and acute diseases at later stages of life. Because CPMC is a major provider of health care to current and future residents of San Francisco, the need for CPMC to maintain inpatient acute-care services inside San Francisco was a part of the decision to eliminate from further consideration an alternative that would involve relocating services outside of San Francisco.

Other limitations on relocating patient services outside of San Francisco are discussed below.

Distance to Facilities

Local patients and the doctors that serve them generally will not travel long distances, and CPMC's medical planning assumed that the majority of San Francisco patients would not travel to Marin County or Burlingame to see their doctor or be admitted to a hospital. If inpatient services were relocated outside San Francisco, these patients would be forced to travel much farther (from existing patterns of up to 4 miles to 20+ miles, depending on where services were sought) than is currently considered reasonable for a regional urban center. Relocating CPMC facilities outside of San Francisco would likely result in a breakdown of services provided to local residents near the facilities versus comparable services to residents of the larger Bay Area region that is similar to the breakdown at existing CPMC facilities (i.e., 70% of inpatients and 75% of outpatients coming from San Francisco and residing near the facilities). Based upon reasonable assumptions regarding patient behavior, a large percentage of those patients currently using CPMC services who reside in San Francisco likely would seek to receive services, if possible, from another provider in San Francisco, rather than travel outside of San Francisco for such services. For many of CPMC's medical service lines, the capacity within San Francisco's other medical providers to accommodate CPMC's patient volumes simply does not exist, and these patients would suffer

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6 The Lewin Group. 2007 (December). *Market Assessment and Benchmarking Project.* Falls Church, VA. Prepared for San Francisco Department of Public Health. San Francisco, CA. This information is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and is available for public review as part of the project file, in Case No. 2005.0555E.

7 Ibid.

8 Ibid.

9 Ibid.; also see The Lewin Group. 2009 (June 26). *California Pacific Medical Center Institutional Master Plan Review.* Falls Church, VA. Prepared for San Francisco Department of Public Health. San Francisco, CA. This information is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and is available for public review as part of the project file, in Case No. 2005.0555E.

hardship until remaining San Francisco providers could augment their capacity. For example, more than half of the babies born in San Francisco are born at a CPMC hospital (California Campus and St. Luke's Campus). Other providers in San Francisco could only absorb a small percentage of this patient volume; for example, UCSF's new Women's and Children's Hospital would not substantially increase UCSF's birthing capacity, and no other provider has plans to substantially increase its birthing capacity.[10] In effect, the only CPMC medical services that could be relocated outside of San Francisco are those service lines that patients are already travelling regionally to use. These service lines (e.g., breast cancer, heart transplant, kidney transplant, liver transplant, oncology, pancreas transplant, and spine surgery services) make up approximately 25% to 30% of CPMC's services and currently represent a unique and convenient benefit to local San Francisco patients.[11]

Previously Invested Time and Resources

CPMC has invested time and resources in developing its San Francisco plans. A strategy for alternate provision of medical services outside of San Francisco would require site acquisition, planning, design, and entitlements (including EIR preparation) costs and time frames similar to those that would be experienced in San Francisco. Notwithstanding the existing costs of planning and site acquisition to date, given the time frame during which these alternatives were considered (2006–2008) and the typical length of time required to develop major medical projects (approximately 5 years from inception to approvals), CPMC rejected alternate strategies outside of San Francisco because they would not result in compliance with SB 1953 deadlines.

Lack of Bed Capacity or Supporting Programs Elsewhere

At the locations considered for potential relocation of services out of San Francisco, neither the necessary additional bed capacity nor the supporting programs could be accommodated without substantial additional planning and site development. For example, CPMC considered relocating services out of San Francisco to the Mills Peninsula Hospital in Burlingame. The Mills Peninsula Hospital could have additional bed capacity for only approximately 70 beds. This would not be sufficient to replace all the current in-use beds at the Pacific and California Campuses Mills Peninsula Hospital also does not have the specialty medical services necessary to attract inpatients and outpatients traveling from the broader Bay Area region. It also does not have the additional capacity to accommodate the imaging services, diagnostic and treatment space, and other functions needed to support CPMC's tertiary programs. Nearly identical issues arose in CPMC's review of the Novato Community Hospital.

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[10] UCSF is currently constructing a new Women's and Children's Hospital in Mission Bay to replace its Parnassus Campus women's and children's programs. UCSF plans to increase the number of patient rooms dedicated to birthing from 30 (at Parnassus) to 36 (at Mission Bay), an increase of 20%. UCSF currently delivers approximately 1,900 babies per year. (Source: 2008 OSHPD data.) Assuming no substantial increase in efficiency, UCSF's birthing capacity would increase from 1,900 to approximately 2,300. With increases in efficiency this capacity may increase slightly, but an increased capacity of handling approximately 400 births at UCSF would be insufficient to accommodate even a fraction of CPMC's approximately 6,900 annual births. (Source: 2008 OSHPD data.)

[11] CPMC Inpatient Volume by County and Service Line, 2008 Office of Statewide Health Planning and Development Inpatient Data. The Excel document with the 2008 OSHPD data re: local and regional distribution of patients using CPMC's service lines is in the project file and available for review at the Planning Department.

Most importantly, the specialized, San Francisco–based physicians, nurses, and other staff who currently support CPMC specialty services would need to either relocate outside of San Francisco (which CPMC cannot compel) or somehow jointly serve hospitals in multiple, widely separated Bay Area cities. In most cases, the physicians currently providing these services that could hypothetically be moved to the Mills Peninsula Hospital are not CPMC personnel. These physicians typically have a mix of patients, some of whom would be within the "moved" group but many of whom would not be (and would therefore require access to their physician in San Francisco).

CPMC's medical care delivery model is predicated on a mix of services[12] ranging from low-intervention and preventive outpatient care, to highly invasive, specialized inpatient treatments for multiple disease states and/or organ failure. As stated above, approximately 75% of CPMC's patient base lives within San Francisco, and could not be reasonably expected to travel a substantial distance outside of the city to receive medical care. Therefore, the kinds of programs that could potentially be located outside of San Francisco are those services that have a higher percentage of patients traveling from outside of San Francisco, such as neonatal intensive care, birthing, or transplant services.

According to CPMC, relocation of any of CPMC's programs to the Mills Peninsula Hospital was rejected for the following reasons:

- The Mills Peninsula Hospital has 12 Neonatal Intensive Care Unit (NICU) beds, compared with the planned capacity of up to 41 NICU beds at the proposed Cathedral Hill Campus. Assuming that none of the NICU beds at the Mills Peninsula Hospital would be needed to meet projected demand at Mills Peninsula itself, they still would only be able to meet the needs of roughly 25% of the planned NICU program for the proposed CPMC Cathedral Hill Campus.

- The Mills Peninsula Hospital does not have the postpartum capacity required and planned for under the CPMC LRDP. Accounting for different birthing approaches at each facility (the Mills Peninsula Hospital uses a Labor, Delivery, Recovery and Postpartum [Lab./Del./Recov./PP] model,[13] whereas CPMC is proposing a Labor, Delivery, and Recovery [LDR] model and a separate Postpartum model at the proposed Cathedral Hill Hospital), the planned birthing capacity for 30 Lab./Del./Recov./PP patients at Mills Peninsula Hospital is roughly equivalent to 30% of the planned capacity of 24 LDR patients coupled with 64 Postpartum patients for the proposed CPMC Cathedral Hill Hospital.

- Operating rooms at the Mills Peninsula Hospital are planned for lower-acuity surgical procedures than CPMC's typical surgical acuity. Therefore, the Mills Peninsula Hospital operating room layout does not

[12] In the California Pacific Medical Center Institutional Master Plan, this is called the "continuum of care."
[13] Under the Lab./Del./Recov./PP model, mothers stay over in the room where they give birth.

accommodate the control rooms[14] necessary for interventional suites[15] as planned at the proposed Cathedral Hill Hospital. Thus, the nature and capacity of the diagnostic and treatment platform at the Mills Peninsula Hospital is not functionally appropriate to meet the needs of the types of medical programs that could hypothetically be moved there from CPMC's proposed Cathedral Hill Campus.

- In terms of overall capacity, the Mills Peninsula Hospital program provides for nine operating rooms, while the proposed Cathedral Hill Campus Hospital development program provides for 19. The interventional suites currently provided in the Mills Peninsula Hospital program total four plus one shelled (i.e., including only one catheterization lab); the CPMC Cathedral Hill Campus program provides for six (three catheterization labs and three for interventional radiology). If any substantial program were to be hypothetically moved en masse to the Mills Peninsula Hospital from Cathedral Hill, a large amount of additional diagnostics and treatment capacity would need to be provided at the Mills Peninsula Hospital.

CPMC also considered a location at the Marin City Gateway Shopping Center. This site was dismissed primarily because of the cost and time constraints described above. Moreover, there were substantial uncertainties related to site acquisition. In addition, as described above, the environmental review and local approval process for the site would have resulted in substantial additional planning and development risks.

Relocating inpatient services outside San Francisco would not meet the overarching project objective of constructing modern, seismically safe hospital facilities in the city that would remain operational in the event of a major disaster, both to serve local CPMC patients and to play an important role in San Francisco's disaster response and preparedness system. This alternative also would not meet the objective of distributing inpatient capacity among CPMC campuses to create a rational overall system of care, including an optimal number of smaller, community-based hospitals, ambulatory-care facilities, and medical offices, sized and located to meet existing and projected future service demands for primary- and secondary-care services in San Francisco. A rational overall system of care must include local-serving medical service lines located within San Francisco to accommodate the approximately up to 75% of CPMC patients who currently reside in San Francisco and the projected future increase in such demand expected to result from the aging of San Francisco's population.

U.S. Public Health Service Hospital

The site formerly occupied by the U.S. Public Health Service Hospital (PHSH) is located in the southwestern quadrant of the Presidio, encompassing approximately 24 acres just west of Park Presidio Boulevard and just north of Lake Street, at the intersection of Wedemeyer Street and North 15th Avenue (near the 15th Avenue

[14] The control room is a digital flight control center where dozens of video monitors, patient health information streams, and other data streams are managed.

[15] In interventional suites, multiple medical gas and equipment booms surround the patient and several high-definition monitors and cameras allow review of surgical progress by others in the room as well as remotely.

entrance to the Presidio). The PHSH site includes 17 residential and commercial buildings, totaling approximately 412,000 square feet (sq. ft.)[16], with the largest building—the main Public Health Service Hospital—containing approximately 314,000 sq. ft. The original portion of this building (192,000 sq. ft.) was built in the 1930s with reinforced concrete. This building had a rectangular front block and three large rear wings. In 1952, two seven-story wings with a one-story connector were added to the front of the building, thus partially obstructing the original front façade. This addition added 122,000 sq. ft. to the hospital, bringing the total size to 314,000 sq. ft.

The PHSH site was evaluated by CPMC as both a hospital site and as the site for an outpatient center. Redevelopment of the PHSH site would have to be compatible with the Presidio, which is operated by the National Park Service (NPS), and with the PHSH site's historic status. Furthermore, plans would have to conform to the Presidio Trust Act, the Presidio Trust draft planning guidelines, the general objectives of the general management plan for the Presidio, the *Secretary of Interior's Standards for the Treatment of Historic Properties*, and federal laws for historic landmarks. The general management plan amendment for the Presidio proposed removing the nonhistoric 1950s addition to the PHSH Hospital and restoring the original structure for use as an educational or conference facility. Other potential uses identified by the general management plan amendment include senior housing, lodging, health care, research and development, hospitality, multimedia, office or market-rate residential. It was anticipated that the residential and commercial buildings on the PHSH site would be ancillary to the primary reuse of the former hospital building.

Many constraints existed for using the PHSH site for a new CPMC hospital. A primary constraint was availability. According to CPMC, in 2001 CPMC investigated the Presidio Trust's interest in a long-term ground lease of the PHSH site for a new CPMC hospital, but the trust did not indicate a serious interest in pursuing discussions with CPMC regarding a major hospital development at this site. CPMC therefore eliminated this potential site from further consideration. Even if the site were available, CPMC identified other constraints: restrictions on CPMC's medical campus master plan because of requirements for preservation of historic structures at the PHSH site; inadequate access to the site from major streets (access is primarily from Park Presidio Boulevard); concerns about anticipated staff or physician attrition because of the site's relatively remote location at the northern edge of the city; and the increased complexity and length of the permitting process, which would have involved multiple additional federal, state, and local agencies, not required elsewhere.

In summary, the apparent inability to procure a long-term ground lease of the PHSH site and the length and complexity of the permitting process made the site infeasible. For those reasons, the site did not meet the LRDP project objective of locating medical care facilities on sites that are owned by or practically can be acquired by CPMC in a cost-effective and timely manner. In addition, because of its peripheral location within San Francisco, inadequate access from major streets, and lack of easy access to multiple transit modes, the site would not meet

[16] All square footages are rounded to the nearest 100 sq. ft., whether or not the square footage is specifically referred to as approximate.

the LRDP objective of ensuring that the new centralized acute-care hospital is appropriately located on a site that is easily accessible by multiple transportation and transit modes. Because of the NPS setting and historic status of the Presidio, the PHSH site would have presented more design challenges than the currently proposed Cathedral Hill Campus with respect to meeting the LRDP objective of designing contemporary, architecturally integrated medical facilities that are compatible with neighborhood character and aesthetics in the areas surrounding the proposed new CPMC campus facilities.

MUNI BUS YARD AT PRESIDIO AND EUCLID AVENUES

The 5.75-acre San Francisco Municipal Railway (Muni) bus yard site at Presidio and Euclid Avenues is located at 2630–2640 Geary Boulevard (on the north side of Geary Boulevard) and near the California Campus (four blocks to the west), and within reasonable distance of the Pacific Campus. The bus yard site is located on Lot 001 of Assessor's Block 1072. In addition, the bus yard site's location near the corner of Masonic Avenue and Geary Boulevard is accessible by car and public transit**.** The possibility of decking over the existing bus yard and building a hospital was considered, but was deemed too complex and expensive to warrant further analysis. CPMC determined that decking over the existing bus yard and building a hospital above it would be cost prohibitive. Building a hospital at this site would also result in operational constraints related to circulation, patient drop-off, and provision of hospital parking that would have been difficult to accommodate at the bus yard site. According to CPMC, the San Francisco Municipal Transportation Agency (SFMTA) never formally indicated that air rights for construction of a hospital above the bus yard were available or that such plans would meet the operational needs of the Muni system. The complexity of developing the first known mixed-use hospital/transit yard with the local transit agency also weighed into the infeasibility determination.

This bus yard site was also rejected because it could not be used unless Muni could vacate the site and temporarily move its bus storage and maintenance operations elsewhere. Muni has been searching for many years for alternative sites for these purposes. This issue would need to be resolved by Muni before the bus yard site could be used for hospital development.

CPMC's inability to procure title to or secure a long-term lease of the bus yard site made this site infeasible. The site therefore would not meet the project objective of locating medical care facilities on sites that are owned by or practically can be acquired by CPMC in a cost-effective and timely manner. Even if the bus yard site could have been acquired from the City, other issues (e.g., the potential need for environmental remediation of the site[17]) made this site infeasible for further consideration. Overall, this site would not meet the project objective of implementing an economically viable long-range development plan for CPMC.

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[17] According to CPMC, environmental remediation of the Muni bus yard site was not formally studied, because the site was quickly determined unavailable for purchase. However, it is reasonable to assume that given its past and current bus-related use, some level of environmental remediation of this site may be required and that, if required, it could be cost and time prohibitive.

MERVYN'S SHOPPING CENTER

The 6.61-acre Mervyn's Shopping Center site is located on the south side of Geary Boulevard at Masonic Avenue. CPMC identified this as a potential site, because it was within the general search area (even though it is south of Geary Boulevard) and was of a suitable size to accommodate a new hospital. The site borders the Kaiser Hospital complex immediately to the east.

The site was used as a Sears, Roebuck and Company department store until the early 1990s.[18] Sears sold this site in 1993 for $11.4 million to a Los Angeles–based shopping center development and investment company, Pera City Center, Inc. Pera subsequently renovated and re-leased the center. After Sears vacated the site in the early 1990s, the retail space was subdivided and reoccupied by several large retailers, including Mervyn's, Toys "R" Us, The Good Guys, and Office Depot.[19] The long-term leases of the anchor tenants were the principal reasons that CPMC did not pursue further discussions related to acquisition of this site.[20] CPMC's inability to procure clear title to the Mervyn's Shopping Center site made this site infeasible. The site therefore did not meet the project objective of locating medical care facilities on sites that are owned by or practically can be acquired by CPMC in a cost-effective and timely manner.

AGGREGATION OF SITES ON THE EAST SIDE OF MASONIC AVENUE, BETWEEN O'FARRELL STREET AND TURK BOULEVARD

CPMC also identified a 6.22-acre potential site that would have involved the aggregation of five parcels (upon their acquisition) from three owners, including the Catholic Church and the San Francisco Unified School District. The five parcels—Lots 001, 002, and 003 within Assessor's Block 1111 and Lots 001 and 026 within Assessor's Block 1105—are located at 40 Vega Street (Wallenberg Public High School and associated playground, together making up two parcels), 270 Masonic Avenue (Blood Center of the Pacific), 250 Masonic Avenue (Blood Center of the Pacific parking lot), and 100 Masonic Avenue (Ephipany Center).

Although this site (like the Mervyn's site) was south of Geary Boulevard, CPMC deemed it to be of interest because the site:

- was in the vicinity of other nearby sites being considered by CPMC at the time:
    - the Mervyn's Shopping Center site (on the block immediately to the north),

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18 San Francisco Planning Commission Motion No. 17934 (August 6, 2009).

19 Ibid.

20 The Good Guys vacated its space on the second level of the shopping center in 2005, and Mervyn's vacated its first and second levels in December 2008. On August 9, 2009, the Planning Commission approved a conditional use authorization for a formula retail use to convert approximately 53,000 sq. ft. of vacant retail space on the second level of the shopping center formerly used by The Good Guys and Mervyn's to a retail clothing and home fashions store for Marshalls and HomeGoods (the proposal included interior remodeling work with minimal exterior improvements). (San Francisco Planning Commission Motion No. 17934, August 6, 2009.)

  - the Muni bus yard site (approximately two blocks to the north), and
  - the aggregation of sites on the south side of Geary Boulevard between Scott and Pierce Streets (approximately one-half mile to the east);

- had frontage on Masonic Avenue; and
- potentially could be combined with the Mervyn's Shopping Center site to form a larger aggregated development site of almost 13 acres.

All five parcels that compose this site are zoned for three stories or less. According to CPMC, the site was removed from further consideration because of the high degree of uncertainty associated with assembling and rezoning the site to create an adequate hospital site. CPMC also concluded that the likelihood of obtaining approval for a higher than existing height limit for the site was very low, and that without this higher height limit, the building envelope and volume required for the medical programs then assumed to be needed could not have been developed.[21] Therefore, the site did not meet the project objectives of locating medical care facilities on sites that are owned by or practically can be acquired by CPMC in a cost-effective and timely manner.

AGGREGATION OF SITES ON THE SOUTH SIDE OF GEARY BOULEVARD BETWEEN SCOTT AND PIERCE STREETS

In 2000, CPMC also considered a 3.39-acre potential site at 1430 Scott Street (the Gateway High School), which would have involved the aggregation of four parcels (Assessor's Block 0705, Lots 001, 002, 003, and 004) that would need to be acquired from the San Francisco Unified School District. When CPMC initially evaluated this site, the site on its own was not large enough for the proposed new consolidated inpatient and outpatient facility contemplated by CPMC; however, it was later viewed as a potential site if CPMC were also able to proceed with the acquisition of a 2.5-plus-acre site located one block to the south, currently owned by the San Francisco School of Podiatry. The 3.39-acre site, containing a high school and adjacent playgrounds, is in the Western Addition Redevelopment Area.

CPMC's decision to not undertake discussions with the school district about this site was based in part on its location. The site was also deemed too small, given the existing 50-foot height limit that applies to the site and considering the adjacent Kimbell Playground (public park) immediately to the east, and Hamilton Recreation Center across Geary Boulevard. Any development on the site would be restricted to 40 feet to comply with Section 295 of the San Francisco Planning Code (Planning Code), which prohibits any new buildings over 40 feet in height creating new shadow on public parks. CPMC determined that it would be infeasible to build a new

[21] The applicable height limit for the parcels that compose this site is 40-X, but the site is adjacent to a residential area developed with one- and two-family residential buildings that are subject to 25 and 30-foot height limits. Thus, CPMC considered that the neighborhood likely would strongly resist any increase in applicable height limits.

facility with the necessary medical programs on this site within these height restrictions. The site also was not considered a "surplus property" by the San Francisco Unified School District, but was an active charter high school not being considered for sale by the district.

CPMC's decision also was based on concerns related to converting a large playground for hospital development (i.e., conversion of public open space to developed space). Therefore, the site did not meet the project objectives of locating medical care facilities on sites that are owned by or can practically be acquired by CPMC in a cost-effective and timely manner, and ensuring that the new centralized acute-care hospital is appropriately located on a site that can accommodate a building of the necessary size to serve the required program of integrated services.

PRESIDIO THREE-SITE STUDY

In 2003, with the development of the Lucasfilm complex at the Presidio, the NPS planners indicated that although insufficient land was available to develop a large medical facility, it might be possible for CPMC to develop a smaller medical facility, such as a single inpatient component, at the Presidio. At the suggestion of the Presidio's administrative staff, CPMC revisited the PHSH site, the Letterman site, and the Fort Scott District site in the Presidio as potential sites for an inpatient facility. CPMC rejected all three sites because of concerns about:

- possible staff or physician attrition caused by the sites' relatively remote locations,
- inadequate access from major streets,
- insufficient development potential at the sites because of limitations imposed to protect natural landscapes and historic buildings at the Presidio, and
- the complexity and length of the permitting process for Presidio sites, which would have involved multiple federal, state, and local agencies, not required elsewhere.

Therefore, for the same reasons as described above with respect to the PHSH site within the Presidio, these sites failed to meet several of the key project objectives.

In 2004, a smaller outpatient proposal was presented to but rejected by the Presidio Trust. According to CPMC, the proposal was rejected primarily because of the Presidio Trust's concerns about CPMC development–related traffic and the proposal's compatibility with other Presidio uses. Subsequently, with the rejection of other high-profile development proposals within the Presidio, CPMC determined that it would be difficult to find support for development of an approximately 1-million-sq.-ft. new medical use at the Presidio.

6.3.3 ALTERNATIVES CONSIDERED BUT REJECTED AT CPMC CAMPUSES

INITIAL THREE-CAMPUS PROJECT WITH NEW ACUTE-CARE HOSPITAL AT THE DAVIES CAMPUS

In the late 1990s, CPMC completed a tri-campus (Pacific, California, and Davies) reorganization study.[22] The study included recommendations intended to eliminate unnecessary and undesirable duplication of services provided at these three campuses as a carryover from their previous ownership by independent institutions (not part of CPMC), and to provide enhanced patient care and convenience. Implementation of the study's recommendations was dependent upon analyzing building improvements required to meet the seismic safety mandates of SB 1953.

CPMC's initial planning efforts resulted in a three-campus plan that focused on consolidating as many of their services as feasible on a single, existing CPMC-owned campus, and that included the following components:[23]

- Because the Davies Campus had the largest footprint, plans were developed for a new acute-care hospital south of the existing Davies Hospital North Tower, with beds being relocated from the acute-care facilities at the Pacific and California Campuses because the existing acute-care facilities at those campuses need to be renovated or replaced before the SB 1953 deadline for meeting increased seismic safety standards.
- Development of a new, separate Women's and Children's Hospital at the California Campus.
- Conversion of the Pacific Campus to a full ambulatory care center (ACC).
- Long-term-care facilities for the California and Davies Campuses.

The initial three-campus proposal did not have sufficient support from doctors affiliated with CPMC to proceed, primarily because of its concentration of acute-care facilities at the Davies Campus and relatively far away (approximately 2.0 and 2.2 miles, respectively) from CPMC's primary patient and physician base at the Pacific and California Campuses. For this reason, the three-campus alternative was found to not meet the project objective of ensuring that the new centralized acute-care hospital is appropriately located, taking into account CPMC's patient base and use patterns and San Francisco's population concentration. It was determined that CPMC would need to search for another site for a new, consolidated medical facility located geographically closer to the Pacific and California Campuses (i.e., north of Geary Boulevard).

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[22] St. Luke's was not acquired until 2007 and therefore was not part of the initial three-campus project.

[23] Preliminary planning documents for the initial three-campus project with the new acute-care hospital at the Davies Campus are on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and are available for public review as part of the project file, in Case No. 2005.0555E.

THREE-CAMPUS PROJECT WITH INTEGRATED ACUTE-CARE FACILITY AT THE CALIFORNIA CAMPUS

CPMC engaged the joint venture of SmithGroup and Skidmore Owings Merrill to develop a viable SB 1953 strategy by using CPMC's existing campuses and acute-care facilities and recommending a "Tri-Campus" rebuild/retrofit plan that could be achieved within CPMC's three existing campuses.[24] In 2001, the CPMC Board of Directors approved a preliminary consideration of this Tri-Campus plan, which included the following components:

- an integrated acute-care facility at the California Campus, including a new acute-care hospital and adjacent Women's and Children's Center;
- an ambulatory services complex at the Pacific Campus, including a new ambulatory care center and research and education facilities; and
- in addition to continuing acute care, a "continuum of care" complex at the Davies Campus that would provide longer-term services, including acute rehabilitation, with options to reduce the Emergency Department to urgent care.

As planning for the Tri-Campus plan continued throughout 2002 and 2003, however, it became apparent to CPMC that the plan had the following flaws:

- Construction costs of development relative to needed health care delivery capacity at the Pacific, California, and Davies Campuses under this plan were too high.
- Retrofitting the Pacific and California Campuses and portions of the Davies Campus—plus retrofitting the Davies Hospital North Tower to the "life safe" seismic standard, Structural Performance Criteria 2 (SPC-2), so that it could provide acute-care services until 2030—would have required CPMC to make a choice: Either (a) do the work in small increments so that medical services to a limited population of patients and caregivers would be disrupted at any given time, or (b) shut down existing buildings and the associated medical services entirely to accomplish the work more quickly. The first option would have resulted in much greater construction costs. Even a relatively small medical facility construction project typically takes 5 years to complete, and attempting an entire campus retrofit in this manner would have been very lengthy and costly. Therefore, CPMC determined that the Tri-Campus plan was not possible to pursue because of issues related to financial feasibility and timely compliance with SB 1953 deadlines. Attempting an entire campus retrofit all at once was also determined to be infeasible; no other existing CPMC facility could accommodate the

[24] The "Tri-Campus" rebuild/retrofit plan included only three campuses because the St. Luke's Campus was not part of the CPMC at that time. A four-campus rebuild/retrofit plan that includes the St. Luke's Campus is analyzed as Alternative 2 in Section 6.7, "Four-Campus Rebuilding/Retrofit/Redevelopment Alternative."

large volume of patients and medical services that would have required relocation from buildings temporarily shut down for retrofitting.

- The plan provided little to no expansion capacity in the future for acute-care or other services.

For all of the reasons listed above, the Tri-Campus plan was found to not meet the project objective of implementing an economically viable development plan. Because of the additional length of construction related to closing down a few medical facilities at a time, the Tri-Campus plan was also deemed not to meet the overarching project objective of constructing modern seismically safe hospital facilities that would be fully compliant with SB 1953. In addition, because of the operational disruptions involved, the Tri-Campus plan would not have met the project objective of ensuring ongoing medical services and an uninterrupted continuum of care at CPMC campuses during construction through a carefully planned, appropriately phased project that minimized disruption.

Larger Four-Campus Alternative with Development on Existing Campuses and a Proposed Campus

Design for a new consolidated medical facility and a revised "four campus plan" began in 2004, after CPMC's initial acquisition of the Cathedral Hill Hotel site. This resulted in a plan that consisted of the following:

- an integrated acute-care and Women's and Children's Center and an MOB at the Cathedral Hill Campus, to be built with the goal of achieving greater levels of service integration, flexibility, and potential for future expansion than under earlier proposals such as the Tri-Campus plan (where many existing and proposed medical services would still have been physically separated by streets and tunnels, and located in suboptimal building spaces);

- an ambulatory services complex at the Pacific Campus (including a new ambulatory care center) and research and education facilities, with new parking;

- continuing acute care as well as a "continuum of care" complex at the Davies Campus that would provide longer-term services such as acute rehabilitation, with commitment to continuing full emergency care;

- a skilled nursing/assisted living facility at the California Campus (all existing acute-care uses at the California Campus would be transferred to the Cathedral Hill Campus); and

- a new clinic/MOB to accommodate a complement of medical services known as the "Neuroscience Institute" at the Davies Campus.

An environmental evaluation application (EEA) for the four-campus plan was filed in June 2005.[25] Shortly thereafter, a more limited EEA was filed for the Davies Campus Neuroscience Institute.[26]

Since the filing of the 2005 EEA, substantial challenges have arisen as a result of market conditions, changes in state seismic law, and community considerations of scale of development. Key changes to the current LRDP since the original and larger four-campus plan was proposed include:

- downsizing of the proposed development program for the Cathedral Hill Hospital by 400,000 sq. ft. and 65 beds, and an approximate 50-foot reduction in the height of the proposed hospital;
- removal of a formerly proposed research component at the Pacific Campus and substantial reduction in the height and capacity of the proposed parking structures at the Pacific Campus;
- removal of the proposal to redevelop the California Campus;
- inclusion of the Neuroscience Institute at the Davies Campus in the currently proposed LRDP, rather than as a stand-alone project undergoing its own separate environmental review; and
- merger of the St. Luke's Campus into the CPMC system in January 2007. The merger ultimately resulted in a proposal to replace the acute-care hospital at the St. Luke's Campus with a new hospital, and then to demolish the existing hospital tower to construct a new MOB/Expansion Building on the site of the existing hospital tower.

The Cathedral Hill Hospital's proposed development program and height were reduced, because CPMC decided that providing additional square footage and beds, as proposed in the previous alternative to provide future flexibility, would not be cost effective. The decision to remove the California Campus from CPMC's future development program resulted from funding concerns and the fact that CPMC's health services model does not anticipate CPMC continuing to provide skilled nursing services directly, beyond CPMC's demonstrated internal need. Therefore, this alternative would not meet the project objective to optimize the use of CPMC's resources to provide an integrated health-care system in the most cost-effective and operationally efficient manner. Because the St. Luke's Campus was not included under this alternative, this alternative would not have met the project objective to rebuild and revitalize the St. Luke's Campus to include a seismically compliant community hospital that is an integral part of CPMC's larger health care system.

[25] San Francisco Planning Department, Case No. 2005.0555E.
[26] San Francisco Planning Department, Case No. 2004.0603C.

FOUR-CAMPUS RENOVATION/RETROFIT OF EXISTING ACUTE-CARE FACILITIES ALTERNATIVE

After submitting the initial EEA for the larger four-campus alternative project in June 2005, CPMC studied a "retrofit only" project that could be implemented if no entitlements could be secured in San Francisco for the larger four-campus plan. The Four-Campus Renovation/Retrofit Alternative assumed no—or very limited—new construction and satisfaction of the requirements of SB 1953 primarily through renovating and retrofitting existing acute-care facilities, rather than building new facilities. No development would have occurred at the site of the Cathedral Hill Campus under this scenario. The Four-Campus Renovation/Retrofit Alternative included the following components at each campus:

- *Pacific Campus:* No existing buildings would be demolished and no new buildings would be constructed. The 2333 Buchanan Street Hospital would be renovated and retrofitted to continue to provide acute-care uses after 2015. The remainder of the campus would remain as is.
- *California Campus:* The 3700 California Street Hospital and attached 3801 Sacramento Street Outpatient/Research Building would be renovated and retrofitted to continue to provide acute-care uses after 2015. The remainder of the campus would remain as is.
- *Davies Campus:* The Neuroscience Institute would be constructed. However, no other new buildings would be constructed and no existing buildings would be demolished. The Davies Hospital North Tower would continue to be used for acute-care uses until 2030. The remainder of the campus would remain as is.
- *St. Luke's Campus:* Acute-care uses would shift elsewhere within the CPMC system. Primarily, inpatient care (currently for 50 inpatients) would be distributed to the Pacific and Davies Campuses, where the capacity exists to receive them. Obstetrics/birthing would redistribute to the California Campus. The St. Luke's Hospital would be demolished, because of its existing seismic hazards.

According to CPMC, retrofitting could not bring existing on-campus structures up to "new construction" standards of safety without prohibitive costs. As explained previously under "Three-Campus Project with Integrated Acute-Care Facility at the California Campus," retrofitting a large number of buildings at existing campuses would require CPMC either to do the work in small increments (so that disruption of medical services would be limited to a small population of patients and caregivers at any given time) or shut down entire existing buildings and the associated medical services (to accomplish the work more quickly). These options were determined to be infeasible because of issues related to financial feasibility, timely compliance with SB 1953 deadlines, and lack of existing facilities that could accommodate temporary relocation of patients and services from buildings undergoing retrofits. Therefore, the Four-Campus Renovation/Retrofit Alternative would not have met the project objective of implementing an economically viable development plan. This alternative would also

disrupt services, which would have affected patients, physicians, and staff. Therefore, this alternative would not meet the project objective of ensuring ongoing medical services and an uninterrupted continuum of care at CPMC during construction through a carefully planned, appropriately phased project to minimize disruption.

The existing on-campus buildings are not laid out optimally to accommodate contemporary best practices (e.g., certain spaces such as clinic treatment areas and patient rooms have typically increased in size over the years with advancing technology and medical care practice models). Therefore, this alternative would not have met the project objective of providing a modern, efficient, and clinically safe patient care environment in facilities based on contemporary best practices in hospital design and national hospital space and facility guidelines, including provision of all private single-patient rooms, individual bathrooms, adequate common spaces for families and staff, floor plans that allow staff to work efficiently and safely with patients, appropriate department adjacencies, and the ability to accommodate current-day medical technologies.

Finally, retrofitting of the 2333 Buchanan Street Hospital at the Pacific Campus and the 3700 California Street Hospital and 3801 Sacramento Street Outpatient/Research Building at the California Campus would at the most bring the acute-care facilities up to a "life safe" (also called SPC-2) level, which would allow the provision of acute care services until, but not beyond, 2030. Buildings rated at SPC-2, SPC-3, and SPC-4 are superior to the existing construction at the Pacific and California Campuses (rated as SPC-1, considered hazardous and at risk of collapse or significant loss of life in the event of an earthquake); however, SPC-2, SPC-3, and SPC-4 buildings are not "reasonably capable of providing services to the public following strong ground motion" like SPC-5 (generally new) structures. This distinction is important when considering the life span of a new versus retrofitted building. According to the Structural Performance Category ratings established under SB 1953, buildings rated at SPC-2 through SPC-4 could be so damaged by a major seismic event that they would require extensive rework to become operational again. Therefore, the Four-Campus Renovation/Retrofit Alternative would not meet the project objective of optimizing the use of CPMC's resources to provide an integrated health-care system affording the highest quality of patient care to CPMC's patient population in the most cost-effective and operationally efficient manner. It would not meet the project objective of constructing modern, seismically safe hospital facilities that would remain operational in the event of a major disaster to serve CPMC's patients, as well as play an important role in San Francisco's disaster response and preparedness system, through the development of a new CPMC campus and the redevelopment of existing campuses in a manner that is fully compliant with SB 1953. Therefore, this alternative was rejected.

CODE-COMPLYING ALTERNATIVE

Under the Code-Complying Alternative, development at each CPMC campus would comply with Planning Code requirements related to height, bulk, and density. However, CPMC would continue to request certain exceptions

and exemptions to the Planning Code for other requirements (e.g., off-street parking, loading dock size, rear yard setbacks, street frontage).

The Code-Complying Alternative differs from the proposed LRDP in the following ways:

- *Cathedral Hill Campus:* The Cathedral Hill Hospital would be redesigned to comply with the existing Planning Code height limit of 130 feet, existing floor area ratio (FAR) of 7:1, and existing bulk limits consisting of a maximum building length of 110 feet and maximum diagonal dimension of 140 feet, for portions of the building above 50 feet in height. Complying with these existing height, FAR, and bulk requirements would limit the Cathedral Hill Hospital to a three-story podium with three full floor plates of integrated invasive services (one fewer than under the proposed LRDP). If a single tower were to be constructed above the podium level (as is the case with the design of the Cathedral Hill Hospital under the proposed LRDP), complying with the existing height limit would restrict it to six stories and the existing bulk limits would substantially reduce its length and diagonal dimension, compared to the tower under the proposed LRDP. This would result in a six-story mini-tower on top of the podium, positioned near Franklin Street. Together, the podium and tower would compose a nine-story building. The resulting hospital would provide a total of approximately 90 beds, about 465 fewer beds than would be provided under the LRDP. With the existing bulk limitations, the dimensions of the hospital's bed floors (in the mini-tower) would be approximately 110 by 86 feet, for a total of less than 10,000 square feet, ranging from approximately 38,000 sq. ft. to 95,000 sq. ft. smaller than the corresponding floors under the LRDP (Levels 4–9). Conservatively assuming minimal constraints on the number of beds per floor that could fit within the tower (such as required by the Office of Statewide Health Planning and Development [OSHPD] so that natural light would reach each inpatient room), a maximum of approximately 15 beds could fit along the perimeter of the mini-tower floor plate. The bed floor would also have minimal space for a nurse core area, circulation space, mechanical space, or restrooms.

  Alternatively under the Code-Complying Alternative, additional towers that would each comply with the existing height and bulk limits (and therefore would each be similar in size to the single tower described above) could be placed above the podium portion of the Cathedral Hill Hospital, provided that the towers would not violate Building Code requirements for minimum separation of building components from one another. Accounting for Building Code separation requirements, the Cathedral Hill Hospital could be redesigned to comply with the existing bulk requirements if six mini-towers were located 50 feet apart from one another above the podium level (rather than building a single tower, as assumed above). Conservatively assuming minimal constraints on the number of beds per floor that could fit within the towers, a maximum of approximately 15 beds per floor could fit within each tower under this scenario. Therefore, the six-tower design could provide a total of approximately 450 beds. The six-tower design would also include a central

plant within the podium portion of the hospital, and mechanical equipment would be located on top of each of the towers. In the six-tower design, the first floor of each tower would not include any beds, and would consist of diagnostic and treatment and bed support space necessary to maintain a similar ratio of beds to bed support space as the LRDP design.

The Cathedral Hill MOB, which as proposed under the LRDP, complies with the existing Planning Code height and FAR limits, would be redesigned under the Code-Complying Alternative to comply with the existing bulk limits (maximum building length of 110 feet and maximum diagonal dimension of 140 feet, for portions of the building above 50 feet). This redesign would limit MOB floors four through nine of the building to approximately 10,000 sq. ft. per floor (as compared to the proposed LRDP-MOB, where floors range from 18,000 to 30,000 sq. ft.). Accounting for elevators, two stairwells, mechanical shafts, and electrical rooms, the Cathedral Hill MOB would have approximately 8,000 sq. ft. of usable office space per floor. In total, approximately 75,000 fewer sq. ft. of usable space and 90 fewer physician offices would be available in the Cathedral Hill MOB under this alternative than under the proposed LRDP. The 1375 Sutter MOB would be the same as under the proposed LRDP.

- *Pacific Campus:* The proposed ACC Addition and North-of-Clay Aboveground Parking Garage would be redesigned under this alternative to comply with the existing Planning Code bulk limits for portions of the buildings above a height of 80 feet (maximum building length of 110 feet, maximum diagonal dimension of 140 feet). Due to the height and bulk restrictions, the upper floors of the ACC Addition would be either substantially reduced in size or divided up into several towers, as with the six-tower redesign of the Cathedral Hill Hospital described above.

- *California Campus:* No new development is contemplated at the California Campus under the proposed LRDP. Therefore, the California Campus would be the same under the Code-Complying Alternative as under the proposed LRDP.

- *Davies Campus:* No changes to the proposed LRDP would be necessary for the near-term development of the Davies Neuroscience Institute or the long-term development of the Castro Street/14th Street MOB to comply with the existing Planning Code height, bulk, and density limits that apply to the Davies Campus. Therefore, the Davies Campus would be the same under the Code-Complying Alternative as under the proposed LRDP.

- *St. Luke's Campus:* The St. Luke's Replacement Hospital would be redesigned to comply with the existing Planning Code height limit of 65 feet and existing bulk limits consisting of a maximum building length of 110 feet and maximum diagonal dimension of 140 feet, for portions of the building above 40 feet. The St. Luke's Replacement Hospital would be located in the same portion of the St. Luke's Campus as under the proposed LRDP; the Blue Ribbon Panel recommended relocating the St. Luke's Replacement Hospital building over

San Jose Avenue, identifying this site as preferred because it was better than other options in meeting value criteria (e.g., continuity of service to patients, low neighborhood impact, and an accessible and welcoming presence). Although the St. Luke's Campus is subject to a campuswide FAR of 1.8:1 under the Planning Code, the existing development on the campus results in an FAR of 2.25:1. The Code-Complying Alternative assumed that development within the campus would conform to a maximum FAR of 2.25:1 (i.e., that the FAR would be no greater than the existing development on the campus), because the existing FAR of 2.25:1 became code compliant for this campus with the Planning Code upon approval of the Planned Unit Development (PUD) for the existing buildings on the St. Luke's Campus.

Compliance with the 65-foot height limit and existing bulk limits would limit the St. Luke's Replacement Hospital to three stories,[27] resulting in a total of only about 34 beds. Support services in the replacement hospital also would be reduced because of the site restrictions and other spatial constraints related to providing 34 beds. The 100-foot tall MOB/Expansion Building would comply with the existing Planning Code height limit of 105 feet for the MOB/Expansion Building site, and would be the same as under the proposed LRDP.[28]

The reasons why the Code-Complying Alternative was found to be unsuitable are described by campus below.

- *Cathedral Hill Campus:* Developing the Cathedral Hill Hospital with a single tower under the Code-Complying Alternative would mean that the hospital could provide only approximately 90 beds (465 fewer than under the proposed LRDP). The 90-bed hospital would not be able to accommodate the majority of the acute-care uses currently provided at the Pacific and California Campuses that were to be relocated to Cathedral Hill, yet these services would cease at the Pacific and California Campuses because of seismic noncompliance. Therefore, the Code-Complying Alternative would fail to meet the project's core medical services objectives—ensuring ongoing medical services and an uninterrupted continuum of care at CPMC, meeting the existing and projected acute-care and outpatient needs of CPMC's patients, and efficiently consolidating CPMC's campuses.

  The potential Planning Code–compliant redesign of the Cathedral Hill Hospital to include six towers, as described above, would be infeasible, primarily because the constrained square footage within each tower

[27] Modern hospitals typically need at least 50% more floor-to-floor height than other building types due to the additional infrastructure required (e.g., structural and HVAC requirements). Thus, under the LDRP, the Replacement Hospital would be 99 feet and five stories tall (slightly under 20 feet per story). Under the LDRP, the height of each story of the diagnostic and treatment and loading dock floors is 17 feet and the height of each bed floor is 15 feet. Applying the same methodology to the Code-Complying Alternative that was used to design the Replacement Hospital under the LDRP, the first two floors under the Code-Complying Alternative would contain the loading dock, emergency department, imaging department, surgery services, lab, administration, admitting, materials management, and a small unit of beds. These two floors would each need to be 17 feet. The third floor would contain beds and therefore would be 15 feet high. The roof would need to contain as much mechanical and electrical equipment as possible, including AHUs, generators, boilers, chillers, and electrical rooms.

[28] The Code-Complying Alternative assumed that an amendment to the existing General Plan height limit of 88 feet for the MOB/Expansion Building at St. Luke's would be sought either by CPMC, as under the proposed LRDP, or by the San Francisco Planning Department, to correct the existing inconsistency between the General Plan and Planning Code height limits.

floor would be insufficient to provide the required clinical support for nursing (e.g., clean utility rooms, charting areas, family space). Additionally, the discontinuity of the bed towers and the resulting size of nursing units allowable within each tower would pose significant operational issues and inefficiencies, and would increase staffing and the cost of care. Traffic and site circulation also would be severely compromised because the tower cores would not accommodate a drive-through at the Cathedral Hill Hospital for access to the patient drop-off and parking areas, and the loading dock would likely require relocation. The hospital's structural grid and required mechanical runs also would be much less efficient than those proposed under the LRDP. Therefore, even with the six-tower redesign of the Cathedral Hill Hospital, the Code-Complying Alternative would fail to meet the overarching project objective of optimizing the use of CPMC's resources to provide an integrated health-care system in the most cost-effective and operationally efficient manner.

As described above, the floor plan for bed towers within the Cathedral Hill Hospital would be constrained by the existing bulk limits such that only minimal space would be available for a nurse core, circulation space, mechanical space, or restrooms. Thus, with either a single-tower or six-tower redesign of the Cathedral Hill Hospital, the Code-Complying Alternative would not meet the project's core medical services objective of providing a modern, efficient, and clinically safe patient care environment in facilities based on contemporary best practices in hospital design and national hospital space and facility guidelines, including individual bathrooms, adequate common spaces for families and staff, floor plans that allow staff to work efficiently and safely with patients, and the ability to accommodate current-day medical technologies.

As explained above, redesigning the Cathedral Hill MOB to comply with the existing Planning Code bulk requirements would reduce usable space by approximately 75,000 sq. ft. and result in 90 fewer physician offices than under the proposed LRDP. The proposed LRDP already includes a substantially smaller ratio of MOB/outpatient space (in gross sq. ft.) to acute-care bed/inpatient space at the Cathedral Hill Hospital than is the average for MOBs and hospitals across the CPMC system. Therefore, further reducing the size of the Cathedral Hill MOB (and ratio of MOB/outpatient space to acute-care/inpatient space) would make the overall Cathedral Hill Campus less viable. The proposed hospital transplant clinic, transplant foundation clinic, and women's diagnostic clinic would each require more than 17,000 sq. ft. and would not fit on any upper floor of the MOB under the Code-Complying Alternative. Therefore, the Code-Complying Alternative would not meet the project objectives of optimizing the use of CPMC's resources to provide an integrated health-care system affording the highest quality of patient care in the most cost-effective and operationally efficient manner, or of ensuring that hospital facilities have the capacity to be supported with medical office space, parking facilities, and other supportive functions.

- *Pacific Campus:* As with the six-tower redesign of the Cathedral Hill Hospital under the Code-Complying Alternative, described above, operational inefficiencies would occur at the Pacific Campus under this

alternative. Specifically, the ACC Addition would either be reduced in size considerably or divided into several towers to comply with the existing bulk limits. Therefore, the Code-Complying Alternative would fail to meet the overarching project objective of optimizing the use of CPMC's resources to provide an integrated health-care system in the most cost-effective and operationally efficient manner.

- *St. Luke's Campus:* As explained above, compliance with the 65-foot height limit and existing bulk limits at the St. Luke's Replacement Hospital site, which was recommended by the Blue Ribbon Panel, would limit the St. Luke's Replacement Hospital to a total of approximately 34 beds and also would reduce its support services. Therefore, the Code-Complying Alternative would not meet the project objective of rebuilding and revitalizing the St. Luke's Campus as a community hospital to the same extent as under the proposed LRDP.

For all of these reasons, the Code-Complying Alternative was considered by CPMC, but rejected from further consideration.

6.4 DESCRIPTION OF ALTERNATIVES TO THE PROPOSED LRDP

Three alternatives to the proposed CPMC LRDP have been evaluated, including the No Project Alternative, as required by CEQA. The following alternatives are considered in this chapter:

- **Alternative 1: No Project**—Consistent with Section 15126.6(e)(1) of the State CEQA Guidelines, this alternative assumes the continuation of existing conditions, taking into account what would reasonably be expected to occur on the campuses if the CPMC LRDP were to not proceed. This alternative assumes that buildings on the existing CPMC medical campuses could not be used for acute-care facilities after the SB 1953 deadline of January 1, 2013, except for the Davies Hospital North Tower, which would provide acute care until 2030.[29] Similar to the other campuses, acute inpatient care at the existing St. Luke's Hospital also would be required to cease before January 1, 2013 pursuant to SB 1953. Under the No Project Alternative, two scenarios are reasonably foreseeable at the St. Luke's Campus: Alternative 1A and Alternative 1B. Under Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. Alternative 1B would involve demolishing the existing St. Luke's Hospital and constructing a new outpatient facility in its place, as described in further detail in Section 6.6.1 under the St. Luke's Campus discussion (see page 6-53).

- Alternative 1B was developed in accordance with Section 15126.6(e)(3)(B) of the State CEQA Guidelines, which states that when the project is a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed. The discussion compares the environmental effects of the property remaining in its existing environmental conditions against environmental effects that would occur if the project were approved. Section 15126.6(e)(3)(B) of the State CEQA Guidelines further

[29] The Davies Hospital North Tower has already been retrofitted to Structural Performance Criteria 2 (SPC-2) to comply with SB 1953 and would continue to provide acute-care services until 2030.

provides that if disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build," wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions (which is the case here, because of the seismic safety compliance deadlines of SB 1953 applicable to acute-care hospital facilities), the analysis should identify the practical result of the project's nonapproval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

- **Alternative 2: Four-Campus Rebuilding/Retrofit/Redevelopment Alternative**—Under this alternative, CPMC would rebuild, renovate, retrofit, or develop new buildings on its four existing medical campuses (Pacific, California, Davies, and St. Luke's) to meet the seismic safety requirements of SB 1953 and SB 1661. The proposed Cathedral Hill Campus would not be built under this alternative. Program uses would be shifted/relocated within the existing four campuses. Uses at the site of the proposed Cathedral Hill Campus would remain as is; the existing Cathedral Hill Hotel, 1255 Post Street Office Building, and Pacific Plaza Office Building would undergo interior abatement work and renovation. A larger amount of development would occur at the Pacific Campus than under the LRDP to accommodate a new ACC (north and south towers) and a new Clay Street/Webster Street MOB and parking garage. The California Campus would be redeveloped with a new Acute-Care Hospital, a new Women's and Children's Hospital, and a new Cherry Street MOB. No new construction would occur at the Davies Campus, and acute-care uses would be converted to nonacute-care uses after 2030. Under Alternative 2, the St. Luke's Campus would be identical to the campus under the LRDP, which would involve construction of the new St. Luke's Replacement Hospital and MOB/Expansion Building at the campus.

- **Alternative 3: Reduced Development at Cathedral Hill Campus Alternative**—This alternative would reduce the proposed new development of the Cathedral Hill Hospital compared to the proposed LRDP such that the hospital would comply with the basic height requirements under the existing applicable height district (130-V Height and Bulk District). As a result of the reduced development of the Cathedral Hill Hospital, beds from the Women and Children's service lines would be shifted to either the St. Luke's Campus or the California Campus:

  - *Alternative 3A* would shift 160 beds from the Women's and Children's service lines that are currently at the Pacific and California Campuses to a Women's and Children's facility at the St. Luke's Campus. The 160-bed St. Luke's Women's and Children's facility would be constructed as a second-phase addition to the St. Luke's Replacement Hospital (where the LRDP proposed to build the new MOB/Expansion Building with underground parking). The St. Luke's Replacement Hospital proposed under Alternative 3A would be identical to that proposed under the LRDP. Alternative 3A would also

include construction of a new MOB and parking structure, but unlike under the proposed LRDP, the MOB and parking garage under Alternative 3A would be located on the southeast portion of the St. Luke's Campus. The new MOB and parking garage would be larger than the MOB/Expansion Building proposed under the LRDP to provide services necessary to support the Women's and Children's facility. The Pacific, California, and Davies Campuses would have the same proposals for development as under the LRDP.

- *Alternative 3B* would shift 160 beds from the Women's and Children's service lines that are currently at the Pacific and California Campuses to the eastern portion of the California Campus, which would remain in operation. The 3700 California Street Hospital would be demolished and the parcels on which it is located would be sold. The Pacific and Davies Campus developments would remain the same as those under the LRDP. The St. Luke's Campus development would remain the same as that under the LRDP, except that the MOB/Expansion Building would be reduced by two stories and would no longer include the approximately 31,800 sq. ft. of patient-care clinic uses.

The alternatives identified above consider a range of different types, sizes, uses, and/or locations for development at the CPMC campuses that could result in physical effects on the environment. The analysis of potential impacts assumes that all feasible mitigation measures are implemented under each alternative.

6.5 ANALYSIS OF PROJECT ALTERNATIVES

This section provides an analysis of the environmental impacts for each of the alternatives, including a comparison of the potential impacts of the alternative to the proposed LRDP's less-than-significant and significant and unavoidable impacts, as well as the impacts that would result from implementation of the alternatives themselves. For each alternative, it is assumed that relevant LRDP requirements and/or mitigation measures identified for the proposed LRDP that would reduce a particular impact to less-than-significant levels would be implemented, if required, to reduce the impacts of the alternatives as well. Table 6-1, "Summary of Project Alternatives Development Program and Comparison to the Proposed CPMC LRDP," compares the development program under each alternative at buildout to the development program under the proposed LRDP.

Table 6-1
Summary of Project Alternatives Development Program and Comparison to the Proposed CPMC LRDP

Category (numbers for building uses below depict square footage)	Totals at Buildout					
	Proposed LRDP	Alternative 1A No Project	Alternative 1B No Project	Alternative 2	Alternative 3A	Alternative 3B
Residential	27,170	33,770	33,770	39,150	27,170	35,470
Hotel	0	221,513	221,513	221,513	0	0
Retail	26,609	89,252	91,852	102,719	22,987	28,735
Office	24,314	228,232	237,206	229,656	15,340	29,204
Medical Office	719,799	379,130	410,950	535,749	635,625	789,810
Light Industrial	0	3,480	3,480	3,480	0	0
Parking—Structured	1,496,762	760,831	871,831	1,767,125	1,435,978	1,729,224
Hospital Administration	66,670	68,862	72,401	78,922	73,908	75,519
Cafeteria	26,617	12,457	14,017	27,038	21,547	24,907
Education/Conference	53,412	35,198	38,603	61,022	47,682	51,087
Inpatient Care	568,326	86,159	86,159	552,366	529,592	554,664
Skilled Nursing Care	22,265	22,265	22,265	22,265	22,265	22,265
Outpatient Care	100,181	122,445	131,125	489,892	214,517	130,209
Diagnostic and Treatment	427,836	228,174	249,034	407,367	482,569	442,679
Emergency Department	35,655	3,755	3,755	39,439	23,505	35,505
Support	273,287	170,397	201,664	330,058	261,919	312,436
Research	0	59,951	59,951	0	0	5,587
Residential Alzheimer's	32,405	32,405	32,405	32,405	32,405	32,405
Other	–	–	–	–	–	–
Lobby	35,673	27,161	27,877	43,960	32,405	36,351
Building Infrastructure	361,247	70,470	90,071	443,906	382,077	391,553
Central Plant	82,854	36,557	36,557	60,887	80,434	75,434
Mechanical and Electrical Floors	68,234	53,833	59,371	95,765	58,328	78,487
Loading	24,540	NA[1]	NA[1]	24,809	33,420	26,023
Total sq. ft.	**4,473,856**	**2,746,296**	**2,995,976**	**5,605,711**	**4,433,671**	**4,907,553**
Licensed Beds	854	201	201	747	859	859
Dwelling Units	18	23	23	11	18	26
Residential Hotel Units	0	20	20	20	0	0
Hotel Rooms	0	402	402	402	0	0
Parking Spaces—	3,662	1,922	142	3,636	3,707	4,052

Table 6-1
Summary of Project Alternatives Development Program and Comparison to the Proposed CPMC LRDP

Category (numbers for building uses below depict square footage)	Totals at Buildout					
	Proposed LRDP	Alternative 1A No Project	Alternative 1B No Project	Alternative 2	Alternative 3A	Alternative 3B
Structured						
Parking Spaces—Surface	228	404	404	305	284	415
Loading Spaces	18 + 14 vans	9	7	24	14	17
Number of Buildings	25	38	38	38	22	32

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; NA = not available; sq. ft. = square feet
[1] Existing square footage unknown. Please refer to the number of loading spaces.
Source: Data compiled by AECOM in 2010

6.6 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

6.6.1 DESCRIPTION

As described below, the No Project Alternative assumes existing conditions, taking into account what would reasonably be expected to occur at each campus if the proposed CPMC LRDP were to not proceed (State CEQA Guidelines, Section 15126.6[e][3][B]). This alternative assumes that buildings on the existing CPMC campuses could not be used for acute care after the SB 1953 deadline of January 1, 2013. CPMC would phase out the admission of acute-care inpatients at the Pacific, California, and St. Luke's Campuses before the relevant SB 1953 deadline and would no longer provide any acute inpatient care, other than at the Davies Hospital North Tower, which has already been retrofitted to comply with SB 1953 and would continue to provide acute-care services until 2030.

Two subalternatives are analyzed for the No Project Alternative at St. Luke's Campus: Alternative 1A and Alternative 1B. Under Alternative 1A, no existing buildings would be demolished or new buildings constructed at the St. Luke's Campus. Alternative 1B would involve demolishing the existing St. Luke's Hospital and constructing a new outpatient facility in its place, as described in further detail below. As described above, the No Project Alternative was developed in accordance with Section 15126.6(e)(3)(B) of the State CEQA Guidelines. Table 6-2, "Comparison of the No Project Alternative (Alternatives 1A and 1B) and CPMC LRDP Buildout," presents a comparison of uses proposed under the No Project Alternative and the LRDP.

Table 6-2
Comparison of the No Project Alternative (Alternatives 1A and 1B) and CPMC LRDP Buildout

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout	No Project Alternative with St. Luke's 1A (No Project)	Difference between Alternative 1A and LRDP	No Project Alternative with St. Luke's 1B (No Project)	Difference between Alternative 1B and LRDP
Residential	27,170	33,770	+6,600	33,770	+6,600
Hotel	0	221,513	+221,513	221,513	+221,513
Retail	26,609	89,252	+62,643	91,852	+65,243
Office	24,314	228,232	+203,918	237,206	+212,892
Medical Office	719,799	379,130	-340,669	410,950	-308,849
Light Industrial	0	6,960	+6,960	6,960	+6,960
Parking—Structured	1,496,762	760,831	-735,931	871,831	-624,931
Hospital Administration	66,670	68,862	+2,192	72,401	+5,731
Cafeteria	26,617	12,457	-14,160	14,017	-12,600
Education/Conference	53,412	35,198	-18,214	38,603	-14,809
Inpatient Care	568,326	86,159	-482,167	86,159	-482,167
Skilled Nursing Care	22,265	22,265	0	22,265	0
Outpatient Care	100,181	122,445	+22,264	131,125	-30,944
Diagnostic and Treatment	427,836	228,174	-199,662	249,034	-178,802
Emergency Department	35,655	3,755	-31,900	3,755	-31,900
Support	273,287	170,397	-102,890	201,664	-71,623
Research	0	59,951	+59,951	59,951	+59,951
Residential Alzheimer's	32,405	32,405	0	32,405	0
Other	–	–	–	–	–
Lobby	35,673	27,161	-8,512	27,877	-7,796
Building Infrastructure	361,247	70,470	-290,777	90,071	-271,176
Central Plant	82,854	36,557	-46,297	36,557	-46,297
Mechanical and Electrical Floors	68,234	53,833	-14,401	59,371	-8,863
Loading	24,540	0	-24,540	120	-24,420
Total sq. ft.	**4,473,856**	**2,746,296**	**-1,727,560**	**2,995,976**	**-1,477,880**
Licensed Beds	854	201	-653	201	-653
Dwelling Units	18	23	+5	23	+5
Residential Hotel Units	0	20	+20	20	+20
Hotel Rooms	0	402	+402	402	+402
Parking Spaces—Structured	3,662	1,922	-1,740	2,142	-1,520
Parking Spaces—Surface	228	404	+176	396	+168

Table 6-2
Comparison of the No Project Alternative (Alternatives 1A and 1B) and CPMC LRDP Buildout

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout	No Project Alternative with St. Luke's 1A (No Project)	Difference between Alternative 1A and LRDP	No Project Alternative with St. Luke's 1B (No Project)	Difference between Alternative 1B and LRDP
Loading Spaces	18 + 14 vans	9	-9, -14 vans	9	-9, -14 vans
Number of Buildings	25	38	+13	40	+15

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

CATHEDRAL HILL CAMPUS

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the site of the proposed Cathedral Hill Campus. The existing Cathedral Hill Hotel and 1255 Post Street Office Building would undergo major renovations preceded by interior abatement work, including abatement of lead-based paint and asbestos, but would otherwise remain as they are, with existing uses retained. The proposed Cathedral Hill Hospital would not be developed and thus would not provide the 555 licensed beds that would be provided under the proposed CPMC LRDP. The properties composing the site of the proposed Cathedral Hill MOB (1100 Van Ness Avenue, 1062 Geary Street, 1054–1060 Geary Street, 1040–1052 Geary Street, 1034–1036 Geary Street, 1028–1030 Geary Street, and 1020 Geary Street) under the LRDP would remain in their current physical condition under the No Project Alternative. The proposed Van Ness Avenue pedestrian tunnel that would connect the Cathedral Hill Hospital and Cathedral Hill MOB under the LRDP would not be constructed under this alternative. Upgrades and changes in the mix of tenants at the properties composing the site of the proposed Cathedral Hill MOB under the LRDP could occur under the No Project Alternative, but the specific nature of potential upgrades and changes is speculative. The Pacific Plaza Office Building (1375 Sutter MOB under the proposed LRDP) would not be converted to medical offices under the No Project Alternative. The streetscape improvements proposed under the LRDP, such as the widening of sidewalks and addition of landscaped areas, would not be implemented under this alternative.

Under the No Project Alternative, Cedar Street would remain one-way eastbound and would not become a two-way street west of the MOB garage access. The three project variants proposed under the LRDP (No Van Ness Tunnel Variant, Two-Way Post Street and MOB Access Variant) would not be proposed under the No Project Alternative. The overall footprint and amount of space dedicated to medical office and outpatient-care uses at Cathedral Hill would be the same as under existing conditions. Because no existing buildings would be demolished or new buildings constructed, the approximately 904,600 sq. ft. of net new development that would occur under the LRDP at Cathedral Hill would not occur under the No Project Alternative.

Table 6-3, "No Project and Proposed LRDP Buildout at Cathedral Hill" (page 6-38), presents a comparison of this alternative to the LRDP. Table 6-4, "Alternative 1—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions" (page 6-39), presents details about proposed uses at each parcel at the Cathedral Hill Campus under the No Project Alternative and a comparison to existing uses; Figure 6-1, "Alternative 1—Cathedral Hill Campus Site Plan" (page 6-65), presents the site plan under this alternative.[30]

[30] The figures depicting proposed plans for the CPMC campuses under the No Project Alternative are presented at the end of Section 6.6.1.

Table 6-3
No Project and Proposed LRDP Buildout at Cathedral Hill

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Cathedral Hill	Alternative 1 No Project Total at Cathedral Hill	Difference Between No Project Alternative and LRDP
Residential	0	6,600	+6,600
Hotel	0	221,513	+221,513
Retail	11,647	74,840	+63,193
Office	0	215,792	+215,792
Medical Office	277,873	42,250	-235,623
Light Industrial	0	3,480	+3,480
Parking—Structured	565,676	294,916	-270,760
Hospital Administration	12,100	0	-12,100
Cafeteria	10,800	0	-10,800
Education/Conference	17,594	0	-17,594
Inpatient Care	388,100	0	-388,100
Skilled Nursing Care	–	–	–
Outpatient Care	1,485	26,000	+24,515
Diagnostic and Treatment	140,527	0	-140,527
Emergency Department	19,900	0	-19,900
Support	82,126	0	-82,126
Research	–	–	–
Residential Alzheimer's	–	–	–
Other	–	–	–
Lobby	13,300	15,604	+2,304
Building Infrastructure	237,080	700	-236,380
Central Plant	26,670	0	-26,670
Mechanical and Electrical Floors	6,000	21,196	+15,196
Loading	16,590	0	-16,590
Total sq. ft.	**1,827,468**	**922,891**	**-904,577**
Licensed Beds	555	0	-555
Dwelling Units	0	5	+5
Residential Hotel Units	0	20	+20
Hotel Rooms	0	402	+402
Parking Spaces—Structured	1,227	577	-650
Parking Spaces—Surface	–	–	–
Loading Spaces and Vans	8+14 vans	2 + 0 vans	-6, -14 vans
Number of Buildings	3	10	+7

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-4
Alternative 1—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Renovate		Retain								Uses to Renovate	Existing Uses to Retain	Project Totals
		Cathedral Hill Hotel	1255 Post St. (Office Bldg.)	1100 Van Ness Ave.	1062 Geary St.	1054–1060 Geary St.	1040–1052 Geary St.	1034–1036 Geary St.	1028–1030 Geary St.	1020 Geary St.	1375 Sutter St.			
Residential	6,600				3,480	3,120						–	6,600	6,600
Hotel	221,513	212,653						2,640	6,220			221,212,653	–8,860	221,513
Retail	74,840	7,000	7,780	39,240		3,120		3,300	3,200	6,600	4,600	14,780	60,060	74,840
Office	215,792	35,680	138,362								41,750	174,042	41,750	215,792
Medical Office	42,250										42,250	–	42,250	42,250
Light Industrial	3,480				3,480							–	3,480	3,480
Parking—Structured	294,916	171,120	46,396								77,400	217,516	77,400	294,916
Hospital Administration												–	–	–
Cafeteria												–	–	–
Education/Conference												–	–	–
Inpatient Care												–	–	–
Skilled Nursing Care												–	–	–
Outpatient Care	26,000						26,000					–	26,000	26,000
Diagnostic and Treatment												–	–	–
Emergency Department												–	–	–
Support												–	–	–
Research												–	–	–
Other												–	–	–
Lobby	15,604	7,500	7,904								200	15,404	200	15,604
Building Infrastructure	700										700	–	700	700
Central Plant												–	–	–
Mechanical and Electrical Floors	21,196	11,438	9,258								500	20,696	500	21,196
Loading												–	–	–
Total sq. ft.	**922,891**	**445,391**	**209,700**	**39,240**	**6,960**	**6,240**	**26,000**	**5,940**	**9,420**	**6,600**	**167,400**	**655,091**	**267,800**	**922,891**
Dwelling Units	5					4		1				–	5	5
Residential Hotel Units	20							6	14			–	20	20
Hotel Rooms	402	402										402	–	402
Parking Spaces—Structured	577	275	130								172	405	172	577
Parking Spaces—Surface												–	–	–
Loading Spaces	2	2										2	–	2
Number of Buildings	10	1	1	1	1	1	1	1	1	1	1	2	8	10
Height of Buildings	NA	120	est. 180	40	28	28	36	32	36	30	est. 65	NA	NA	NA
Number of Stories	NA	10	11	3	2	2	3	2	3	2	5	NA	NA	NA
Stories Underground	NA	1	1									NA	NA	NA

Notes: sq. ft. = square feet. Retain = Would be retained as it is currently being used under the proposed project. Source: Data compiled by AECOM in 2009.

PACIFIC CAMPUS

In contrast with the proposed LRDP, no existing buildings would be demolished and no new buildings would be constructed at the existing Pacific Campus by 2020 under the No Project Alternative. This campus would not be used for acute care after the SB 1953 and SB 1661 deadlines in 2013. The existing 2333 Buchanan Street Hospital would be converted from acute care to ambulatory/outpatient care. In addition, the existing Mental Health Center (2323 Sacramento Street)—including the 18 psychiatric beds and supporting areas—would be converted to medical office uses under the No Project Alternative. The ACC Addition, Webster Street/Sacramento Street Underground Parking Garage, and North-of-Clay Aboveground Parking Garage, all proposed under the LRDP, would not be constructed under the No Project Alternative. As a result, the existing Stanford Building (2351 Clay Street), 2324 Sacramento Street Clinic, Annex MOB (2340–2360 Clay Street), Gerbode Research Building (2200 Webster Street), and Clay Street Tunnel, all proposed for demolition under the LRDP, would remain as they are. Renovation of the existing vacant 2018 Webster Street building, proposed under the LRDP to accommodate the above-mentioned new development, would also not occur. The Pacific Campus provides 313 licensed beds under existing conditions. Under the proposed LRDP, no beds would remain except 18 licensed psychiatric beds that would be retained; by contrast, under the No Project Alternative, no beds would remain at all on the Pacific Campus.

The overall footprint and amount of space dedicated to medical uses on the Pacific Campus under the No Project Alternative would be the same as under existing conditions (approximately 1,117,300 sq. ft.). The 228,300 sq. ft. of new development that would occur under the proposed LRDP would not occur. Table 6-5, "No Project and Proposed LRDP Buildout at the Pacific Campus," presents a comparison of this alternative to the LRDP. Table 6-6, "Alternative 1—Pacific Campus Project Summary Table and Comparison to Existing Conditions" (page 6-45), presents details about proposed uses at the Pacific Campus at each parcel under the No Project Alternative and provides a comparison to existing conditions; Figure 6-2, "Alternative 1—Pacific Campus Site Plan" (page 6-66), presents the proposed site plan for the campus under this alternative.

Table 6-5
No Project and Proposed LRDP Buildout at the Pacific Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Pacific Campus	Alternative 1 No Project Total at Pacific Campus	Difference Between No Project Alternative and LRDP
Residential	27,170	27,170	0
Hotel	0	0	0
Retail	8,962	12,012	+3,050
Office	15,340	10,040	-5,300
Medical Office	207,891	212,465	+4,574
Light Industrial	0	0	0
Parking—Structured	552,716	269,937	-282,779
Hospital Administration	11,742	31,573	+19,831
Cafeteria	6,858	6,858	0
Education/Conference	27,063	29,848	+2,785
Inpatient Care	17,267	0	-17,267
Skilled Nursing Care	0	0	0
Outpatient Care	53,692	60,121	+6,429
Diagnostic and Treatment	149,036	152,261	+3,225
Emergency Department	0	0	0
Support	80,944	105,447	+24,503
Research	0	59,951	+59,951
Residential Alzheimer's	32,405	32,405	0
Other	–	–	–
Lobby	10,867	8,767	-2,100
Building Infrastructure	60,259	54,263	-5,996
Central Plant	37,120	20,493	-16,627
Mechanical and Electrical Floors	39,483	23,724	-15,759
Loading	6,830	-	-6,830
Total sq. ft.	**1,345,645**	**1,117,334**	**-228,311**

Table 6-5
No Project and Proposed LRDP Buildout at the Pacific Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Pacific Campus	Alternative 1 No Project Total at Pacific Campus	Difference Between No Project Alternative and LRDP
Licensed Beds	18	0	-18
Dwelling Units	18	18	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	1,510	847	-663
Parking Spaces—Surface	77	83	+6
Loading Spaces	4	3	-1
Number of Buildings	10	16	+6

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

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Table 6-6
Alternative 1—Pacific Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Convert		Retain														Existing Uses to Be Retained	Uses to Be Converted	Project Totals
		2333 Buchanan St. (ACC)	2323 Sacramento St. (Mental Health Ctr.)	2330 Clay St. (Stern Bldg.)	2351 Clay St. (Stanford Bldg.)	2324 Sacramento St. (Clinic)	2405 Clay St. (Clay St./Webster St. Underground Parking Garage)	2018 Webster St. (Vacant)	2300 California St. MOB	2340-2360 Clay St. (Annex MOB)	2200 Webster St. (Gerbode Research Building)	2395 Sacramento St. (Library)	2329 Sacramento St. (Medical Residences)	2400 Clay St. MOB (Maas Clinic Plastic Surgery)	Clay Street Tunnel	2315 Sacramento St. (Res. Bldg.)	2100 Webster St. MOB (Pacific Prof. Bldg)			
Residential	27,170												16,950			10,220		27,170	–	27,170
Hotel																		–	–	–
Retail	12,275	2,102						5,300	1,861								2,749	9,910	2,102	12,012
Office	10,040			10,040														10,040	–	10,040
Medical Office	185,660		26,805						15,852	56,969				15,015			97,824	185,660	26,805	212,465
Light Industrial																		–	–	–
Parking—Structured	269,937	–	–	–	–	–	150,876	–	8,061	–	–	–	–	–	–	–	111,000	269,937	–	269,937
Hospital Administration	23,510	11,742			19,315						516							19,831	11,742	31,573
Cafeteria	4,127	6,858																–	6,858	6,858
Education/Conference	32,382	1,637			5,371							22,840						28,211	1,637	29,848
Inpatient Care	106,001		–															–	–	–
Skilled Nursing Care																		–	–	–
Outpatient Care	46,445	23,184			36,937													36,937	23,184	60,121
Diagnostic and Treatment	103,602	116,448			19,882					10,343							5,588	35,813	116,448	152,261
Emergency Department	12,424																	–	–	–
Support	119,648	56,604		5,020	39,733												4,090	48,843	56,604	105,447
Research	59,951					2,100				–	57,851							59,951	–	59,951
Residential Alzheimer's		32,405																–	32,405	32,405
Other																		–	–	–
Lobby	5,683	5,384	800														2,583	2,583	6,184	8,767
Building Infrastructure	54,262	17,540	1,375	941	18,283	364			1,881	4,304	2,232	3,093			1,320		2,930	35,348	18,915	54,263
Central Plant	20,493	19,870			623													623	19,870	20,493
Mechanical and Electrical Floors	23,724	7,026									3,241	7,667					5,790	16,698	7,026	23,724
Loading																		–	–	–
Total sq. ft.	**1,117,334**	**300,800**	**28,980**	**16,000**	**140,144**	**2,464**	**150,876**	**5,300**	**27,655**	**71,616**	**63,840**	**33,600**	**16,950**	**15,015**	**1,320**	**10,220**	**232,554**	**787,554**	**329,780**	**1,117,334**
Dwelling Units	18												12			6		18	–	18
Hotel Rooms																		–	–	–
Parking Spaces—Structured	847		11				411				25						400	836	11	847
Parking Spaces—Surface	83	32	–						41						10			51	32	83
Loading Spaces	3	3																–	3	3
Number of Buildings	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	2	16
Height of Buildings	NA	119	20	51	99	12	30	54	40	76	60	48	40	39	–	47	80	NA	NA	NA
Number of Stories	NA	9	3	3	7	1	4	3	3	7	5	3	4	3		3	5	NA	NA	NA
Stories Underground	NA	3			1	1			1				1		1	1	4	NA	NA	NA

Notes: sq. ft. = square feet. = Would be converted to a different use under the proposed project; MOB = Medical Office Building; Retain = Would be retained as it is currently being used under the proposed project.
Source: Data compiled by AECOM in 2009

CALIFORNIA CAMPUS

Under the No Project Alternative (as under the LRDP), CPMC would sell the California Campus and lease back a small amount of CPMC-operated space from the buyer of the California campus indefinitely. All other CPMC-related uses would cease by 2020. At this stage, future uses by subsequent purchasers are speculative. Modest redevelopment of the California Campus could involve retaining the 3801 Sacramento Street Outpatient/Research Building, the 3838 California Street and 3905 Sacramento Street MOBs, and the Cherry Street and 3773 Sacramento Street parking garages in their current medical and parking uses. As under the proposed LRDP, 3838 California Street (primarily outpatient imaging and blood drawing) would be leased back by CPMC from the buyer of the California Campus property indefinitely. Additional modest changes at the California Campus by subsequent purchasers in the future under this alternative could include renovating other major facilities, such as the 3700 California Street Hospital and the 3698 California Street Building, for nonacute-care uses such as continuum of care. However, a prospective purchaser could seek approvals for more substantial changes to the property. Because future development plans by subsequent purchasers are speculative at this time and have not yet been determined for the California Campus, the No Project Alternative at California Campus does not analyze a specific development proposal. This alternatives analysis assumes that development at the California Campus under the No Project Alternative would be identical to the proposal under the LRDP. The California Campus would provide no licensed beds under the No Project Alternative, the same as under the proposed LRDP. Under existing conditions, the California Campus provides 420 licensed beds, which would not be retained under the No Project Alternative or under the proposed LRDP.

DAVIES CAMPUS

No existing buildings would be demolished and no new buildings would be constructed at the existing Davies Campus under the No Project Alternative. The streetscape improvements proposed under the LRDP, such as improved sidewalk paving and landscaping, would not be implemented under this alternative. The Davies Hospital North Tower would continue to provide acute-care uses through 2029; the seismic upgrades completed in 2007 were to the SPC-2 standard and the building would meet seismic requirements until 2030, at which time all general acute-care facilities are required to be classified at the highest seismic rating (SPC-5) so as to be operational after a major earthquake. Because of this, the North Tower would require conversion to nonacute-care uses after January 1, 2030. The South Tower would continue to provide skilled nursing care, outpatient care, and diagnostic and treatment space until the end of 2012. However, after January 1, 2013, all diagnostic and treatment space in the South Tower currently used for acute-care inpatients (approximately 49,000 sq. ft.) would be converted to serve skilled nursing patients and outpatients. Under the No Project Alternative, the existing Emergency Department would be removed (in contrast with the proposed LRDP, under which the Emergency Department would be retained). The Neuroscience Institute and Castro Street/14th Street MOB proposed under

the LRDP would not be constructed under the No Project Alternative, and the existing Castro Street/14th Street Parking Garage would be retained rather than demolished. The Davies Campus provides 311 licensed beds under existing conditions. Like the proposed LRDP, the No Project Alternative would retain 201 beds until 2030 in the Davies Hospital (North Tower).

The overall development footprint and amount of space dedicated to medical uses on the Davies Campus under the No Project Alternative would be the same as under existing conditions (approximately 500,000 sq. ft.). Because no existing buildings would be demolished or new buildings constructed, the approximately 202,400 sq. ft. of new development that would occur under the proposed LRDP (approximately 702,400 sq. ft.) would not occur under the No Project Alternative. The streetscape improvements proposed under the LRDP (e.g., landscape improvements on the eastern edge of the Davies Campus along Noe Street) would not be implemented under this alternative.

Table 6-7, "No Project and Proposed LRDP Buildout at the Davies Campus," presents a comparison of this alternative to the LRDP. Table 6-8, "Alternative 1—Davies Campus Project Summary Table and Comparison to Existing Conditions" (page 6-50), presents details about uses at each parcel at the Davies Campus under the No Project Alternative and provides a comparison to existing conditions; Figure 6-3, "Alternative 1—Davies Campus Site Plan" (page 6-67), presents the proposed site plan for the campus under this alternative.

Table 6-7
No Project and Proposed LRDP Buildout at the Davies Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Davies Campus	Alternative 1 No Project Total at Davies Campus	Difference in Floor Area Between No Project Alternative and LRDP
Residential	0	0	0
Hotel	0	0	0
Retail	1,752	752	-1,000
Office	0	0	0
Medical Office	152,498	74,698	-77,800
Light Industrial	0	0	0
Parking—Structured	184,000	112,608	-71,392
Hospital Administration	33,175	33,175	0
Cafeteria	5,599	5,599	0
Education/Conference	5,350	5,350	0
Inpatient Care	86,159	86,159	0
Skilled Nursing Care	22,265	22,265	0
Outpatient Care	30,574	30,574	0
Diagnostic and Treatment	73,017	49,017	-24,000
Emergency Department	3,755	3,755	0
Support	49,748	49,748	0
Research	0	0	0
Residential Alzheimer's	0	0	0
Other	–	–	–
Lobby	6,978	1,478	-5,500
Building Infrastructure	18,629	4,229	-14,400
Central Plant	16,064	16,064	0
Mechanical and Electrical Floors	12,845	4,545	-8,300
Loading	–	–	–
Total sq. ft.	**702,408**	**500,016**	**-202,392**
Licensed Beds	201	201	0
Dwelling Units	0	0	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	490	283	-207
Parking Spaces—Surface	136	207	+71
Loading Spaces	4	3	-1
Number of Buildings	5	4	-1

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

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Table 6-8
Alternative 1—Davies Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Retain/Convert [1]	Retain		Existing Uses to Be Retained	Uses to Be Retained/Converted	Project Totals
		Davies North and South Towers	45 Castro Street MOB	Castro St/14th St. Parking Garage			
Residential					–	–	–
Hotel					–	–	–
Retail	752	752			–	752	752
Office					–	–	–
Medical Office	74,698	11,764	62,934		62,934	11,764	74,698
Light Industrial					–	–	–
Parking—Structured	112,608	–	–	112,608	112,608	–	112,608
Hospital Administration	33,175	33,175			–	33,175	33,175
Cafeteria	5,599	5,599			–	5,599	5,599
Education/Conference	5,350	5,350			–	5,350	5,350
Inpatient Care	86,159	86,159			–	86,159	86,159
Skilled Nursing Care	22,265	22,265			–	22,265	22,265
Outpatient Care	30,574	30,574			–	30,574	30,574
Diagnostic and Treatment	49,017	49,017			–	49,017	49,017
Emergency Department	3,755	3,755			–	3,755	3,755
Support	49,748	49,748			–	49,748	49,748
Research					–	–	–
Other					–	–	–
Lobby	1,478	1,478			–	1,478	1,478
Building Infrastructure	4,229	4,229			–	4,229	4,229
Central Plant	16,064	16,064			–	16,064	16,064
Mechanical and Electrical Floors	4,545	4,545			–	4,545	4,545
Loading					–	–	–
Total sq. ft.	**500,016**	**324,474**	**62,934**	**112,608**	**175,542**	**324,474**	**500,016**
Dwelling Units							
Hotel Rooms							
Parking Spaces—Structured	283			283	283	283	283
Parking Spaces—Surface	207	207			207	–	207
Loading Spaces	3	3			3	–	3
Number of Buildings	4	2	1	1	4	6	4
Height of Buildings	NA	66	67		NA	NA	NA
Number of Stories	NA	5 (North), 3 (South)	4	3	NA	NA	NA
Stories Underground	NA	4 (North), 2 (South)	1		NA	NA	NA

Notes: MOB = Medical Office Building; NA = not applicable; sq. ft. = square feet; Retained = Would be retained as it is currently being used under the proposed project; Retained/Converted = Part would be converted to a different use while the rest is retained under the proposed project.
[1] Combined "Retain/Convert" reflects the South Tower being converted to serve nonacute-care inpatients, outpatients, and administration only, with no major changes in use categorization. The North Tower would be retained to serve inpatients through 2029.
Source: Data compiled by AECOM in 2009

ST. LUKE'S CAMPUS

Introduction

Acute inpatient care at the existing St. Luke's Hospital must cease before January 1, 2013, unless seismic requirements are met, pursuant to SB 1953. Therefore, under the No Project Alternative at the St. Luke's Campus, the consequence of disapproval of the LRDP would necessitate change from the continuation of existing conditions. A total of four No Project Alternatives were considered at the St. Luke's Campus. Two of the four scenarios were considered but rejected as infeasible; retrofit of the existing St. Luke's Hospital to continue providing acute-care services and retrofit of the existing St. Luke's Hospital for subacute or other nonacute-care uses.

The two No Project Alternatives that were considered but rejected as infeasible at the St. Luke's Campus are described below.

- **Retrofit of the existing St. Luke's Hospital to continue providing acute-care services.**

  CPMC determined that it would not be feasible to seismically retrofit the existing St. Luke's Hospital to continue to provide acute-care services in the existing hospital buildings. The existing 1970 hospital tower and 1957 Building together compose the existing St. Luke's Hospital. The 1957 Building contains acute-care surgical services and the Emergency Department; the 1970 hospital tower contains support services, the Intensive Care Unit, and medical/surgical beds. Both buildings together, served by the Hartzell Building's central utility plant, function as the hospital and provide inpatient acute care. Both the 1970 hospital tower and 1957 Building are currently rated SPC-1 under OSHPD's SB 1953 regulations. This indicates that the building is at risk of partial collapse, posing a risk to life safety in the event of a major earthquake. Following a design earthquake magnitude of 7.9 on the San Andreas Fault, there would be significant risk to life safety, and the St. Luke's 1970 hospital building likely would not be usable or safe for occupancy, resulting in a yellow or red tag by the City.[31] The hospital tower's current rating additionally reflects its risk of partial collapse. The 1957 Building is also considered a SPC-1 building under SB 1953.

  Hence, continued uninterrupted use of the existing 1970 hospital tower and the 1957 Building for acute-care inpatient services would require compliance with SB 1953 by the statutory deadline of January 1, 2013. However, a new statutorily compliant seismic retrofit of these buildings could not be designed, approved by OSHPD, and completed by that date.

[31] Mitchell, Carrie. Principal, Degenkolb Engineers. San Francisco, CA. May 26, 2010—letter to Geoffrey Nelson, Director of Enterprise Development, California Pacific Medical Center.

The retrofit option also could not comply with the requirements for a SB 1661 extension to 2015, because design documents would need to have been submitted to OSHPD no later than December 2008. Retrofit documents were not submitted (although design documents for a new replacement hospital—i.e., the current project proposed under the LRDP—were submitted by this date).

Because completion by December 2012 of a retrofit project that complies with SB 1953 would not be possible, the retrofit option would not comply with SB 1953. Therefore, acute-care use at the existing St. Luke's Hospital would have to either cease or be relocated elsewhere, from January 2013 until completion of seismic retrofit work, substantially disrupting patient services at St. Luke's. Attempting to retrofit the hospital buildings while occupied by patients, even if statutorily feasible, would not be possible because of the necessary interruption of utilities and other critical services a retrofit would require. Safety risks to patient and staff in these buildings also render this option infeasible.

The alternative to a retrofit that would comply with SB 1953 is to retrofit the St. Luke's Hospital tower and 1957 Building to the SPC-2 standard, which would allow for continued acute-care use of the existing St. Luke's Hospital until 2030. The estimated costs for an SPC-2 retrofit and associated work are estimated to be more than $200 million, which would allow approximately 15 years of use after completion, because SB 1953 would require the building to meet the higher SPC-5 standard by 2030.[32] Retrofitting to SPC-5 and conformance with Nonstructural Performance Criteria would be required to allow acute-care use in the existing hospital building after 2030. The estimated cost of an SPC-5 and Nonstructural Performance Criteria 5 (NPC-5) retrofit and associated work is estimated to be more than $300 million.[33] NPC-5 expenses include additional improvements to life safety systems (fire alarm and fire sprinkler, as well as seismic anchorage of all nonstructural building components and improvements to increase capability of continued operation in a seismic event). The scope of work and cost estimates for St. Luke's Hospital's SPC-5 retrofit work, however, do not include improvements to, and additional costs for, modernizing or updating the existing St. Luke's Hospital, including installing modern heating, ventilation, and air conditioning (HVAC) systems because the buildings are currently not air-conditioned, or the cost of reconfiguring space to meet current standards of care (e.g., size of rooms and nursing stations, single occupancy rooms).[34]

CPMC has determined that seismically retrofitting the existing St. Luke's Hospital would be substantially more expensive and disruptive than replacing the existing hospital building, or relocating the patient volumes currently served at St. Luke's at either a seismically compliant CPMC facility (such as the Davies Hospital North Tower) or at a CPMC facility with substantially better mechanical systems (such as facilities at the

[32] Ibid.
[33] Ibid. The structural and nonstructural retrofit of the 1957 Building is in addition to the costs described above.
[34] Ibid.

Pacific Campus or California Campus), or a combination of these options. The remedial work required to strengthen the building to state seismic standards, and other life safety system modifications, would be both expensive and disruptive. The retrofitting work would interfere with existing programs and services and would require substantial changes to the hospital's interior spaces.

To accommodate these changes would require a considerable reduction in the number of patient rooms (which already do not meet current standards of care), and would thereby have compromised hospital facilities and delivery of services. Numerous clinical services at the hospital likely would have required relocation to other sites and, at a minimum, would have been closed for a substantial period of time. Because this retrofit option would cause inpatient acute-care services to cease for a period of years during construction, the project objective of ensuring ongoing medical services and an uninterrupted continuum of care during construction at the St. Luke's Campus, which was also a recommendation of the Blue Ribbon Panel, would not be met.

For the above-noted reasons of disruption, inability to provide continuous acute care, and substantially higher costs relative to compromising available on-campus facilities (involving a substantial loss of space), CPMC found retrofit of the existing St. Luke's Hospital to provide inpatient acute-care services to be infeasible. This alternative is therefore not further analyzed in this EIR.

- **Retrofit the existing St. Luke's Hospital for subacute inpatient care or other nonacute-care uses.**

CPMC determined that retrofitting the 1970 hospital tower for nonacute care would not be feasible as discussed below. Under this option, acute-care services would be removed from the building before January 1, 2013, pursuant to the statutory mandate of SB 1953. Existing acute-care patients would be relocated elsewhere. The 1970 tower then would be converted for nonacute-care uses, such as subacute-care services (e.g., a skilled nursing facility, psychiatric rehabilitation and/or other intermediate care, or other uses, such as a medical clinic or medical offices).[35] The building would remain under OSHPD jurisdiction if operations were to continue under the same license or under a new license for subacute care. If used for outpatient clinical services, those services (other than subacute services) could be provided either under OSHPD jurisdiction or under the jurisdiction of the San Francisco Department of Building Inspection (DBI), which would be responsible for determining what Building Code requirements are applicable and what construction work would be required.

[35] Other non-OSHPD jurisdictional uses, such as medical clinic, medical offices, or administrative services, were also investigated but determined to be infeasible. A change of use and substantial modifications would trigger compliance with current California Building Code requirements, including similar and costly seismic and life safety retrofits. The floor plate of the 1970 hospital tower is not conducive to medical office use because the existing patient rooms are not configured for reuse as exam rooms or physician offices. Reuse as medical or administrative offices would have required complete interior demolition and reconfiguration. Medical office use of the building would also require a substantial amount of additional parking to be located elsewhere on the campus. Further, without an adjoining hospital, there would be insufficient demand for a large medical building. For all of these reasons, retrofitting the existing buildings was found to be not practicable.

SB 1953 seismic requirements would not apply under this option because the 1970 hospital tower would not be used for acute-care purposes. However, CPMC determined that the condition of the 1970 hospital tower and the substantial modifications required to remodel for nonacute-care uses would nevertheless, as a practical matter, trigger the need for substantial seismic retrofitting. The building would likely require seismic strengthening and mitigation of the liquefaction potential of the soil. It would also require upgrades to life safety systems (e.g., fire alarm and fire sprinkler), and Americans with Disabilities Act access to be safe for building occupants, and substantial additional remodeling for the intended use. Further, without the presence of a functioning inpatient hospital at the St. Luke's Campus, the need for supportive, administrative, or medical office space would be reduced to below the capacity of a renovated 1970 hospital tower (i.e., there would be no programmatic need for such a sizeable remodel in the absence of a hospital on the campus).

The scope of the retrofit required, in order to reuse the existing St. Luke's Hospital building, even if full compliance with SPC-2 level requirements were not mandated, would exceed the requirements for the tenant improvements themselves. CPMC determined that seismic strengthening would likely be required to achieve SPC-2–level performance or its equivalent, to provide acceptable levels of protection. The cost of these improvements was anticipated to exceed $100 million.[36] Therefore, CPMC found retrofit of the existing St. Luke's Hospital for subacute or other nonacute-care uses to be infeasible. This alternative is therefore not further analyzed in this EIR.

As discussed earlier, two scenarios are considered reasonably foreseeable at the St. Luke's Campus under the No Project Scenario and are analyzed below:

- *No Project Alternative 1A:* Close the existing St. Luke's Hospital tower, 1957 Building, and Hartzell Building, with no demolition or reuse.
- *No Project Alternative 1B:* Demolish the existing St. Luke's Hospital tower and redevelop the hospital site with a new outpatient facility.

No Project Alternative 1A: Close Existing St. Luke's Hospital (no demolition, reuse, or retrofit)

Under No Project Alternative 1A, the existing St. Luke's Hospital tower and 1957 Building would be closed by January 1, 2013, pursuant to the statutory mandate of SB 1953. St. Luke's Hospital would be delicensed and existing acute-care patients would be relocated elsewhere.

Neither the 1970 hospital tower, nor the 1957 Building (nor their respective building sites) would be reused for medical purposes by CPMC under No Project Alternative 1A. These buildings would not be retrofitted or reused

[36] Mitchell, Carrie. Principal. Degenkolb Engineers. San Francisco, CA. May 26, 2010—letter to Geoffrey Nelson, Director of Enterprise Development, California Pacific Medical Center.

(as the considered-but-rejected options for the St. Luke's Campus No Project Alternative discussed under "Introduction" above), nor would the hospital buildings be demolished and the site reused, as described below for No Project Alternative 1B. Rather, the vacant buildings and property would eventually be sold and redeveloped by prospective buyers. The scope or nature of any future redevelopment by others is speculative. The San Jose Avenue Utilities Relocation and associated streetscape improvements under the proposed LRDP would not be implemented under this alternative. In addition, the Cesar Chavez Street Utility Line Alignment and Alternative Emergency Department Location Variants proposed under the LRDP would not occur under this alternative.

It is anticipated that the Hartzell Building (555 San Jose Avenue) would also close under No Project Alternative 1A, because it would no longer be needed (as it serves as the central utility plant for the 1970 hospital tower and 1957 Building). Other remaining medical buildings and uses on the St. Luke's Campus (e.g., the 1912 Building, Monteagle Medical Center building, and the campus's existing parking garage) could continue to be used as medical offices and outpatient clinic space and associated parking. There would, however, be less demand for medical office space in the absence of an associated hospital. Within the Monteagle Medical Center, much of the outpatient surgery would likely be discontinued. Thus, No Project Alternative 1A assumes that no activity would occur at the 1970 hospital tower, the 1957 Building, and the Hartzell Building after January 1, 2013; the other medical service activities on the St. Luke's Campus associated with the 1912 Building and Monteagle Medical Center would continue, but possibly at a much reduced activity level.

Table 6-9, "No Project Alternatives 1A and 1B and Proposed LRDP Buildout at the St. Luke's Campus" (page 6-60), presents a comparison of the No Project Alternative—both Alternatives 1A and 1B—to the LRDP. Table 6-10a, "Alternative 1A—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions" (page 6-61), presents details about proposed uses at the St. Luke's Campus under Alternative 1A; Figure 6-4, "Alternative 1A—St. Luke's Campus Site Plan" (page 6-68), presents the proposed site plan for the campus under Alternative 1A. Massing proposed for the St. Luke's Campus under Alternative 1A is presented in Figure 6-5, "Alternative 1A—St. Luke's Massing Diagram" (page 6-69).

No Project Alternative 1B: Demolish St. Luke's Hospital and Construct a New Nonacute-Care Outpatient Facility

Under No Project Alternative 1B, all acute-care and inpatient care uses at the St. Luke's Campus would be eliminated after January 1, 2013, pursuant to SB 1953. The existing St. Luke's Hospital tower would be demolished because of seismic hazards and the hospital site would likely be redeveloped with a new outpatient facility. The MOB/Expansion Building proposed under the LRDP would not be developed at the site of the hospital tower under No Project Alternative 1B. Instead, a new outpatient facility would replace the demolished hospital tower, which would also provide underground parking as proposed for the MOB/Expansion Building under the LRDP. The existing Emergency Department and operating rooms in the 1957 Building would be

decommissioned, and the building would be converted to accommodate nonacute-care uses, such as medical office uses. Under the proposed LRDP, the 1957 Building would be programmed for support uses with no outpatient services. The St. Luke's Replacement Hospital would not be constructed under No Project Alternative 1B. The MRI Trailer would be demolished under No Project Alternative 1B. The Hartzell Building (555 San Jose Avenue) and the other remaining medical buildings and uses on the St. Luke's Campus (e.g., the 1912 Building, Monteagle Medical Center building, and the campus's existing parking garage) could continue to remain operational as medical offices and outpatient clinic space and associated parking. As a result, CPMC would not request that the City sell or vacate a portion of San Jose Avenue identified under the LRDP, nor would the San Jose Avenue utilities relocation occur. The St. Luke's Campus would not provide any acute-care hospital beds under No Project Alternative 1B, compared to the 229 existing licensed, acute-care beds, or the 80 acute-care beds that would be provided at the St. Luke's Replacement Hospital under the proposed LRDP.

The new St. Luke's Outpatient Facility under No Project Alternative 1B would be approximately 201,000 sq. ft., increasing the space currently dedicated to medical uses on the St. Luke's Campus by 3,000 sq. ft. relative to existing conditions. Under the LRDP, the St. Luke's Campus would occupy approximately 595,900 sq. ft. The total square footage at the St. Luke's Campus under No Project Alternative 1B (454,900 sq. ft.) would be about 141,000 sq. ft. less than under the proposed LRDP. The new St. Luke's Outpatient Facility would be located in the same area as the MOB/Expansion Building proposed under the LRDP. The new, five-story, 100-foot-tall outpatient facility would be the same height and size as the proposed MOB/Expansion Building under the LRDP and both the No Project Alternative 1B outpatient facility and the MOB/Expansion Building under the LRDP would be approximately 58 feet shorter than the existing 12-story St. Luke's Hospital tower that it would replace.

No Project Alternative 1B would provide a total of 541 parking spaces. About 220 of these parking spaces would be in the new four-level underground garage at the St. Luke's Outpatient Facility, similar to the 220 parking spaces that would be provided in a new four-level garage at the MOB/Expansion Building under the LRDP. No Project Alternative 1B would provide 104 additional parking spaces at the St. Luke's Campus than the LRDP. These additional spaces under No Project Alternative 1B would be due to the retention of the existing surface parking lot and other surface parking spaces (including spaces within San Jose Avenue between Cesar Chavez and 27th Streets), which would not be retained under the LRDP in order to allow construction of the St. Luke's Replacement Hospital. No Project Alternative 1B would result in an increase of 220 spaces relative to existing conditions. The project variants proposed under the LRDP (Alternate Emergency Department Location and Cesar Chavez Street Utility Line Alignment) would not be proposed under No Project Alternative 1B.

Table 6-9, "No Project Alternatives 1A and 1B and Proposed LRDP Buildout at the St. Luke's Campus" (page 6-60), presents a comparison of the No Project Alternative—both Alternatives 1A and 1B—to the LRDP. Table 6-10b, "Alternative 1B—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions" (page

6-63), presents details about proposed uses by building at the St. Luke's Campus under Alternative 1B; Figure 6-6, "Alternative 1B—St. Luke's Campus Site Plan" (page 6-70), presents the proposed site plan for the campus under Alternative 1B. Massing proposed for the St. Luke's Campus under Alternative 1B is presented in Figure 6-7, "Alternative 1B—St. Luke's Massing Diagram" (page 6-71).

Table 6-9
No Project Alternatives 1A and 1B and Proposed LRDP Buildout at the St. Luke's Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at St. Luke's Campus	Alternative 1A No Project Total at St. Luke's Campus	Difference in Floor Area Between No Project Alternative 1A and LRDP	Alternative 1B No Project Total at St. Luke's Campus	Difference Between No Project Alternative 1B and LRDP
Residential	0	0	0	0	0
Hotel	0	0	0	0	0
Retail	4,248	1,648	-2,600	4,248	0
Office	8,974	2,400	-6,574	11,374	+2,400
Medical Office	81,537	49,717	-31,820	81,537	0
Light Industrial	0	0	0	0	0
Parking—Structured	194,370	83,370	-111,000	194,370	0
Hospital Administration	9,653	4,114	-5,539	7,653	-2,000
Cafeteria	3,360	0	-3,360	1,560	-1,800
Education/Conference	3,405	0	-3,405	3,405	0
Inpatient Care	76,800	0	-76,800	0	-76,800
Skilled Nursing Care	0	0	0	0	0
Outpatient Care	14,430	5,750	-8,680	14,430	0
Diagnostic and Treatment	62,856	24,496	-38,360	45,356	-17,500
Emergency Department	12,000	0	-12,000	0	-12,000
Support	60,469	15,202	-45,267	46,469	-14,000
Research	0	0	0	0	0
Residential Alzheimer's	0	0	0	0	0
Other	–	–	–	–	–
Lobby	4,528	1,312	-3,216	2,028	-2,500
Building Infrastructure	45,279	11,278	-34,001	30,879	-14,400
Central Plant	3,000	0	-3,000	0	-3,000
Mechanical and Electrical Floors	9,906	4,368	-5,538	9,906	0
Loading	1,120	0	-1,120	120	-1,000
Total sq. ft.	**595,935**	**203,655**	**-392,280**	**453,335**	**-142,600**
Licensed Beds	80	0	-80	0	-80
Dwelling Units	0	0	0	0	0
Residential Hotel Units	0	0	0	0	0
Hotel Rooms	0	0	0	0	0
Parking Spaces—Structured	435	215	-220	435	0
Parking Spaces—Surface	15	114	+99	106	99+91
Loading Spaces	2	1	-1	1	-1
Number of Buildings	7	5	+1-2	7	+0

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-10a
Alternative 1A—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Vacate			Retain					Existing Uses to Be Retained	Uses to Vacate	Project Totals [1]
		St. Luke's Hospital Tower	1957 Building	555 San Jose Ave. (Hartzell)	1912 Building	1580 Valencia (Monteagle)	MRI Trailer	Redwood Admin. Bldg.	Duncan St. Parking Garage			
Residential	–	–	–	–	–	–	–	–	–	0	0	–
Hotel	–	–	–	–	–	–	–	–	–	0	0	–
Retail	2,521	873	–	–	–	1,648	–	–	–	1,648	873	1,648
Office	11,374	–	–	8,974	–	–	–	2,400	–	2,400	8,974	2,400
Medical Office	49,717	–	–	–	–	49,717	–	–	–	49,717	0	49,717
Light Industrial	–	–	–	–	–	–	–	–	–	0	0	–
Parking—Structured	83,370	–	–	–	–	–	–	–	83,370	83,370	0	83,370
Hospital Administration	7,438	1,865	1,459	–	4,114	–	–	–	–	4,114	3,324	4,114
Cafeteria	3,471	3,471	–	–	–	–	–	–	–	0	3,471	–
Education/Conference	10,952	9,107	1,559	286	–	–	–	–	–	0	10,952	–
Inpatient Care	52,089	52,089	–	–	–	–	–	–	–	0	52,089	–
Skilled Nursing Care	25,637	25,637	–	–	–	–	–	–	–	0	25,637	–
Outpatient Care	7,065	1,315	–	–	4,201	1,549	–	–	–	5,750	1,315	5,750
Diagnostic and Treatment	55,854	17,234	14,124	–	7,081	15,815	1,600	–	–	24,496	31,358	24,496
Emergency Department	7,060	–	7,060	–	–	–	–	–	–	0	7,060	–
Support	73,185	51,540	3,516	2,927	9,421	5,781	–	–	–	15,202	57,983	15,202
Research	6,668	6,668	–	–	–	–	–	–	–	0	6,668	–
Other	–	–	–	–	–	–	–	–	–	0	0	–
Lobby	2,892	1,384	–	196	442	870	–	–	–	1,312	1,580	1,312
Building Infrastructure	41,802	26,053	3,579	892	1,021	10,257	–	–	–	11,278	30,524	11,278
Central Plant	–	–	–	–	–	–	–	–	–	0	0	–
Mechanical and Electrical Floors	9,906	–	427	5,111	–	4,368	–	–	–	4,368	5,538	4,368
Loading	867	747	–	120	–	–	–	–	–	0	867	–
Total sq. ft.	**451,868**	**197,983**	**31,724**	**18,506**	**26,280**	**90,005**	**1,600**	**2,400**	**83,370**	**203,655**	**248,213**	**203,655**
Dwelling Units	–	–	–	–	–	–	–	–	–	–	–	–
Hotel Rooms	–	–	–	–	–	–	–	–	–	–	–	–
Parking Spaces—Structured	215	–	–	–	–	–	–	–	215	215	–	215
Parking Spaces—Surface	114			–	–	–	–	–	–	114 [2]	–	114
Loading Spaces	2	2	–	1	–	–	–	–	–	1 [3]	2–	1
Number of Buildings	8	1	1	1	1	1	1	1	1	5	3	5
Height of Buildings [2]	NA	158	52	34	53	102	12	12	28	NA	NA	NA
Number of Stories	NA	12	4	2	4	8	–	–	–	NA	NA	NA
Stories Underground	NA	1		1	–	1	–	–	–	NA	NA	NA

Note: sq. ft. = square feet; Vacate = Would be vacated and left in place; New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.

[1] Project totals include only occupied and operational areas, not vacated areas.

[2] Parking spots in front of the vacated St. Luke's Hospital Tower associated with the 1957 Building, and located along San Jose Avenue would be retained although these buildings would be vacant.

[3] Loading space associated with the 1957 Building would be retained although the building would be vacant.

Source: Data compiled by AECOM in 2010

Table 6-10b
Alternative 1B—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses[1]	New	Convert	Retain					Existing Uses to Be Retained[2]	Uses to Be Converted	New Construction	Project Totals
		St. Luke's Outpatient Facility	1957 Building[1]	1912 Building	1580 Valencia (Monteagle)	Redwood Admin. Bldg.	Duncan St. Parking Garage	555 San Jose Ave. (Hartzell)				
Residential									0	0	–	–
Hotel									0	0	–	–
Retail	2,521	2,600			1,648				1,648	0	2,600	4,248
Office	11,374					2,400		8,974	11,374	0	–	11,374
Medical Office	49,717	31,820			49,717				49,717	0	31,820	81,537
Light Industrial	–	–	–	–	–	–	–	–	0	0	–	–
Parking—Structured	83,370	111,000					83,370		83,370	0	111,000	194,370
Hospital Administration	7,438	2,080	1,459	4,114					4,114	1,459	2,080	7,653
Cafeteria	3,471	1,560							0	0	1,560	1,560
Education/Conference	10,952	1,560	1,559					286	286	1,559	1,560	3,405
Inpatient Care	52,089								0	0	–	–
Skilled Nursing Care	25,637								0	0	–	–
Outpatient Care	7,065	8,680		4,201	1,549				5,750	0	8,680	14,430
Diagnostic and Treatment	55,854	22,460		7,081	15,815				22,896	0	22,460	45,356
Emergency Department	7,060								0	0	–	-
Support	73,185	3,640	24,700	9,421	5,781			2,927	18,129	24,700	3,640	46,469
Research	6,668								0	0	–	–
Other									0	0	–	–
Lobby	2,892	520		442	870			196	1,508	0	520	2,028
Building Infrastructure	41,802	15,130	3,579	1,021	10,257			892	12,170	3,579	15,130	30,879
Central Plant									0	0	–	–
Mechanical and Electrical Floors	9,906		427		4,368			5,111	9,479	427	–	9,906
Loading	867							120	120	0	–	120
Total sq. ft.	**451,868**	**201,050**	**31,724**	**26,280**	**90,005**	**2,400**	**83,370**	**18,506**	**220,561**	**31,724**	**201,050**	**453,335**
Dwelling Units									–	–	–	–
Hotel Rooms									–	–	–	–
Parking Spaces—Structured	215	220					215		215	–	220	435
Parking Spaces—Surface	114								–	106	–	106
Loading Spaces	2							1	1	–	–	1
Number of Buildings	8	1	1	1	1	1	1	1	5	1	1	7
Height of Buildings[3]	NA	100	52	53	102	12	28	34	NA		NA	NA
Number of Stories	NA	5	4	4	8			2	NA		NA	NA
Stories Underground	NA	4			1			1	NA		NA	NA

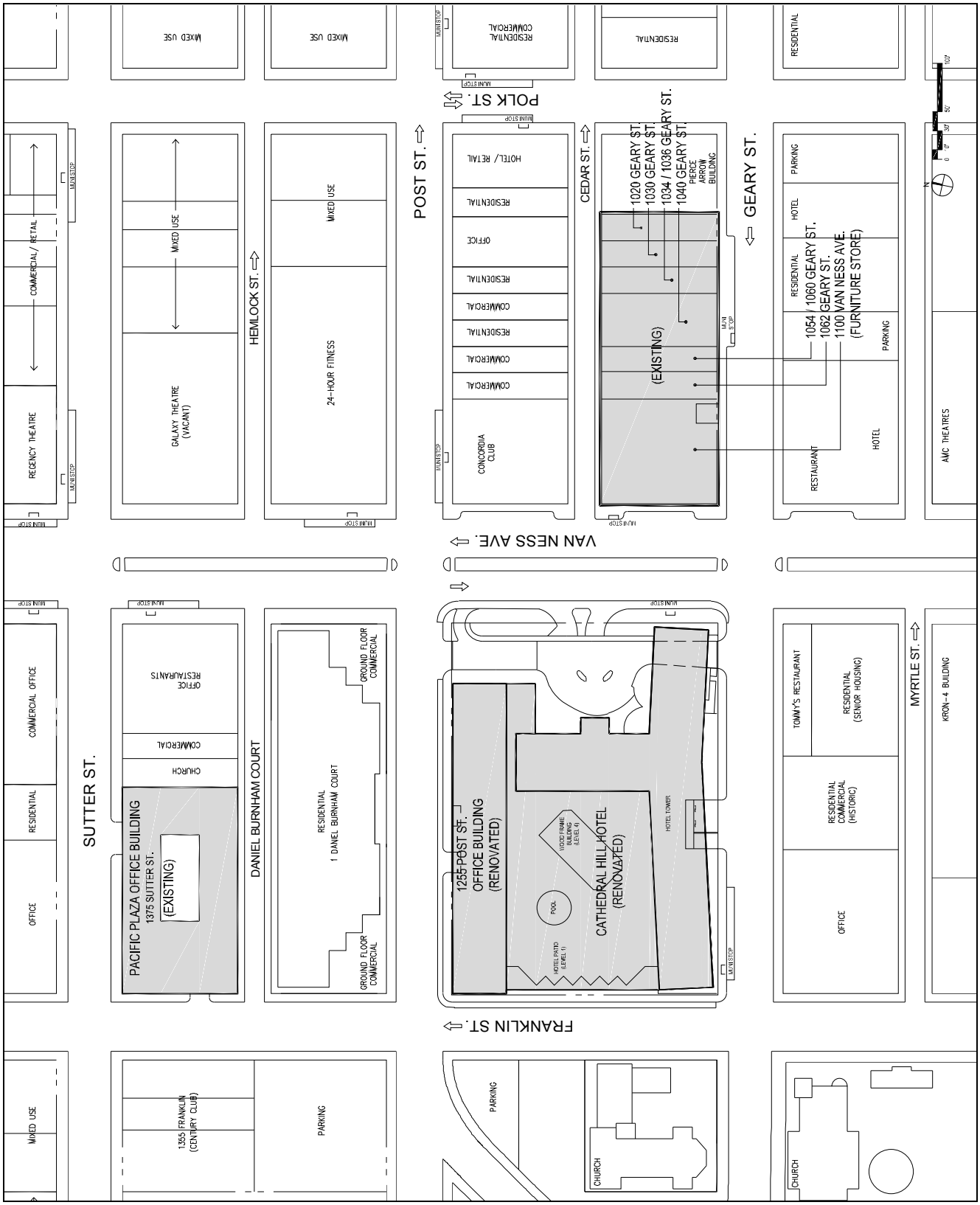
Notes: sq. ft. = square feet; Convert = Would be converted to a different use under the proposed project; New = Would be new construction under the proposed project;
Retain = Would be retained as it is currently being used under the proposed project

[1] The 1957 Building would be converted to serve only nonacute-care patients.

[2] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 199,583 sq. ft.: St. Luke's Hospital Tower (197,983 sq. ft.) and the MRI Trailer (1,600 sq. ft.). Detailed information regarding the square footage of uses within each of these buildings is provided in Table 2-13, page 2-175.

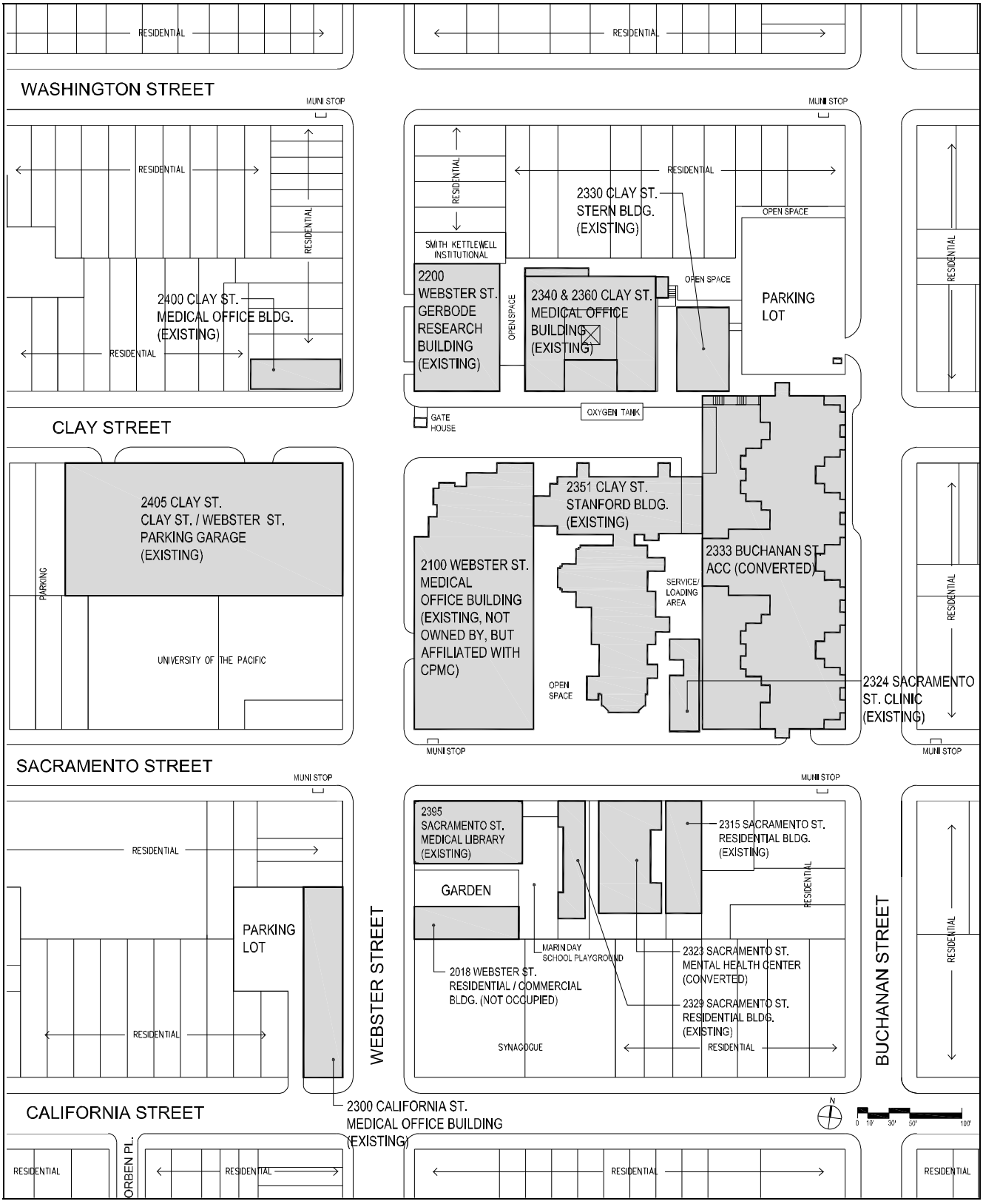
[3] As measured pursuant to Section 260 of the Planning Code.

Source: Data compiled by AECOM in 2009



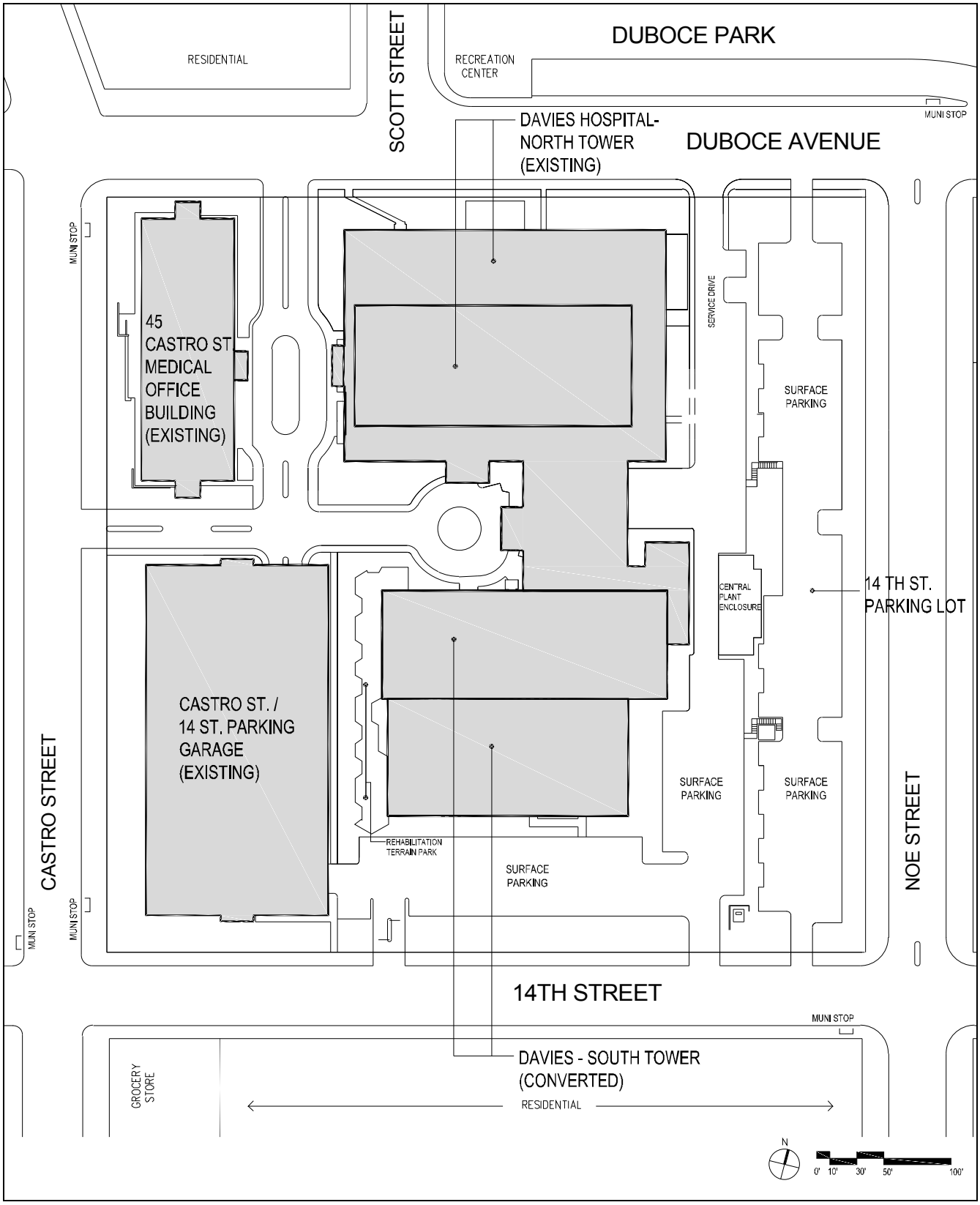
Source: SmithGroup 2009

Alternative 1—Cathedral Hill Campus Site Plan **Figure 6-1**



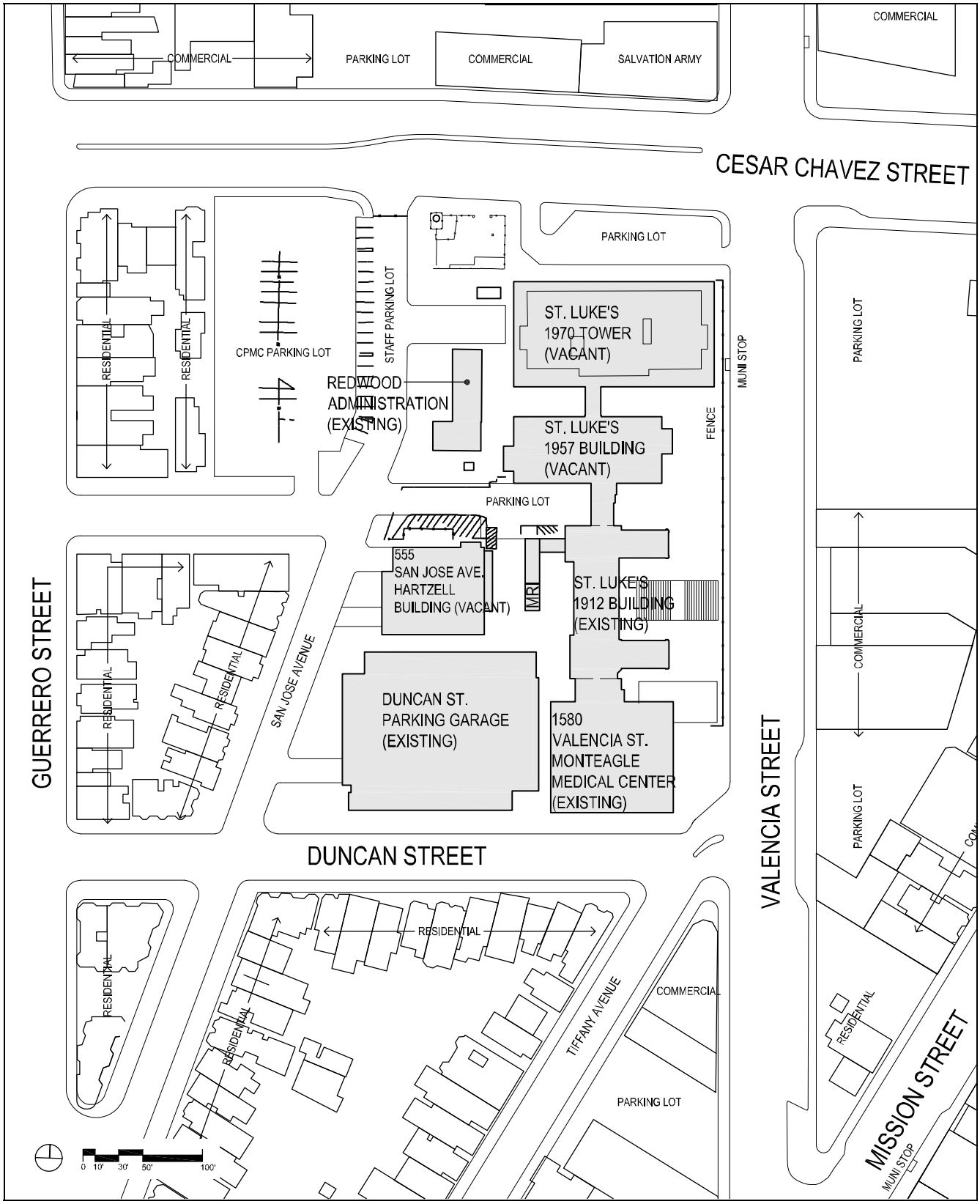
Source: SmithGroup 2009

Alternative 1—Pacific Campus Site Plan **Figure 6-2**



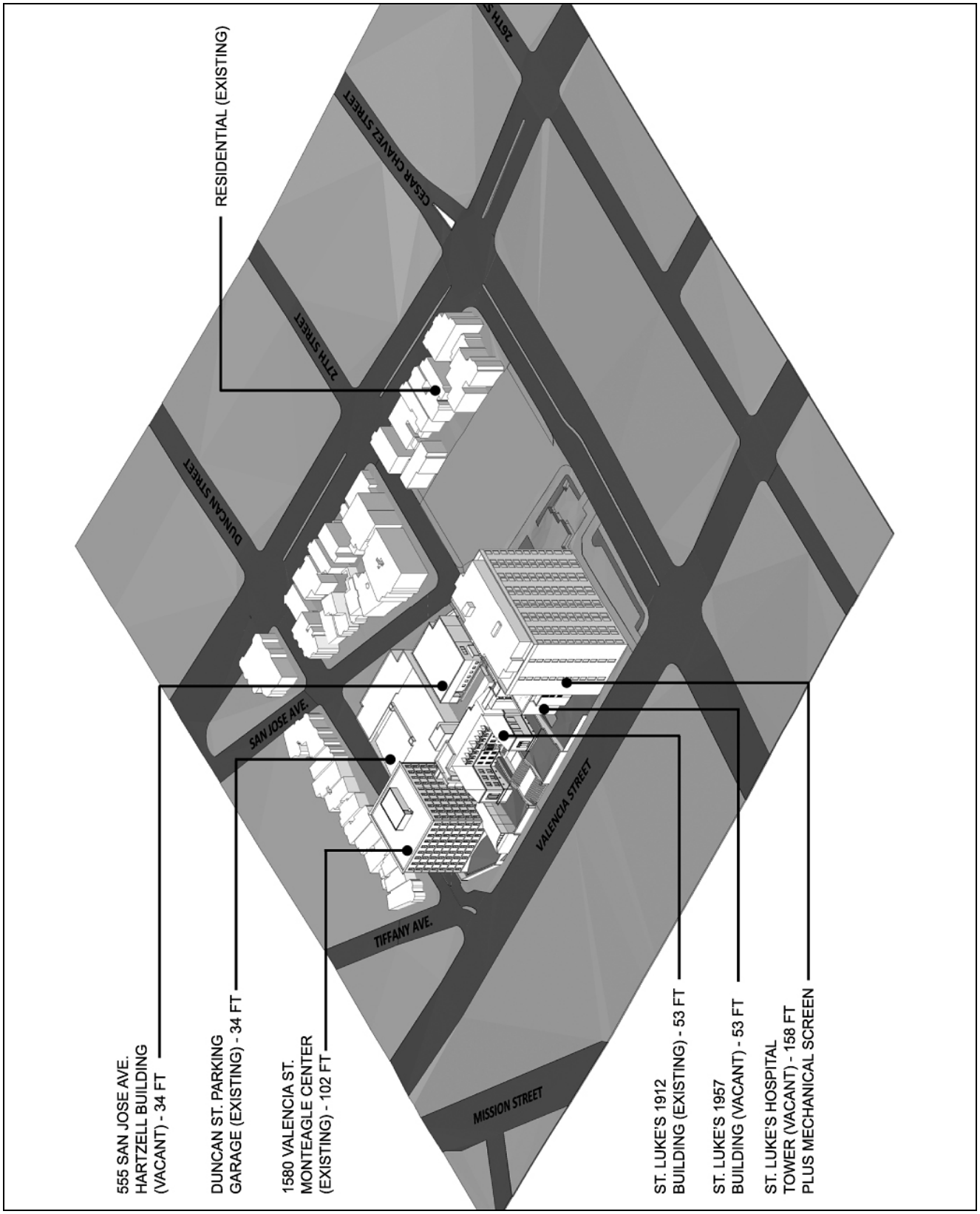
Source: SmithGroup 2009

Alternative 1—Davies Campus Site Plan **Figure 6-3**



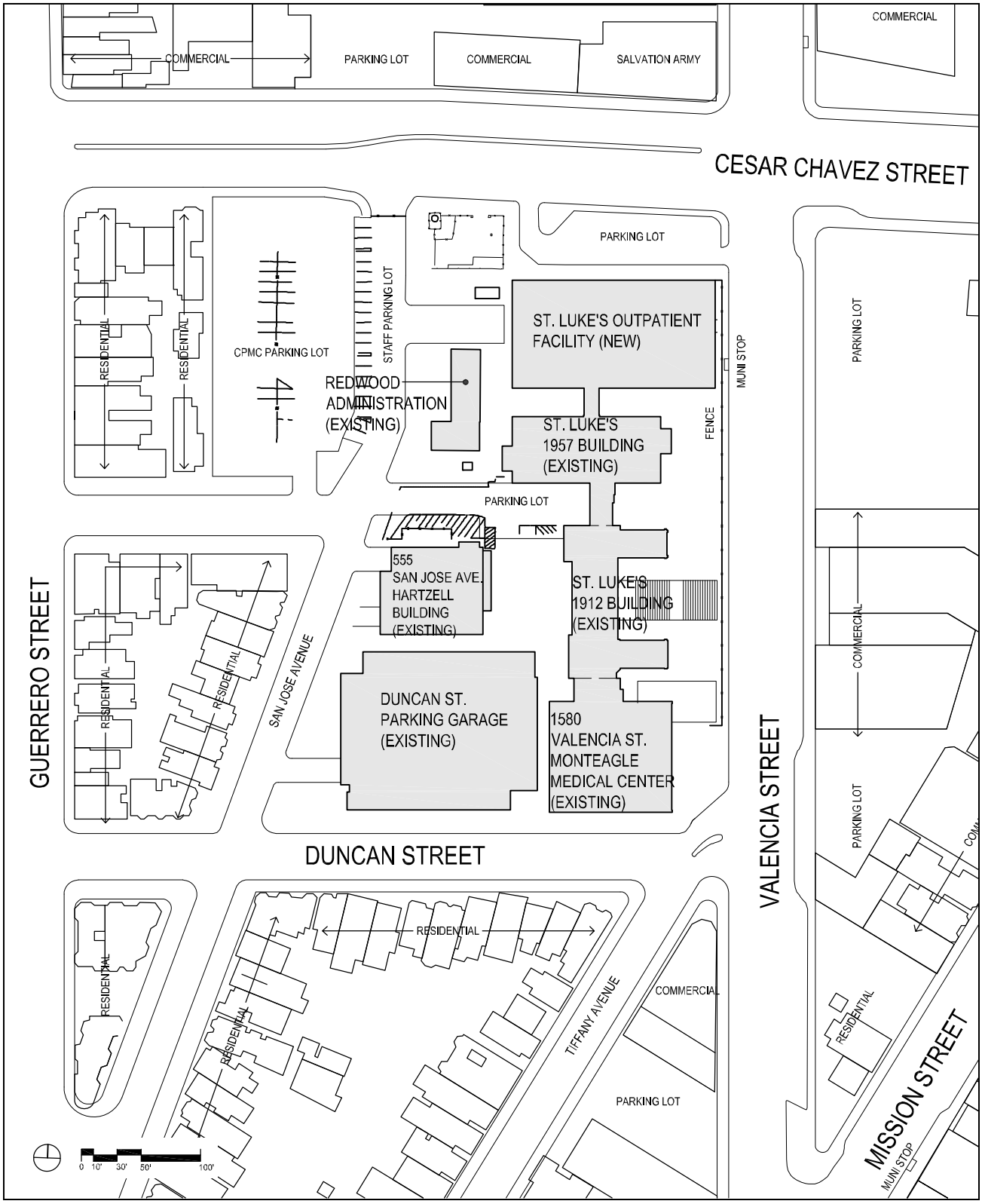
Source: SmithGroup/Boulder Associates 2010

Alternative 1A—St. Luke's Campus Site Plan **Figure 6-4**



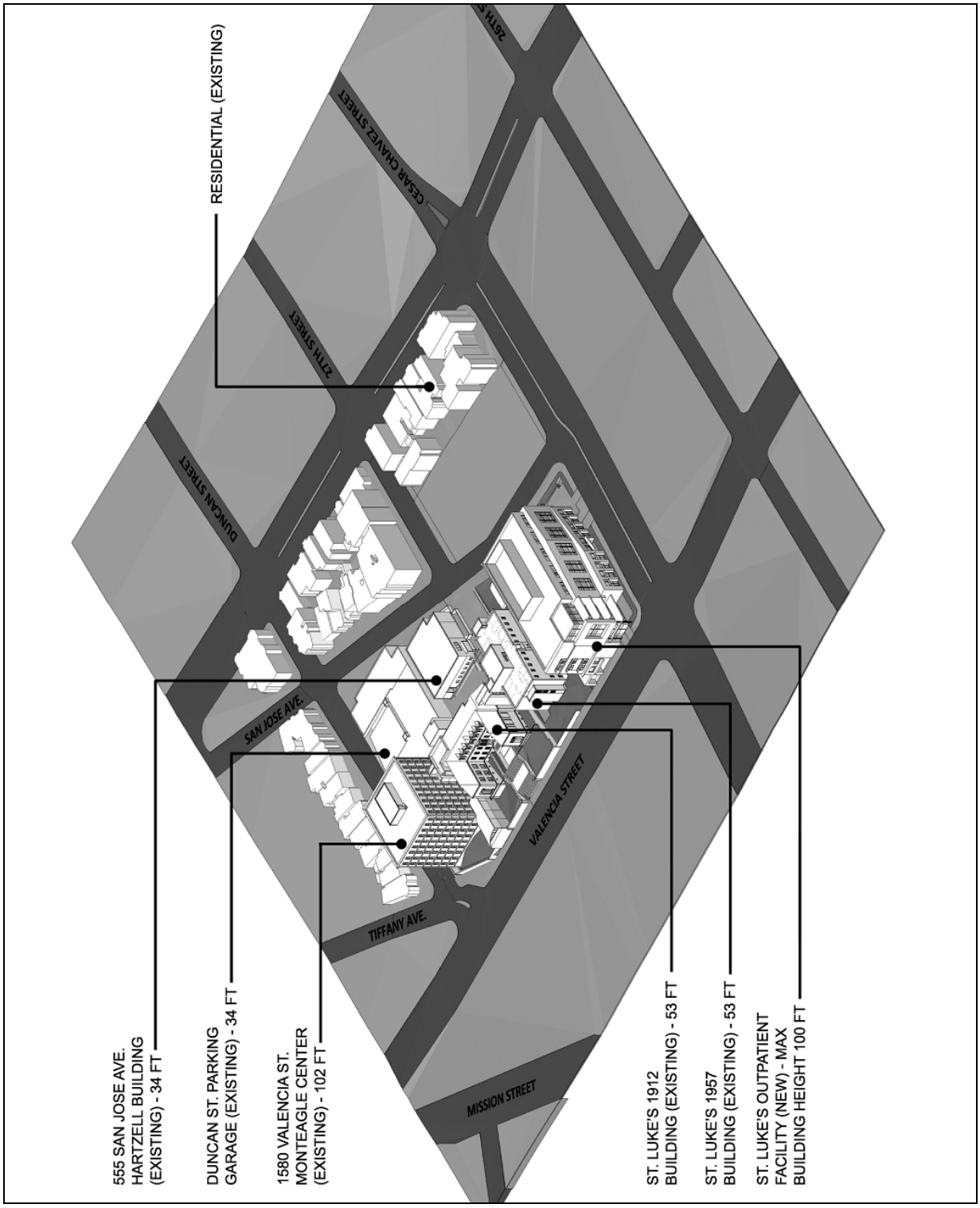
Source: SmithGroup/Boulder Associates 2010

Alternative 1A—St. Luke's Campus Massing Diagram **Figure 6-5**



Source: SmithGroup/Boulder Associates 2010

Alternative 1B—St. Luke's Campus Site Plan **Figure 6-6**



Source: SmithGroup/Boulder Associates 2010

Alternative 1B—St Luke's Campus Massing Diagram **Figure 6-7**

6.6.2 IMPACTS OF ALTERNATIVE 1

Implementing the No Project Alternative would result in fewer impacts at the existing and proposed CPMC campuses than implementing the LRDP. The No Project Alternative would require CPMC to make several service changes to the types of medical uses that would occur on the existing campuses (e.g., conversion of acute-care to nonacute-care uses). Notably, other than acute-care beds provided in the Davies Hospital North Tower, which would remain seismically compliant until 2030, CPMC would cease to provide inpatient care at the three other existing campuses after 2013 in compliance with the provisions of SB 1953. All inpatient care would cease after 2030 at the CPMC campuses in San Francisco, when acute-care bed licenses expire at the Davies Hospital North Tower.

The following impacts discussion for Alternative 1 addresses the impacts of the No Project Alternative by campus for each resource area. Impacts at the St. Luke's Campus are split into separate discussions of Alternative 1A and Alternative 1B.

IMPACTS OF ALTERNATIVE 1 AT THE CATHEDRAL HILL CAMPUS

Alternative 1 (Cathedral Hill)—Land Use and Planning

Existing land use conditions at properties composing the proposed Cathedral Hill Campus would not change under the No Project Alternative. In contrast with the proposed LRDP, under this alternative no existing buildings would be demolished and the Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue underground pedestrian tunnel would not be constructed, nor would the project variants proposed under the LRDP be implemented. The existing Cathedral Hill Hotel and 1255 Post Street Office Building would undergo major renovations preceded by interior abatement work, as would the buildings that occupy the sites of the Cathedral Hill MOB and 1375 Sutter MOB proposed under the LRDP. These buildings would remain in their present use and the square footage would not increase relative to existing conditions. Therefore, the existing land use character would not change. The streetscape improvements and vehicular access changes to adjacent roadways that are proposed for the Cathedral Hill Campus, under the LRDP, would not occur with the No Project Alternative. Cedar Street would remain one-way eastbound and would not become a two-way street west of the proposed MOB garage access. Therefore, unlike the proposed LRDP, the No Project Alternative would not change the street network. The No Project Alternative would not require amendments to the *San Francisco General Plan* (General Plan), the *Van Ness Avenue Area Plan*, the zoning map and Planning Code, conditional use (CU) authorizations, or other approvals that would be required as part of the proposed LRDP as discussed in Section 2.2.4, "Required Project Approvals for the Cathedral Hill Campus" (page 2-43 in Chapter 2, "Project Description").

Under the No Project Alternative, the Two-Way Post Street and MOB Access Variants proposed under the LRDP would not be implemented. As under the LRDP's No Van Ness Avenue Pedestrian Tunnel Variant, under this alternative also no pedestrian tunnel would be constructed beneath Van Ness Avenue to connect the Cathedral Hill Hospital with the Cathedral Hill MOB. Like the proposed LRDP, the No Project Alternative would not result in any significant land use impacts and would not physically divide or disrupt an established community, nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under Alternative 1; project-level and cumulative impacts on land use, land use plans, policies, or regulations, and the existing character of the vicinity would be less than significant. However, impacts of the No Project Alternative at the Cathedral Hill Campus would be less than impacts of the proposed LRDP.

Alternative 1 (Cathedral Hill)—Aesthetics

Under the No Project Alternative, the existing visual quality conditions at the properties composing the proposed Cathedral Hill Campus would not change. No major exterior alterations, demolition of existing buildings, or new construction at the Cathedral Hill Hospital site would result from the renovations and interior abatement work that would occur at the Cathedral Hill Hotel and 1255 Post Street Office Building under this alternative. Similarly, potential upgrades to the sites of the proposed Cathedral Hill and 1375 Sutter MOBs would not substantially alter the exterior of these buildings or result in new construction or building demolition at these sites.

The Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel would not be constructed under the No Project Alternative. Streetscape improvements and conversion of Cedar Street to two-way west of the proposed MOB garage access, as proposed under the LRDP, also would not be implemented under this alternative. Further, the No Van Ness Avenue Tunnel, Two-Way Post Street and MOB Access Variants would not be implemented. Because the streetscape improvements proposed for Cathedral Hill Campus under the LRDP would not be implemented under the No Project Alternative, existing trees and landscaping located on and around the properties of the proposed Cathedral Hill Campus would not be removed. The No Project Alternative would not damage existing scenic resources. No impact on scenic resources would occur. No impacts related to scenic resources, scenic vistas/views, visual character or quality, and light and glare would occur.

As under the LRDP, no mitigation measures would be required under the No Project Alternative for the Cathedral Hill Campus development, and this alternative would not substantially degrade the visual character or quality of the campus site. Project-level and cumulative impacts of implementing the No Project Alternative at Cathedral Hill related to aesthetics on scenic resources, scenic vistas/views, visual character or quality, and light and glare would be less than the impacts of the proposed LRDP.

Alternative 1 (Cathedral Hill)—Population, Employment, and Housing

Methodology

Section 4.3, "Population, Employment, and Housing," of this EIR summarizes the population, employment, and housing impacts that would be generated under the LRDP. It also describes the methodology employed to determine the extent to which new CPMC personnel from near-term and long-term projects under the LRDP would induce population growth and corresponding housing demand in San Francisco. This section uses the same methodology to determine population, employment, and housing impacts generated under each alternative. The estimated changes in CPMC personnel levels for each alternative were calculated using employment density factors based on the change in development program from baseline 2006 conditions to the development program proposed for each alternative.

[37] For a more detailed description of the employment and housing demand methodology, please refer to the discussion beginning on page 4.3-2 of Section 4.3, "Population, Employment, and Housing."

The three variants under the LRDP have no effect on population, housing and employment impacts and therefore are not discussed further.

Impacts

The No Project Alternative would induce neither direct nor indirect population growth citywide. The existing buildings at the proposed Cathedral Hill Campus would remain. In contrast with the proposed LRDP, the No Project Alternative would not result in the relocation of personnel from the Pacific and California Campuses to the Cathedral Hill Campus. Alternative 1 assumes that employment at Cathedral Hill Campus would be restored to 2006 levels. Assuming that the number of employees at properties comprising the proposed Cathedral Hill Campus would be consistent with the 2006 existing or prior business operations (including the Cathedral Hill Hotel and 1255 Post Street Office Building), approximately 760 full-time equivalent (FTE) personnel would work at the Cathedral Hill Campus properties.[38] The result would be no net increase in employment from 2006 baseline conditions. Implementation of Alternative 1 would not generate an increase in on-campus employment or corresponding increase in population and housing, relative to the 2006 baseline conditions.

Implementing the No Project Alternative at the Cathedral Hill Campus would result in an average daily population similar to that under existing conditions, approximately 4,620 fewer new personnel, and consequently about 1,490 fewer new San Francisco households, than with implementation of the proposed LRDP (see Section

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[37] These calculations are similar to the St. Luke's Hospital personnel estimates, which use the employment density factors provided by the San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Review* (October 2002), Table C-1. See Section 4.3 for an explanation of personnel estimates.

[38] The employment estimates account for restoring functions of the hotel and other businesses that have been closed since October 2009, which would achieve similar employment densities to those achieved by businesses at the Cathedral Hill Campus site in 2006.

4.3, "Population, Employment, and Housing," beginning on page 4.3-31, for a description of effects of implementing the no project alternative at all of the existing and proposed CPMC campus sites on city-wide population, housing, and employment). Therefore, the No Project Alternative would have less population and housing impacts than the proposed LRDP.

Under the proposed LRDP, five dwelling units and 20 residential hotel units would be displaced. The No Project Alternative would not result in the loss of dwelling units and residential hotel units at the Cathedral Hill Campus, nor would it displace existing on-campus tenants. The No Project Alternative would not necessitate the construction or funding of replacement housing or residential hotel units, and no impact related to loss of dwelling units or loss of residential hotel units, or displacement of tenants would occur.

As under the LRDP, no mitigation measures would be required at the Cathedral Hill Campus under the No Project Alternative. No project-level or cumulative impacts on population, employment, and housing would occur under the No Project Alternative at Cathedral Hill Campus and impacts would be less than those under the proposed LRDP.

Alternative 1 (Cathedral Hill)—Cultural and Paleontological Resources

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill Campus. The Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue underground pedestrian tunnel proposed under the LRDP would not be constructed. Therefore, potential historic architecture, archaeological, and paleontological resources would not be disturbed by demolition and construction activities. Potential impacts on undiscovered or unrecorded cultural resource sites, unique paleontological resources, and as-yet-undiscovered human remains would not occur with the No Project Alternative. The three variants under the Cathedral Hill Campus would not be considered with the No Project Alternative; however these would not change the level of cultural resources impacts under the No Project Alternative.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would not be required at the Cathedral Hill Campus under the No Project Alternative. No project-level or cumulative impacts on cultural and paleontological resources would occur; impacts of the No Project Alternative at this campus would be less than those of the LRDP.

Alternative 1 (Cathedral Hill)—Transportation and Circulation

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the site of the proposed Cathedral Hill Campus. As a result, the No Project Alternative would result in impacts less than impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading,

emergency access, site access, and construction. A parking discussion is also provided for informational purposes only. The No Project Alternative analyses are based on the 2020 Modified Baseline No Project Conditions[39] and 2030 Cumulative No Project Conditions[40] of the transportation impact studies prepared for the proposed LRDP.[41]

Traffic Impacts of the No Project Alternative at Cathedral Hill

Under the No Project Alternative, six of the 26 intersections in the Cathedral Hill Campus vicinity would operate at LOS E or F under 2015 Modified Baseline No Project Conditions (see Table 4.5-17, "Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions," and Table 4.5-18, **"**Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions," on pages 4.5-94 and 4.5-95, respectively). Under the proposed LRDP, these intersections would continue to operate at the same LOS under 2015 Modified Baseline plus Project conditions. The proposal at the Cathedral Hill Campus under the LRDP would have a less-than-significant contribution to traffic levels at six of these intersections that would operate at LOS E or LOS F. Under the proposed LRDP, the Cathedral Hill Campus would have less-than-significant impacts at 18 of the study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions; by contrast, the No Project Alternative would not contribute traffic to any of these intersections. No impact would occur; impacts under the No Project Alternative would be less than under the proposed LRDP.

Unlike the proposed projects at the Cathedral Hill Campus under the LRDP, the No Project Alternative would not contribute considerably to critical movements operating at LOS E or LOS F at Van Ness Avenue/Market Street, Van Ness Avenue/Pine Street and Polk Street/Geary Street under 2015 Modified Baseline No Project conditions and would not result in significant unavoidable impacts at these intersections. Therefore, project-level and cumulative traffic impacts at the study intersections under the No Project Alternative would not occur, and impacts would be less than under the proposed LRDP. Unlike the LRDP, the Cathedral Hill Campus under the No Project Alternative would not include the Two-Way Post Street Variant. Therefore this alternative would not result in a significant unavoidable impact at the intersections of Gough/Geary and Franklin/Bush due to the implementation of the Two-Way Post Street Variant.

The Cathedral Hill MOB would not be built and conversion of Cedar Street west of the Cathedral Hill MOB's parking garage to two-way operations would not occur under the No Project Alternative. The Two-Way Post Street and MOB Access Variants would not be implemented under this alternative. Therefore, traffic circulation around the Cathedral Hill Campus under the No Project Alternative would be similar to circulation under existing

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[39] The transportation impact studies prepared for the CPMC campuses assume "Modified Baseline No Project Conditions" as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[40] "Cumulative No Project Conditions" describes the anticipated operating conditions of the transportation network in Year 2030 including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[41] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

conditions. The significant and unavoidable traffic hazard at the proposed MOB's driveway on Geary Street under the MOB Access Variant that would occur under the LRDP would not occur under the No Project Alternative. Implementation of Mitigation Measures M-TR-17 to reduce traffic hazards is not required under this alternative. No impact would occur at Cathedral Hill under the No Project Alternative, and impacts would be less than under the LRDP. The No Project Alternative would not result in additional vehicle trips. Therefore, in contrast with the proposed LRDP, this alternative would not result in a significant combined contribution if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects were implemented. The No Project Alternative would not result in project-level or cumulative additional trips that would contribute to the combined impact of the projects at the Cathedral Hill Campus under the LRDP and the BRT projects at the intersections of Polk Street/Geary Street and Van Ness Avenue/Market Street.

Under Cumulative 2030 No Project conditions, eight of the 26 study intersections in the Cathedral Hill project vicinity would operate at LOS E or LOS F (see Tables 4.5-17 and 4.5-18). Under the LRDP, the projects at the Cathedral Hill Campus would make a less-than-significant contribution to traffic at these intersections that would operate at LOS E or LOS F; by contrast, the No Project Alternative would not contribute traffic to any of these intersections and no impact would occur. Traffic impacts would be less than under the proposed LRDP.

No project-level or cumulative impacts on traffic in the vicinity of the Cathedral Hill Campus would occur under the No Project Alternative. Impacts at Cathedral Hill and in its vicinity would be less than under the proposed LRDP. In contrast with the LRDP, no mitigation measures would be required at Cathedral Hill under this alternative.

Transit Impacts of the No Project Alternative at Cathedral Hill

Transit demand would not increase under the No Project Alternative because no net new development would occur at the Cathedral Hill Campus under this alternative, and demand would be less than under the proposed LRDP. In contrast with the LRDP, which would add 586 and 551 net-new transit trips during the a.m. and p.m. peak hour, respectively (see Table 4.5-11 on page 4.5-77), implementing the No Project Alternative would not result in new transit trips. Transit demand would remain similar to existing demand. Therefore, no impact on public transit would occur under the No Project Alternative. Further, Muni capacity utilization standards for Cathedral Hill–area transit corridors would not be exceeded, nor would there be an increase in ridership demand for CPMC shuttle service with the No Project Alternative. The Cathedral Hill Campus would not be developed with medical uses under the No Project Alternative, as it would be under the proposed LRDP. The No Project Alternative would not result in additional transit or vehicle trips that would increase congestion along Van Ness Avenue enough to increase travel times and affect operations of the 49-Van Ness-Mission, 47-Van Ness, 38/38L-Geary, 19-Polk, and 3-Jackson transit lines. In contrast with the proposed LRDP, the No Project Alternative would not result in significant and unavoidable project-level impacts on the 49-Van Ness-Mission (a.m. and p.m.

peak hours), 38/38L-Geary (a.m. and p.m. peak hours), and 19-Polk (p.m. peak hour) transit lines, or significant and unavoidable cumulative impacts on the 49-Van Ness-Mission (a.m. and p.m. peak hours), 47-Van Ness (p.m. peak hour), 38/38L-Geary (a.m. and p.m. peak hours), 19-Polk (p.m. peak hour), and 3-Jackson (p.m. peak hour), and would not require additional vehicles to maintain proposed levels of service.

Implementation of Mitigation Measures M-TR-29 through M-TR-31, which would require CPMC to financially compensate SFMTA for impacts on the level of service of the affected transit lines mentioned above, would not be required at Cathedral Hill under the No Project Alternative. No impacts on transit in the vicinity of the Cathedral Hill Campus would occur under the No Project Alternative, and impacts would be less than under the proposed LRDP.

Bicycle Impacts of the No Project Alternative at Cathedral Hill

The existing bicycle and roadway network in the vicinity of the Cathedral Hill Campus would be maintained under the No Project Alternative. The number of bicycle trips would remain similar to existing conditions and would be less than under the proposed LRDP. In contrast with the LRDP, which would add 54 and 50 net-new "other" trips during the a.m. and p.m. peak hour, respectively (see Table 4.5-11), of which a portion are expected to be bicycle trips, the No Project Alternative would not result in new bicycle trips.

Under the No Project Alternative, the street network around Cathedral Hill Campus would be similar to under existing conditions. In contrast with the proposed LRDP, the construction of the Cathedral Hill MOB and conversion of Cedar Street west of the Cathedral Hill MOB's parking garage to two-way operations, and implementation of the Two-Way Post Street and MOB Access Variants would not occur under the No Project Alternative. As a result, conflicts between vehicles exiting the MOB parking garage onto Cedar Street and bicyclists traveling southbound on Polk Street that would occur under the LRDP would not occur under this alternative. Like the proposed LRDP, the No Project Alternative would not create potentially hazardous conditions for bicyclists or conditions that might otherwise substantially interfere with bicycle accessibility. No project-level and cumulative bicycle impacts would occur in the Cathedral Hill vicinity under this alternative, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at Cathedral Hill under the No Project Alternative.

Pedestrian Impacts of the No Project Alternative at Cathedral Hill

The existing sidewalk and pedestrian network in the vicinity of the Cathedral Hill Campus would be maintained under the No Project Alternative. In contrast with the proposed LRDP, no sidewalks would be widened under this alternative, and no crosswalk improvements would be made at the intersection of Cedar Street with either Van Ness Avenue or Polk Street. Pedestrian activity in the Cathedral Hill vicinity would not increase, because no development would be proposed at Cathedral Hill by CPMC under this alternative. The existing sidewalks and

roadway network currently operate at acceptable levels of service at midday and during the p.m. peak hour, and would continue to adequately accommodate pedestrian trips under this alternative. In contrast with the proposed LRDP, intercampus pedestrian trips between the Cathedral Hill Hospital and Cathedral Hill MOB through the Van Ness Avenue pedestrian tunnel would not occur. Like the LRDP, the No Project Alternative would not create hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility. Impacts under the No Project Alternative in the vicinity of the Cathedral Hill Campus would be less than under the proposed LRDP, which would have added 694 and 658 net-new pedestrian trips during the a.m. and p.m. peak hour, respectively. Implementation of Mitigation Measure M-TR-17 (see page 4.5-110) to incorporate pedestrian hazard reduction features would not be applicable under this alternative.

No project-level or cumulative pedestrian impacts would occur. As under the LRDP, no mitigation measures would be required at Cathedral Hill under this alternative.

Loading Impacts of the No Project Alternative at Cathedral Hill

Under the No Project Alternative, loading spaces associated with the Cathedral Hill Hospital and Cathedral Hill MOB under the proposed LRDP would not be constructed. Commercial vehicle and truck loading demand would be similar to existing conditions and less than under the proposed LRDP because no new construction would occur. This alternative would not result in a potentially hazardous loading condition on Franklin Street that would occur under the LRDP. No loading impacts would occur and implementation of Mitigation Measure M-TR-44 (see page 4.5-139), which would require a loading dock attendant, would not be required under this alternative; loading impacts under the No Project Alternative at the Cathedral Hill Campus would be less than under the proposed LRDP and its variants, which would have a peak loading demand of 24 spaces.

No new passenger unloading and loading would occur under the No Project Alternative. Therefore, this alternative would have no impact on the loading or passenger loading/unloading zones for the CPMC shuttle; impacts would be less than under the LRDP. As under the proposed LRDP, no mitigation measures would be required at Cathedral Hill for passenger unloading/loading under the No Project Alternative.

Emergency-Vehicle Access Impacts of the No Project Alternative at Cathedral Hill

Under the No Project Alternative, no new construction would occur at the Cathedral Hill Campus and no changes would be made to the surrounding roadways. In contrast with the proposed LRDP, the Cathedral Hill Hospital and associated emergency room would not be built under this alternative; therefore, emergency vehicles would not be destined for this area. The multilane arterial roadways in the area would remain as they are. Unlike the LRDP, Cedar Street would remain one-way eastbound north of the proposed Cathedral Hill MOB. In addition, the Two-Way Post Street and MOB Access Variants would not be implemented under the No Project Alternative, and no impacts on emergency-vehicle access would occur. Project-level and cumulative emergency access impacts would

not occur; impacts would be less than under the LRDP. As under the proposed LRDP, no mitigation measures would be required at Cathedral Hill under this alternative.

Construction Impacts of the No Project Alternative at Cathedral Hill

Under the No Project Alternative, only interior renovation of the former Cathedral Hill Hotel and 1255 Post Street Office Building would occur. The sites composing the proposed Cathedral Hill and 1375 Sutter MOBs under the LRDP would remain as they are and may be renovated under this alternative. Renovation activities at Cathedral Hill and in the vicinity under the No Project Alternative would result in trips for loading and unloading of materials. However, unlike the proposed LRDP, the No Project Alternative would not result in significant and unavoidable impacts as a result of construction vehicle traffic and construction activities that would affect the transportation network. Renovation activities would be minimal and would not require excavation, or result in truck traffic impacts on local roadways or lane closures, as would occur under the LRDP. In addition, in contrast with the LRDP, under the No Project Alternative, the Van Ness Avenue pedestrian tunnel would not be constructed and construction impacts on Van Ness Avenue would not occur. The intersection impacts at the intersection of Van Ness Avenue and Geary Street, Van Ness Avenue and Post Street, and Van Ness Avenue and O'Farrell Street due to the closure of lanes on Van Ness Avenue during tunnel construction would also not occur.

In contrast with the proposed LRDP, implementation of Mitigation Measure M-TR-55 (see page 4.5-159), which would require the construction contractor to prepare a construction transportation management plan, would not be required under the No Project Alternative. Unlike the proposed LRDP, significant and unavoidable construction impacts would not occur under this alternative. No construction-related transportation and circulation impacts would occur under the No Project Alternative; impacts of the No Project Alternative at Cathedral Hill and in the vicinity would be less than under the LRDP.

Parking Discussion of the No Project Alternative at Cathedral Hill

The vicinity of the Cathedral Hill Campus currently includes a total of 577 parking spaces. This total would remain unchanged under the No Project Alternative. Parking demand would not increase, because no net new development would occur at the proposed Cathedral Hill Campus under this alternative. The proposed LRDP would provide 650 more parking spaces than the No Project Alternative (for a total of 1,227). In contrast with the proposed LRDP, the No Project Alternative would not result in the displacement of parking spaces, because no sidewalk widening, other pedestrian improvements or conversion of Cedar Street to two-way would occur. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 1 (Cathedral Hill)—Noise

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the site of the proposed Cathedral Hill Campus. The three variants for the Cathedral Hill Campus under the LRDP are not part of the No Project Alternative. As a result, as summarized below, noise impacts of this alternative would generally be less than impacts of the LRDP.

In contrast with the LRDP, under the No Project Alternative construction and on-site stationary noise sources associated with the renovations and interior abatement work for the Cathedral Hill Hotel, 1255 Post Street Office Building, and properties composing the MOB sites would not expose sensitive receptors to increased noise levels on-site and in adjacent residential neighborhoods. Further, no impacts related to a temporary or periodic increase in ambient noise from construction, excessive groundborne vibration, or increased traffic volumes that would cause a permanent increase in ambient noise levels would occur. Under the No Project Alternative, no new hospital or other buildings would be constructed at the Cathedral Hill Campus. Therefore, in contrast with the LRDP, traffic noise levels at the Cathedral Hill Campus and in its vicinity under this alternative would not expose sensitive receptors to noise levels that exceed the interior-noise-level standard. Also unlike the proposed LRDP, the No Project Alternative would result in no significant and unavoidable impacts at the Cathedral Hill Campus related to groundborne noise and vibration. Potential noise impacts at this campus under this alternative would be less than significant, and less than under the LRDP because no new exterior construction would occur.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a through M-NO-N3e, M-NO-N4, and M-NO-N5 at the Cathedral Hill Campus would not be required under this alternative. Project-level and cumulative noise impacts at Cathedral Hill under the No Project Alternative would be less than significant, and less than under the proposed LRDP because the development program at this campus would be less under this alternative.

Alternative 1 (Cathedral Hill)—Air Quality

Methodology

The qualitative evaluation of air quality impacts for Alternative 1, and for the other project alternatives considered in this chapter of the EIR, is based on the assumption that construction emissions, operational emissions, and health risk can be scaled according to the area of new construction. Construction emissions are generally proportional to the total new square footage of buildings that are being constructed (i.e., larger areas of construction would generate more construction-related emissions than smaller areas). The proposed LRDP includes approximately 3,000,000 sq. ft. of new construction. Mobile-source emissions constitute the greatest percentage of all operational emissions of criteria air pollutants, such that changes in mobile-source emissions would determine the overall change of total operational emissions. For the purpose of this qualitative analysis, the

quantity of new mobile-source emissions depends on the size of proposed new buildings and the increase in traffic volumes resulting from development under the LRDP. Health risks associated with operational emissions are influenced mainly by diesel particulate matter emitted during periodic testing of emergency diesel generators. These emissions would increase if additional generators were installed as a result of increased building size. For the cumulative analyses, the quantity and type of off-site emissions (including roadway traffic) at a given campus are assumed to be the same for all alternatives.

The impact analysis for each alternative is presented in two sections: one section for comparisons to the applicable (1999) BAAQMD CEQA significance thresholds, and one for comparison to the recently adopted BAAQMD (June 2, 2010) CEQA significance thresholds. For nonlocalized air quality impacts, such as those involving criteria pollutants, the campuses are evaluated in aggregate; see "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153. For localized air quality impacts, such as those that involve health risk–based significance criteria, each campus is evaluated individually, beginning with Cathedral Hill, presented below.

The three variants under the LRDP at the Cathedral Hill Campus would not be part of the No Project Alternative; there would be no difference in level of air quality impacts as discussed below for the Cathedral Hill Campus under the No Project Alternative because of this.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction proposed at the Cathedral Hill Campus under the No Project Alternative, no construction-related toxic air contaminants (TACs) would be generated. As a result, the impacts of this alternative at Cathedral Hill would less than under the LRDP; in contrast with the proposed LRDP, no impacts related to health risks from construction TACs would occur at Cathedral Hill. In contrast with the proposed LRDP, implementation of Mitigation Measure M-AQ-N2 at the Cathedral Hill Campus would not be required under this alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Cathedral Hill Campus, and no new operational TACs, no new carbon monoxide (CO) emissions from mobile sources, and no odors would be generated. Therefore, no localized operational impacts would occur at Cathedral Hill with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs. As a result, impacts of the No Project Alternative at Cathedral Hill would be less than those of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction proposed at the Cathedral Hill Campus under the No Project Alternative, no construction TACs would be generated at Cathedral Hill and in its vicinity. Hence, impacts of the No Project Alternative at Cathedral Hill and in its vicinity would be less than impacts of the proposed LRDP, because no impact would occur with respect to the recently adopted thresholds for health risks from construction TACs. In contrast to the proposed LRDP, implementation of Mitigation Measure M-AQ-N10a at Cathedral Hill would not be required under the No Project Alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Cathedral Hill Campus and no new operational TACs and no odors would be generated. Because no impact would occur with respect to recently adopted significance thresholds for odors, and for single-source and cumulative health risk from operational TACs, impacts of this alternative at Cathedral Hill would be less than impacts of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 1 (Cathedral Hill)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact. No LRDP variants would be considered with this alternative.

Alternative 1 (Cathedral Hill)—Wind and Shadow

No existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill Campus and no variants would be considered unlike with the LRDP under the No Project Alternative. Therefore, wind and shadow conditions at Cathedral Hill Campus and in its vicinity would not change from existing conditions. No impacts related to wind and shadow would occur. Impacts under the No Project Alternative would be less than under the proposed LRDP.

As under the proposed LRDP, no mitigation measures would be required under this alternative at the Cathedral Hill Campus. No project-level and cumulative impacts on wind and shadow would occur under this alternative and impacts would be less than under the proposed LRDP because no existing buildings would be demolished and no new buildings would be constructed at the site of the proposed campus.

Alternative 1 (Cathedral Hill)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

The No Project Alternative would be similar to existing conditions with regard to effects on recreational facilities. The Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel would not be built; and the roadway variants under the LRDP would not be considered. Under the No Project Alternative, the Cathedral Hill Campus would have 760 FTE personnel at 2030, the same as under existing conditions. Unlike the proposed LRDP, which would result in a total of approximately 10,730 FTE personnel and an increase in new city residents, the No Project Alternative would not result in an increase in San Francisco residents. Therefore, this alternative would not increase demand for existing neighborhood and regional parks as a result of additional residents and would not result in excessive demand on any specific neighborhood park, and impacts on recreational facility would not occur. As under the LRDP, no mitigation measures would be required under this alternative. Implementing the No Project Alternative at the Cathedral Hill Campus would not result in any project-level and cumulative impact related to recreational facilities or resources. Impacts on recreational facilities would be less than under the proposed LRDP.

Alternative 1 (Cathedral Hill)—Public Services

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill Campus. The proposed Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel would not be built and the LRDP variants at the Cathedral Hill Campus would not

be considered. In contrast with the LRDP, Mitigation Measure M-PS-N2 (page 4.11-25), which would require CPMC and its construction contractor to prepare a construction transportation management plan to reduce delays in police response times, would not be required under this alternative. Employment would remain similar to existing conditions (760 FTE personnel) at the Cathedral Hill Campus under the No Project Alternative. The No Project Alternative would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and less than under the LRDP because the number of FTE personnel and associated new city residents would not increase and would be similar to existing conditions. Implementing the No Project Alternative at Cathedral Hill would not result in impacts on public services. Unlike the proposed LRDP, implementation of Mitigation Measure M-PS-N2 at Cathedral Hill would not be required under this alternative. No project-level or cumulative impacts related to public services would occur under the No Project Alternative at Cathedral Hill, and impacts would be less than under the proposed LRDP.

Alternative 1 (Cathedral Hill)—Utilities and Service Systems

See “Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems” on page 6-160 for a discussion of this impact.

Alternative 1 (Cathedral Hill)—Biological Resources

No existing buildings would be demolished or new buildings constructed at the Cathedral Hill Campus under the No Project Alternative; the LRDP variants would not be considered. The existing 77 trees at the site of the proposed Cathedral Hill Hospital (including seven identified as significant trees) and seven trees at the site of the proposed Cathedral Hill MOB that would be removed under the proposed LRDP would remain under this alternative. Therefore, potential impacts related to disturbance of nesting birds in trees at the Cathedral Hill Campus and removal of significant trees would not occur under the No Project Alternative. Impacts on biological resources would not occur at this campus under the No Project Alternative, and would be less than under the proposed LRDP.

In contrast with the proposed LRDP, implementation of Mitigation Measure M-BI-N1 related to protection of nesting birds in trees at the Cathedral Hill Campus would not be required under this alternative. Implementing this alternative at Cathedral Hill Campus would have no project-level and cumulative impacts on biological resources, and impacts would be less than under the LRDP.

Alternative 1 (Cathedral Hill)—Geology and Soils

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill Campus. In contrast with the proposed LRDP, a seismically compliant Cathedral

Hill Hospital meeting the requirements of SB 1953 and SB 1661 would not be constructed under this alternative, and this alternative would result in failure to comply with the seismic requirements; the Cathedral Hill MOB and Van Ness Avenue underground pedestrian tunnel would not be constructed. None of the LRDP variants at the Cathedral Hill Campus would be considered under the No Project Alternative. Therefore, no geology and soils impacts related to construction activities and excavation would occur with the No Project Alternative, unlike with the LRDP. In contrast with the proposed LRDP, implementation of Mitigation Measure M-GE-N4, which would require CPMC to prepare a storm water pollution prevention plan (SWPPP) at the Cathedral Hill Campus, would not be required under the No Project Alternative. Therefore, no project-level and cumulative impacts related to seismic hazards, soil erosion, landslides, topography, or unique geologic features would occur under the No Project Alternative.

Alternative 1 (Cathedral Hill)—Hydrology and Water Quality

No existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill Campus under the No Project Alternative, and none of the LRDP variants at the Cathedral Hill Campus would be considered Thus, implementing this alternative would not adversely affect potential stormwater runoff and water quality through demolition, excavation, or site development. The Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue underground pedestrian tunnel would not be built. This alternative would not cause water quality standards to be violated or exceeded, nor would it contribute to a violation of water discharge requirements, as a result of sediment-laden runoff, increases in impervious surfaces, groundwater contamination from dewatering activities, or incidental or accidental release of construction materials.

No streams or river courses are currently located within the Cathedral Hill Campus; thus, implementing the No Project Alternative at this site would not alter a stream or river course. Therefore, like the proposed LRDP, this alternative would have a less-than-significant impact on the quality of stormwater released to the combined sewer. In contrast with the LRDP, the No Project Alternative would not result in any demolition or construction activities. This alternative would not include the preparation of a stormwater management design plan focusing on Low Impact Development (LID) strategies and best management practices (BMPs) that would reduce campus stormwater runoff.

The Cathedral Hill Campus, like all CPMC campuses, is outside of both seiche and tsunami hazard areas. Therefore, like the proposed LRDP, the No Project Alternative would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the Cathedral Hill Campus would not be required under the No Project Alternative. Under the No Project Alternative,

project-level and cumulative hydrology and water quality impacts would be less than significant, and less than under the proposed LRDP.

Alternative 1 (Cathedral Hill Campus)—Hazards and Hazardous Materials

No existing buildings would be demolished and no new buildings would be constructed under the No Project Alternative other than renovations that may involve removal of asbestos or lead paint. The Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue underground pedestrian tunnel proposed under the LRDP would not be built. None of the variants under the LRDP at the Cathedral Hill Campus would be considered under the No Project Alternative. Under the No Project Alternative, removal of asbestos and lead paint could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials. However, compliance with the requirements of the San Francisco Hazardous Materials Unified Program Agency (HMUPA) and with applicable regulations and standards would reduce the potential for releases from the transportation and disposal of hazardous materials during renovation activities to a less-than-significant level. This impact would be less than under the proposed LRDP because this alternative would not require demolition or construction activities at Cathedral Hill Campus. Therefore, potential impacts of the No Project Alternative related to hazards and hazardous materials would be less than significant, and would be less than under the proposed LRDP.

The Cathedral Hill Campus would not involve new construction and would not include any new medical uses under the No Project Alternative. Therefore, the No Project Alternative would not result in hazardous emissions or the use of hazardous materials within one quarter mile of an existing or proposed school. The No Project Alternative would have a less-than-significant impact related to hazardous emissions or hazardous materials within one quarter mile of schools, and this impact would be less than under the proposed LRDP.

No new construction or operations would occur at the Cathedral Hill Campus under the No Project Alternative. Therefore, the No Project Alternative would not conflict with emergency response or evacuation plans during construction or operational periods, and this impact would be less than under the proposed LRDP.

The Cathedral Hill Campus is not located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant under the No Project Alternative.

Unlike the proposed LRDP, Mitigation Measures M-HZ-N1a and M-HZ-N1b, which are related to the preparation and approval of a site mitigation plan (SMP) for known soil and groundwater conditions and a contingency plan for unknown soil and groundwater conditions, respectively, would not be required under this alternative at the Cathedral Hill Campus. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant, and less than those under the proposed LRDP.

Alternative 1 (Cathedral Hill)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-161 for a discussion of this impact.

Alternative 1 (Cathedral Hill)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1 AT THE PACIFIC CAMPUS

Alternative 1 (Pacific)—Land Use and Planning

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed. Although some acute-care uses would be converted to nonacute-care services, there would be no increase in development at the Pacific Campus relative to existing conditions. The ACC Addition and North-of-Clay Aboveground Parking Garage at the Pacific Campus that would be constructed under the proposed LRDP would not be built under this alternative. Like the proposed LRDP, the No Project Alternative would require a Planning Code amendment to allow continued operation of medical uses without inpatient care at the Pacific Campus, as discussed in Section 2.3.4, "Required Project Approvals for the Pacific Campus" (page 2-119 in Chapter 2, "Project Description"). The No Project Alternative would not result in any significant land use impacts and would not physically divide or disrupt an established community, nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

As under the proposed LRDP, no mitigation measures would be required under this alternative at the Pacific Campus development. Project-level and cumulative impacts on land use, land use plans, policies, or regulations, and existing character of the vicinity with the No Project Alternative would be less than significant and less than under the proposed LRDP.

Alternative 1 (Pacific)—Aesthetics

Although some acute-care uses would be converted to nonacute-care uses under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus. In contrast with the proposed LRDP, the ACC Addition and North-of-Clay Aboveground Parking Garage would not be constructed under this alternative. Therefore, the existing visual quality at the Pacific Campus and its surroundings would not change. The conversion of the 2333 Buchanan Street Hospital from inpatient acute-care to ambulatory-care/outpatient uses, and the conversion of the Mental Health Center (2323 Sacramento Street) to medical office uses would not alter the exterior of these buildings or result in new construction or demolition of

existing buildings; therefore, no impacts related to scenic vistas, visual character or quality, and light and glare would occur.

Existing trees and landscaping at the Pacific Campus would not be removed under the No Project Alternative, in contrast with the proposed LRDP, because no existing buildings would be demolished or new buildings constructed under this alternative. The No Project Alternative would not damage existing scenic resources. No impact on scenic resources would occur, unlike under the LRDP where less-than-significant impacts to scenic resources like trees would occur.

As under the LRDP, no mitigation measures would be required at the Pacific Campus under the No Project Alternative, and this alternative would not substantially degrade the visual character or quality of the campus. Project-level and cumulative impacts related to aesthetics of implementing the No Project Alternative at the Pacific Campus on scenic resources, scenic vistas/views, visual character or quality, and light and glare would be less than significant, and less than the impacts of the proposed LRDP.

Alternative 1 (Pacific)—Population, Employment, and Housing

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus. The existing 2333 Buchanan Street Hospital would be converted from acute care to ambulatory/outpatient care by 2013. The ACC Addition, Webster Street/Sacramento Street Underground Parking Garage, and North-of-Clay Aboveground Parking Garage, all proposed under the LRDP, would not be constructed under the No Project Alternative. In addition, the existing Mental Health Center (2323 Sacramento Street)—including the 18 psychiatric beds and supporting areas, which would be retained under the proposed LRDP—would be converted to medical office uses under the No Project Alternative. This conversion would result in a decrease in CPMC personnel at the Pacific Campus from 2006 to 2013, because ambulatory/outpatient care would be less employment intensive than acute-care operations. Implementing the No Project Alternative at the Pacific Campus would result in an average daily population similar to the population under existing conditions but slightly greater than under the proposed LRDP. The LRDP would result in a decrease of 580 FTE personnel at the Pacific Campus by 2030 (from 2,640 to approximately 2,060 FTE personnel); by contrast, the No Project Alternative would result in a decrease of approximately 150 workers by 2030 from current CPMC personnel conditions (from 2,640 to approximately 2,490 FTE personnel by 2030). That is because under the LRDP, a larger number of personnel at the Pacific Campus would shift to the Cathedral Hill and St. Luke's Campuses.

A larger share of Pacific Campus personnel would be retained on campus under the No Project Alternative than under the LRDP. Therefore, the No Project Alternative would result in more personnel at the Pacific Campus than the LRDP. However, the number of personnel would still be less than under existing 2006 personnel levels.

Because the No Project Alternative would result in a decrease in personnel levels at the Pacific Campus compared to currently existing 2006 personnel levels, housing demand would be less than significant. In addition, because CPMC's systemwide employment would be less under the No Project Alternative than under the LRDP, this would also result in less housing demand citywide than under the LRDP. Thus, as with the proposed LRDP, implementing the No Project Alternative at the Pacific Campus would result in less than significant project-level or cumulative impacts on population and housing. As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Alternative 1 (Pacific)—Cultural and Paleontological Resources

Under the No Project Alternative, no existing buildings would be demolished or new buildings constructed at the Pacific Campus. The ACC Addition and North-of-Clay Aboveground Parking Garage proposed under the LRDP would not be constructed. Therefore, potential historic architecture, archaeological, and paleontological resources would not be disturbed by demolition and construction activities. Potential impacts on undiscovered or unrecorded cultural resource sites, unique paleontological resources, and as-yet-undiscovered human remains would not occur. No impact would occur.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would not be required at the Pacific Campus under the No Project Alternative. No project-level or cumulative impacts on cultural and paleontological resources would occur; impacts of the No Project Alternative at this campus would be less than those of the LRDP.

Alternative 1 (Pacific)—Transportation and Circulation

Under the No Project Alternative, no existing buildings would be demolished or new buildings constructed. As a result, the No Project Alternative would result in impacts less than impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading, emergency access, site access, and construction. A parking discussion is also provided for informational purposes. The No Project Alternative analyses are based on the 2020 Modified Baseline No Project Conditions[42] and 2030 Cumulative No Project Conditions[43] of the transportation impact studies prepared for the proposed LRDP.[44]

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[42] The transportation impact studies prepared for the CPMC campuses assume "Modified Baseline No Project Conditions" as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[43] "Cumulative No Project Conditions" describes the anticipated operating conditions of the transportation network in Year 2030 including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[44] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

Traffic Impacts of the No Project Alternative at the Pacific Campus

No existing buildings would be demolished or new buildings constructed at the Pacific Campus and development at the Pacific Campus would not increase under the No Project Alternative. None of the 16 study intersections in the Pacific Campus vicinity would operate at LOS E or F during the weekday p.m. peak hour under 2020 Modified Baseline No Project conditions (see Table 4.5-35 on page 4.5-169). Under both the No Project Alternative and the proposed LRDP, all of the study intersections would operate at LOS D or better (see Table 4.5-35). The No Project Alternative would not result in additional vehicle trips and would not cause an increase in traffic at the study intersections. The proposed LRDP would result in an increase in vehicle trips, but the study intersections would continue to operate at acceptable levels of service. Traffic impacts under the No Project Alternative would be less than significant, and less than under the proposed LRDP.

Under Cumulative 2030 No Project conditions, one of the 16 study intersections in the Pacific Campus vicinity would operate at LOS F during the weekday p.m. peak hour, the same LOS as under the proposed LRDP (see Table 4.5-35). The Pacific Campus would have a less than significant contribution to this intersection (Market Street/Octavia Boulevard/U.S. 101) under the LRDP. The No Project Alternative would not result in new trips and therefore would not contribute traffic to this intersection. No impact would occur at the Pacific Campus and its vicinity under the No Project Alternative; impacts would be less than under the LRDP.

No project-level or cumulative impacts on traffic in the vicinity of the Pacific Campus would occur under the No Project Alternative. Impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative at the Pacific Campus.

Transit Impacts of the No Project Alternative at the Pacific Campus

Transit demand at the Pacific Campus and its vicinity under the No Project Alternative would be similar to demand under existing conditions. Under the No Project Alternative, transit demand would not increase because no net new development would occur at the Pacific Campus; demand under this alternative would also be less than demand under the proposed LRDP. In contrast with the LRDP, which would add 37 net-new transit trips during the p.m. peak hour (see Table 4.5-11), implementing the No Project Alternative would not result in additional transit trips. Therefore, impacts on public transit would be less under this alternative than under the proposed LRDP. As under the proposed LRDP, implementing the No Project Alternative would result in no project-level and cumulative impacts; Muni's 85% capacity utilization standards for campus area transit corridors would not be exceeded, nor would ridership demand for CPMC shuttle services increase. Project-level and cumulative impacts on transit in the vicinity of the Pacific Campus would be less than significant under this alternative, and less than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Pedestrian Impacts of the No Project Alternative at the Pacific Campus

The existing sidewalk and pedestrian network near the Pacific Campus would be maintained under the No Project Alternative and would continue to adequately accommodate pedestrian trips. No new development would occur under this alternative. Therefore, implementing the No Project Alternative at the Pacific Campus would not result in new pedestrian trips, in contrast with the LRDP, which would add 64 net-new pedestrian trips during the p.m. peak hour (see Table 4.5-11). The number of pedestrian trips would remain similar to the number under existing conditions. Like the proposed LRDP, this alternative would not create hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility in the Pacific Campus area. No project-level and cumulative pedestrian impacts in the Pacific Campus vicinity would occur, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Bicycle Impacts of the No Project Alternative at the Pacific Campus

The existing bicycle and roadway network in the vicinity of the Pacific Campus would be maintained under the No Project Alternative. No new development would occur. Implementing this alternative would not result in new bicycle trips, in contrast with the proposed LRDP, which would add 20 “other” trips during the p.m. peak hour (see Table 4.5-11), of which a portion are expected to be bicycle trips. The number of bicycle trips would thus be similar to the number of trips under existing conditions and would be less than under the proposed LRDP. Like the proposed LRDP, this alternative would not create potentially hazardous conditions for bicyclists or conditions that might otherwise substantially interfere with bicycle accessibility. No project-level and cumulative bicycle impacts in the Pacific Campus vicinity would occur, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Loading Impacts of the No Project Alternative at the Pacific Campus

No construction would occur at the Pacific Campus under the No Project Alternative. Loading demand would be similar to existing demand and would be less than under the proposed LRDP, which would have a peak loading space demand of nine spaces. The proposed LRDP would result in increased passenger loading/unloading demand because of the ACC conversion and ACC Addition at the Pacific Campus. Unlike the LRDP, the Pacific Campus under the No Project Alternative would not result in an increased development program. The ACC conversion under the No Project Alternative may increase passenger loading/unloading demand but would be less than significant, and less than under the LRDP. The conversion of six on-street parking spaces on Buchanan Street to a curbside passenger loading and unloading zone would not occur at the Pacific Campus under this alternative. Therefore, in contrast with the LRDP, no impacts on loading and passenger unloading/loading would occur at the Pacific Campus and its vicinity under this alternative. As with the LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Emergency Access Impacts of the No Project Alternative at the Pacific Campus

No changes to the existing surrounding roadways would occur under the No Project Alternative. As under the proposed LRDP, with the conversion of the 2333 Buchanan Street Hospital to an ACC under the No Project Alternative, the Pacific Campus would no longer serve emergency ambulance vehicles after 2013. Therefore, emergency vehicles would not be destined for this area. However, in the event of an emergency, the passenger loading/unloading zones on Buchanan Street, Webster Street, and the Clay Street alley would be available to emergency vehicles; emergency access to the Pacific Campus would be retained. Project-level and cumulative impacts related to emergency access would be less than significant, and less than under the LRDP. As under the LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Construction Impacts of the No Project Alternative at the Pacific Campus

No existing buildings would be demolished or new buildings constructed at the Pacific Campus under the No Project Alternative. The conversion of the 2333 Buchanan Street Hospital to an ACC would involve renovations to the building and would result in trips for loading and unloading of construction materials. The conversion activities would not require excavation or demolition. The No Project Alternative would result in construction vehicle traffic and construction activities, but to a lesser extent than the LRDP. The No Project Alternative would result in less-than-significant construction-related traffic, transit, and pedestrian impacts at the Pacific Campus and its vicinity. Impacts at the Pacific Campus under the No Project Alternative would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Pacific Campus under this alternative.

Parking Discussion of the No Project Alternative at the Pacific Campus

No new parking facilities would be constructed at the Pacific Campus under the No Project Alternative, and the existing parking supply (939 spaces) would remain as is. The proposed LRDP would provide 648 additional parking spaces than the No Project Alternative (for a total of 1,587) but would still result in a shortfall of approximately 13 spaces. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 1 (Pacific)—Noise

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed. As a result, as summarized below, noise impacts of this alternative would be less than the impacts of the LRDP.

In contrast with the LRDP, no impacts related to a temporary or periodic increase in ambient noise from construction, excessive groundborne vibration, or increased traffic volumes that would cause a permanent

increase in ambient noise levels would occur at the Pacific Campus under the No Project Alternative. Under the No Project Alternative, no new buildings would be constructed at the Pacific Campus. Therefore, as under the proposed LRDP, future traffic noise levels at the Pacific Campus and its vicinity under this alternative would not expose sensitive receptors to noise levels that would exceed the interior-noise-level standard. Unlike the proposed LRDP, the No Project Alternative would result in no significant and unavoidable impacts at the Pacific Campus related to groundborne noise and vibration. Potential noise impacts at this campus and its vicinity under the No Project Alternative would be less than significant, and less than under the LRDP, because no new construction would occur at this campus.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b, and M-NO-N5 at the Pacific Campus would not be required under this alternative. Project-level and cumulative impacts under the No Project Alternative at the Pacific Campus would be less than significant, and less than under the proposed LRDP.

Alternative 1 (Pacific)—Air Quality

Methodology

See “Alternative 1 (Cathedral Hill)—Air Quality” (page 6-72) for a discussion of the methodology for analyzing air quality impacts of Alternative 1.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See “Multiple-Campus Impacts of Alternative 1 on Air Quality” on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction proposed at the Pacific Campus under the No Project Alternative, no construction-related TACs would be generated. As a result, the impacts of this alternative at this campus would less than under the LRDP; in contrast with the proposed LRDP, no impacts related to health risks from construction TACs would occur at the Pacific Davies Campus. As under the LRDP, no mitigation measures would be required under this alternative.

Regional Impacts from Operations

See “Multiple-Campus Impacts of Alternative 1 on Air Quality” on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Pacific Campus, and no new operational TACs, no CO emissions from mobile sources, and no odors would be generated. Therefore, no localized operational impacts would occur at this campus with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs. As a result, impacts of the No Project Alternative at the Pacific Campus would be less than those of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction at the Pacific Campus under the No Project Alternative, no construction TACs would be generated at these campuses and in its vicinity. Hence, impacts of the No Project Alternative at this campus and in its vicinity would be less than impacts of the proposed LRDP, because no impact would occur with respect to the recently adopted thresholds for health risks from construction TACs. In contrast to the proposed LRDP, implementation of Mitigation Measure M-AQ-L10 at the Pacific Campus would not be required under the No Project Alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Pacific Campus and no new operational TACs and no odors would be generated. Because no impact would occur with respect to recently adopted significance thresholds for odors, and for single-source and cumulative health risk from operational TACs, impacts of this alternative at this campus would be less than impacts of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 1 (Pacific)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact.

Alternative 1 (Pacific)—Wind and Shadow

No existing buildings would be demolished and no new buildings would be constructed at this campus under Alternative 1. Therefore, wind and shadow conditions at the Pacific Campus and its vicinity would not change from existing conditions. No impacts related to wind and shadow would occur. Impacts under the No Project Alternative would be less than under the proposed LRDP.

As under the proposed LRDP, no mitigation measures would be required under this alternative at the Pacific Campus. No project-level and cumulative impacts on wind and shadow would occur at this campus under this alternative. Impacts would be less than under the proposed LRDP because no existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus.

Alternative 1 (Pacific)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

Under the No Project Alternative at the Pacific Campus, the existing 2333 Buchanan Street Hospital and Mental Health Center would be converted from acute care to ambulatory/outpatient care and medical office uses. This conversion would result in a decrease in CPMC personnel from 2006 to 2013, because ambulatory/outpatient care is less employment intensive than acute-care operations. The No Project Alternative would result in a decrease of approximately 150 FTE personnel at Pacific Campus by 2030 from current CPMC personnel conditions.

In addition, under this alternative, the Gerbode Research Building (2200 Webster Street), which would be demolished under the LRDP, would be retained at the Pacific Campus. As a result, a larger share of CPMC personnel would be retained at the Pacific Campus under the No Project Alternative compared to the LRDP. The Pacific Campus would result in a decrease of FTE personnel under both No Project Alternative and proposed LRDP. The number of FTE personnel would decrease from 2,640 to 2,490 under the No Project Alternative from 2006 to 2030, compared to from 2,640 to 2,060 FTE under the LRDP. Therefore, the number of FTE personnel at the Pacific Campus under the No Project Alternative would be greater than the LRDP by approximately 430 FTE personnel.

The reduction in FTE personnel (from existing conditions) under the No Project Alternative would not result in new San Francisco residents. Therefore, there would be no increase in demand for existing neighborhood and regional parks, nor would there be excessive demand on any specific neighborhood park under this alternative. As under the LRDP, no mitigation measures would be required under the No Project Alternative. The No Project

Alternative at the Pacific Campus would have no project-level and cumulative impact related to recreational facilities or resources. Impacts on recreational facilities would be less than under the proposed LRDP.

Alternative 1 (Pacific)—Public Services

Under the No Project Alternative at the Pacific Campus, the existing 2333 Buchanan Street Hospital would be converted from acute care to ambulatory/outpatient care, by 2013. In addition, the existing Mental Health Center, which would be retained under the proposed LRDP—would be converted to medical office uses under the No Project Alternative. Under this alternative, the Gerbode Research Building (2200 Webster Street), which would be demolished under the LRDP, would be retained at the Pacific Campus. As a result, a larger share of CPMC personnel would be retained at the Pacific Campus under the No Project Alternative. The Pacific Campus would result in a decrease of FTE personnel under both No Project Alternative and proposed LRDP. The number of FTE personnel would decrease from 2,640 to 2,490 under the No Project Alternative from 2006 to 2030, compared to from 2,640 to 2,060 FTE personnel under the LRDP. Therefore, the number of FTE personnel retained at the Pacific Campus would be greater under the No Project Alternative than the LRDP by approximately 430 FTE personnel.

As under the proposed LRDP, the number of FTE personnel at the Pacific Campus would decrease under this alternative, but to a lesser extent. As a result, the No Project Alternative would not generate new residences in San Francisco related to the Pacific Campus development. Like the proposed LRDP, No Project Alternative would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. Although the number of FTE personnel at the Pacific Campus would be greater under the No Project Alternative than under the proposed LRDP, it would be less than existing conditions; therefore, this impact would be less than significant.

Implementing the No Project Alternative at the Pacific Campus would not result in impacts on public services. As under the LRDP, no mitigation measures would be required. No project-level or cumulative impacts related to public services would occur under this alternative, although public services demand at the Pacific Campus would be slightly greater than under the proposed LRDP.

Alternative 1 (Pacific)—Utilities and Service Systems

See “Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems” on page 6-160 for a discussion of this impact.

Alternative 1 (Pacific)—Biological Resources

No existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus under the No Project Alternative. The existing 86 trees at the Pacific Campus that would be removed under the

proposed LRDP would remain under this alternative. Therefore, potential impacts related to disturbance of nesting birds in trees at the Pacific Campus and removal of significant trees would not occur under the No Project Alternative. In contrast with the proposed LRDP, implementation of Mitigation Measure M-BI-N1 related to protection of nesting birds in trees at the Pacific Campus would not be required under this alternative. No project-level and cumulative impacts on biological resources would occur at the Pacific Campus under the No Project Alternative; impacts would be less than under the LRDP.

Alternative 1 (Pacific)—Geology and Soils

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus. Compare to the LRDP, the North-of-Clay Aboveground Parking Garage and ACC would not be built. Therefore, no geology and soils impacts related to construction activities and excavation would occur. In contrast with the proposed LRDP, implementation of Mitigation Measure M-GE-N4, which would require CPMC to prepare a SWPPP at the Pacific Campus, would not be required under the No Project Alternative. Therefore, no project-level and cumulative impacts related to seismic hazards, soil erosion, landslides, topography, or unique geologic features would occur under the No Project Alternative and impacts would be less than under the LRDP.

Alternative 1 (Pacific)—Hydrology and Water Quality

No existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus under the No Project Alternative; thus, implementing this alternative would not adversely affect potential stormwater runoff and water quality through demolition, excavation, or site development. In contrast to the LRDP, under this alternative, the North-of-Clay Aboveground Parking Garage and ACC would not be built. See "Alternative 1 (Cathedral Hill)—Hydrology and Water Quality" (page 6-86) for a discussion of hydrology and water quality impacts of Alternative 1 related to streams and river courses, quality of stormwater released to the combined sewer, and seiche and tsunami mudflow impacts, because these impacts would be similar for the Pacific Campus under the No Project Alternative. In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the Pacific Campus would not be required under the No Project Alternative. Under the No Project Alternative, no project-level and cumulative hydrology and water quality impacts would occur, and impacts would be less than under the proposed LRDP.

Alternative 1 (Pacific)—Hazards and Hazardous Materials

No existing buildings would be demolished and no new buildings would be constructed at the Pacific Campus under the No Project Alternative. Under this alternative no construction-related transport, use, or disposal of hazardous materials or waste would occur. As under the proposed LRDP, hazardous materials present at the Pacific Campus would not be new to the site; these materials would continue to be stored, handled, and disposed

of in accordance with current laws, regulations, and existing CPMC policies and permits under the authority of the San Francisco HMUPA and the State of California. Therefore, impacts related to accidental release of hazardous materials during operations at the Pacific Campus under the No Project Alternative would be less than significant, and less than under the proposed LRDP.

The Pacific Campus would not include any new construction under the No Project Alternative. Therefore, the No Project Alternative would have a less-than-significant impact related to hazardous emissions or the use of hazardous materials within one quarter mile of an existing or proposed school. The impact would be less than under the proposed LRDP.

No new construction or operations would occur at the Pacific Campus under the No Project Alternative. Therefore, the No Project Alternative would not conflict with emergency response or evacuation plans. This impact would be less than significant and less than under the proposed LRDP.

The Pacific Campus is not located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant under the No Project Alternative.

Unlike the proposed LRDP, Mitigation Measures M-HZ-N1a and M-HZ-N1b, which are related to the preparation and approval of an SMP for known soil and groundwater conditions and a contingency plan for unknown soil and groundwater conditions, respectively, would not be required under this alternative at the Pacific Campus. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant, and less than those under the proposed LRDP.

Alternative 1 (Pacific)—Mineral and Energy Resources

See “Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources” on page 6-161 for a discussion of this impact.

Alternative 1 (Pacific)—Agricultural and Forest Resources

See “Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources” on page 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1 AT THE CALIFORNIA CAMPUS

Alternative 1 (California)—Land Use and Planning

Under the No Project Alternative, as under the proposed LRDP, no construction is proposed for the California Campus, and it is expected that by 2020, almost all CPMC use at the California Campus would cease and the

campus sold. Like the proposed LRDP, the No Project Alternative would require a Planning Code amendment to allow medical uses without inpatient care, as discussed in Section 2.4.4, "Required Project Approvals for the California Campus" (page 2-132 in Chapter 2, "Project Description"). Vacating the campus would not change the existing on-campus development or affect the physical character of the surrounding area. The California Campus would not likely remain vacant after CPMC's departure in 2020. Effects on the existing character of the vicinity after CPMC's departure would depend on future uses of the campus, which are unknown and speculative. Any future development proposals for this campus would be subject to separate project-specific environmental review under CEQA, once more detailed information regarding future use of the California Campus is available. Like the proposed LRDP, the No Project Alternative would not result in any significant land use impacts and would not physically divide or disrupt an established community; nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

As under the proposed LRDP, no mitigation measures would be required at the California Campus under this alternative, and no project-level or cumulative impacts on land use, land use plans, policies, or regulations, or the existing character of the vicinity would occur.

Alternative 1 (California)—Aesthetics

Under the No Project Alternative, the existing visual quality at the California Campus and its surroundings would not change. As under the proposed LRDP, it is expected that by 2020 almost all CPMC use of the California Campus would cease. The California Campus would not be visually altered compared to existing conditions; any future development at this campus remains speculative. Any future development proposals for this campus would be subject to separate project-specific environmental review under CEQA, once more detailed information regarding future use of the California Campus is available. Therefore, no impacts related to scenic resources, scenic vistas/views, visual character or quality, and light and glare would occur.

As under the proposed LRDP, existing trees and landscaping at the California Campus would not be removed under the No Project Alternative. Implementation of this alternative would not damage scenic resources. No impact on scenic resources would occur.

Overall, as under the proposed LRDP, no mitigation measures would be required at the California Campus under the No Project Alternative, and this alternative would not substantially degrade the visual character or quality of the campus. No project-level or cumulative impacts on scenic resources, scenic vistas/views, visual character or quality, and light and glare would occur at this campus under the No Project Alternative.

Alternative 1 (California)—Population, Employment, and Housing

As under the proposed LRDP, under the No Project Alternative CPMC would sell the California Campus and would cease all CPMC-related use of the campus by 2020. At this time, future uses at the California Campus by subsequent buyers would be speculative.

Under the No Project Alternative, as under the proposed LRDP, the California Campus would include approximately 10 FTE personnel by 2030, with CPMC maintaining a small diagnostics and treatment facility at the California Campus. Like the LRDP, the No Project Alternative at the California Campus would result in a substantially smaller average daily population than under current (2006) personnel conditions. The projected number of households and population would decrease with redistribution of various medical functions and programs currently housed at the California Campus to the Pacific, Davies, and St. Luke's Campuses under this alternative, as under the proposed LRDP.

The No Project Alternative would result in a substantial decrease in CPMC personnel numbers—specifically, a decline of 1,630 FTE personnel from 2006 to 2030 (from 1,640 FTE personnel to 10 FTE personnel)—relative to existing (2006) personnel levels at the California Campus. As a result, impacts on population, employment, and housing from implementing the No Project Alternative at the California Campus would be the same as impacts from implementing the proposed LRDP at this campus; the No Project Alternative would have no cumulative or project-level impacts on population and housing growth. As under the proposed LRDP, no mitigation measures would be required at the California Campus under this alternative.

Alternative 1 (California)—Cultural and Paleontological Resources

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the California Campus. As under the LRDP, potential historic architecture, archaeological, and paleontological resources would not be disturbed by demolition and construction activities. Potential impacts on undiscovered or unrecorded cultural resource sites, unique paleontological resources, and as-yet-undiscovered human remains would not occur. As under the proposed LRDP, no project-level or cumulative impacts on cultural and paleontological resources would occur at the California Campus under the No Project Alternative, and no mitigation measures would be required at this campus.

Alternative 1 (California)—Transportation and Circulation

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the California Campus. As a result, the No Project Alternative would result in impacts either similar to impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading, emergency access, site access, and construction. A parking discussion is also provided for informational purposes. The No

Project Alternative analyses are based on the 2015 Modified Baseline No Project Conditions[45] and 2030 Cumulative No Project Conditions[46] of the transportation impact studies prepared for the proposed LRDP.[47]

Traffic Impacts of the No Project Alternative at the California Campus

The No Project Alternative would not result in project-level or cumulative effects at any of the 14 study intersections for the California Campus under 2015 Modified Baseline No Project Conditions (see Table 4.5-37, "Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions," on page 4.5-180). As described in Section 4.5, "Transportation and Circulation," as a conservative assessment, the no project conditions used in the analysis assume that the level of activity at the California Campus would remain similar to full operations of the existing California Campus facilities (see Impact TR-67 on page 4.5-179). As under the proposed LRDP, under the No Project Alternative, vehicle trips would decrease because uses would be discontinued at the California Campus and some uses would be relocated to the Cathedral Hill and Pacific Campuses. All intersections would continue to operate at LOS D or better during the weekday p.m. peak hour (see Table 4.5-37). As under the proposed LRDP, no project-level and cumulative traffic impacts related to the California Campus would occur under the No Project Alternative, and no mitigation measures would be required at this campus.

Transit Impacts of the No Project Alternative at the California Campus

Under the No Project Alternative, as under the LRDP, uses on the California Campus would decrease because CPMC would sell the California Campus and cease almost all CPMC-related use of the campus by 2020. At this time, future uses at the California Campus by subsequent purchasers would be speculative. This analysis therefore assumes that development at the California Campus under the No Project Alternative would be identical to the under the LRDP. Therefore, transit impacts would be identical to those of the proposed LRDP; transit ridership demand associated with CPMC uses on the California Campus would decrease, because uses would be discontinued at the California Campus and some uses would be relocated to the Cathedral Hill and Pacific Campuses. The transit corridors would continue to operate at less than Muni's capacity utilization standard of 85%. Therefore, as under the LRDP, no project-level and cumulative impacts on transit service would occur under the No Project Alternative, and no mitigation measures would be required at the California Campus.

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[45] The transportation impact studies prepared for the CPMC campuses assume "Modified Baseline No Project Conditions" as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[46] "Cumulative No Project Conditions" describes the anticipated operating conditions of the transportation network in Year 2030 including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[47] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

Bicycle Impacts of the No Project Alternative at the California Campus

As under the proposed LRDP, the existing bicycle and roadway network in the vicinity of the California Campus would be maintained under the No Project Alternative. The number of bicycle trips would be identical to the number of trips under the proposed LRDP. As under the LRDP, bicycle trips to the campus would decrease, because medical uses would be discontinued at the campus. Like the proposed LRDP, this alternative would not create potentially hazardous conditions for bicyclists or conditions at the California Campus and its vicinity that might otherwise substantially interfere with bicycle accessibility. As under the LRDP, no project-level and cumulative bicycle impacts related to the California Campus would occur under the No Project Alternative, and no mitigation measures would be required at this campus.

Pedestrian Impacts of the No Project Alternative at the California Campus

Under the No Project Alternative, as under the proposed LRDP, the pedestrian network and operating conditions in the vicinity of the California Campus would remain similar to existing conditions. Pedestrian travel may decrease, because uses would be discontinued at the California Campus; the existing sidewalk and pedestrian network would remain acceptable. This alternative would not create hazardous conditions for pedestrians. As under the proposed LRDP, no project-level and cumulative impacts on pedestrian conditions would occur under the No Project Alternative, and no mitigation measures would be required at this campus.

Loading Impacts of the No Project Alternative at the California Campus

Under the No Project Alternative, similar to under the proposed LRDP, CPMC uses on the California Campus would be discontinued and some uses would be relocated to the Cathedral Hill and Pacific Campuses. Therefore, as under the proposed LRDP, no impacts on loading and passenger unloading/loading would occur at the California Campus and in its vicinity under this alternative. No project-level and cumulative impacts on loading conditions would occur at the California Campus under the No Project Alternative.

Emergency Access Impacts of the No Project Alternative at the California Campus

Under the No Project Alternative, the existing uses on the California Campus requiring emergency-vehicle access and trips would be reduced, existing acute care uses at the California Campus would be discontinued and some uses would be relocated to the Cathedral Hill and Pacific Campuses. Existing CPMC uses at the California Campus would largely cease by 2020. As under the proposed LRDP, no project-level and cumulative impacts on emergency access would occur, and no mitigation measures would be required at the California Campus under the No Project Alternative.

Construction Impacts of the No Project Alternative at the California Campus

No demolition or new construction would occur at the California Campus under the No Project Alternative. Similar to under the LRDP, temporary and incremental activities would occur associated with the relocation of some uses to the Pacific Campus (the outpatient imaging and the lab draw site would remain at the campus and existing acute care uses at the California Campus would be discontinued). Therefore, as under the proposed LRDP, construction-related impacts at the California Campus and in its vicinity under the No Project Alternative would be less than significant and no mitigation measures would be required at this campus.

Parking Discussion of the No Project Alternative at the California Campus

Parking demand would be less than under existing conditions, because CPMC uses at the California Campus would decrease, thus reducing parking demand. Under the No Project Alternative, as under the proposed LRDP, parking demand at the California Campus would decrease. As mentioned previously, in San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect.

Alternative 1 (California)—Noise

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed. As under the proposed LRDP, no impacts related to a temporary or periodic increase in ambient noise from construction, excessive groundborne vibration, or increased traffic volumes that would cause a permanent increase in ambient noise levels would occur at the California Campus under the No Project Alternative. Medical uses at the California Campus would largely cease by 2020 under this alternative, and potential noise impacts would be less than significant. As under the proposed LRDP, no project-level and cumulative impacts would occur at the California Campus and in its vicinity under this alternative, and no mitigation measures would be required.

Alternative 1 (California)—Air Quality

Methodology

See “Alternative 1 (Cathedral Hill)—Air Quality” (page 6-81) for a discussion of the methodology for analyzing air quality impacts of Alternative 1.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See “Multiple-Campus Impacts of Alternative 1 on Air Quality” on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

Because the No Project Alternative would be identical to the LRDP at the California Campus, the impacts would be the same. Therefore, no impact would occur at this campus with respect to health risks from construction TACs. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Because the No Project Alternative at the California Campus would be identical to the LRDP at this campus, the impacts would be the same. Therefore, no impact would occur at the California Campus under this alternative with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

Because the No Project Alternative at the California Campus would be identical to the proposed LRDP at this campus, the impacts would be the same. Please see the discussion of localized impacts from construction at the California Campus under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds." Impacts under the recently adopted BAAQMD CEQA thresholds would be identical; no localized impact from construction would occur, and no mitigation would be required.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Because the No Project Alternative at the California Campus would be identical to the proposed LRDP at this campus, the impacts would be the same. Please see the discussion of localized impacts from operations at the California Campus under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds." Impacts under the recently adopted BAAQMD CEQA thresholds would be identical; no localized impact from operations would occur, and no mitigation would be required.

Alternative 1 (California)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact.

Alternative 1 (California)—Wind and Shadow

No existing buildings would be demolished and no new buildings would be constructed at this campus under Alternative 1. Changes and modifications to the California Campus by subsequent purchasers in the future under this alternative could include renovations of the existing facilities. At this time, future uses and changes on the campus by subsequent purchasers are speculative. Therefore, no project-level and cumulative impacts related to wind and shadow would occur at the California Campus under this alternative, and impacts would be similar to those under the proposed LRDP.

Therefore, wind and shadow conditions at the California Campus and in its vicinity would not change from existing conditions. As under the proposed LRDP, no project-level and cumulative impacts on wind and shadow would occur at the California Campus under the No Project Alternative, and no mitigation measures would be required.

Alternative 1 (California)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

As under the proposed LRDP, almost all medical services at the California Campus would cease by 2020 and would result in a decrease of FTE personnel under this alternative from 1,640 FTE personnel to 10. Future uses of the California Campus are speculative, and any future proposals would be subject to separate project-specific environmental review under CEQA.

The reduction in FTE personnel under the No Project Alternative would not result in new San Francisco residents. Therefore, the No Project Alternative would not increase demand for existing neighborhood and regional parks as a result of additional residents, nor would it result in excessive demand on any specific neighborhood park. Like the LRDP, the No Project Alternative would have no project-level and cumulative impacts at the California Campus related to recreational facilities or resources, and no mitigation measures would be required.

Alternative 1 (California)—Public Services

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the California Campus. As under the proposed LRDP, most medical services at the California Campus would cease by 2020 and would result in a decrease in the number of FTE personnel under the No Project Alternative. Future uses of the California Campus are speculative, and any future proposals would be subject to separate project-specific environmental review under CEQA. The No Project Alternative would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. Implementing the No Project Alternative at the California Campus would not result in impacts on public services. As under the LRDP, no mitigation measures would be required. No project-level or cumulative impacts related to public services would occur, and impacts would be similar to impacts of the proposed LRDP.

Alternative 1 (California)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems" on page 6-160 for a discussion of this impact.

Alternative 1 (California)—Biological Resources

As under the proposed LRDP, no existing buildings would be demolished and no new buildings would be constructed at the California Campus under the No Project Alternative; therefore, no impacts related to nesting birds that could be present in trees at this campus, or on other biological resources at the site, would occur. As under the LRDP, project-level and cumulative impacts on biological resources would not occur under the No Project Alternative, and no mitigation measures would be required.

Alternative 1 (California)—Geology and Soils

No existing buildings would be demolished and no new buildings would be constructed at the California Campus under the No Project Alternative. As under the LRDP, no project-level and cumulative impacts related to seismic hazards, soil erosion, landslides, and topography would occur at the California Campus, and no mitigation measures would be required.

Alternative 1 (California)—Hydrology and Water Quality

As under the LRDP, no existing buildings would be demolished and no new buildings would be constructed at the California Campus under the No Project Alternative; thus, implementing this alternative would not adversely affect potential stormwater runoff and water quality through demolition, excavation, or site development. See "Alternative 1 (Cathedral Hill)—Hydrology and Water Quality" (page 6-86) for a discussion of other impacts of Alternative 1 related to hydrology and water quality that would be similar for the California Campus under the No

Project Alternative. Overall, no project-level or cumulative hydrology and water quality impacts from the No Project Alternative at the California Campus would occur and no mitigation measures would be required identical to the LRDP.

Alternative 1 (California)—Hazards and Hazardous Materials

No existing buildings would be demolished and no new buildings would be constructed at the California Campus under the No Project Alternative. As under the proposed LRDP, CPMC uses at the California Campus would be largely phased out by 2020. At this time, future uses by subsequent purchasers are speculative. Therefore, no project-level and cumulative impacts related to hazards and hazardous materials would occur at California Campus under this alternative, and impacts would be similar to those under the proposed LRDP. No mitigation measures would be required identical to the LRDP.

Alternative 1 (California)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-161 for a discussion of this impact.

Alternative 1 (California)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1 AT THE DAVIES CAMPUS

Alternative 1 (Davies)—Land Use and Planning

Under the No Project Alternative, in contrast with the proposed LRDP, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. The total square footage of development at the Davies Campus would not increase relative to existing conditions. The Neuroscience Institute and the Castro/14th Street MOB buildings that would be constructed under the proposed LRDP would not be constructed under this alternative. The streetscape improvements proposed under the LRDP (e.g., landscape improvements on the eastern edge of the Davies Campus along Noe Street) would not be implemented under this alternative. The No Project Alternative would not require amendments to the PUD and CU authorizations that would be required as part of the proposed LRDP for the Davies Campus, as discussed in Section 2.5.4, "Required Project Approvals for the Davies Campus" (page 2-151 in Chapter 2, "Project Description"). Like the proposed LRDP, the No Project Alternative would not result in any significant land use impacts and would not physically divide or disrupt an established community, nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

The No Project Alternative would have no project-level and cumulative impacts on land use, land use plans, policies, or regulations, or the existing character of the Davies Campus and its vicinity. No mitigation measures would be required. However, impacts of implementing this alternative at the Davies Campus would be less than impacts of implementing the proposed LRDP.

Alternative 1 (Davies)—Aesthetics

Under the No Project Alternative, the existing visual quality conditions at the Davies Campus and its surrounding area would not change. In contrast with the proposed LRDP, the Castro Street/14th Street MOB and Neuroscience Institute buildings would not be constructed under this alternative. Existing trees and landscaping that would be removed under the LRDP would not be removed under the No Project Alternative. The streetscape improvements proposed under the LRDP would also not be implemented. The continued provision of acute-care services at the Davies Hospital North Tower until January 1, 2030, and the conversion of the South Tower to skilled nursing and outpatient care would not alter building exteriors or result in demolition of existing buildings or new construction. Therefore, the visual quality of the site would remain the same as under existing conditions. No impacts related to scenic resources, scenic vistas/views, visual character or quality, and light and glare would occur.

As under the LRDP, no mitigation measures would be required at the Davies Campus under the No Project Alternative, and this alternative would not substantially degrade the visual character or quality of the campus. The No Project Level Alternative would have no project-level and cumulative impacts at the Davies Campus on scenic resources, scenic vistas/views, visual character or quality, or light and glare. However, impacts of implementing this alternative at the Davies Campus would be less than the impacts of implementing the proposed LRDP.

Alternative 1 (Davies)—Population, Employment, and Housing

No existing buildings would be demolished and no new buildings would be constructed at the Davies Campus under the No Project Alternative. The Neuroscience Institute and Castro Street/14th Street MOB proposed under the LRDP would not be constructed under the No Project Alternative. As mentioned previously, under the No Project Alternative, the Davies Hospital North Tower would continue to provide acute-care uses through 2029, as under the LRDP. Approximately 930 FTE personnel currently work at the Davies Campus. Personnel numbers at this campus would remain the same under the No Project Alternative as under existing conditions. With the No Project Alternative implemented at the Davies Campus, average daily population would be similar to the existing average daily population, but less than under the LRDP.

Thus, the No Project Alternative would have no impact on population and housing because personnel levels would remain similar to existing conditions. By contrast, under the LRDP the number of FTE personnel at the Davies Campus is estimated to increase to 1,750 FTE personnel in 2030, from 930 under existing (2006)

conditions. Therefore, the No Project Alternative would have no impact on housing demand, and housing demand under this alternative would be less than demand under the proposed LRDP.

As a result, impacts associated with implementing the No Project Alternative at the Davies Campus on population, employment, and housing would be less than impacts associated with implementing the proposed LRDP. Implementing the No Project Alternative at the Davies Campus would not result in any cumulative or project-level impacts on population and housing growth and no mitigation measures would be required.

Alternative 1 (Davies)—Cultural and Paleontological Resources

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. The Neuroscience Institute and Castro Street/14th Street MOB proposed under the LRDP would not be constructed under this alternative. Therefore, potential historic architecture, archaeological, and paleontological resources would not be disturbed by demolition and construction activities. Potential impacts on undiscovered or unrecorded cultural resource sites, unique paleontological resources, and as-yet-undiscovered human remains would not occur. In contrast with the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would not be required at the Davies Campus under the No Project Alternative. No project-level or cumulative impacts on cultural and paleontological resources would occur; impacts of the No Project Alternative at this campus would be less than those of the LRDP.

Alternative 1 (Davies)—Transportation and Circulation

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. As a result, the No Project Alternative would result in impacts either less than or similar to impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading, emergency access, site access, and construction. A parking discussion is also provided for informational purposes. The No Project Alternative analyses are based on the 2020 Modified Baseline No Project Conditions[48] and 2030 Cumulative No Project Conditions[49] of the transportation impact studies prepared for the proposed LRDP.[50]

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[48] The transportation impact studies prepared for the CPMC campuses assume “Modified Baseline No Project Conditions” as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[49] “Cumulative No Project Conditions” describes the anticipated operating conditions of the transportation network in Year 2030, including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[50] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions, which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

Traffic Impacts of the No Project Alternative at the Davies Campus

Under the No Project Alternative, the development program at the Davies Campus would not increase, compared to the proposal under the LRDP. Because no existing buildings would be demolished and no new buildings would be constructed, no net increase in vehicle trips would result.

Under the No Project Alternative, six of the 13 study intersections in the Davies Campus project vicinity would operate at LOS E or LOS F conditions during the weekday p.m. peak hour, the same LOS as under the proposed LRDP conditions under 2020 Modified Baseline No Project conditions (see Table 4.5-38 on page 4.5-185). Under the proposed LRDP, it was determined that the proposed Davies Campus development would not contribute considerably to critical movements at five of these intersections. Under the LRDP, implementation of the Davies Campus project would have a significant and unavoidable traffic and cumulative impact at the intersection of Church/Market/14th Street, which would operate at LOS F under 2020 Modified Baseline No Project and 2030 Cumulative No Project conditions. Under the LRDP, no feasible mitigation measure has been identified and impacts at the intersection of Church/Market/14 th Street would be significant and unavoidable. In contrast with the proposed LRDP, the No Project Alternative would not result in net-new vehicle trips and would not result in a considerable contribution to the critical movements at Church/Market/14th Street; therefore, it would not result in a significant and unavoidable impact on this intersection or on intersections in the project vicinity. Project-level and cumulative traffic impacts related to the Davies Campus would not occur, and impacts would be less than under the proposed LRDP.

Transit Impacts of the No Project Alternative at the Davies Campus

Transit demand under the No Project Alternative would not increase, because no net new development would occur at the Davies Campus; demand would be less under this alternative than under the proposed LRDP. Unlike the LRDP, which would add 138 net-new transit trips during the weekday p.m. peak hour for the Davies Campus development (see Table 4.5-11), implementing the No Project Alternative at this campus would not result in new transit trips. Transit demand at the Davies Campus would remain similar to existing demand under this alternative. Therefore, transit demand would be less under the No Project Alternative than under the LRDP. Muni's 85% capacity utilization standards for campus-area transit corridors would not be exceeded, nor would ridership demand for CPMC shuttle services increase under this alternative. No impacts on public transit would occur under the No Project Alternative; impacts would be less than under the LRDP. No project-level and cumulative impacts on transit would occur at the Davies Campus. As under the LRDP, no mitigation measures would be required at the Davies Campus under this alternative.

Pedestrian Impacts of the No Project Alternative at the Davies Campus

The pedestrian network and operating conditions in the vicinity of the Davies Campus would be maintained under the No Project Alternative and would be similar to existing conditions. In contrast with the LRDP, which would add 148 net-new pedestrian trips during the p.m. peak hour (see Table 4.5-11), under the No Project Alternative the number of pedestrian trips would remain similar to the number of trips under existing conditions. As under the LRDP, the existing sidewalk and pedestrian network would continue to adequately accommodate pedestrian trips. This alternative would not create hazardous conditions for pedestrians. No project-level and cumulative impacts on pedestrian conditions would occur under this alternative, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Davies Campus under this alternative.

Bicycle Impacts of the No Project Alternative at the Davies Campus

As under the LRDP, the existing bicycle and roadway network in the vicinity of the Davies Campus would be maintained under the No Project Alternative and would be similar to existing conditions. No new development would occur under this alternative. Implementing the No Project Alternative would not result in new bicycle trips, unlike the proposed LRDP, which would add 34 “other” trips during the p.m. peak hour (see Table 4.5-11), of which a portion are expected to be bicycle trips. The number of bicycle trips associated with implementing the No Project Alternative at the Davies Campus would be similar to the number of trips under existing conditions and less than under the proposed LRDP. This alternative would not create potentially hazardous conditions for bicyclists or conditions that might otherwise substantially interfere with bicycle accessibility. No project-level and cumulative bicycle impacts related to the Davies Campus would occur under this alternative, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Davies Campus under this alternative.

Loading Impacts of the No Project Alternative at the Davies Campus

No construction would occur at the Davies Campus under the No Project Alternative. Loading demand would be similar to existing demand and would be less than under the proposed LRDP, which would have a peak loading demand of eight spaces. In contrast with the proposed LRDP, which would result in increased passenger loading/unloading demand because of the proposed Neuroscience Institute and Castro/14th Street MOB, no impact would occur as a result of implementing the No Project Alternative at the Davies Campus, and loading demand would not increase. In contrast with the LRDP, no impacts on loading and passenger unloading/loading would occur under this alternative, and no project-level and cumulative impacts would occur under this alternative. Impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the Davies Campus under this alternative.

Emergency Access Impacts of the No Project Alternative at the Davies Campus

Like the LRDP, the No Project Alternative would not change the existing access points for emergency vehicles entering the Davies Campus. As under the proposed LRDP, the existing ambulance parking space at the entrance off of Castro Street would be maintained at the Davies Campus under this alternative. As under the LRDP, no mitigation measures would be required under this alternative at the Davies Campus. No impacts at the Davies Campus would occur, and impacts would be less than under the proposed LRDP.

Construction Impacts of the No Project Alternative at the Davies Campus

No existing buildings would be demolished and no new buildings would be constructed at the Davies Campus under the No Project Alternative unlike the LRDP. Therefore, unlike the proposed LRDP, which would result in less-than-significant construction-related traffic, transit, and pedestrian impacts, no construction-related transportation and circulation impacts would result from implementation of this alternative at the Davies Campus and its vicinity. Impacts with this alternative at the Davies Campus would be less than under the proposed LRDP. No mitigation measures would be required under this alternative at the Davies Campus.

Parking Discussion of the No Project Alternative at the Davies Campus

Unlike the proposed LRDP, no new parking facilities would be constructed at the Davies Campus under the No Project Alternative, and the parking supply (496 spaces) would remain as is. The proposed LRDP would provide 130 more parking spaces than the No Project Alternative (for a total of 626 spaces). In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 1 (Davies)—Noise

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. As a result, noise impacts of this alternative would generally be less than the impacts of the LRDP. See “Alternative 1 (Pacific)—Noise” (page 6-93) for a discussion of similar absence of impacts of Alternative 1 related to noise.

In contrast with the LRDP, no impacts related to temporary or periodic increase in ambient noise from construction, excessive groundborne vibration, or increased traffic volumes would occur at the Davies Campus under the No Project Alternative. Under this alternative, traffic volume at the Davies Campus would be similar to existing conditions, and less than under the proposed LRDP. Therefore, similar to under the LRDP, future traffic noise levels at the Davies Campus and its vicinity under this alternative would not exceed the interior-noise-level standard. Unlike the proposed LRDP, the No Project Alternative would not result in significant and unavoidable impacts at the Davies Campus related to groundborne noise and vibration.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b, and M-NO-N5 at the Davies Campus would not be required under this alternative. The No Project Alternative would have no project-level or cumulative noise impacts at this campus and its vicinity. Implementation of the No Project Alternative at the Davis Campus would have less impacts related to noise and vibration than under the LRDP, because no new demolition or construction would occur at this campus.

Alternative 1 (Davies)—Air Quality

Methodology

See "Alternative 1 (Cathedral Hill)—Air Quality" (page 6-81) for a discussion of the methodology for analyzing air quality impacts of Alternative 1.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction proposed at the Davies Campus under the No Project Alternative, no construction-related TACs would be generated. As a result, the impacts of this alternative at this campus would be less than under the LRDP; in contrast with the proposed LRDP, no impacts related to health risks from construction TACs would occur at the Davies Campus. As under the LRDP, no mitigation measures would be required under this alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Davies Campus, and no new operational TACs, no new CO emissions from mobile sources, and no odors would be generated. Therefore, no localized operational impacts would occur at this campus with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs. As a result, impacts of the No Project Alternative at the Davies Campus would be less than those of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction at the Davies Campus under the No Project Alternative, no construction TACs would be generated at this campus and in its vicinity. Hence, impacts of the No Project Alternative at this campus and in its vicinity would be less than impacts of the proposed LRDP, because no impact would occur with respect to the recently adopted thresholds for health risks from construction TACs. In contrast with the proposed LRDP, implementation of Mitigation Measure M-AQ-L10 at the Davies Campus would not be required under the No Project Alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

Under the No Project Alternative, no new development would occur at the Davies Campus and no new operational TACs and no odors would be generated. Because no impact would occur with respect to recently adopted significance thresholds for odors, and for single-source and cumulative health risk from operational TACs, impacts of this alternative at this campus would be less than impacts of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 1 (Davies)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact.

Alternative 1 (Davies)—Wind and Shadow

No existing buildings would be demolished and no new buildings would be constructed at this campus under Alternative 1. Therefore, wind and shadow conditions at the Davies Campus and its vicinity would not change from existing conditions. As under the proposed LRDP, no mitigation measures would be required under this alternative at the Davies Campus. No project-level and cumulative impacts on wind and shadow would occur under this alternative and impacts would be less than under the proposed LRDP.

Alternative 1 (Davies)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities. At the Davies Campus, the No Project Alternative would be similar to existing conditions with regard to effects on recreational facilities. The Neuroscience Institute and Castro Street/14th Street MOB proposed under the LRDP at the Davies Campus would not be built under this alternative. Employment at this campus under the No Project Alternative would remain similar to employment under existing conditions. Under the No Project Alternative, the Davies Campus would have 930 FTE personnel at 2030, the same as under existing conditions. Unlike the proposed LRDP, under which this campus would have 1,750 FTE personnel by 2030 and result in an increase in new San Francisco residents, the No Project Alternative would not result in an increase in San Francisco residents. Therefore, demand for existing neighborhood and regional parks would not increase as a result of additional residents, and there would be no excessive demand on any specific neighborhood park under this alternative. The No Project Alternative at the Davies Campus would have no project-level and cumulative impact related to recreational facilities or resources, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 1 (Davies)—Public Services

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. The Neuroscience Institute and Castro Street/14th Street MOB proposed under the LRDP at this campus would not be built under this alternative. Under the No Project Alternative, employment at the Davies Campus would remain at 930 FTE personnel, as under existing conditions. The No Project Alternative would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and less than under the LRDP because the number of FTE personnel and associated new residents would not increase.

Under the No Project Alternative, no project-level or cumulative impacts related to public services would occur, and impacts would be less than under the proposed LRDP at the Davies Campus. As under the LRDP, no mitigation measures would be required.

Alternative 1 (Davies)—Utilities and Service Systems

See “Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems” on page 6-160 for a discussion of this impact.

Alternative 1 (Davies)—Biological Resources

No existing buildings would be demolished and no new buildings would be constructed at the Davies Campus under the No Project Alternative. The existing 111 trees at the Davies Campus (including 26 identified as significant trees) that would be removed under the proposed LRDP would remain under this alternative. Therefore, potential impacts that would occur under the LRDP related to disturbance of nesting birds in trees at the Davies Campus and removal of significant trees would not occur under the No Project Alternative. In contrast with the proposed LRDP, implementation of Mitigation Measure M-BI-N1 related to protection of nesting birds in trees at the Davies Campus would not be required under this alternative. No project-level and cumulative impacts on biological resources would occur at the Davies Campus under the No Project Alternative; impacts would be less than under the LRDP.

Alternative 1 (Davies)—Geology and Soils

Under the No Project Alternative, no existing buildings would be demolished and no new buildings would be constructed at the Davies Campus. The Neuroscience Institute and Castro Street/14th Street MOB at the Davies Campus would not be built. Therefore, no geology and soils impacts related to construction activities and excavation would occur. In contrast with the proposed LRDP, implementation of Mitigation Measure M-GE-N4, which would require CPMC to prepare a SWPPP at the Davies Campus, would not be required under the No Project Alternative. Therefore, no project-level and cumulative impacts related to seismic hazards, soil erosion, landslides, and topography would occur, and impacts would be less than under the proposed LRDP.

Alternative 1 (Davies)—Hydrology and Water Quality

No existing buildings would be demolished and no new buildings would be constructed at the Davies Campus under the No Project Alternative; thus, implementing this alternative would not adversely affect potential stormwater runoff and water quality through demolition, excavation, or site development. The Neuroscience Institute and Castro Street/14th Street MOB proposed under the LRDP at the Davies Campus would not be built under this alternative. The No Project Alternative would not cause water quality standards to be violated or exceeded, nor would it contribute to a violation of water discharge requirements, as a result of sediment-laden runoff, increases in impervious surfaces, groundwater contamination from dewatering activities, or incidental or accidental release of construction materials. See “Alternative 1 (Cathedral Hill)—Hydrology and Water Quality” (page 6-86) for a discussion of other hydrology and water quality impacts of Alternative 1 related to streams and river courses, stormwater released to the combined sewer, and seiche and tsunami areas, because these conditions would be the same for the Davies Campus under Alternative 1.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the Davies Campus would not be required under the No Project Alternative. No project-level and cumulative

hydrology and water quality impacts would occur under this alternative, and impacts would be less than under the proposed LRDP.

Alternative 1 (Davies)—Hazards and Hazardous Materials

No existing buildings would be demolished and no new buildings would be constructed at the Davies Campus under the No Project Alternative. Under this alternative no construction-related transport, use, or disposal of hazardous materials or waste would occur at this campus. As under the proposed LRDP, hazardous materials present at the Davies Campus would not be new to the site; these materials would continue to be stored, handled, and disposed of in accordance with current laws, regulations, and existing CPMC policies and permits under the authority of the San Francisco HMUPA and the State of California. Therefore, impacts related to accidental release of hazardous materials during operations at the Davies Campus under the No Project Alternative would be less than significant, and less than under the proposed LRDP.

The Davies Campus is not located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant under the No Project Alternative.

In contrast with the proposed LRDP, Mitigation Measures M-HZ-N1a and M-HZ-N1b, which are related to the preparation and approval of an SMP for known soil and groundwater conditions and a contingency plan for unknown soil and groundwater conditions, respectively, would not be required under this alternative at the Davies Campus. Project-level and cumulative impacts at the Davies Campus related to hazards and hazardous materials would be less than significant, and less than those under the proposed LRDP.

Alternative 1 (Davies)—Mineral and Energy Resources

See “Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources” on page 6-161 for a discussion of this impact.

Alternative 1 (Davies)—Agricultural and Forest Resources

See “Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources” on 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1A AT THE ST. LUKE’S CAMPUS

Alternative 1A (St. Luke’s)—Land Use and Planning

Under No Project Alternative 1A, in contrast with the proposed LRDP, no existing buildings would be demolished or new buildings constructed at the St. Luke’s Campus. The total square footage of development at

the St. Luke's Campus would not increase relative to existing conditions. In contrast with the proposed LRDP, the St. Luke's Replacement Hospital and MOB/Expansion Building would not be constructed and the San Jose Avenue Utilities Relocation and streetscape improvements would not occur under No Project Alternative 1A. In addition, the Cesar Chavez Street Utility Line Alignment and Alternative Emergency Department Location Variants considered under the LRDP would not be implemented under this alternative. Alternative 1A would not require amendments to the General Plan, the Planning Code, PUD and CU authorizations, or other approvals that would be required as part of the proposed LRDP for the St. Luke's Campus, as discussed in Section 2.6.4, "Required Project Approvals for the St. Luke's Campus" (page 2-191 in Chapter 2, "Project Description"). Like the proposed LRDP, No Project Alternative 1A would not result in any significant land use impacts and would not physically divide or disrupt an established community, nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative, and project-level and cumulative impacts on land use, land use plans, policies, or regulations, and existing character of the vicinity would be less than significant. Impacts at the St. Luke's Campus under No Project Alternative 1A would be less than impacts under the proposed LRDP.

Alternative 1A (St. Luke's)—Aesthetics

Under No Project Alternative 1A, the existing visual quality conditions at the St. Luke's Campus and its surrounding area would not change. In contrast with the proposed LRDP, the St. Luke's Replacement Hospital and MOB/Expansion Building would not be constructed and the San Jose Utilities Relocation would not occur under this alternative. The variants at the St. Luke's Campus under the LRDP would not be considered. The existing 1957 Building, St. Luke's Hospital tower, and Hartzell Building would be vacated by CPMC under this alternative; this would not alter the exterior of these buildings or result in demolition of existing buildings or new construction on campus. Existing trees and landscaping proposed for removal under the LRDP would not be removed under the No Project Alternative 1A, and the streetscape improvements proposed under the LRDP would not be implemented. Therefore, the visual quality of the site would remain the same as under existing conditions. No impacts related to scenic resources, scenic vistas/views, visual character or quality, and light and glare would occur.

As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under No Project Alternative 1A, and this alternative would not substantially degrade the visual character or quality of the site. Implementing No Project Alternative 1A would result in no project-level and cumulative impacts at the St. Luke's Campus on scenic resources, scenic vistas/views, visual character or quality, and light and glare and impacts would be less than under the proposed LRDP.

Alternative 1A (St. Luke's)—Population, Employment, and Housing

No existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus under No Project Alternative 1A. All acute-care uses and inpatient-care facilities at the St. Luke's Campus would be vacated. Under Alternative 1A, the 1957 Building, the Hartzell Building, and the St. Luke's Hospital tower would remain vacant, while the other St. Luke's buildings would remain in their current uses (e.g., medical office space, outpatient services, and diagnostics and treatment operations). Eliminating acute-care and inpatient-care operations at St. Luke's would result in an estimated decrease of approximately 170 CPMC personnel by 2030 compared to 2006 personnel levels (approximately 600 FTE personnel and 430 FTE personnel by 2030). No Project Alternative 1A would result in approximately 1,100 fewer personnel at the St. Luke's Campus by 2030 than the proposed LRDP, under which the campus would have approximately 1,530 FTE personnel by 2030. With the decrease in the number of personnel, under No Project Alternative 1A at the St. Luke's Campus, the average daily population would be less than existing conditions and less than under the LRDP. Overall, because the number of personnel at St. Luke's would decrease compared to existing conditions and the LRDP, No Project Alternative 1A would have no project-level or cumulative impacts on population and housing growth. Impacts on population, employment, and housing with implementation of No Project Alternative 1A at the St. Luke's Campus would be less than impacts of the proposed LRDP. No mitigation measures would be required, as with the LRDP.

Alternative 1A (St. Luke's)—Cultural and Paleontological Resources

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. The St. Luke's Replacement Hospital and MOB/Expansion Building would not be constructed, and the San Jose Avenue Utilities Relocation would not occur. The Cesar Chavez Street Utility Line Alignment Variant and the Alternate Emergency Department Location Variant would not be implemented under this alternative. Therefore, potential historic architecture, archaeological, and paleontological resources would not be disturbed by demolition and construction activities. Potential impacts on undiscovered or unrecorded cultural resource sites, unique paleontological resources, and as-yet-undiscovered human remains would not occur. No impact would occur. In contrast with the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would not be required at the St. Luke's Campus under No Project Alternative 1A. No project-level or cumulative impacts on cultural and paleontological resources would occur; impacts of No Project Alternative 1A at St. Luke's would be less than those of the LRDP.

Alternative 1A (St. Luke's)—Transportation and Circulation

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. As a result, Alternative 1A would result in impacts less than impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading, emergency access, site access, and

construction. A parking discussion is also provided for informational purposes.. The No Project Alternative analyses are based on the 2015 Modified Baseline No Project Conditions[51] and 2030 Cumulative No Project Conditions[52] of the transportation impact studies prepared for the proposed LRDP.[53]

Traffic Impacts of Alternative 1A at the St. Luke's Campus

Unlike the LRDP, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus under No Project Alternative 1A. Under this alternative, no increase in vehicle trips would result; the number of vehicle trips would be less than under existing conditions with the decommissioning of the 1957 Building, the St. Luke's Hospital tower, and the Hartzell Building. Under No Project Alternative 1A, six of the 15 study intersections at this campus would operate at LOS E or LOS F conditions during the weekday p.m. peak hour, under both 2015 Modified Baseline No Project and 2030 Cumulative No Project conditions (see Table 4.5-39 on page 4.5-202). It was determined that under the proposed LRDP, the campus would not contribute considerably to critical movements at these six intersections. Because No Project Alternative 1A would not result in an increase in vehicle trips, implementing this alternative would not result in an impact on these six intersections. No project-level and cumulative traffic impacts related to the St. Luke's Campus under this alternative would occur, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Transit Impacts of Alternative 1A at the St. Luke's Campus

Under No Project Alternative 1A, transit demand would be less than that of the proposed LRDP at the St. Luke's Campus. In contrast with the LRDP, which would add 39 net-new transit trips during the p.m. peak hour at the St. Luke's Campus (see Table 4.5-11), the No Project Alternative would result in fewer transit trips and would be less than under existing conditions with the decommissioning of the 1957 Building, the St. Luke's Hospital tower, and the Hartzell Building. Muni's 85% capacity utilization standards for campus area transit corridors would not be exceeded, nor would ridership increase. No impacts on public transit would occur under No Project Alternative 1A, and impacts would be less than under the LRDP. No project-level and cumulative impacts on transit in the vicinity of the St. Luke's Campus would occur. As under the LRDP, no mitigation measures would be required under this alternative at the St. Luke's Campus.

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[51] The transportation impact studies prepared for the CPMC campuses assume "Modified Baseline No Project Conditions" as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[52] "Cumulative No Project Conditions" describes the anticipated operating conditions of the transportation network in Year 2030 including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[53] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions, which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

Pedestrian Impacts of Alternative 1A at the St. Luke's Campus

Under Alternative 1A, the sidewalk and pedestrian network near the St. Luke's Campus would be similar to the existing network and would continue to adequately accommodate pedestrian trips. Sidewalk and pedestrian improvements that would occur at the St. Luke's Campus under the proposed LRDP would not occur under this alternative. The LRDP would add 64 net-new pedestrian trips during the p.m. peak hour (see Table 4.5-11) relative to existing conditions; by contrast, the number of pedestrian trips under No Project Alternative 1A would decrease relative to existing conditions because the 1957 Building, the St. Luke's Hospital tower, and the Hartzell Building would be decommissioned and vacated. Like the proposed LRDP, this alternative would not create hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility in the area. No project-level and cumulative pedestrian impacts would occur under this alternative, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Bicycle Impacts of Alternative 1A at the St. Luke's Campus

As under the proposed LRDP, the existing bicycle and roadway network in the vicinity of the St. Luke's Campus would be maintained under No Project Alternative 1A. Implementing the LRDP at the St. Luke's Campus would add six net-new "other" trips during the p.m. peak hour (see Table 4.5-11) relative to existing conditions, of which a portion are expected to be bicycle trips; by contrast, the number of bicycle trips under No Project Alternative 1A would decrease relative to existing conditions, because buildings would be decommissioned and vacated. As with the proposed LRDP, implementing this alternative at the St. Luke's Campus would not create potentially hazardous conditions for bicyclists or conditions that might otherwise substantially interfere with bicycle accessibility. No project-level and cumulative bicycle impacts would occur at the St. Luke's Campus and in its vicinity under this alternative, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Loading Impacts of Alternative 1A at the St. Luke's Campus

In contrast with the LRDP, no demolition or construction would occur at the St. Luke's Campus under No Project Alternative 1A. Loading demand would be less than under existing conditions, because the 1970 St. Luke's Hospital tower, 1957 Building, and Hartzell Building would be decommissioned and vacated, and the St. Luke's Campus would no longer provide acute-care uses. Hence, loading demands at the St. Luke's Campus under No Project Alternative 1A would also be less than demands under the proposed LRDP, which would have a peak loading demand of five spaces. In contrast with the proposed LRDP, which would result in increased passenger loading/unloading demand because of the proposed St. Luke's Replacement Hospital and MOB/Expansion Building, No Project Alternative 1A would result in less demand at the St. Luke's Campus once acute-care uses are decommissioned. No project-level or cumulative impacts would occur under this alternative, and impacts

would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Emergency-Vehicle Access Impacts of Alternative 1A at the St. Luke's Campus

Unlike the LRDP, No Project Alternative 1A would not provide a new emergency-vehicle access on 27th Street between Guerrero Street and San Jose Avenue. In addition, the Alternative Emergency Department Location Variant of the proposed LRDP would not be implemented under this alternative. No changes would be made to the roadways surrounding the St. Luke's Campus under No Project Alternative 1A. Under this alternative, this campus would no longer provide acute-care services or serve emergency ambulance vehicles after January 2013. Therefore, the new emergency-vehicle access that would be provided for the St. Luke's Replacement Hospital under the proposed LRDP would not be provided under No Project Alternative 1A, and emergency vehicles would not be destined for this area. Project-level and cumulative impacts related to emergency-access vehicles would be less than significant under the No Project Alternative, and would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Construction Impacts of Alternative 1A at the St. Luke's Campus

In contrast with the LRDP, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus under No Project Alternative 1A. Therefore, unlike the proposed LRDP, which would result in less-than-significant construction impacts, no impacts would occur at the St. Luke's Campus and in its vicinity under No Project Alternative 1A. Impacts at the St. Luke's Campus and in its vicinity under this alternative would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Parking Discussion of Alternative 1A at the St. Luke's Campus

No new parking facilities would be constructed at the St. Luke's Campus under No Project Alternative 1A, and the existing parking supply (329 spaces) would remain as is. Parking demand at the St. Luke's Campus would decrease under this alternative with the decommissioning of the acute-care facilities. As mentioned previously, in San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect.

Alternative 1A (St. Luke's)—Noise

Alternative 1A at the St. Luke's Campus would not include demolition or new development at this campus; no variants to the LRDP would be considered as well. In contrast with the LRDP, no impacts related to a temporary or periodic increase in ambient noise from construction, excessive groundborne vibration, or increased traffic volumes that would cause a permanent increase in ambient noise levels would occur at the St. Luke's Campus

under No Project Alternative 1A. Under the No Project Alternative, no new hospital or other buildings would be constructed at the St. Luke's Campus. Therefore, in contrast with the proposed LRDP, traffic noise levels at the St. Luke's Campus and its vicinity under this alternative would not expose sensitive receptors to noise levels that exceed the interior-noise-level standard. Also unlike the proposed LRDP, no significant and unavoidable impacts related to groundborne noise and vibration would occur at the St. Luke's Campus and in its vicinity under this alternative. No project-level and cumulative impacts would occur under this alternative, and impacts would be less than under the proposed LRDP because no demolition or new construction would occur. In contrast with the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b M-NO-N4, and M-NO-N5 at the St. Luke's Campus would not be required under this alternative.

Alternative 1A (St. Luke's)—Air Quality

Methodology

See "Alternative 1 (Cathedral Hill)—Air Quality" (page 6-81) for a discussion of the methodology for analyzing air quality impacts of Alternative 1.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction at the St. Luke's Campus under No Project Alternative 1A, no construction-related TACs would be generated. As a result, the impacts of Alternative 1A at the St. Luke's Campus would be less under this alternative than under the LRDP; in contrast with the proposed LRDP, no impacts related to health risks from construction TACs would occur at the St. Luke's Campus. No mitigation measures would be required under this alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

With no new operations at the St. Luke's Campus under No Project Alternative 1A, no new operational TACs, no new CO emissions from mobile sources, and no odors would be generated. Therefore, no localized operational impact would occur with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs. As a result, the impact of No Project Alternative 1A at the St. Luke's Campus

would be less than that of the proposed LRDP. As under the LRDP, no mitigation measures would be required under No Project Alternative 1A.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

With no new construction at the St. Luke's Campus under No Project Alternative 1A, no construction-related TACs would be generated at this campus. As a result, the impacts of No Project Alternative 1A at the St. Luke's Campus would be less than the impacts of the LRDP; in contrast with the proposed LRDP, no impacts related to health risks from construction TACs would occur at the St. Luke's Campus. In contrast with the proposed LRDP, implementation of Mitigation Measure M-AQ-N10c at the St. Luke's Campus would not be required under No Project Alternative 1A.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

With no new development at the St. Luke's Campus under No Project Alternative 1A, no new operational TACs and no odors would be generated at this campus. Therefore, the impact would be similar to existing conditions but less than the impact of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 1A (St. Luke's)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact.

Alternative 1A (St. Luke's)—Wind and Shadow

No existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus under No Project Alternative 1A. No variants at the St. Luke's Campus would be considered. Therefore, wind and shadow conditions at this campus and in its vicinity would not change from existing conditions. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative. Project-level and cumulative impacts on wind and shadow would not occur at the St. Luke's Campus under No Project

Alternative 1A, and impacts would be less than under the proposed LRDP because no existing buildings would be demolished and no new buildings constructed at this campus.

Alternative 1A (St. Luke's)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. No variants at the St. Luke's Campus would be considered under this alternative. The St. Luke's Replacement Hospital and MOB/Expansion Building would not be built. In contrast with the proposed LRDP, the 1957 Building, St. Luke's Hospital tower, and Hartzell Building would be retained and vacated under No Project Alternative 1A, resulting in a decrease in the number of FTE personnel. Under No Project Alternative 1A, the St. Luke's Campus would have 430 FTE personnel in 2030, which is a decrease from the 600 FTE personnel at the campus. Unlike the LRDP, under which the St. Luke's Campus would have a total of 1,530 FTE personnel in 2030 and result in an increase in new San Francisco residents, the No Project Alternative would not result in an increase in San Francisco residents. Therefore, No Project Alternative 1A would not increase demand for existing neighborhood and regional parks as a result of additional residents, nor would there be excessive demand on any specific neighborhood park under this alternative. Implementing No Project Alternative 1A at the St. Luke's Campus would not result in any project-level or cumulative impacts related to recreational facilities or resources. Impacts on recreational facilities would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Alternative 1A (St. Luke's)—Public Services

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. No variants at the St. Luke's Campus would be considered under this alternative. The St. Luke's Replacement Hospital and MOB/Expansion Building would not be built. The 1957 Building, St. Luke's Hospital tower, and Hartzell Building would be retained and vacated under No Project Alternative 1A, resulting in a decrease in the number of FTE personnel. The number of FTE personnel at this campus would decrease from 600 FTE personnel to 430 between 2006 and 2030 under No Project Alternative 1A, compared to an increase from 600 FTE personnel to 1,530 under the LRDP. Therefore, the number of FTE personnel at St. Luke's under No Project Alternative 1A would be less than under existing conditions and the LRDP. Unlike the LRDP, No Project Alternative 1A would not generate new residents related to the St. Luke's

Campus, and therefore would not increase the number of new residents dispersed throughout the city. No Project Alternative 1A would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact of No Project Alternative 1A at the St. Luke's Campus would be less than significant, and less than under the LRDP because the number of FTE personnel and associated new residents would not increase compared to existing conditions. Implementing No Project Alternative 1A at the St. Luke's Campus would not result in impacts on public services. As under the LRDP, no mitigation measures would be required. No project-level or cumulative impacts related to public services would occur at St. Luke's Campus under this alternative, and impacts would be less than under the proposed LRDP.

Alternative 1A (St. Luke's)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems" on page 6-160 for a discussion of this impact.

Alternative 1A (St. Luke's)—Biological Resources

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus. No variants at the St. Luke's Campus would be considered under Alternative 1A. The 28 trees (including 14 identified as significant trees) at the St. Luke's Campus that would be removed under the proposed LRDP would remain under this alternative. Therefore, potential impacts related to disturbance of nesting birds in trees at the St. Luke's Campus and removal of significant trees would not occur under No Project Alternative 1A. No project-level or cumulative impacts on biological resources would occur at the St. Luke's Campus under No Project Alternative 1A; impacts would be less than under the LRDP. In contrast with the proposed LRDP, implementation of Mitigation Measure M-BI-N1, related to protection of nesting birds in trees at the St. Luke's Campus, and implementation of Improvement Measure I-BI-N2 related to protection of the landmark fig tree at the St. Luke's Campus would not be required under this alternative.

Alternative 1A (St. Luke's)—Geology and Soils

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed requiring excavation. In contrast with the proposed LRDP, the St. Luke's Replacement Hospital and MOB/Expansion Building would not be built and the San Jose Avenue Utilities Relocation would not occur at the St. Luke's Campus under this alternative. No variants at the St. Luke's Campus, such as the San Jose Avenue Utilities Relocation Variant and the Cesar Chavez Street Utility Line Alignment Variant, would be considered under the No Project Alternative. Further, implementation of Mitigation Measure M-GE-N4, which would require CPMC to prepare a SWPPP, and Mitigation Measure M-GE-N6, related to dewatering at the St. Luke's Campus, would not be required under this alternative. No project-level and cumulative impacts related to seismic hazards,

soil erosion, landslides, and topography would occur under this alternative, and impacts would be less than under the LRDP.

Alternative 1A (St. Luke's)—Hydrology and Water Quality

Under No Project Alternative 1A, no existing buildings would be demolished and no new buildings would be constructed. In contrast with the proposed LRDP, the St. Luke's Replacement Hospital and MOB/Expansion Building would not be built and the San Jose Avenue Utilities Relocation would not occur at the St. Luke's Campus under this alternative. No variants at the St. Luke's Campus, such as the San Jose Avenue Utilities Relocation Variant and the Cesar Chavez Street Utility Line Alignment Variant, would be considered under the No Project Alternative. In addition, the San Jose Avenue Utilities Relocation Variant and the Cesar Chavez Street Utility Line Alignment Variant, proposed under the LRDP, would not be implemented under No Project Alternative 1A. In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the St. Luke's Campus would not be required under No Project Alternative 1A. Under this alternative, no project-level and cumulative hydrology and water quality impacts would occur, and impacts would be less than under the LRDP. See "Alternative 1 (Cathedral Hill)—Hydrology and Water Quality" (page 6-86) for a discussion of hydrology and water quality impacts of Alternative 1A related to seiche, tsunami, mudflow, as well as streams, river courses, and stormwater released to sewers because these impacts would be similar for the St. Luke's Campus under the No Project Alternative 1A.

Alternative 1A (St. Luke's)—Hazards and Hazardous Materials

No existing buildings would be demolished and no new buildings would be constructed at the St. Luke's Campus under No Project Alternative 1A. No variants at the St. Luke's Campus would be considered under this alternative. Under this alternative no construction-related transport, use, or disposal of hazardous materials or waste would occur at this campus. As under the proposed LRDP, hazardous materials present at the St. Luke's Campus would not be new to the existing campus; these materials would continue to be stored, handled, and disposed of in accordance with current laws, regulations, and existing CPMC policies and permits under the authority of the San Francisco HMUPA and the State of California. Therefore, impacts related to accidental release of hazardous materials during operations at the St. Luke's Campus under No Project Alternative 1A would be less than significant, and less than under the LRDP.

The St. Luke's Campus is not located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant under No Project Alternative 1A.

Unlike the proposed LRDP, Mitigation Measures M-HZ-N1a and M-HZ-N1b, which are related to the preparation and approval of an SMP for known soil and groundwater conditions and a contingency plan for unknown soil and

groundwater conditions, respectively, would not be required under this alternative at the St. Luke's Campus. Project-level and cumulative impacts at the St. Luke's Campus related to hazards and hazardous materials would be less than significant, and less than under the proposed LRDP.

Alternative 1A (St. Luke's)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-161 for a discussion of this impact.

Alternative 1A (St. Luke's)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1B AT THE ST. LUKE'S CAMPUS

Alternative 1B (St. Luke's)—Land Use and Planning

Under No Project Alternative 1B, the existing 12-story St. Luke's Hospital tower would be demolished after January 1, 2013, as under the proposed LRDP, but would be replaced with an outpatient facility with associated below-grade parking. Under Alternative 1B, the St. Luke's Campus floor area would increase by approximately 3,000 sq. ft. relative to existing conditions (approximately 451,900 sq. ft.). As under the LRDP, the St. Luke's Campus would continue to provide medical services under No Project Alternative 1B. The shift in medical services from acute-care and inpatient-care uses under existing conditions to nonacute-care uses under No Project Alternative 1B would not substantially alter the existing character of the vicinity. The St. Luke's Replacement Hospital proposed under the LRDP at the site of the existing 3615 Cesar Chavez Street surface parking lot would not be constructed under this alternative.

Under No Project Alternative 1B, a five-story, 100-foot-tall (including mechanical penthouse St. Luke's Outpatient Facility building would be constructed at the site where the five-story, 100-foot-tall MOB/Expansion Building is proposed under the LRDP. This is the site currently occupied by the existing 12-story 158-foot-tall (plus 11-foot mechanical penthouse) St. Luke's Hospital tower, which would be demolished under both the LRDP and No Project Alternative 1B. The St. Luke's Outpatient Facility would be considerably shorter (by seven stories) than the existing St. Luke's Hospital tower. Without the construction of the St. Luke's Replacement Hospital as proposed under the LRDP, the St. Luke's Outpatient Facility would be the most prominent building on the campus under the No Project Alternative 1B.

The development program for the St. Luke's Campus under No Project Alternative 1B would be smaller than the development program for the proposed LRDP. As under the LRDP, construction at the St. Luke's Campus would

occur entirely within the existing campus footprint. In contrast with the LRDP, the San Jose Avenue Utilities Realignment would not occur under this alternative and the public pedestrian access between Cesar Chavez Street and 27th Street would remain as it is. The variants at the St. Luke's Campus under the LRDP would not be considered. No Project Alternative 1B would not alter the existing configuration of the campus. As under the LRDP (under which the St. Luke's Replacement Hospital and MOB/Expansion Building would not alter the campus's relationship to the surrounding neighborhood), the St. Luke's Outpatient Facility would not change the neighborhood's character because this building would not introduce a new type of land use to the campus. The St. Luke's Outpatient Facility would be compatible with the existing uses to the north and east of the St. Luke's Campus vicinity similar to the LRDP. The density at the St. Luke's Campus would be less than under the LRDP with Alternative 1B, but similar to under existing conditions. The conversion of the 1957 Building to nonacute care under No Project Alternative 1B would not alter the building's exterior and would not have a substantial impact on the existing character of the surrounding neighborhood.

Like the MOB/Expansion Building proposed under the LRDP, the St. Luke's Outpatient Facility proposed under No Project Alternative 1B would be consistent with the existing 105-E Height and Bulk District. Unlike the proposed LRDP, the No Project Alternative 1B would not require amendments to the General Plan, zoning map and Planning Code street vacation approval, or lot merger because the St. Luke's Replacement Hospital proposed under the LRDP would not be constructed; however, it would require a CU authorization to modify an existing PUD to allow exceptions to FAR limits (as discussed in Section 2.6.4, "Required Project Approvals for the St. Luke's Campus" [page 2-191 in Chapter 2, "Project Description"]). Like the proposed LRDP, No Project Alternative 1B would not result in any significant land use impacts and would not physically divide or disrupt an established community, nor would it have an adverse impact on the existing character of the project vicinity. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under No Project Alternative 1B, and project-level and cumulative impacts on land use, land use plans, policies, or regulations, and the existing character of the vicinity would be less than significant. Overall land use impacts under No Project Alternative 1B would be greater than existing conditions and No Project Alternative 1A (where no new buildings would be constructed or existing building demolished). However, as discussed above, because the St. Luke's Campus development under No Project Alternative 1B would be smaller than that of the LRDP, impacts would be less than those under the proposed LRDP.

Alternative 1B (St. Luke's)—Aesthetics

As under the LRDP, the existing 12-story, 158-foot-tall (plus 11-foot mechanical penthouse) St. Luke's Hospital tower would be demolished under No Project Alternative 1B. Under the LRDP, an approximately 201,000-sq.-ft.,

five-story, 100-foot-tall MOB/Expansion Building would be constructed at the site of the demolished St. Luke's Hospital tower. Similarly, under this alternative, an approximately five-story, 100-foot-tall (including mechanical penthouse) St. Luke's Outpatient Facility would be built at this site. The existing 3615 Cesar Chavez Street surface parking lot, where the St. Luke's Replacement Hospital would be constructed under the LRDP, would be retained as a parking lot under No Project Alternative 1B. The variants at the St. Luke's Campus under the LRDP would not be considered under this alternative.

Compared to existing conditions, the development program at the St. Luke's Campus under No Project Alternative would be approximately 1,500 sq. ft. larger; however, this development program would be approximately 143,000 sq. ft. smaller than that of the proposed LRDP. Therefore, the campus would be slightly larger, in terms of square footage, with development under No Project Alternative 1B than it is under existing conditions, but smaller in size and scale than under the LRDP. Figure 6-7, "Alternative 1B—St. Luke's Massing Diagram" (page 6-71), depicts the massing of the buildings at the St. Luke's Campus under No Project Alternative 1B.

The height and massing of the five-story, 100-foot-tall St. Luke's Outpatient Facility proposed under No Project Alternative 1B would be similar to that of the MOB/Expansion Building (also five stories and 100 feet tall) proposed for the same site under the LRDP. The height and massing of either building would be larger than most of the two- to three-story residential and medium-scale commercial buildings that surround the campus. At 100 feet tall (including mechanical penthouse), the St. Luke's Outpatient Facility would be taller than the existing buildings surrounding the campus; however, it would be 69 feet shorter than the existing 12-story, 158-foot-tall (plus 11-foot mechanical penthouse) St. Luke's Hospital tower currently in its place. Thus, if this new building were constructed under No Project Alternative 1B, the contrast in scale and visual character with surrounding development would be less than under existing conditions. Like the proposed LRDP MOB/Expansion Building, the new St. Luke's Outpatient Facility would not block any recognized unique views in the campus area. The scale and footprint of the five-story, 100-foot-tall St. Luke's Outpatient Facility would be smaller in scale than the existing 12-story, 158-foot-tall St. Luke's Hospital it would replace, and would not affect any scenic vistas/views of the vicinity. In contrast with the proposed LRDP, development of a five-story hospital building would not occur on the surface parking lot under No Project Alternative 1B. Therefore, development at the St. Luke's Campus under No Project Alternative 1B would be smaller in size and scale than development under the LRDP and existing conditions.

As under the proposed LRDP, some existing on-site trees and landscaping, which would be removed for demolition of the St. Luke's Hospital tower and construction of the MOB/Expansion Building, also would be removed for construction of the St. Luke's Outpatient Facility under No Project Alternative 1B. A landscaping plan would be prepared to recommend a strategy for the preservation, removal, and/or replacement of trees

throughout the St. Luke's Campus under this alternative similar to the LRDP. Please refer to "Alternative 1B (St. Luke's)—Biological Resources" (page 6-144) for the impact analysis related to trees. As under the LRDP, development at the St. Luke's Campus under No Project Alternative 1B would not substantially damage scenic resources and would also have a less-than-significant impact on scenic resources. This impact would be less than under the proposed LRDP, because of the reduced development at St. Luke's Campus under No Project Alternative 1B. However, overall aesthetic impacts would be greater under No Project Alternative 1B than under existing conditions and No Project Alternative 1A (i.e., no new buildings would be constructed or existing buildings demolished), but less than under the proposed LRDP.

As under the proposed LRDP, because the existing buildings on the St. Luke's Campus generate a high level of lighting, the lighting associated with the St. Luke's Outpatient Facility would not result in a substantial increase in the ambient lighting of the area. Spillover light is common and expected in dense urban environments such as the campus area. The new lighting associated with the St. Luke's Outpatient Facility would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24).

Overall, the development proposed under No Project Alternative 1B would change the visual character of the northern portion of the St. Luke's Campus from existing conditions, but to a lesser degree than the proposed LRDP, which would have a greater development program. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under No Project Alternative 1B, and implementation of this alternative would not substantially degrade the visual character or quality of the site. Project-level and cumulative impacts of implementing No Project Alternative 1B at the St. Luke's Campus on scenic resources, scenic vistas/views, visual character or quality, and light and glare would be less than significant, and less than under the proposed LRDP.

Alternative 1B (St. Luke's)—Population, Employment, and Housing

Under No Project Alternative 1B, the existing 1970 St. Luke's Hospital tower would be demolished and acute-care and inpatient operations would be eliminated at the St. Luke's Campus. The variants at the St. Luke's Campus under the LRDP would not be considered under Alternative 1B. The St. Luke's Campus would continue to provide medical services under No Project Alternative 1B; however, in contrast with the LRDP, under this alternative the St. Luke's Campus would no longer provide acute-care services. Under No Project Alternative 1B, the St. Luke's Replacement Hospital proposed under the LRDP would not be constructed. An approximately 201,000-sq.-ft.[54] outpatient facility would be constructed to replace the demolished St. Luke's Hospital tower on the northeastern corner of the campus (in the same location where the MOB/Expansion Building is proposed under the LRDP). The Emergency Department and operation rooms at the 1957 Building would be decommissioned, and the building would be converted to nonacute-care uses, such as medical offices.

[54] Of the 201,000 sq. ft., 111,000 sq. ft. is designated as structured parking. Therefore, the gross square footage of the St. Luke's Outpatient Facility would be approximately 90,000 sq. ft.

Eliminating acute-care and inpatient-care operations at the St. Luke's Campus under No Project Alternative 1B would reduce the number of CPMC FTE personnel at the St. Luke's Campus by approximately 170 FTE personnel from 2006 personnel levels (approximately 600 FTE personnel), resulting in a total of approximately 430 FTE personnel. With the new St. Luke's Outpatient Facility proposed under No Project Alternative 1B, it is anticipated that there would be a net increase of 590 FTE personnel at St. Luke's Campus compared to existing conditions. By contrast, under the LRDP, the number of FTE personnel at St. Luke's Campus is estimated to increase to 1,530 in 2030 from 600 FTE personnel. Therefore, No Project Alternative 1B at St. Luke's would have less population and housing demand than the LRDP.

Under No Project Alternative 1B, there would be a net increase of 590 FTE personnel at St. Luke's between 2006 and 2030. Using the population and housing demand methodology described beginning on page 4.3-25 in Section 4.3, "Population, Employment, and Housing," this personnel increase would induce an increase of approximately 500 residents and 210 households in San Francisco.[55] The projected increase in population and households in San Francisco accounts for 0.5% of the Association of Bay Area Governments' (ABAG's) projected population and household growth for the same 2006 to 2030 period.

The estimated 590-FTE-personnel increase from 2006 to 2030 and the corresponding 500-resident and 210-household increase under No Project Alternative 1B would be less than the increases in FTE personnel (1,530), residents (770), and households (330) projected under the LRDP at St. Luke's. St. Luke's would have approximately 340 fewer personnel in 2030 under No Project Alternative 1B than under the LRDP, which would result in 120 fewer households and 270 fewer residents in San Francisco. Implementing No Project Alternative 1B at the St. Luke's Campus would induce fewer households and less housing demand than the LRDP; therefore, implementing this alternative at the St. Luke's Campus would result in less impact on population, employment, and housing than the LRDP. Project-level and cumulative impacts of No Project Alternative 1B at the St. Luke's Campus would be less than significant and less than under the LRDP. As under the proposed LRDP, no mitigation measures would be required for the St. Luke's Campus development under this alternative.

Alternative 1B (St. Luke's)—Cultural and Paleontological Resources

Under No Project Alternative 1B, as under the proposed LRDP, the St. Luke's Hospital tower in the northeast portion of the St. Luke's Campus would be demolished. The St. Luke's Outpatient Facility would replace the hospital tower under this alternative. As under the proposed LRDP, demolishing the existing hospital tower and constructing the St. Luke's Outpatient Facility at the site of the hospital tower would not further degrade the historic setting of the historic 1912 Building at the St. Luke's Campus. This new construction would not result in

[55] A projected increase in households is directly translated into to increase housing demand. It is assumed that 49% of the 180 net new personnel at St. Luke's would reside in San Francisco, similar to existing CPMC survey patterns. Therefore, the 180 FTE personnel multiplied by 49% (0.49) is 90 new residents. The approximately 65 additional households were calculated by dividing the approximately 90 new residents by an ABAG estimate of 1.37 employees per household in San Francisco.

the removal of existing structures that are eligible for listing in the California Register of Historical Resources (CRHR), and thus would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. As under the proposed LRDP, under No Impact Alternative 1B, this impact would be less than significant.

As under the proposed LRDP, archaeological resources may be affected by construction activities of the St. Luke's Outpatient Facility under this alternative, which would result in a potentially significant impact. The belowground parking levels associated with the outpatient facility would require excavation in areas where prehistoric resources may be located. In addition, the soils beneath the site have the potential to contain archaeological materials. However, as under the proposed LRDP, Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources") would require preconstruction archaeological testing in accordance with the project archaeological research design and treatment plan (ARDTP), and implementing this mitigation measure under Alternative 1B would reduce this impact to a less-than-significant level.

The Colma Formation, which underlies all CPMC campuses, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. As under the LRDP, earthmoving activities under No Project Alternative 1B for construction of the St. Luke's Outpatient Facility could damage unique paleontological resources, resulting in a potentially significant impact. However, implementing Mitigation Measure M-CP-N3 (see page 4.4-51) under Alternative 1B would require CPMC to retain a qualified paleontologist on-site should paleontological resources be discovered during earthmoving activities. This would reduce impacts on paleontological resources with Alternative 1B at the St. Luke's Campus to less-than-significant levels.

Although no human remains have been listed or recorded at any of the CPMC sites, excavation could disturb as-yet-undiscovered human remains. Implementing Mitigation Measure M-CP-N4 (see page 4.4-49) would require that work be suspended within 50 feet of the remains and that the San Francisco Planning Department and the county coroner be notified. As under the proposed LRDP, implementing this mitigation measure at the St. Luke's Campus under No Project Alternative 1B would reduce this impact to a less-than-significant level.

As under the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would be required under No Project Alternative 1B for construction of the St. Luke's Outpatient Facility. Like the proposed LRDP, this alternative would result in less-than-significant project-level and cumulative impacts on historic, archaeological, and paleontological resources. Impacts of No Project Alternative 1B would be less than impacts of the proposed LRDP, because of the reduced development under this alternative.

Alternative 1B (St. Luke's)—Transportation and Circulation

No Project Alternative 1B would result in impacts either less than or similar to impacts of the proposed LRDP with regard to traffic, transit, bicycles, pedestrian, loading, emergency access, site access, and construction. A parking discussion is also provided for informational purposes.. The No Project Alternative analyses for the campuses are based on the 2015 Modified Baseline No Project Conditions[56] and 2030 Cumulative No Project Conditions[57] of the transportation impact studies prepared for the proposed LRDP.[58]

Traffic Impacts of Alternative 1B at the St. Luke's Campus

Under No Project Alternative 1B, the existing St. Luke's Hospital tower would be demolished and a new 201,000-sq.-ft. outpatient facility would be constructed. However, the development program for the St. Luke's Campus under No Project Alternative 1B would be approximately 453,300 sq. ft., which is less than the approximately 596,000 sq. ft. proposed under the LRDP, and would therefore generate fewer vehicle trips than the LRDP. Under No Project Alternative 1B, the size of the St. Luke's Campus would increase by approximately 3,000 sq. ft. relative to existing conditions and therefore would not result in a large increase in vehicle trips from existing conditions. As with the LRDP, implementing No Project Alternative 1B at the St. Luke's Campus would not contribute considerably to the critical movements of the six intersections that would operate at LOS E or LOS F under both 2015 Modified Baseline No Project and 2030 Cumulative No Project conditions. Project-level and cumulative traffic impacts related to the St. Luke's Campus would be less than significant under No Project Alternative 1B, and less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Transit Impacts of Alternative 1B at the St. Luke's Campus

Transit demand associated with implementing No Project Alternative 1B at the St. Luke's Campus would be less than demand under the proposed LRDP. The LRDP would add 39 net-new transit trips during the p.m. peak hour at the St. Luke's Campus (see Table 4.5-11); No Project Alternative 1B would result in fewer transit trips than the LRDP, but slightly more than under existing conditions. Muni's 85% capacity utilization standards for campus area transit corridors would not be exceeded. Project-level and cumulative impacts on transit in the vicinity of the St. Luke's Campus would be less than significant under this alternative, and less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

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[56] The transportation impact studies prepared for the CPMC campuses assume "Modified Baseline No Project Conditions" as the anticipated operating conditions of the transportation network, including the expected growth under existing conditions, and assume no new development at the campus sites.

[57] "Cumulative No Project Conditions" describes the anticipated operating conditions of the transportation network in Year 2030 including the expected growth between existing conditions and 2030, assuming no development at the campuses.

[58] Section 4.5 includes tables showing modified baseline no project and cumulative no project conditions which are based on the transportation impact studies prepared for the proposed LRDP. The transportation impact studies are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 in the project file, as part of Case No. 2005.0555E.

Pedestrian Impacts of Alternative 1B at the St. Luke's Campus

Under Alternative 1B, the sidewalk and pedestrian network near the St. Luke's Campus would be similar to the existing network and would continue to adequately accommodate pedestrian trips. Some sidewalk and pedestrian improvements that would occur at the St. Luke's Campus under the proposed LRDP would not occur under this alternative without the construction of the St. Luke's Replacement Hospital. The proposed LRDP would add 64 net-new pedestrian trips during the p.m. peak hour (see Table 4.5-11) relative to existing conditions; the number of pedestrian trips under No Project Alternative 1B would be greater than under existing conditions, but implementing this alternative would result in fewer net-new pedestrian trips than the LRDP because of the reduced development program. This alternative would not create hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility in the area. Project-level and cumulative pedestrian impacts would be less than significant and less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative.

Bicycle Impacts of No Project Alternative 1B at the St. Luke's Campus

As under the proposed LRDP, the existing bicycle and roadway network in the vicinity of the St. Luke's Campus would be maintained under the No Project Alternative 1B. Implementing the LRDP at the St. Luke's Campus would add six net-new "other" trips during the p.m. peak hour (see Table 4.5-11) relative to existing conditions, of which a portion are expected to be bicycle trips; the number of bicycle trips under No Project Alternative 1B would be greater than under existing conditions, but implementing this alternative would result in fewer net-new bicycle trips than the LRDP because of the reduced development program. As with the proposed LRDP, implementing this alternative at the St. Luke's Campus would not create potentially hazardous conditions for bicyclists or conditions that might otherwise substantially interfere with bicycle accessibility. Project-level and cumulative bicycle impacts would be less than significant, and less than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative at the St. Luke's Campus.

Loading Impacts of Alternative 1B at the St. Luke's Campus

Under No Project Alternative 1B, the St. Luke's Hospital tower would be demolished and the St. Luke's Outpatient Facility would be constructed. Loading demands at the St. Luke's Campus would be similar to existing demands, but less than under the LRDP because of the reduced development under No Project Alternative 1B. Project-level and cumulative impacts would be less than significant, and less than under the proposed LRDP. Impacts on loading and passenger unloading/loading would also be less than significant, and less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative at the St. Luke's Campus.

Emergency-Vehicle Access Impacts of Alternative 1B at the St. Luke's Campus

Unlike the LRDP, No Project Alternative 1B would not provide a new emergency-vehicle access on 27th Street between Guerrero Street and San Jose Avenue. In addition, the Alternative Emergency Department Location Variant proposed under the LRDP would not be implemented under this alternative. No changes would be made to the roadways surrounding the St. Luke's Campus under No Project Alternative 1B.

Under this alternative, this campus would no longer provide acute-care services or serve emergency ambulance vehicles after January 2013. Therefore, the new emergency-vehicle access that would be provided for the St. Luke's Replacement Hospital under the proposed LRDP would not be provided under No Project Alternative 1B, and emergency vehicles would not be destined for this area. No project-level and cumulative impacts related to emergency-access vehicles would occur under the No Project Alternative 1B, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Construction Impacts of Alternative 1B at the St. Luke's Campus

Construction activities at the St. Luke's Campus under No Project Alternative 1B would be similar to but less than those under the proposed LRDP. Construction impacts associated with the San Jose Avenue Utilities Relocation and the Cesar Chavez Street Utility Line Alignment Variant proposed under the LRDP would not occur under No Project Alternative 1B. As under the proposed LRDP, construction at the St. Luke's Campus under No Project Alternative 1B would require temporary closure of portions of sidewalks located adjacent to the construction sites, and temporary pedestrian routes would be established. Construction truck trips would temporarily increase pedestrian/bike conflicts on surrounding streets, and temporary detours may be required at the St. Luke's Campus under this alternative. Lane and sidewalk closures are subject to review and approval by DPW and the Transportation Advisory Committee, an interdepartmental staff committee that reviews projects. Construction impacts at the St. Luke's Campus would be temporary and would last for a shorter period of time under this alternative than under the proposed LRDP. Therefore, construction-related traffic, transit, and pedestrian impacts of this alternative at the St. Luke's Campus and in its vicinity would be less than significant, and less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required at St. Luke's under this alternative.

Parking Discussion of Alternative 1B at the St. Luke's Campus

A total of 329 parking spaces are currently provided at the St. Luke's Campus. A new parking facility would be constructed with the new St. Luke's Outpatient Facility under No Project Alternative 1B. This alternative would increase the existing parking supply at the St. Luke's Campus by 212 spaces (for a total of 541 spaces). The proposed LRDP would provide a total of 450 spaces. Therefore, No Project Alternative 1B would provide 91 more parking spaces at the St. Luke's Campus than the proposed LRDP. As mentioned previously, in San

Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect.

Alternative 1B (St. Luke's)—Noise

Under No Project Alternative 1B, the St. Luke's Hospital tower would be demolished as under the proposed LRDP. An approximately 201,000-sq.-ft. St. Luke's Outpatient Facility would be constructed to replace the St. Luke's Hospital tower on the northeastern corner of the campus (where the MOB/Expansion Building is proposed under the LRDP). The variants at the St. Luke's Campus, such as the San Jose Avenue Utilities Relocation Variant or the Cesar Chavez Street Utility Line Alignment Variant, would not be considered under this alternative. Demolition and construction activities at the St. Luke's Campus under this alternative would expose sensitive receptors to increased noise levels on-site and in the adjacent residential neighborhood. Construction activities would need to comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Construction activities at St. Luke's under this alternative would occur over a shorter period of time than under the LRDP because of the reduced development program. Noise generated by construction activities would not exceed 80 decibels (dB) at 100 feet, nor would construction take place during noise-sensitive nighttime hours. The existing St. Luke's Hospital would be demolished prior to construction of the new Outpatient Facility under No Project Alternative 1B. Therefore, this alternative would not expose, on-site noise-sensitive receptors (hospital patients and staff) at the St. Luke's Campus to elevated interior noise levels, including noise levels exceeding those recommended for hospitals. Impacts at the St. Luke's Campus and in its vicinity would be less than significant, and less than under the LRDP, because of the reduced development program at this campus under this alternative.

Operation of the St. Luke's Campus under No Project Alternative 1B would result in a slight increase in average daily traffic (ADT) volumes compared to existing conditions, but the increase would be less than under the proposed LRDP. In contrast with the proposed LRDP, all acute-care uses would cease by 2013 under the No Project Alternative, and the existing Emergency Department and operating rooms in the 1957 Building would be decommissioned. Therefore, noise levels from emergency activities at this campus and in its vicinity under this alternative would decrease relative to the proposed LRDP, resulting in a less-than-significant impact. As under the proposed LRDP, campus operation under No Project Alternative 1B would not result in a noticeable increase in ambient traffic noise levels (3 dB or greater). This impact would be less than significant, and less than under the proposed LRDP.

On-site stationary noise sources (e.g., HVAC equipment, parking garage activities, patient drop-offs, loading dock and delivery activities, waste disposal activities) could be introduced at the St. Luke's Campus under No Project Alternative 1B in relation to the new St. Luke's Outpatient Facility. These noise sources would be similar to those associated with the MOB/Expansion Building under the proposed LRDP and the existing St. Luke's Hospital,

which would be discommissioned under No Project Alternative 1B. The operation of rooftop HVAC equipment at the St. Luke's Campus could potentially generate noise levels that result in a substantial increase in ambient noise levels, but to a lesser extent than under the proposed LRDP. The impact would be less than under the LRDP because of the reduced development under this alternative, the use of newer HVAC equipment than at the existing hospital tower, and because the sensitive receptors west of the campus would be farther from the on-site stationary noise source under this alternative than under the LRDP. However, Mitigation Measures M-NO-N3a and M-NO-N3b (see page 4.6-71) would require implementation of physical (e.g., equipment design) impact reduction measures that are considered practical and feasible; as under the proposed LRDP, implementing this measure with this alternative would reduce this impact to a less-than-significant level, and less than under the proposed LRDP.

Impacts at the St. Luke's Campus under No Project Alternative 1B would be less than impacts under the LRDP. Construction and demolition activities may temporarily result in construction-generated vibration at the St. Luke's Campus under No Project Alternative 1B, but for a shorter duration than under the proposed LRDP because of the reduced development at this campus. As under the proposed LRDP, the predicted levels of groundborne noise and vibration at the St. Luke's Campus and in its vicinity under this alternative may exceed applicable thresholds, resulting in a potentially significant impact. Mitigation Measure M-NO-N5 (see page 4.6-93) would require implementation of physical and operational impact reduction measures under this alternative. However, under this alternative this impact would remain significant and unavoidable even with mitigation incorporated at St. Luke's, although the impact would be less than under the proposed LRDP.

As under the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-3b, M-NO-N4, and M-NO-N5 would be required at the St. Luke's Campus under No Project Alternative 1B. Overall, potential noise impacts at the St. Luke's Campus under No Project Alternative 1B would be less than significant with mitigation with the exception of groundborne vibration. However, impacts would be considerably less than under the LRDP, because the development program would be less and construction duration would also be shorter under this alternative.

Alternative 1B (St. Luke's)—Air Quality

Methodology

See "Alternative 1 (Cathedral Hill)—Air Quality" (page 6-81) for a discussion of the methodology for analyzing air quality impacts of Alternative 1. The variants at the St. Luke's Campus with the LRDP would not be considered under this alternative.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

Under No Project Alternative 1B, the St. Luke's Hospital tower would be demolished and the St. Luke's Outpatient Facility, similar in size to the MOB/Expansion Building proposed under the LRDP, would be constructed on that portion of the campus. In addition, in contrast to the proposed LRDP, the St. Luke's Replacement Hospital would not be constructed under this alternative. No Project Alternative 1B would generate a smaller quantity of TAC emissions at the St. Luke's Campus and in its vicinity than the LRDP. TAC emissions impacts would be less than under the LRDP, and would be less than significant with respect to health risks from construction TACs. As under the proposed LRDP, no mitigation measures would be required under No Project Alternative 1B at the St. Luke's Campus.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

The St. Luke's Campus development program would be smaller under No Project Alternative 1B than under the proposed LRDP. Mobile and stationary sources associated with the outpatient facility proposed under this alternative would create new operational emissions at the St. Luke's Campus, Emissions from these sources would be similar to emissions generated under existing conditions, but would be less than emissions expected to occur under the LRDP. Impacts of No Project Alternative 1B at St. Luke's and in its vicinity with respect to local mobile-source CO emissions, odors, and single-source and cumulative health risk from operational TACs would be less than significant, and less than impacts of the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Construction

A smaller quantity of TAC emissions would be generated under No Project Alternative 1B at the St. Luke's Campus and in its vicinity than under the LRDP because of the reduced development program. Implementation of

Mitigation Measure M-QA-N10c would require installation of accelerated emissions control devices on construction equipment and would reduce diesel particulate matter. However, at this time it is unknown to what extent equipment that could reduce diesel particulate matter emissions below the threshold of significance will be available at the time of construction. Therefore, although impacts with respect to the recently adopted thresholds for health risks from construction TACs would be less than under the proposed LRDP, the impact would be significant and unavoidable.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 1 on Air Quality" on page 6-153 for a discussion of this impact.

Localized Impacts from Operations

The St. Luke's Campus development program would be smaller under No Project Alternative 1B than under the proposed LRDP. Mobile and stationary sources associated with the outpatient facility proposed under this alternative would create new operational emissions at the St. Luke's Campus; emissions from these sources would be similar to emissions generated under existing conditions, but would be less than emissions expected to occur under the LRDP. Impacts of No Project Alternative 1B at the St. Luke's Campus and in its vicinity with respect to recently adopted significance thresholds for odors, and single-source and cumulative health risk from operational TACs would be less than significant and less than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Alternative 1B (St. Luke's)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions" on page 6-155 for a discussion of this impact. The LRDP variants at the St. Luke's Campus with this alternative would not be considered.

Alternative 1B (St. Luke's)—Wind and Shadow

Under No Project Alternative 1B, the existing 12-story St. Luke's Hospital tower would be demolished and replaced by the five-story, 100-foot-tall St. Luke's Outpatient Facility (at the location of the MOB/Expansion Building proposed under the LRDP). In contrast with the proposed LRDP, the St. Luke's Replacement Hospital building would not be constructed on the west side of the St. Luke's Campus under No Project Alternative 1B. No LRDP variants would be considered at the St. Luke's Campus with this alternative. The St. Luke's Campus is sheltered from northwesterly and westerly winds by the existing upwind three- to four-story structures. Because of the upwind structures, the St. Luke's Outpatient Facility would not extend above adjacent structures or be exposed to winds. The proposed outpatient facility would be 58 feet shorter than the existing on-campus hospital tower that it would replace and would therefore intercept less wind energy. No substantial changes to the wind environment in pedestrian areas adjacent or near the site of the St. Luke's Outpatient Facility would occur under

No Project Alternative 1B. As under the proposed LRDP, impacts of No Project Alternative 1B on wind would be less than significant.

Under No Project Alternative 1B, the 99-foot-tall St. Luke's Replacement Hospital would not be constructed. The proposed 100-foot-tall St. Luke's Outpatient Facility would be shorter than the existing on-campus 158-foot-tall hospital tower that it would replace. However, the 100-foot-tall St. Luke's Outpatient Facility would have shadow impacts similar to those of the proposed LRDP, because this building is the same height and would occupy the same footprint as the MOB/Expansion Building proposed under the LRDP. Like the MOB/Expansion Building under the LRDP, the St. Luke's Outpatient Facility would not create net new shadow in a manner that would substantially affect the use of any park or open space subject to Section 295, or other recreation spaces. Project-level and cumulative impacts on wind and shadow would be less than significant under No Project Alternative 1B, and less than under the proposed LRDP. Under No Project Alternative 1B, as under the LRDP, no mitigation measures would be required at the St. Luke's Campus.

Alternative 1B (St. Luke's)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by the No Project Alternative and the ability of existing recreational facilities to meet that demand, and considers whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

No LRDP variants would be considered under Alternative 1B. The St. Luke's Outpatient Facility proposed under No Project Alternative 1B would increase CPMC personnel numbers at the St. Luke's Campus, compared to estimates of existing FTE personnel numbers at this campus. Under No Project Alternative 1B the number of FTE personnel at the St. Luke's Campus would increase from 600 to 1,190 between 2006 and 2030, compared to an increase from 600 FTE personnel to 1,530 under the proposed LRDP. Under the LRDP, St. Luke's Campus FTE personnel would increase by 930 from existing conditions; by contrast, No Project Alternative 1B would result in a FTE personnel increase of 590, which would be less than under the LRDP. The increase in FTE personnel, visitors, and patients at the St. Luke's Campus under Alternative 1B would result in some increase in use of nearby parks around the St. Luke's Campus, but not substantially more than what is expected in urban areas. Therefore, this alternative would be a less-than-significant impact, like under the LRDP but less than under the LRDP. Implementing No Project Alternative 1B at the St. Luke's Campus would therefore result in fewer San Francisco residents than implementing the LRDP. There would be a slight increase in demand for neighborhood and regional parks compared to existing conditions as a result of the additional residents, but no excessive demand on any specific neighborhood park would result from this alternative. No Project Alternative 1B would have less-than-significant project-level and cumulative impacts related to recreational facilities or resources.

Impacts on recreational facilities would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required.

Alternative 1B (St. Luke's)—Public Services

Under No Project Alternative 1B, the existing St. Luke's Hospital tower would be demolished and replaced by the St. Luke's Outpatient Facility. No LRDP variants would be considered under this alternative. As under the proposed LRDP, under this alternative CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes.

The St. Luke's Outpatient Facility proposed under No Project Alternative 1B would increase CPMC's FTE personnel numbers at the St. Luke's Campus from 600 under existing conditions to 1,190 under this alternative. Under No Project Alternative 1B, the number of FTE personnel at St. Luke's would increase from existing conditions by approximately 590 between 2006 and 2030, compared to an increase of approximately 930 under the LRDP by 2030. As under the proposed LRDP, the number of FTE personnel at the St. Luke's Campus would increase under this alternative, but to a lesser extent (340 fewer FTE personnel under this alternative than under the LRDP). The new FTE and associated patients/visitors would lead to additional demand of public services on campus, but less than under the LRDP. The demand would be within the public services planned and accounted for in this area as it would be under the LRDP, which would result in more demand than Alternative 1B at the St. Luke's Campus. As a result, the number of new city residents dispersed throughout the city as a result of Alternative 1B development at the St. Luke's Campus also would be less than under the proposed LRDP.

As under the proposed LRDP, the number of FTE personnel at the St. Luke's Campus would increase under this alternative, but to a lesser extent than under the LRDP. As a result, No Project Alternative 1B would generate new San Francisco residents related to the St. Luke's Campus development, but fewer than under the LRDP. Like the proposed LRDP, No Project Alternative 1B would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and less than under the LRDP.

Project-level or cumulative impacts related to public services would be less than significant under No Project Alternative 1B, and impacts would be less than under the proposed LRDP. As under the LRDP, no mitigation measures would be required.

Alternative 1B (St. Luke's)—Utilities and Service Systems

Under No Project Alternative 1B, the existing approximately 198,000-sq.-ft. St. Luke's Hospital tower would be demolished and replaced by the approximately 201,100-sq.-ft. St. Luke's Outpatient Facility. No LRDP variants would be considered under this alternative. The change in use from an existing hospital to an outpatient facility

would not substantially change the quality of wastewater discharged from on-campus buildings. Therefore, like the proposed LRDP, this alternative would not result in an exceedance of the wastewater treatment requirements established by the San Francisco Bay Regional Water Quality Control Board (RWQCB); thus, this impact would be less than significant. This alternative would generate less water demand than the proposed LRDP, because the new St. Luke's Replacement Hospital would not be built. However, the St. Luke's Outpatient Facility would be located on the northeast corner of the site where the existing hospital tower is located and would be approximately the same square footage as the MOB/Expansion Building (201,000 sq. ft.) proposed under the LRDP. CPMC would comply with City regulations for stormwater management and by incorporating LEED® design standards. Impacts on water facilities would be less than significant, and less than under the proposed LRDP.

As under the proposed LRDP, stormwater discharges from this campus would decrease relative to existing conditions, because CPMC would comply with City regulations that would reduce stormwater discharges from the campus by 25% through implementation of LID measures or green building features. As under the proposed LRDP, CPMC would comply with City requirements by preparing a SWPPP and incorporating construction BMPs. Therefore, impacts on wastewater and stormwater treatment facilities would be less than significant, and less than under the proposed LRDP.

Solid waste would be generated during demolition of the existing St. Luke's Hospital tower, resulting in a short-term increase in solid waste. However, as with the proposed LRDP, compliance with the City's Construction and Demolition (C&D) Ordinance (No. 27-06) would result in a diversion rate of approximately 65%, and other City-required regulations would reduce the amount of solid waste generated at this site and ultimately disposed of at area landfills. Because CPMC would implement recycling efforts and comply with City recycling requirements and green building policies, this impact would be less than significant during construction and operation. As under the proposed LRDP, in implementing this alternative, CPMC would comply with federal, state, and local statutes and regulations related to solid waste. As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under No Project Alternative 1B. Project-level and cumulative impacts on utilities and service systems would be less than significant and less than under the LRDP.

Alternative 1B (St. Luke's)—Biological Resources

Under No Project Alternative 1B, as under the proposed LRDP, the existing St. Luke's Hospital tower would be demolished. The new St. Luke's Outpatient Facility would be constructed in its place. No LRDP variants would be considered under Alternative 1B. No Project Alternative 1B would require removal of fewer trees than the proposed LRDP. As under the LRDP, the demolition of the existing hospital tower under this alternative could affect eight trees adjacent to the structure, five of which have been identified as significant. The landmark tree present on campus is less than 50 feet from the existing St. Luke's Hospital tower and could be affected by the

on-campus demolition. As under the LRDP, implementation of Improvement Measure I-BI-N2 related to protection of the landmark tree would be required under No Project Alternative 1B.

Under No Project Alternative 1B, as under the proposed LRDP, CPMC would be required to submit a tree protection plan to the City and implement the plan for trees at the St. Luke's Campus that could be affected by construction and not permitted for removal. CPMC would obtain a permit for tree removal from DPW, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, the removal of a street or significant tree would require that an appropriate replacement tree be planted on the campus or along the street pursuant to Section 143 of the Planning Code, or that a fee be paid in-lieu. As under the proposed LRDP, implementation of the tree protection plan and compliance with applicable regulations would reduce impacts on street and significant trees to a less-than-significant level; however, impacts would be less than under the proposed LRDP because of this alternative's reduced development program at the St. Luke's Campus.

Under No Project Alternative 1B, as under the proposed LRDP, birds could nest in trees on the St. Luke's Campus and demolition and construction activities could potentially disturb nesting birds. Demolition and construction-related activity and operation of construction equipment for the St. Luke's Outpatient Facility could result in a potentially significant impact on nesting birds. However, Mitigation Measure M-BI-N1 (see page 4.13-19 in Section 4.13, "Biological Resources") would require preconstruction surveys before demolition and construction activities during the nesting season (February through August). As under the proposed LRDP, implementation of this mitigation measure under No Project Alternative 1B would reduce this impact to a less-than-significant level. Project-level and cumulative impacts on biological resources at the St. Luke's Campus under No Project Alternative 1B would be less than significant, and less than under the proposed LRDP.

Alternative 1B (St. Luke's)—Geology and Soils

Under No Project Alternative 1B, the existing St. Luke's Hospital tower would be demolished because of the potential for seismic hazards with this building, and the new St. Luke's Outpatient Facility would be constructed on the northeast portion of the campus. In contrast with the proposed LRDP, a seismically compliant St. Luke's Replacement Hospital meeting the requirements of SB 1953 and SB 1661 would not be constructed under this alternative, resulting in the cessation of all acute-care services at the St. Luke's Campus after January 1, 2013. No LRDP variants at the St. Luke's Campus would be considered under Alternative 1B.

As under the proposed LRDP, the potential for fault rupture at the St. Luke's Campus is low, and new earthquake fault zones are unlikely to be designated here in the near future. In addition, the St. Luke's Outpatient Facility would be required to comply with the seismic standards of the California Building Standards Code, DBI, and the San Francisco Building Code (SFBC); further, CPMC would be required to implement site-specific seismic design requirements presented in applicable geotechnical investigations, consultations, and evaluations

determined by the probabilistic seismic hazard analyses (PSHAs) and deterministic seismic hazard analyses (DSHAs) for the St. Luke's Outpatient Facility site. Therefore, impacts related to ground shaking would be less than significant, as under the proposed LRDP, because the new building would comply with applicable standards.

Under No Project Alternative 1B, the St. Luke's Outpatient Facility would be located in the northeast portion of the campus, in the area where the MOB/Expansion Building is proposed to be built under the LRDP. This area has medium-dense clayey and silty sand that is liquefiable; liquefaction-induced settlement could occur in this area during a major earthquake on a nearby fault.[59] Construction of the St. Luke's Outpatient Facility in this area of the campus under this alternative could result in liquefaction-induced settlement; it also could result in differential seismically induced settlement. However, as under the proposed LRDP, the loose to medium-dense sand and gravel above and below the design groundwater level would be removed in their entirety and/or replaced with engineered fill. As under the proposed LRDP, with implementation of these design features, impacts related to liquefaction, lateral spreading, and densification/seismic settlement would be less than significant.

The St. Luke's Campus has no evidence of past or ongoing landslide activity. Therefore, impacts related to seismic and aseismically induced landslides would be less than significant under No Project Alternative 1B, as under the proposed LRDP. The St. Luke's Outpatient Facility would be constructed on an on-campus site that is already developed. Construction-related activities such as excavation could result in erosion and loss of topsoil. Without proper controls, these activities would expose loose soils to both wind and water erosion, resulting in a potentially significant impact. However, as under the proposed LRDP, Mitigation Measure M-GE-N4 (see page 4.14-54 in Section 4.14, "Geology and Soils") would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff entering the combined sewer system during alternative-related construction. Implementing this mitigation measure would reduce impacts related to erosion or loss of topsoil to a less-than-significant level; however, the impact at the St. Luke's Campus would be even less under the No Project Alternative than under the proposed LRDP, because of the reduced development program at St. Luke's under this alternative.

Excavation activities during construction may encounter groundwater at the St. Luke's Outpatient Facility site, which would require dewatering. However, as under the proposed LRDP, Mitigation Measure M-GE-N6 (see page 4.14-62) would require that a geotechnical report be prepared to address potential subsidence impacts of dewatering; implementing this mitigation measure under Alternative 1B would reduce this impact to a less-than-significant level. However, impacts at the St. Luke's Campus would be less than under the proposed LRDP because of the reduced development program under this alternative.

[59] California Pacific Medical Center. 2010. Geology and Geotechnical Input for Environmental Impact Report, Medical Office Building, St. Luke's Replacement Hospital, San Francisco, CA. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA. Page 10.

The soils at the St. Luke's Campus are considered mildly to moderately corrosive, and the subsurface concrete and reactive metal materials of the St. Luke's Outpatient Facility could be corroded through contact with soils over time. Therefore, this impact would be potentially significant. The clayey fill and topsoil at the site may potentially expansive. As under the proposed LRDP, this impact would be less than significant, because the excavation area of the St. Luke's Outpatient Facility would extend below the potentially expansive soils. As under the proposed LRDP, and as part of standard engineering practices, all reinforced concrete and buried metallic piping would be properly protected against corrosion in accordance with the critical nature of the structure. Impacts related to corrosive soils would be less than significant, as under the proposed LRDP.

The St. Luke's Campus is connected to the municipal sewer system and would remain connected under the No Project Alternative. Unlike the LRDP, the San Jose Avenue Utilities Relocation or the Cesar Chavez Street Utility Line Alignment Variant would not be implemented under No Project Alternative 1B. Therefore, no changes to connections to the municipal sewer system would occur. No septic tanks would be required. Therefore, as under the proposed LRDP, no impacts related to the installation of septic tanks would occur. No unique geologic or physical features exist on the campus. Excavation, grading, and construction of the new building would not change the grade of the surrounding vicinity. This impact would be less than significant, and less than under the proposed LRDP.

As under the LRDP, implementation of Mitigation Measures M-GE-N4 and M-GE-N6 at the St. Luke's Campus would be required under No Project Alternative 1B. Under this alternative, project-level and cumulative impacts related to seismic hazards, soil erosion, landslides, and topography at the St. Luke's Campus would be less than significant, and less than under the proposed LRDP.

Alternative 1B (St. Luke's)—Hydrology and Water Quality

Under No Project Alternative 1B, the existing St. Luke's Hospital tower would be demolished and the new St. Luke's Outpatient Facility would be constructed on the northeast portion of the campus. No LRDP variants would be considered under Alternative 1B. The St. Luke's Campus is currently highly developed with impervious surfaces or hardscape. Construction of the St. Luke's Outpatient Facility under this alternative would not obstruct groundwater recharge. As under the proposed LRDP, dewatering activities would be temporary. Construction and long-term operation of the St. Luke's Outpatient Facility would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

The development program at the St. Luke's Campus under No Project Alternative 1B would be less than that of the proposed LRDP, because this alternative does not include the construction of the new St. Luke's Replacement Hospital. However, as under the proposed LRDP, construction of the St. Luke's Outpatient Facility would require removal of vegetated buffer areas, resulting in a slight increase in impervious surface at the campus. If LID

stormwater management controls were not implemented, the total or peak runoff volume from the St. Luke's Campus could increase, relative to existing conditions and could contribute to the frequency or severity of combined sewer overflow (CSO) events, as under the proposed LRDP. However, similar to the LRDP, Mitigation Measure M-HY-N2 (see page 4.15-31 in Section 4.15, "Hydrology and Water Quality") would require the preparation of a stormwater management design plan focusing on LID strategies and BMPs under Alternative 1B. Implementing this measure would reduce total or peak runoff volume impacts to a less-than-significant level; however, impacts under the No Project Alternative would be less than under the proposed LRDP because of the reduced development program under this alternative.

Construction of the St. Luke's Outpatient Facility would require excavation for the associated below-grade parking. Soil stockpiles and excavated portions of the site would be exposed to runoff if not managed properly, resulting in erosion and causing sediment to be carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction, similar to under the LRDP. This impact would be less than significant; however, impacts at the St. Luke's Campus under No Project Alternative 1B would be even less than under the proposed LRDP because of the reduced development program under this alternative.

As described above for the Cathedral Hill, Pacific, California, and Davies Campuses, No Project Alternative 1B would have a less-than-significant impact on the quality of stormwater released to the combined sewer from the St. Luke's Campus. Like the proposed LRDP, No Project Alternative 1B would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

As under the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the St. Luke's Campus would be required under this alternative. Under No Project Alternative 1B, other project-level and cumulative hydrology and water quality impacts would be less than significant, and would be less than under the proposed LRDP.

Alternative 1B (St. Luke's)—Hazards and Hazardous Materials

Existing building materials in the St. Luke's Hospital tower, which would be demolished under No Project Alternative 1B, could include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), and fluorescent lights containing mercury vapor. Therefore, construction at the St. Luke's Campus under this alternative could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during demolition and construction under No Project Alternative 1B, although to a lesser extent than under the proposed LRDP.

Under this alternative, the underground storage tank (UST) at the location of the proposed St. Luke's Outpatient Facility (the same site where the MOB/Expansion Building is proposed under the LRDP) would also be required to be removed as part of the excavation. Removal of the UST could expose workers to contaminants during tank removal activities. This impact would be potentially significant. Similar to the LRDP, implementation of Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation and approval of an SMP, reducing impacts related to known soil and groundwater conditions to a less-than-significant level. This impact would be less than under the LRDP because it would not require removal of the UST at the site of the proposed St. Luke's Replacement Hospital under the LRDP on the northwestern portion of the campus.

As under the LRDP, previously unidentified contaminated soil or groundwater could be encountered during construction activities and a potentially significant impact. Similar to the LRDP, implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a contingency plan that contains management protocols, reducing impacts related to unknown soil and groundwater conditions at the St. Luke's Campus. This impact would be less than under the LRDP.

As with the proposed LRDP, compliance with the SWPPP, the requirements of the San Francisco HMUPA, and applicable regulations and standards, and adherence to the procedures set forth in the environmental contingency plan for the St. Luke's Campus would reduce the potential for releases from the transport and the use or disposal of hazardous materials during construction activities to a less-than-significant level. Impacts would less than under the LRDP because of the reduced development program under No Project Alternative 1B.

As under the proposed LRDP, hazardous materials brought on-site during construction at the St. Luke's Campus would be managed in accordance with federal, state, and local regulations. Any acutely hazardous materials, if stored on-site during operation of the St. Luke's Campus, would be managed with oversight by the San Francisco HMUPA and in compliance with federal, state, and local regulations governing management of hazardous materials. Compliance with applicable hazardous materials management requirements would reduce this impact related to hazardous materials brought on-site to a less-than-significant level, and less than under the proposed LRDP.

The St. Luke's Campus is included in various databases. The inclusion of the campus in the databases does not indicate substantial effects on the campus related to hazardous materials, however; rather, it indicates that activities at the campus involve the use and storage of hazardous materials. As described above, the environmental contingency plan prepared for this campus would ensure proper identification, handling, storage, and disposal of all contaminated soils, groundwater, and USTs encountered during construction. Therefore, impacts related to the St. Luke's Campus being included on a list of hazardous materials sites would be less than significant. This impact would be less than under the proposed LRDP.

The St. Luke's Campus would include construction of the new Outpatient Facility, which could result in fugitive dust from construction. As under the proposed LRDP, construction under No Project Alternative 1B would require implementation of dust control measures in accordance with the City's Dust Control Ordinance. Therefore, the potential for contaminated dust to become airborne during construction would be low. As under the proposed LRDP, the potential for hazardous materials emergencies to occur during construction and operations under No Project Alternative 1B would be less than significant given continued compliance with applicable hazardous materials management requirements. Therefore, impacts of No Project Alternative 1B related to hazardous emissions or the use of hazardous material within one quarter mile of an existing or proposed school would be less than significant, and less than under the proposed LRDP.

As under the LRDP, implementing No Project Alternative 1B at the St. Luke's Campus would not impair implementation of or interfere with existing emergency operations and evacuation plans because the current plans for the St. Luke's Campus, and existing routes and procedures would be maintained during construction and operation of the new Outpatient Facility. Therefore, this impact would be less than significant, and less than under the proposed LRDP.

The St. Luke's Campus is not located within an airport land use plan or within 2 miles of a public airport or public-use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant.

As under the LRDP, implementation of Mitigation Measures M-HZ-N1a and M-HZ-N1b would be required at the St. Luke's Campus under No Project Alternative 1B. Project-level and cumulative impacts related to hazards and hazardous materials at this campus would be less than significant, and less than under the proposed LRDP.

Alternative 1B (St. Luke's)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-161 for a discussion of this impact.

Alternative 1B (St. Luke's)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on 6-161 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 1 AT MULTIPLE CAMPUSES

Multiple-Campus Impacts of Alternative 1 on Population, Employment, and Housing

Projected effects of implementing No Project Alternative 1A or 1B on citywide employment, the number of households in San Francisco, and population growth in the city are presented in Table 6-11, "Projections of

CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of No Project Alternative/Alternatives 1A and 1B to the Proposed LRDP)," and Table 6-12, "CPMC Household and Population Growth Projections for San Francisco (Comparison of No Project Alternative/Alternatives 1A and 1B to the Proposed LRDP)" (page 6-152).

As discussed above, CPMC buildings used for acute care would be decommissioned under the No Project Alternative by 2013, with the exception of the Davies Hospital North Tower, which would continue to provide acute-care uses through 2029, as under the LRDP. Although some buildings on CPMC campuses could be reused, other buildings would need to be vacated entirely. Under the No Project Alternative, the overall number of CPMC personnel in San Francisco would decrease from 2006 levels (approximately 6,570 total personnel) by approximately 1,950 personnel (Alternative 1A) or 1,190 personnel (Alternative 1B). The No Project Alternative would result in fewer net new CPMC personnel from 2006 to 2030 than the LRDP (10,730 FTE personnel by 2030)—approximately 6,110 fewer under No Project Alternative 1A or 5,350 fewer under No Project Alternative 1B. A decrease in personnel translates into less demand for housing in San Francisco and the Bay Area overall (see Section 4.3, "Population, Employment, and Housing," for a discussion of the population and housing impact methodology). As a result, both No Project Alternatives 1A and 1B would have no impact on population, employment, and housing and less impact than the proposed LRDP.

Table 6-11
Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of No Project Alternative/Alternatives 1A and 1B to LRDP)

CPMC Campus	Full-Time Equivalent Personnel			Job Change			
	2006 (Baseline)	2030 (Alts. 1A/1B)	2030 (LRDP)	2006–2030 (Alts. 1A/1B)	% of Projected SF Job Growth[1] (Alts. 1A/1B)	2006–2030 (LRDP)	% of Projected SF Job Growth[1] (LRDP)
Cathedral Hill[2, 3]	760	760	5,380	0	0.0%	4,620	1.8%
Pacific[3]	2,640	2,490	2,060	(150)	-0.1%	(580)	-0.2%
California	1,640	10	10	(1,630)	-0.6%	(1,630)	-0.6%
Davies[3]	930	930	1,750	0	0.0%	830	0.3%
St. Luke's[4]	600	430/1,190	1,530	(170)/600	-0.1%/0.2%	930	0.4%
Total	**6,570**	**4,620/5,370**	**10,730**	**(1,950)/ (1,190)**	**-0.8%/-0.5%**	**4,170**	**1.6%**

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; SF = San Francisco (area within the jurisdictional limits of the City and County of San Francisco). The California Department of Finance estimated population and households in 2006. The California Employment Development Department estimated jobs in San Francisco in 2006. Estimates are rounded to the nearest ten.

[1] Based on California Employment Development Department 2006 employment estimates compared to 2007 Association of Bay Area Governments projections for 2015 and 2030. Totals may not sum due to rounding.

[2] 2006 personnel numbers are based on existing employment at the properties composing the proposed Cathedral Hill Campus. Personnel

Table 6-11
Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment
(Comparison of No Project Alternative/Alternatives 1A and 1B to LRDP)

CPMC Campus	Full-Time Equivalent Personnel			Job Change			
	2006 (Baseline)	2030 (Alts. 1A/1B)	2030 (LRDP)	2006–2030 (Alts. 1A/1B)	% of Projected SF Job Growth[1] (Alts. 1A/1B)	2006–2030 (LRDP)	% of Projected SF Job Growth[1] (LRDP)

numbers represent employees at the Cathedral Hill Hotel, 1255 Post Street Office Building, and the site of the proposed Cathedral Hill MOB, which includes retail, car repair, and residential uses. These estimates were developed by BKF Consulting for CPMC.

[3] Personnel projections for the Cathedral Hill, Pacific, and Davies Campuses are based on the projected number of beds, projected increase in business activity, and employment density factors. These estimates were developed by Navigant Consulting for CPMC.

[4] St. Luke's personnel projections are based on employment density factors for hospital, medical office, and retail uses planned for the campus. All personnel totals by category are rounded to the nearest integer. The number of retail personnel is based on the City and County of San Francisco's (City's) employment density factors generated in 2002 by use category. Based on Navigant Consulting's employment density factors for patient care and medical office, St. Luke's would average 225 sq. ft. per employee and 300 sq. ft. per employee, respectively. Using the San Francisco Planning Department's estimate for retail, St. Luke's retail space would average 350 sq. ft. per employee. Based on the building program proposed at St. Luke's, the campus will average approximately 264 sq. ft. per employee across all use categories. Note that there are some small changes to the density because of the change in the building program (more medical office). That being said, this is still relatively close to the overall employment density calculator as described by the City (257).

Sources: CPMC, Navigant Consulting, and San Francisco Planning Department; data compiled by AECOM in 2009 and 2010; California Department of Finance. 2009. *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009.* Sacramento, CA.

Table 6-12
CPMC Household and Population Growth Projections for San Francisco
(Comparison of No Project Alternative/Alternatives 1A and 1B to LRDP)

CPMC Campus	San Francisco Households				Increase in Population			
	Change, 2006–2030 (Alts. 1A/1B)	% of SF Growth (Alts. 1A/1B)	Change, 2006–2030 (LRDP)	% of SF Growth (LRDP)	Change, 2006–2030 (Alts. 1A/1B)	% of SF Growth (Alts. 1A/1B)	Change, 2006–2030 (LRDP)	% of SF Growth (LRDP)
Cathedral Hill	0	0.0%	1,650	4.0%	0	0%	3,850	4.0%
Pacific	(60)	-0.1%	(210)	0.0%	(130)	-1.0%	(480)	-0.4%
California	(580)	-1.0%	(580)	-1.0%	(1,360)	-1.0%	(1,360)	-1.1%
Davies	0	0.0%	300	1.0%	0	0.0%	690	0.6%
St. Luke's	(60)/210	-0.1%/0.5%	330	-1.0%	(140)/ 500	0.1%/0.5%	770	0.6%
Total	**(700)/(430)**	**-0.1%/ -1.0%**	**1,490**	**3.0%**	**(1,630)/ (990)**	**-1.4%/ -1.0%**	**3,470**	**3.0%**

Notes:

[1] CPMC = California Pacific Medical Center; LRDP = Long Range Development Plan; SF = San Francisco (area within the jurisdictional limits of the City and County of San Francisco). Estimates in this table are rounded to the nearest 10.

[2] Baseline household and population estimates for San Francisco in 2006 use the California Department of Finance estimates, adjusted for 2009, the year the notice of preparation for the CPMC LRDP was published, and in accordance with the State CEQA Guidelines; this sets the date for baseline conditions estimates in the EIR.

[3] Household and population projections for years 2015 and 2030 use the Association of Bay Area Governments' Projections 2007.

Sources: California Department of Finance. 2009. E-5 Population and Housing Estimates for Cities, Counties, and the State. Sacramento, CA.

Association of Bay Area Governments. 2007. Projections 2007. Oakland, CA.

CPMC personnel projections provided by Navigant Consulting in 2008 and CPMC in 2010; data compiled by AECOM in 2010.

Multiple-Campus Impacts of Alternative 1 on Transportation and Circulation

In contrast with the proposed LRDP, development would not occur at Cathedral Hill or at the Pacific and Davies Campuses under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A. Under No Project Alternative 1B at the St. Luke's Campus, the number of net-new vehicle trips would be less than under the LRDP, and the traffic impact would be less than significant, as under the LRDP at St. Luke's. Under the No Project Alternative, no CPMC project-related traffic would be added to the intersection of Octavia/Market/U.S. 101, which would operate at unacceptable levels of service under future year 2020 Modified Baseline No Project and 2030 Cumulative No Project conditions. In contrast with the LRDP, combined impacts of multiple CPMC campus projects would not occur under the No Project Alternative. Therefore, this impact would be less than significant, and less than under the proposed LRDP.

In contrast with the LRDP, transit ridership would not increase under the No Project Alternative; thus, Muni's capacity utilization at corridors for each campus would not increase to more than 85%. The combined impact on Muni corridors of implementing the No Project Alternative at the CPMC campuses would be less than significant, and less than under the proposed LRDP.

Unlike the LRDP, the No Project Alternative would not include a reconfiguration of the CPMC shuttle service to the proposed Cathedral Hill Campus, because this campus would not be built under this alternative; no increase in CPMC ridership demand would result. Future shuttle capacity would meet projected demand under the No Project Alternative. Impacts of this alternative related to shuttle service would be less than significant, and less than impacts of the LRDP.

In contrast with the proposed LRDP, no existing buildings would be demolished and no new buildings would be constructed under this alternative, except at the St. Luke's Campus under No Project Alternative 1B; demolition and construction activities would not result in significant construction impact. In contrast with the LRDP, concurrent construction activities at the CPMC campuses would not occur under the No Project Alternative. Construction impacts would be less than significant, and less than under the LRDP.

Multiple-Campus Impacts of Alternative 1 on Air Quality

Methodology

See the methodology discussion under "Alternative 1 (Cathedral Hill)—Air Quality" (page 6-81) for a full discussion of the methodology associated with the impact analysis for Alternative 1. The impact analysis for each alternative is presented in two sections: one section for comparisons to the applicable (1999) BAAQMD CEQA significance thresholds, and one for comparison to the recently adopted BAAQMD CEQA significance thresholds. Localized air quality impacts, such as those that involve health risk–based significance criteria, for

each campus are evaluated individually by campus. Nonlocalized air quality impacts, such as those involving criteria pollutants, the campuses are evaluated in aggregate below.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

Under the No Project Alternative, the total square footage of new construction would be considerably less than the square footage under the LRDP. The only construction proposed would be associated with the new St. Luke's Outpatient Facility under No Project Alternative 1B; accordingly, construction-related emissions of fugitive dust would be lower under the No Project Alternative than under the proposed LRDP. Similar to the LRDP, Mitigation Measures M-AQ-N1a and M-AQ-N1b, which would require implementation of BAAQMD basic and optional control measures and equipment exhaust control measures during construction of the St. Luke's Outpatient Facility, would reduce construction impacts to less-than-significant levels. The impact of the No Project Alternative would be less than significant, and less than under the LRDP with respect to construction-related emissions of fugitive PM_{10} dust [respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less].

Regional Impacts from Operations

The increase in operational emissions under the No Project Alternative would be less than the increase under the LRDP. No new emissions would occur under the No Project Alternative. New emissions would occur only at the St. Luke's Campus under No Project Alternative 1B. Based on a comparison to St. Luke's Campus operational emissions for the proposed LRDP presented in Section 4.7, "Air Quality," the new operational emissions at the St. Luke's Campus under No Project Alternative 1B would not exceed any applicable thresholds for criteria pollutants. This impact would be less than significant, and less than under the LRDP. As under the proposed LRDP, no mitigation measures would be required under No Project Alternative 1B for the St. Luke's development.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

With no new construction at the Cathedral Hill, Pacific, and Davies Campuses under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A, no impacts would occur with respect to generation of fugitive dust or criteria pollutants during construction. No Project Alternative 1A would therefore have less impact than the LRDP. New emissions under No Project Alternative 1B would be associated with the new construction at the St. Luke's Campus only. No Project Alternative 1B would have a less-than-significant impact with mitigation with respect to the recently adopted fugitive dust criterion. Similar to the LRDP, implementation

of Mitigation Measure M-AQ-N8a at the St. Luke's Campus under No Project Alternative 1B would require implementation of BAAQMD basic and optional control measures during construction to reduce fugitive dust emissions from construction. Emissions of criteria pollutants at the St. Luke's Campus would be lower under No Project Alternative 1B than under the LRDP. Based on a comparison to emissions estimates for LRDP construction presented in Section 4.7, "Air Quality," the emissions from St. Luke's Campus construction under No Project Alternative 1B would not exceed any recently adopted criteria pollutant thresholds with implementation of Mitigation Measure M-AQ-N9, which would require implementation of construction mitigation called for under the recently adopted *BAAQMD Air Quality Guidelines*. Criteria pollutant emissions would be less than significant under the No Project Alternative, and less than under the proposed LRDP. In contrast with the proposed LRDP, significant and unavoidable impacts for construction-related oxides of nitrogen (NO_X) would not occur under the No Project Alternative.

Regional Impacts from Operations

The increase in operational emissions of criteria pollutants under the No Project Alternative would be less than the increase under the proposed LRDP. New emissions would occur at the St. Luke's Campus under No Project Alternative 1B. Based on a comparison of the St. Luke's Campus under No Project Alternative 1B to St. Luke's operational emissions under the proposed LRDP presented in Section 4.7, "Air Quality," the new operational emissions under No Project Alternative 1B at the St. Luke's Campus would not exceed any of the recently adopted thresholds for criteria pollutants. Therefore, the impact would be less than significant relative to the recently adopted criteria pollutant thresholds, and less than those identified under the LRDP. In contrast with the proposed LRDP, significant and unavoidable impacts for construction-related NO_X would not occur under the No Project Alternative.

Multiple-Campus Impacts of Alternative 1 on Greenhouse Gas Emissions

No new construction would occur at the Cathedral Hill, Pacific, California, and Davies Campuses under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A. Overall, the total floor area under the No Project Alternative would be approximately 50% smaller than under the LRDP.

The following evaluations were performed using the assumption that both the net change in GHG emissions and the net change in service population would be proportional to total new construction area.

Environmental impacts of construction and operational GHG emissions from No Project Alternatives 1A and 1B, and the compliance of the No Project Alternative with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, were evaluated according to the recommendations of the technical advisory

issued by the Governor's Office of Planning and Research.[60] GHGs would be emitted only during construction under No Project Alternative 1B (specifically, at the St. Luke's Campus); however, CPMC would be required to comply with applicable City regulations that reduce the project's construction-related contribution to GHG emissions. Therefore, implementing either No Project Alternative 1A or No Project Alternative 1B would not result in generation of GHG emissions that would have a significant impact on the environment.

Once construction at the St. Luke's Campus has been completed under No Project Alternative 1B, CPMC would be required to comply with San Francisco's GHG Reduction Strategy. As a result, No Project Alternative 1B would not conflict with either the state or local GHG reduction strategy. In addition, No Project Alternatives 1A and 1B would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. A smaller volume of construction and operational GHG emissions would be generated under the No Project Alternative than under the LRDP. Therefore, No Project Alternative 1B would have a less-than-significant impact, and impacts would be less than under the LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Impact Evaluations based on Recently Adopted BAAQMD Significance Criteria for Greenhouse Gases

Construction-Related Emissions

The impact of construction-related GHG emissions on the environment, and the alternative's compliance with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, are evaluated below based on the recently adopted BAAQMD significance criteria. BAAQMD is not proposing a quantitative GHG threshold of significance for construction-related GHG emissions, but recommends that the lead agency evaluate significance determination qualitatively.

No construction-related GHG emissions would occur at any campus under the No Project Alternative, except construction-related GHG emissions at the St. Luke's Campus under No Project Alternative 1B, which would be temporary. In addition, CPMC would implement all BAAQMD-recommended BMPs, would comply with the Dust and Demolition Debris Recovery Ordinance, and would implement LEED® measures related to reducing construction-related GHG emissions. The No Project Alternative would generate fewer GHG emissions than the LRDP. As under the LRDP, no mitigation measures would be required under Alternative 1B. Therefore, the No Project Alternative would result in a less-than-significant impact, and impacts would be less than under the LRDP.

[60] Governor's Office of Planning and Research. 2008 (June). Technical Advisory—CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review. Available: http://www.opr.ca.gov. Accessed July 2009.

Operational Emissions

Impacts of project-generated operational GHG emissions on the environment and the compliance of the No Project Alternative with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions are evaluated below based on the recently adopted BAAQMD significance criteria. Unlike the analyses above, the project-generated GHG emissions are evaluated using quantitative thresholds.

Under the LRDP, the net operational GHG emissions would be approximately 22,503 metric tons carbon dioxide equivalent per year ($MTCO_2e$/yr), which exceeds BAAQMD's recently adopted GHG emissions threshold of 1,100 $MTCO_2e$/yr. In addition, the LRDP would have a GHG-efficiency value of 5.9 $MTCO_2e$/service population (SP)/yr. Although the LRDP exceeds the recently adopted efficiency metric of 4.6 $MTCO_2e$/SP/yr, it is not clear that the BAAQMD efficiency metric appropriately applies to facilities such as hotels and hospitals, whose large numbers of visitors are not included in the service population (which includes employees and residents only).

Under the No Project Alternative, no new development would occur, except construction at the St. Luke's Campus under No Project Alternative 1B. As a result, no net new GHG emissions would occur at the Cathedral Hill, Pacific, Davies, and St. Luke's Campuses under No Project Alternative 1A. Under the No Project Alternative 1B, no new development is proposed at any CPMC campus, except the St. Luke's Campus. The new St. Luke's Outpatient Facility would be constructed at the St. Luke's Campus under No Project Alternative 1B; therefore, new GHG emissions would be generated at the St. Luke's Campus. Under No Project Alternative 1B, the total net new square footage at the St. Luke's Campus would be approximately 142,600 sq. ft. smaller than the overall development at St. Luke's under the LRDP. Thus, the net operational GHG emissions at the St. Luke's Campus would also be lower than under the LRDP. Given that the net new GHG emissions associated with the St. Luke's Campus under the LRDP are already below the 1,100 $MTCO_2e$/yr thresholds, GHG emissions under No Project Alternative 1B would also be below this threshold. Overall, GHG emissions would be lower under the No Project Alternative than under the proposed LRDP, resulting in a smaller impact. In contrast with the LRDP, the impact of the No Project Alternative with respect to GHG emissions would be less than significant.

Multiple-Campus Impacts of Alternative 1 on Recreation

Under this alternative (No Project Alternative 1A and 1B) the total number of FTE personnel at CPMC's four existing campuses would not increase, nor would the proposed Cathedral Hill Campus be constructed, resulting in fewer FTE personnel than under the proposed LRDP and fewer than under existing conditions. Under existing 2006 baseline conditions, 6,570 FTE personnel are associated with CPMC. Under the No Project Alternative, the overall number of workers at CPMC would be reduced, and would include 4,620 (with St. Luke's No Project Alternative 1A) or 4,970 (with St. Luke's No Project Alternative 1B) FTE personnel campuswide. The same proportion (49%) of personnel would reside throughout San Francisco as under existing conditions, which is

5,840–6,190 fewer FTE personnel than the 10,810 FTE personnel anticipated under LRDP buildout at 2030. Because the No Project Alternative would not increase CPMC's employee population over existing conditions, it would not cause an increase in demand for or use of neighborhood parks or citywide facilities. Therefore, this alternative would not result in physical deterioration of recreational facilities or other adverse physical impacts. No impact would occur at any of the four existing campuses or the proposed Cathedral Hill Campus; by contrast, the impact of the proposed LRDP on recreation would be less than significant, and therefore greater at all campuses than under the No Project Alternative, because of the up to 6,190 more FTE personnel introduced at full buildout of the LRDP at 2030, compared to the No Project Alternative 1A and 1B.

Under the No Project Alternative (1A and 1B), existing on-site open space areas, such as plazas, courtyards, and gardens, would remain the same at the Pacific, California, and Davies Campuses, as well as at the St. Luke's Campus under both Alternative 1A and Alternative 1B. Like the proposed LRDP, this alternative would not require the construction of new recreational facilities or the expansion of existing facilities. The No Project Alternative would not increase the demand for recreational facilities at the Cathedral Hill, Pacific, California, and Davies Campuses, or at the St. Luke's Campus under Alternative 1A, in contrast the proposed LRDP would result in an incremental increase in demand for recreational facilities at the Cathedral Hill, Pacific, Davies and St. Luke's Campuses. Therefore, implementing the No Project Alternative 1A would have no impact, while the impact of the proposed LRDP would be greater but still less than significant for all CPMC campuses. Similarly, Alternative 1A would not adversely affect existing recreational opportunities because the demand would be the same as under existing conditions. No impact would occur at any of the four existing campuses or the proposed Cathedral Hill Campus, while the impact of the proposed LRDP would be less than significant because of the increase in population citywide with LRDP implementation. Impacts on recreational facilities would be less than under the LRDP.

Implementing No Project Alternative 1B at the St. Luke's Campus would not increase the demand for recreational facilities or adversely affect existing recreational opportunities, because the demand would be the slightly more than under existing conditions, but less than under the LRDP. Therefore, implementing No Project Alternative 1B at the St. Luke's Campus would result in a less-than-significant impact, while the impact of the proposed LRDP would be greater but still less than significant for the St. Luke's Campus. Impacts on recreational facilities would be less than under the LRDP with implementation of No Project Alternative 1B at the St. Luke's Campus.

Implementing the No Project Alternative at the Cathedral Hill, Pacific, California, and Davies Campuses and No Project Alternative 1A at the St. Luke's Campus would not result in impacts on recreation facilities, require the construction or expansion of facilities, or adversely affect existing recreational opportunities. Implementing No Project Alternative 1B at St. Luke's would result in an incremental increase in new residents, even with demolition of the existing hospital on the campus, but would have a less-than-significant impact on recreation

facilities, and would not require the construction or expansion of facilities or adversely affect existing recreational opportunities. As under the LRDP, no mitigation measures would be required under this alternative. Under No Project Alternative 1A no project-level or cumulative impacts related to recreational facilities or resources would occur, and impacts would be considerably less than under the proposed LRDP. Under No Project Alternative 1B project-level or cumulative impacts related to recreational facilities or resources would be less than significant, and less than under the LRDP.

Multiple-Campus Impacts of Alternative 1 on Public Services

As described above, in contrast with the proposed LRDP, the campuswide number of CPMC FTE personnel would not increase under the No Project Alternative (1A and 1B); as a result, the number of new residents dispersed throughout the city also would not increase. Like the proposed LRDP, the No Project Alternative (1A and 1B) would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and less than under the LRDP because the number of FTE personnel and associated new residents would not increase.

In contrast with the proposed LRDP, the total campuswide employment would decrease from existing conditions and would be less than under the LRDP. The number of FTE personnel would either remain the same as under existing conditions or decrease by 2030 at the Cathedral Hill, Pacific, California, and Davies Campuses under the No Project Alternative, and at the St. Luke's Campus under No Project Alternative 1A. Under No Project Alternative 1B, the number of FTE personnel at the St. Luke's Campus would increase by 590 FTE personnel compared to existing conditions. However, this increase would be offset by decreases in FTE personnel at other campuses, and the total campuswide employment would be less than under the LRDP. As a result, the total number of new residents dispersed throughout the city also would not increase.

Like the proposed LRDP, the No Project Alternative (1A and 1B) would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant and less than under the LRDP because the number of FTE personnel and associated new residents would not increase. No Project Alternative 1A would not result in any impacts on public services; No Project Alternative 1B would result in less-than-significant impacts on public services. In contrast with the LRDP, implementation of Mitigation Measure M-PS-N2 (see page 4.11-25 in Section 4.11, "Public Services"), which would require CPMC to implement a construction management traffic plan for the Cathedral Hill Campus, would not be required under this alternative. No project-level or cumulative impacts related to public services would occur at the Cathedral Hill, Pacific, California, and Davies Campuses under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A, and impacts would be less than under the proposed LRDP. Project-level or

cumulative impacts related to public services at the Cathedral Hill, Pacific, California, and Davies Campuses, and at St. Luke's under No Project Alternative 1B, would be less than significant, and impacts would be less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems

As under the proposed LRDP, this analysis considers the utilities and service systems demand based on the overall changes at all five CPMC campuses. Under the No Project Alternative, no existing buildings would be demolished or new buildings constructed at these campuses, except at the St. Luke's Campus under No Project Alternative 1B. At the Cathedral Hill Campus, the proposed Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel would not be built. The Two-Way Post Street Variant and MOB Access Variant also would not occur under this alternative. At the St. Luke's Campus, the Alternative Emergency Department Location Variant and the Cesar Chavez Street Utility Line Alignment Variant would not be considered under either No Project Alternative 1A or 1B. In contrast with the LRDP, except for Alternative 1B at the St. Luke's Campus, no construction-related impacts associated with water consumption would occur under this alternative.

The CPMC campuses (Cathedral Hill, California, Pacific, Davies, and St. Luke's) are already adequately served by utilities and service systems. The No Project Alternative (1A and 1B) would generate less demand for utilities and service systems than the proposed LDRP, because the development program at these campuses overall would not increase relative to existing conditions. In contrast with the proposed LRDP, under this alternative the stormwater discharges from the CPMC campuses would remain similar to discharges under existing conditions. Under the LRDP, stormwater discharges from the campuses would decrease relative to existing conditions because CPMC would comply with City regulations that would reduce stormwater discharges from the campuses by 25% through implementation of LID measures or green building features. However, the No Project Alternative would not include these features and therefore would not reduce stormwater discharge.

Water demand, wastewater volumes, and solid waste/recycling demands under the No Project Alternative would remain similar to or be less than existing demands. The existing utilities and infrastructure would be expected to sufficiently continue to serve these campuses under the No Project Alternative (1A and 1B). Like the proposed LRDP, this alternative would not require the construction of new water treatment, wastewater treatment, or stormwater drainage facilities; expanded water entitlements; or additional permitted landfill capacity. This impact of this alternative would be less than significant at all CPMC campuses, and less than under the LRDP. As under the LRDP, no mitigation measures would be required at the Cathedral Hill, Pacific, California, or Davies Campus under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A or 1B. Project-level and cumulative impacts on utilities and service systems at these campuses under this alternative would be less than significant, and less than under the LRDP.

Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources

The CPMC campuses are located in urbanized areas of San Francisco. No mineral resources that would be considered of value to the region or the state are known to exist at any of the CPMC campus sites. Therefore, like the proposed LRDP, the No Project Alternative would not result in impacts on mineral resources.

The existing and proposed CPMC campus sites are developed with residential, office, commercial, and medical uses. No construction or demolition is proposed at the Pacific, California, or Davies Campus or the proposed Cathedral Hill Campus under the No Project Alternative, or at the St. Luke's Campus under No Project Alternative 1A. No LRDP variants would be considered for the Cathedral Hill or St. Luke's Campuses under the No Project Alternative (1A and 1B). Overall energy efficiency is not likely to improve at the Cathedral Hill Campus under the No Project Alternative because the older buildings would remain as they are. However, energy efficiency at the St. Luke's Campus under No Project Alternative 1B would improve because of the demolition of the existing St. Luke's Hospital tower and construction of the new St. Luke's Outpatient Facility. This new building would be required to conform to conservation standards specified by Title 24 of the California Code of Regulations (CCR). Under No Project Alternative 1B, energy efficiency would increase slightly because of the new St. Luke's Outpatient Facility, but not as much as under the proposed LRDP. As under the LRDP, no mitigation measures would be required under the No Project Alternative. Project-level and cumulative impacts on mineral and energy resources would be less than significant, and less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources

The CPMC campus sites do not contain agricultural or forest uses and are not zoned for agriculture or forest. Therefore, like the proposed LRDP, the No Project Alternative would not result in project-level or cumulative impacts on agricultural and forest resources.

Impacts of Combined LRDP Projects at Buildout (2006–2030)

In contrast with the proposed LRDP, under the No Project Alternative the five housing units and 20 residential hotel units at the Cathedral Hill Campus would remain at the site of the proposed Cathedral Hill MOB, and no impact would occur related to loss in dwelling units, displacement of tenants, or housing displacement. Impacts of the No Project Alternative would be less than those of the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

6.6.3 ATTAINMENT OF PROJECT OBJECTIVES FOR ALTERNATIVE 1: NO PROJECT ALTERNATIVE

The No Project Alternative would not meet most of the project objectives. Some of the project objectives could be met, but not to the same extent as under the proposed LRDP. CPMC would continue to operate its existing

campuses, with the exception of the California Campus, which as under the LRDP would cease operations by 2020. The existing campuses would assure ongoing provision of medical services and an uninterrupted continuum of care, although not to the same extent as under the proposed LRDP, as most of the acute care services would no longer be provided. CPMC would not maintain its current role as an education, training, and research institution.

The No Project Alternative would not meet the overarching objectives of the project to construct modern, efficient, seismically and clinically safe hospital facilities. Future projected acute-care needs of CPMC patients would not be met after 2015 because a new centralized acute-care hospital (i.e., the Cathedral Hill Hospital) would not be constructed to meet the SB 1953 deadline. The CPMC campuses (other than the Davies Campus) therefore would not include acute-care facilities that could remain operational in the event of a major disaster and would be unable to have a role in San Francisco's disaster response and preparedness system. In addition, eliminating acute-care facilities at the existing Pacific, California, and St. Luke's Campuses means that CPMC would not meet its objectives of ensuring ongoing medical services and an uninterrupted continuum of care at these campuses; distributing inpatient capacity, in part through smaller, community-based hospitals; optimizing patient safety and clinical outcomes by providing strategically grouped service lines and critical-care beds; and providing for the existing and future projected acute-care and outpatient needs of CPMC's patients. Without the Cathedral Hill Hospital, CPMC would not meet its objective to consolidate specialized services and Women's and Children's services in one centralized acute-care hospital.

Neither No Project Alternative 1A nor No Project Alternative 1B would meet the objective of rebuilding and revitalizing the St. Luke's Campus as a community hospital, because the St. Luke's Replacement Hospital would not be built under either scenario. Under No Project Alternative 1B, CPMC would construct the new St. Luke's Outpatient Facility; No Project Alternative 1A would not involve any new construction. Under No Project Alternative 1A, the existing St. Luke's Hospital tower, 1957 Building, and Hartzell Building would be closed pursuant to the statutory mandate of SB 1953, leaving no acute-care services at the St. Luke's Campus. Therefore, No Project Alternatives 1A and 1B would not satisfy the core objectives related to meeting outpatient needs and providing an appropriately sized new medical office building or outpatient space at the St. Luke's Campus.

6.7 ALTERNATIVE 2: FOUR-CAMPUS REBUILDING/RETROFIT/REDEVELOPMENT ALTERNATIVE

6.7.1 DESCRIPTION

Under Alternative 2, the Four-Campus Rebuilding/Retrofit/Redevelopment Alternative, CPMC would rebuild, renovate, or retrofit buildings on its four existing campuses (Pacific, California, Davies, and St. Luke's) to meet the seismic safety requirements of SB 1953. The Cathedral Hill Campus proposed under the LRDP would not be developed. The existing buildings at the proposed Cathedral Hill Campus would remain in their existing condition

(except for renovation of building interiors). Table 6-13, "Comparison of Alternative 2 and CPMC LRDP Buildout," presents a comparison of uses proposed under Alternative 2. Comparison tables for each campus are also provided following the discussion of the campuses. The proposal for the St. Luke's Campus under this alternative is identical to the proposal for St. Luke's under the LRDP; therefore, detailed tables for the St. Luke's Campus are not included for Alternative 2.

CATHEDRAL HILL CAMPUS

Under Alternative 2, in contrast with the proposed LRDP, no existing buildings would be demolished and no new buildings constructed at the proposed Cathedral Hill Campus. The existing Cathedral Hill Hotel and 1255 Post Street Office Building would remain as they are, with major renovation preceded by interior abatement of lead-based paint and asbestos at these buildings. The proposed Cathedral Hill Hospital would not be developed and thus would not provide the 555 beds that would be provided under the proposed CPMC LRDP. In contrast with the LRDP, the properties composing the sites of the proposed Cathedral Hill MOB and the Pacific Plaza Office Building (the building that would become the 1375 Sutter MOB under the LRDP) would remain in their existing condition. The existing dwelling units and residential hotel units at the site of the proposed Cathedral Hill MOB would be retained under Alternative 2. Upgrades and changes in the mix of tenants at the two MOB sites could

Table 6-13
Comparison of Alternative 2 and CPMC LRDP Buildout

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout	Alternative 2 Total at Buildout	Difference between Alternative and LRDP
Residential	27,170	33,770	+6,600
Hotel	–	221,513	+221,513
Retail	26,609	102,719	+76,110
Office	24,314	229,656	+205,342
Medical Office	719,799	535,749	-184,050
Light Industrial	–	3,480	+3,480
Parking—Structured	1,496,762	1,767,125	+270,363
Hospital Administration	66,670	78,922	+12,252
Cafeteria	26,617	27,038	+421
Education/Conference	53,412	61,022	+7,610
Inpatient Care	568,326	552,366	-15,960
Skilled Nursing Care	22,265	22,265	0
Outpatient Care	100,181	489,892	+389,711
Diagnostic and Treatment	427,836	408,967	-18,869
Emergency Department	35,655	39,439	+3,784
Support	273,287	330,058	+56,771
Research	–	–	–

Table 6-13
Comparison of Alternative 2 and CPMC LRDP Buildout

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout	Alternative 2 Total at Buildout	Difference between Alternative and LRDP
Residential Alzheimer's	32,405	32,405	0
Other	–	–	–
Lobby	35,673	43,960	+8,287
Building Infrastructure	361,247	443,906	+82,659
Central Plant	82,854	60,887	-21,967
Mechanical and Electrical Floors	68,234	95,765	+27,531
Loading	24,540	24,809	+269
Total sq. ft.	**4,473,856**	**5,605,711**	**+1,131,855**
Dwelling Units	18	11	-7
Residential Hotel Units	–	20	+20
Hotel Rooms	–	402	+402
Parking Spaces—Structured	3,662	3,636	-26
Parking Spaces—Surface	228	305	+77
Loading Spaces and Vans	18 + 14 vans	24 + 0 vans	+6, -14 vans
Number of Buildings	25	38	+13

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

occur, including the possible replacement of existing medical office uses at the Pacific Plaza Office Building (1375 Sutter Street); however, the specific nature of potential upgrades and changes to these sites (by others) is speculative. The Van Ness Avenue underground pedestrian tunnel would not be constructed. The No Van Ness Avenue Pedestrian Tunnel Variant to the proposed LRDP would not be considered under Alternative 2. The street network changes and the streetscape improvements proposed under the LRDP, such as the widening of sidewalks and addition of landscaped areas, would not be implemented.

Under Alternative 2, Cedar Street would remain one-way eastbound and would not become a two-way street west of the MOB garage. The access-related project variants proposed under the LRDP (Two-Way Post Street and MOB Access Variants) would not be implemented. The overall footprint and amount of space in various uses at the proposed Cathedral Hill Campus under the Four-Campus Rebuilding/Retrofit/Redevelopment Alternative would be the same as under existing conditions (approximately 922,900 sq. ft.).[61] The overall footprint and amount of space dedicated to medical office and outpatient-care uses at Cathedral Hill would be the same as under existing conditions. Because no existing buildings would be demolished and no new buildings would be

[61] All square footages are rounded to the nearest 100 sq. ft., whether or not the square footage is specifically referred to as approximate.

constructed, the approximately 904,600 sq. ft. of net new development that would occur under the LRDP at Cathedral Hill would not occur under Alternative 2.

Under Alternative 2, a total of 577 parking spaces would be provided at Cathedral Hill, 650 fewer parking spaces than would be provided at the Cathedral Hill Campus under the LRDP (total of 1,227 spaces). Table 6-14, "Alternative 2 and Proposed LRDP Buildout at Cathedral Hill," presents a comparison of this alternative to the LRDP. Table 6-15, "Alternative 2—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions" (page 6-167), presents a comparison of the proposed uses at each parcel at the Cathedral Hill Campus under the Four-Campus Rebuilding/Retrofit/Redevelopment Alternative; Figure 6-8, "Alternative 2—Cathedral Hill Campus Site Plan" (page 6-188), presents the proposed site plan for the campus under this alternative.[62]

[62] The figures depicting proposed plans for the CPMC campuses under the Four-Campus Rebuilding/Retrofit/Redevelopment Alternative are presented at the end of Section 6.7.1.

Table 6-14
Alternative 2 and Proposed LRDP Buildout at Cathedral Hill

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Cathedral Hill	Alternative 2 Total at Cathedral Hill	Difference Between Alternative 2 and LRDP
Residential	–	6,600	+6,600
Hotel	–	221,513	+221,513
Retail	11,647	74,840	+63,193
Office	–	215,792	+215,792
Medical Office	277,873	42,250	-235,623
Light Industrial	–	3,480	+3,480
Parking—Structured	565,676	294,916	-270,760
Hospital Administration	12,100	–	-12,100
Cafeteria	10,800	–	-10,800
Education/Conference	17,594	–	-17,594
Inpatient Care	388,100	–	-388,100
Skilled Nursing Care	–	–	–
Outpatient Care	1,485	26,000	+24,515
Diagnostic and Treatment	140,527	–	-140,527
Emergency Department	19,900	–	-19,900
Support	82,126	–	-82,126
Research	–	–	–
Residential Alzheimer's	–	–	–
Other	–	–	–
Lobby	13,300	15,604	+2,304
Building Infrastructure	237,080	700	-236,380
Central Plant	26,670	–	-26,670
Mechanical and Electrical Floors	6,000	21,196	+15,196
Loading	16,590	–	-16,590
Total sq. ft.	**1,827,468**	**922,891**	**-904,577**
Licensed Beds	555	0	-555
Dwelling Units	–	5	+5
Residential Hotel Units	–	20	20
Hotel Rooms	–	402	402
Parking Spaces—Structured	1,227	577	-650
Parking Spaces—Surface	–	–	–
Loading Spaces and Vans	8 + 14 vans	2 + 0 vans	-6, -14 vans
Number of Buildings	3	10	+7

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-15
Alternative 2—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Renovate		Retain								Uses to Be Renovated	Existing Uses to Be Retained	Project Totals
		Cathedral Hill Hotel	1255 Post St. (Office Bldg.)	1100 Van Ness Avenue	1062 Geary Street	1054–1060 Geary Street	1040–1052 Geary Street	1034–1036 Geary Street	1028–1030 Geary Street	1020 Geary Street	1375 Sutter Street			
Residential	6,600				3,480	3,120		2,640	6,220			–	6,600	6,600
Hotel	221,513	221,513						2,640	6,220			212,653	8,860	221,513
Retail	74,840	7,000	7,780	39,240		3,120		3,300	3,200	6,600	4,600	14,780	60,060	74,840
Office	215,792	35,680	138,362								41,750	174,042	41,750	215,792
Medical Office	42,250	–	–	–	–	–	–	–	–	–	42,250	–	42,250	42,250
Light Industrial	3,480	–	–	–	3,480	–	–	–	–	–	–	–	3,480	3,480
Parking—Structured	294,916	171,120	46,396								77,400	217,516	77,400	294,916
Hospital Administration												–	–	–
Cafeteria												–	–	–
Education/Conference												–	–	–
Inpatient Care												–	–	–
Skilled Nursing Care												–	–	–
Outpatient Care	26,000						26,000					–	26,000	26,000
Diagnostic and Treatment												–	–	–
Emergency Department												–	–	–
Support												–	–	–
Research												–	–	–
Other												–	–	–
Lobby	15,604	7,500	7,904								200	15,404	200	15,604
Building Infrastructure	700										700	–	700	700
Central Plant												–	–	–
Mechanical and Electrical Floors	21,196	11,438	9,258								500	20,696	500	21,196
Loading												–	–	–
Total sq. ft.	**922,891**	**445,391**	**209,700**	**39,240**	**6,960**	**6,240**	**26,000**	**5,940**	**9,420**	**6,600**	**167,400**	**655,091**	**267,800**	**922,891**
Dwelling Units	5					4		1				–	5	5
Residential Hotel Units	20							6	14			–	20	20
Hotel Rooms	402	402										402	–	402
Parking Spaces—Structured	577	275	130								172	405	172	577
Parking Spaces—Surface												–	–	–
Loading Spaces	2	2										2	–	2
Number of Buildings	10	1	1	1	1	1	1	1	1	1	1	2	8	10
Height of Buildings [1]	NA	176	est. 180	40	28	28	36	32	36	30	est. 65	NA	NA	NA
Number of Stories	NA	10	11	3	2	2	3	2	3	2	5	NA	NA	NA
Stories Underground	NA	1	1									NA	NA	NA

Notes:
[1] As measured pursuant to Section 260 of the Planning Code.
NA = not applicable; sq. ft. = square feet. Renovate = Would include renovated components under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.
Source: Data compiled by AECOM in 2009

PACIFIC CAMPUS

Under Alternative 2, as under the LRDP, some outpatient services from the California Campus would permanently move to the Pacific Campus. The existing 2333 Buchanan Street Hospital would be converted to an ambulatory care center (ACC) and become part of the new ACC Complex at the Pacific Campus. A new ACC building with two towers (north and south) would be constructed, as shown in Figure 6-9, "Alternative 2—Pacific Campus Site Plan" (page 6-189). The existing Gerbode Research Building (2200 Webster Street), Annex MOB (2340–2360 Clay Street), and Stern Building (2330 Clay Street) on the northern portion of the campus would be demolished and replaced by the new ACC North Tower. The existing Stanford Building (2351 Clay Street) adjacent to the 2333 Buchanan Street Hospital would be demolished and replaced by the new ACC South Tower. The existing parking garage at 2405 Clay Street on the western portion of the campus would be demolished and replaced by a new Clay Street/Webster Street MOB/parking garage.

The existing 2329 Sacramento Street and 2315 Sacramento Street Residential Buildings, Mental Health Center (2323 Sacramento Street), 2400 Clay Street MOB, Pacific Professional Building (2100 Webster Street), 2300 California Street MOB, and Health Services Library (2395 Sacramento Street) on the southern portion of the campus would remain as they are on the Pacific Campus under Alternative 2. The vacant building at 2018 Webster Street would be renovated for use as administrative offices for the Institute of Health and Healing. Alternative 2 would retain the 18 licensed beds currently housed in the Mental Health Center, the same number of beds as under the proposed CPMC LRDP.

Please also see the description of Alternative 2 at the California Campus below (page 6-180) for further details. The SB 1953 deadline (January 1, 2013)[63] would likely require CPMC to terminate acute-care services at the Pacific Campus before construction of the acute-care hospital at the California Campus is complete in 2019,[64] resulting in an interim period of approximately 6 years during which CPMC would not be able to provide acute-care services at either campus.

The phasing and timing for demolition and construction at the Pacific Campus are described in detail below.

Redevelopment of the Pacific Campus under Alternative 2 would occur in three phases commencing in 2013,[65] over approximately 8 years until 2021:

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[63] CPMC has not filed plans with OSHPD for construction under Alternative 2; therefore, existing buildings under this alternative would not be eligible for the SB 1661 extension to 2015.

[64] Because CPMC has not filed plans with OSHPD for construction under this alternative, the existing buildings at the California Campus are not eligible for the SB 1661 extension to 2015. Construction of the acute-care hospital would begin in 2015 and would be complete in 2019.

[65] CPMC has already been undergoing preconstruction development design and is in the permitting process for the proposed LRDP, which would begin construction in 2011. Alternative 2 has not undergone preconstruction development design and permitting. Factoring in this

- *Phase 1 (January 2013 to July 2014):* As under the proposed LRDP, the 2333 Buchanan Street Hospital building would be converted to an ACC providing ambulatory-care services, and the inpatient acute-care and Emergency Department functions in this building would be decommissioned. These functions would be temporarily discontinued after the SB 1953 deadline of January 1, 2013, and eventually relocated to the California Campus after the completion of the new acute-care inpatient facilities at that campus in 2019, as described below.

- *Phase 2 (September 2014 to September 2018):* Between September 2014 and May 2015, several existing buildings located on the northern portion of the Pacific Campus would be demolished:

  - the five-story, 71-foot-tall (including mechanical penthouse), 63,800-sq.-ft. Gerbode Research Building (2200 Webster Street);
  - the seven-story, 92-foot-tall (including mechanical penthouse), 71,600-sq.-ft. Annex MOB (2340–2360 Clay Street);
  - the three-story, 51-foot-tall (including mechanical penthouse, 16,000-sq.-ft. Stern Building (2330 Clay Street);
  - the southern portion of the seven-story, 99-foot-tall, 140,100-sq.-ft. Stanford Building (2351 Clay Street); and
  - the one-story, 2,500-sq.-ft. 2324 Sacramento Street Clinic.
  - The ACC North Tower and the first phase of the ACC South Tower would be constructed between May 2015 and September 2018. The proposed five-story, 89-foot-tall ACC North Tower would replace the existing buildings north of Clay Street (the Gerbode Research Building, Annex MOB, and Stern Building) and the existing 32-space surface parking lot east of the Stern Building; the first component of the seven-story, 113-foot-tall ACC South Tower would be built on the sites of the southern portion of the existing Stanford Building and the 2324 Sacramento Street Clinic. The new ACC building would be a total of approximately 742,000 sq. ft. with north and south towers at five and seven stories, respectively (approximately 89 feet and 113 feet tall). Each tower would have four levels underground.
  - The ACC North Tower would be located north of 2333 Buchanan Street and in the area proposed for the six-story, 85-foot-tall, approximately 172,500-sq.-ft. North-of-Clay Aboveground Parking Garage under the LRDP. The ACC South Tower would be located immediately west of the existing nine-story, 119-foot-tall, 300,800-sq.-ft. 2333 Buchanan Street building in the area proposed for the ACC Addition under the LRDP. At approximately 742,000 sq. ft., the two towers would be larger in area (by

time into the schedule would result in construction commencing in 2013 under Alternative 2. The conversion of the 2333 Buchanan Street Hospital would not occur until after the January 1, 2013, compliance deadline, requiring cessation of acute-care services at that building.

approximately 364,800 sq. ft.) than the nine-story, 138-foot-tall, 204,900-sq.-ft. ACC Addition and six-story, 85-foot-tall, 172,500-sq.-ft. North-of-Clay Aboveground Parking Garage proposed under the LRDP; in order to accommodate additional parking and skilled nursing care. The ACC Addition and North-of-Clay Aboveground Parking Garage proposed under the LRDP would not have any belowground levels. Constructing the ACC North and South Towers under Alternative 2 would result in four net new levels underground compared to existing conditions and the LRDP. These underground levels in the new ACC building (North and South Towers) would accommodate 728 parking spaces.

- *Phase 3 (September 2018 to November 2021):* The proposed LRDP would retain the four-story, 30-foot-tall, 150,900-sq.-ft. Clay Street/Webster Street Parking Garage on the western portion of the campus. By contrast, under Alternative 2, the 411 parking spaces at this existing parking garage would be moved to the underground parking at the new ACC building (which would provide 728 spaces). Then the Clay Street/Webster Street Parking Garage would be demolished between September and December 2018. The new Clay Street/Webster Street MOB and Underground Parking Garage (approximately 323,800 sq. ft., four stories above ground, 66 feet in height, and three stories underground) would be constructed on the site of the existing Clay Street/Webster Street Parking Garage between December 2018 and April 2021. Construction of the underground parking garage proposed under this alternative would result in three net new underground levels compared to existing conditions and the LRDP, and would include 249 new parking spaces.

  Clinical services in the north portion of the Stanford Building would be relocated, between September 2018 and February 2019, to the portions of the new ACC North Tower constructed during Phase 2. The north portion of the Stanford Building would be demolished between February 2019 and June 2019 and the second phase of the ACC South Tower would be constructed between June 2019 and November 2021, forming a completely integrated new ACC Complex. Upon completion, the new two-tower ACC would also provide 728 underground parking spaces.

Alternative 2 would increase the space of various uses on the Pacific Campus by approximately 621,100 sq. ft. relative to existing conditions (currently 1,117,300 sq. ft.). The Pacific Campus would be approximately 392,800 sq. ft. bigger than under the proposed LRDP, as shown in Table 6-16, "Alternative 2 and Proposed LRDP Buildout at the Pacific Campus" (page 6-173). Relative to the existing on-campus buildings it would replace, the 89-foot-tall (including mechanical penthouse) ACC North Tower would be 26 feet shorter than the existing 115-foot-tall (including mechanical penthouse) Stanford Building and 3 feet shorter than the existing 76-foot-tall (plus 16-foot mechanical penthouse) Annex MOB. The 113-foot-tall (including mechanical penthouse) ACC South Tower would be about the same height as the existing 115-foot-tall (including mechanical penthouse) Stanford Building it would replace. The ACC North and South Towers proposed under Alternative 2 would be 25-feet to 49-feet shorter than the 138-foot-tall (including mechanical penthouse) ACC Addition proposed under the LRDP.

The 89-foot-tall ACC North Tower under Alternative 2 would be 4 feet taller than the six-story 85-foot-tall (including mechanical penthouse) North-of-Clay Aboveground Parking Garage that would occupy the site under the LRDP, whereas the seven-story, 113-foot-tall South Tower under Alternative 2 would be 25 feet shorter than the LRDP's proposed nine-story, 138-foot-tall (including mechanical penthouse) ACC Addition. The four-story, 66-foot-tall (including mechanical penthouse) Clay Street/Webster Street MOB proposed under Alternative 2 would be 36 feet taller than the existing four-story, 30-foot-tall Clay Street/Webster Street Parking Garage at the same site, which would remain in place under the proposed LRDP.

The Pacific Campus provides 313 licensed beds under existing conditions. Under this alternative, as under the proposed LRDP, 18 licensed psychiatric beds would be retained, and the rest of the 295 beds would be eliminated from the Pacific Campus.

Alternative 2 would provide a total of 1,471 parking spaces at the Pacific Campus, 116 fewer total spaces than would be provided under the LRDP (1,587 spaces). However, the number of parking spaces on the campus would increase by 532 relative to existing conditions (939 spaces), primarily because of the development of two additional underground parking garages at the new ACC towers and the Clay Street/Webster Street MOB under this alternative. As discussed above, Alternative 2 would result in four net new underground levels at the Pacific Campus, compared to existing conditions and the proposed LRDP.

Table 6-16, "Alternative 2 and Proposed LRDP Buildout at the Pacific Campus" (page 6-173), presents a comparison of this alternative to the LRDP. Table 6-17, "Alternative 2—Pacific Campus Project Summary Table and Comparison to Existing Conditions" (page 6-174), presents a comparison of proposed uses at the Pacific Campus at each building under Alternative 2 to existing uses; Figure 6-9, "Alternative 2—Pacific Campus Site Plan" (page 6-189), presents the proposed site plan for the campus under this alternative. Massing proposed for the Pacific Campus under Alternative 2 is presented in Figure 6-10, "Alternative 2—Pacific Campus Massing Diagram" (page 6-190).

Table 6-16
Alternative 2 and Proposed LRDP Buildout at the Pacific Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Pacific Campus	Alternative 2 Total at Pacific Campus	Difference Between Alternative 2 and LRDP
Residential	27,170	27,170	0
Hotel	–	–	–
Retail	8,962	12,012	+3,050
Office	15,340	0	-15,340
Medical Office	207,891	237,752	+29,861
Light Industrial	–	–	–
Parking—Structured	552,716	573,911	+21,195
Hospital Administration	11,742	11,742	0
Cafeteria	6,858	6,858	0
Education/Conference	27,063	24,477	-2,586
Inpatient Care	17,267	17,267	0
Skilled Nursing Care	–	–	–
Outpatient Care	53,692	346,712	+293,020
Diagnostic and Treatment	149,036	122,035	-27,001
Emergency Department	–	–	–
Support	80,944	61,524	-19,420
Research	–	–	–
Residential Alzheimer's	32,405	32,405	0
Other	–	–	–
Lobby	10,867	7,967	-2,900
Building Infrastructure	60,259	208,577	+148,318
Central Plant	37,120	25,554	-11,566
Mechanical and Electrical Floors	39,483	22,483	-17,000
Loading	6,830	0	-6,830
Total sq. ft.	**1,345,645**	**1,738,446**	**+392,801**
Licensed Beds	18	18	0
Dwelling Units	18	6	-12
Residential Hotel Units	–	–	–
Hotel Rooms	–	–	–
Parking Spaces—Structured	1,510	1,388	-122
Parking Spaces—Surface	77	83	+6
Loading Spaces	4	10	+6
Number of Buildings	10	12	+2

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

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Table 6-17
Alternative 2—Pacific Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses[1]	Convert	Retain					Renovate	Retain			New		Existing Uses to Be Retained	Uses to Be Converted/ Renovated	New Construction	Project Totals
		2333 Buchanan St. (ACC)	2300 California MOB	2395 Sacramento St. (Library)	2323 Sacramento St. (Mental Health Center)	2329 Sacramento St. (Medical Residences)	2315 Sacramento St. (Res. Bldg.)	2018 Webster St. (Admin. Bldg.)	2400 Clay MOB (Maas Clinic Plastic Surgery)	Clay Street Tunnel	2100 Webster MOB (Pacific Prof, Bldg.)	ACC (North & South Towers)[2]	Clay St./ Webster St. MOB				
Residential	27,170					16,950	10,220							27,170	–	–	27,170
Hotel														–	–	–	–
Retail	12,275	2,102	1,861					5,300			2,749			4,610	7,402	–	12,012
Office	10,040													–	–	–	–
Medical Office	185,660	–	15,852	–	–	–	–	–	15,015	–	97,825	–	109,060	128,692	–	109,060	237,752
Light Industrial	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Parking—Structured	269,937		8,061								111,000	352,154	102,696	119,061	–	454,850	573,911
Hospital Administration	23,510	11,742												–	11,742	–	11,742
Cafeteria	4,127	6,858												–	6,858	–	6,858
Education/Conference	32,382	1,637		22,840										22,840	1,637	–	24,477
Inpatient Care	106,001				17,267									17,267	–	–	17,267
Skilled Nursing Care														–	–	–	–
Outpatient Care	46,445	23,184			9,508							314,020		9,508	23,184	314,020	346,712
Diagnostic and Treatment	103,602	116,448									5,587			5,587	116,448	–	122,035
Emergency Department	12,424													–	–	–	–
Support	119,648	56,604			830						4,090			4,920	56,604	–	61,524
Research	59,951													–	–	–	–
Residential Alzheimer's		32,405												–	32,405	–	32,405
Other														–	–	–	–
Lobby	5,683	5,384									2,583			2,583	5,384	–	7,967
Building Infrastructure	54,262	17,540	1,881	3,093	1,375					1,320	2,930	68,367	112,071	10,599	17,540	180,438	208,577
Central Plant	20,493	19,870										5,684		–	19,870	5,684	25,554
Mechanical and Electrical Floors	23,724	7,026		7,667							5,790	2,000		13,457	7,026	2,000	22,483
Loading														–	–	–	–
Total sq. ft.	**1,117,334**	**300,800**	**27,655**	**33,600**	**28,980**	**16,950**	**10,220**	**5,300**	**15,015**	**1,320**	**232,554**	**742,225**	**323,827**	**366,294**	**306,100**	**1,066,052**	**1,738,446**
Dwelling Units	18						6							6	–	–	6
Hotel Rooms														–	–	–	–
Parking Spaces—Structured	847				11						400	728	249	411	–	977	1,388
Parking Spaces—Surface	83	32	41							10				51	32	–	83
Loading Spaces	3	3										6	1	–	3	7	10
Number of Buildings	16	1	1	1	1	1	1	1	1	1	1	1	1	8	2	2	12
Height of Buildings[3]	NA	120	40	48	20	48	47	54	39		80	89–113[4]	66	NA	NA	NA	NA
Number of Stories	NA	9	3	3	3	3	3	3	3		5	7	4	NA	NA	NA	NA
Stories Underground	NA	3	1				1			1	4	4	3	NA	NA	NA	NA

Notes: ACC = Ambulatory Care Center; MOB = Medical Office Building; NA = not applicable; sq. ft. = square feet. Convert = Would be converted to a different use under the proposed project; New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.

[1] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 430,540 sq. ft.: 2330 Clay St. (1,600 sq. ft.), 2351 Clay St. (140,144 sq. ft.), 2324 Sacramento St. (2,464 sq. ft.), 2340–2360 Clay St. (71,616 sq. ft.), 2200 Webster St. (63,840 sq. ft.), and the 2405 Clay St. Parking Garage (150,876 sq. ft.). Detailed information regarding the square footage of uses within each of these buildings is provided in Table 2-7a.

[2] The North and South Towers are connected under Clay Street to function as one building.

[3] New building heights are approximations based on the previous studies for purpose of analysis, because the buildings have not been designed.

[4] The North Tower would be 89 feet tall and the South Tower would be 113 feet tall.

Source: Data compiled by AECOM in 2009

CALIFORNIA CAMPUS

In contrast with the LRDP, under which almost all medical uses on campus would cease by 2020, the California Campus would continue to operate as a medical campus under Alternative 2. The existing on-campus 3700 California Street Hospital, combined 3801 Sacramento Street Outpatient/Research Building, 3905 Sacramento Street MOB, 3901 Sacramento Street residential building, 460 Cherry Street parking garage, 3698 California Street, and 3773 Sacramento Street parking garage would be demolished. A new Cherry Street MOB/parking garage, acute-care hospital, and Women's and Children's hospital would be constructed. The phasing and timing for demolition and construction at the California Campus are described in detail below.

The existing 3848–3850 California Street office building and 3838 California Street MOB would remain as they are on the California Campus. Redevelopment of the California Campus under Alternative 2 would commence in 2013 (accounting for time required to prepare and obtain permits from OSHPD and other agencies and authorizations to construct the replacement facilities), and construction would occur over a period of approximately 6 years (up to 2019).

Under Alternative 2, the first phase of redevelopment at the California Campus would consist of demolishing the following existing buildings, all located on the western portion of the campus, between January 2013 and June 2013:

- the three-story, 40-foot-tall (including mechanical penthouse), 25,600-sq.-ft. 3905 Sacramento Street MOB;
- the four-story, 38-foot-tall (including mechanical penthouse), 8,300-sq.-ft. 3901 Sacramento Street residential building; and
- the six-story, 51-foot-tall (including mechanical penthouse), 88,400 sq. ft. 460 Cherry Street parking garage.

Under the proposed LRDP these above-noted buildings would remain on campus; by contrast, under Alternative 2, a six-story, 85-foot-tall (including mechanical penthouse), approximately 313,700-sq.-ft. Cherry Street MOB/parking garage, which would include other ancillary and supporting uses, would replace these buildings and would be constructed between June 2013 and February 2017. The Cherry Street MOB/parking garage would also have six levels underground and would provide 356 parking spaces. Building the new Cherry Street MOB/parking garage under Alternative 2 would result in five to six net new underground levels on the western portion of the California Campus, compared to existing conditions and the LRDP.

The second phase of redevelopment would consist of demolishing the existing six-story, 91-foot-tall (including mechanical penthouse), approximately 360,200-sq.-ft. 3700 California Street Hospital and seven-story, 99-foot-tall (including mechanical penthouse), 69,100-sq.-ft. 3801 Sacramento Street Outpatient/Research Building, both

located in the central portion of the campus, between September 2014 and June 2015. The six-story, 105-foot-tall (including mechanical penthouse), 662,500-sq.-ft. Acute-Care Hospital under Alternative 2 would replace these buildings and would be constructed between June 2015 and July 2019. The Acute-Care Hospital would have two levels underground and would provide a total of 343 acute-care beds, compared to no beds provided at the California Campus under the proposed CPMC LRDP.[66] Compared to existing conditions and the LRDP, the new Acute-Care Hospital would result in one net new underground level at the site of the 3700 California Street Hospital on the central portion of the campus.

The existing six-story, 60-foot-tall (including mechanical penthouse), approximately 167,100-sq.-ft. 3698 California Street Building and the 17,000-sq.-ft., below-grade 3773 Sacramento Street parking garage (attached and below 3698 California Street), both located on the eastern portion of the campus, would be demolished between October 2014 and May 2015. These buildings would be replaced by a six-story, 100-foot-tall (including mechanical penthouse), 663,300-sq.-ft. Women's and Children's Hospital and associated below-grade parking, which would be constructed between May 2015 and January 2019. The Women's and Children's Hospital would have 105 beds. In addition, six underground levels would provide 477 parking spaces. Compared to existing conditions and the LRDP, the new Women's and Children's Hospital would result in five net new underground levels on the eastern portion of the campus.

In contrast with the proposed LRDP, under which CPMC would sell the California Campus and partially lease back a small portion for medical use, this alternative assumes that the California Campus would be retained and redeveloped by CPMC. As a result, Alternative 2 proposes a development program of approximately 1,848,400 sq. ft. Therefore, the overall space on the California Campus would increase by approximately 903,900 sq. ft. relative to existing conditions (approximately 944,500 sq. ft.). The California Campus would provide approximately 1,846,000 sq. ft. more space for CPMC use under Alternative 2 than under the proposed LRDP (2,400 sq. ft. after 2020).

Each of the three new buildings (Acute-Care Hospital, Women's and Children's Hospital, and Cherry Street MOB) at the California Campus under Alternative 2 would range in height between 85- and 105-feet-tall (including mechanical penthouses), and would thus be taller than the 38- to 99-foot-tall (including mechanical penthouses) buildings they would replace on campus, thereby increasing overall heights at the campus. The new six-story, 85-foot-tall (including mechanical penthouse) Cherry Street MOB would be 34–47 feet taller than the existing 40-foot-tall (including mechanical penthouse) 3905 Sacramento MOB and 51-foot-tall (including mechanical penthouse) 460 Cherry Street parking garage it would replace, which would remain at this site under the LRDP. The new six-story Acute-Care Hospital would be 14 feet taller than the existing 3700 California Street

[66] Because CPMC has not filed plans with OSHPD for construction under this alternative, the existing buildings at the California Campus are not eligible for the SB 1661 extension to 2015. Construction of the acute-care hospital would begin in 2015 and would be complete in 2019.

Hospital it would replace, which would remain at this site and be sold under the LRDP. The new six-story 100-foot-tall (including mechanical penthouse) Women's and Children's Hospital would be 25–40 feet taller than the existing 60-foot-tall (including mechanical penthouse) 3698 California Street Marshall Hale Hospital and attached belowgrade 3773 Sacramento Street parking garage it would replace, which would remain at this site and be sold under the LRDP.

Because structured underground parking would be constructed at the new Women's and Children's Hospital and Cherry Street MOB (six underground levels proposed for each building), the number of parking spaces on the campus would increase by 394 spaces relative to the 453 structured and 106 surface parking spaces at the existing campus (the same as under the LRDP). This increase would occur despite demolition of the existing 290-space 460 Cherry Street and 36-space 3773 Sacramento Street Parking Garages. The California Campus has 420 licensed beds under existing conditions. Alternative 2 would provide 448 licensed beds, 28 more than provided under existing conditions. The proposed LRDP would not retain any licensed beds at the California Campus by 2020.

Table 6-18, "Alternative 2 and Proposed LRDP Buildout at the California Campus," presents a comparison of this alternative to the LRDP. Table 6-19, "Alternative 2—California Campus Project Summary Table and Comparison to Existing Conditions" (page 6-181), presents a comparison of proposed uses at the California Campus at each parcel under the Four-Campus Rebuilding/Retrofit/Redevelopment Alternative to existing conditions; Figure 6-11, "Alternative 2—California Campus Site Plan" (page 6-71), presents the proposed site plan for the campus under this alternative. Massing proposed for the California Campus under Alternative 2 is presented in Figure 6-12, "Alternative 2—California Campus Massing Diagram" (page 6-192).

Table 6-18
Alternative 2 and Proposed LRDP Buildout at the California Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at California Campus	Alternative 2 Total at California Campus	Difference Between Alternative 2 and LRDP
Residential	0	0	0
Hotel	0	0	0
Retail	0	10,867	+10,867
Office	0	4,890	+4,890
Medical Office	0	99,512	+99,512
Light Industrial	–	–	–
Parking—Structured	0	591,320	+591,320
Hospital Administration	0	24,352	+24,352
Cafeteria	0	11,221	+11,221
Education/Conference	0	27,790	+27,790
Inpatient Care	0	372,140	+372,140
Skilled Nursing Care	–	–	–
Outpatient Care	0	72,176	+72,176
Diagnostic and Treatment	2,400	175,059	+172,659
Emergency Department	0	23,684	+23,684
Support	0	158,317	+158,317
Research	–	–	–
Residential Alzheimer's	–	–	–
Other	–	–	–
Lobby	0	14,383	+14,383
Building Infrastructure	0	185,121	+185,121
Central Plant	0	16,269	+16,269
Mechanical and Electrical Floors	0	37,635	+37,635
Loading	0	23,689	+23,689
Total sq. ft.	**2,400**	**1,848,423**	**+1,846,023**
Licensed Beds	0	448	+448
Dwelling Units	–	–	–
Residential Hotel Units	–	–	–
Hotel Rooms	–	–	–
Parking Spaces—Structured	0	953	+953
Parking Spaces—Surface	–	–	–
Loading Spaces	0	4	+4
Number of Buildings	0	5	+5

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-19
Alternative 2—California Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Retain		New			Existing Uses to Be Retained	New Construction	Project Totals
		3838 California Street MOB	3848–3850 California Street Offices	Acute-Care Hospital	Women and Children's Center	Cherry Street MOB			
Residential	8,300						–	–	–
Hotel							–	–	–
Retail	6,443	1,500		9,367			1,500	9,367	10,867
Office	4,890		4,890				4,890	–	4,890
Medical Office	104,468	78,868				20,644	78,868	20,644	99,512
Light Industrial	–	–	–	–	–	–	–	–	–
Parking—Structured	210,400	105,000			315,084	171,236	105,000	486,320	591,320
Hospital Administration	24,753			14,368		9,984	–	24,352	24,352
Cafeteria	4,064			11,221			–	11,221	11,221
Education/Conference	19,786			17,697	10,093		–	27,790	27,790
Inpatient Care	77,452			222,893	149,247		–	372,140	372,140
Skilled Nursing Care	26,935						–	–	–
Outpatient Care	69,585				54,548	17,628	–	72,176	72,176
Diagnostic and Treatment	142,144	2,400		137,143		35,516	2,400	172,659	175,059
Emergency Department				23,684			–	23,684	23,684
Support	131,296	3,332		78,015	38,253	38,717	3,332	154,985	158,317
Research	5,587						–	–	–
Residential Alzheimer's	15,802						–	–	–
Other							–	–	–
Lobby	6,956	900		3,462	8,882	1,139	900	13,483	14,383
Building Infrastructure	51,393	10,000		107,914	64,583	2,624	10,000	175,121	185,121
Central Plant	2,361			6,794	9,475		–	16,269	16,269
Mechanical and Electrical Floors	29,462	2,000		29,935	4,700	1,000	2,000	35,635	37,635
Loading	2,460				8,451	15,238	–	23,689	23,689
Total sq. ft.	**944,537**	**204,000**	**4,890**	**662,492**	**663,316**	**313,725**	**208,890**	**1,639,533**	**1,848,423**
Dwelling Units	8						–	–	–
Hotel Rooms							–	–	–
Parking Spaces—Structured	453	120			477	356	120	833	953
Parking Spaces—Surface	106						–	–	–
Loading Spaces	3					4	–	4	4
Number of Buildings	9	1	1	1	1	1	2	3	5
Height of Buildings[1]	NA	103	37	105	100	85	NA	NA	NA
Number of Stories	NA	9	3	6	6	6	NA	NA	NA
Stories Underground	NA	3		2	6	6	NA	NA	NA

Notes:
MOB = Medical Office Building; NA = not applicable; sq. ft. = square feet. New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.
[1] New building heights are approximations based on the 2001 studies for purpose of analysis, because the buildings have not been designed.
Source: Data compiled by AECOM in 2009

DAVIES CAMPUS

No existing buildings would be demolished and no new buildings would be constructed on the Davies Campus under Alternative 2. The streetscape improvements proposed under the LRDP, such as improved sidewalk paving and landscaping, would not be implemented under this alternative. As under existing conditions and the LRDP, the Davies Hospital North Tower would continue to be used for acute-care uses through 2029, but would require conversion to nonacute-care uses after January 1, 2030. The seismic upgrade completed in 2007 at the Davies Campus for its existing hospital buildings was to the SPC-2 standard and after January 1, 2030, all general acute-care facilities are required to be classified at the highest seismic rating (SPC-5). Under Alternative 2, as under existing conditions and the LRDP, the South Tower would continue to provide skilled nursing, outpatient care, and diagnostic and treatment space. After January 1, 2013, all diagnostic and treatment space (approximately 49,000 sq. ft.) within the South Tower currently used for acute-care inpatients would be converted to serve skilled nursing patients and outpatients. The four-story, 40-foot-tall (excluding mechanical penthouse), approximately 50,100-sq.-ft. Neuroscience Institute and three-story, 45-foot-tall (excluding mechanical penthouse), 264,900-sq.-ft. Castro Street/14th Street MOB proposed under the LRDP would not be constructed under Alternative 2. The existing three-story, X-foot-tall (excluding mechanical penthouse) 112,600-sq.-ft. Castro Street/14th Street Parking Garage would be retained under this alternative rather than demolished. The Davies Campus provides 311 licensed beds under existing conditions. Under Alternative 2, the Davies Campus would have 201 acute-care beds, the same number of beds as under the proposed CPMC LRDP.

The overall footprint and amount of space dedicated to medical uses on the Davies Campus under Alternative 2 would be the same as under existing conditions (approximately 500,000 sq. ft.). Because no new construction would occur under Alternative 2, the Davies Campus would be approximately 202,400 sq. ft. smaller than under the LRDP, which would be approximately 702,400 sq. ft. by 2030. Table 6-20, “Alternative 2 and Proposed LRDP Buildout at the Davies Campus,” presents a comparison of this alternative to the LRDP. Table 6-21, “Alternative 2—Davies Campus Project Summary Table and Comparison to Existing Conditions” (page 6-185), provides a comparison of proposed uses by building at the Davies Campus under Alternative 2 to existing conditions; Figure 6-13, “Alternative 2—Davies Campus Site Plan” (page 6-193), presents the proposed site plan for the campus under this alternative.

Table 6-20
Alternative 2 and Proposed LRDP Buildout at the Davies Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at Davies Campus	Alternative 2 Total at Davies Campus	Difference Between Alternative 2 and LRDP
Residential	–	–	–
Hotel	–	–	–
Retail	1,752	752	-1,000
Office	–	–	–
Medical Office	152,498	74,698	-77,800
Light Industrial	–	–	–
Parking—Structured	184,000	112,608	-71,392
Hospital Administration	33,175	33,175	0
Cafeteria	5,599	5,599	0
Education/Conference	5,350	5,350	0
Inpatient Care	86,159	86,159	0
Skilled Nursing Care	22,265	22,265	0
Outpatient Care	30,574	30,574	0
Diagnostic and Treatment	73,017	49,017	-24,000
Emergency Department	3,755	3,755	0
Support	49,748	49,748	0
Research	–	–	–
Residential Alzheimer's	–	–	–
Other	–	–	–
Lobby	6,978	1,478	-5,500
Building Infrastructure	18,629	4,229	-14,400
Central Plant	16,064	16,064	0
Mechanical and Electrical Floors	12,845	4,545	-8,300
Loading	–	–	–
Total sq. ft.	**702,408**	**500,016**	**-202,392**
Licensed Beds	201	201	0
Dwelling Units	–	–	–
Residential Hotel Units	–	–	–
Hotel Rooms	–	–	–
Parking Spaces—Structured	490	283	-207
Parking Spaces—Surface	136	207	71
Loading Spaces	4	3	-1
Number of Buildings	5	4	-1

Notes: LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-21
Alternative 2—Davies Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses	Retain/Convert [1]	Retain		Existing Uses to Be Retained	Uses to Be Retained/Converted	Project Totals
		Davies North and South Towers	45 Castro Street (MOB)	Castro St/14th St Parking Garage			
Residential					–	–	–
Hotel					–	–	–
Retail	752	752			–	752	752
Office					–	–	–
Medical Office	74,698	11,764	62,934		62,934	11,764	74,698
Light Industrial	–	–	–	–	–	–	–
Parking—Structured	112,608			112,608	112,608	–	112,608
Hospital Administration	33,175	33,175			–	33,175	33,175
Cafeteria	5,599	5,599			–	5,599	5,599
Education/Conference	5,350	5,350			–	5,350	5,350
Inpatient Care	86,159	86,159			–	86,159	86,159
Skilled Nursing Care	22,265	22,265			–	22,265	22,265
Outpatient Care	30,574	30,574			–	30,574	30,574
Diagnostic and Treatment	49,017	49,017			–	49,017	49,017
Emergency Department	3,755	3,755			–	3,755	3,755
Support	49,748	49,748			–	49,748	49,748
Research					–	–	–
Other					–	–	–
Lobby	1,478	1,478			–	1,478	1,478
Building Infrastructure	4,229	4,229			–	4,229	4,229
Central Plant	16,064	16,064			–	16,064	16,064
Mechanical and Electrical Floors	4,545	4,545			–	4,545	4,545
Loading					–	–	–
Total sq. ft.	**500,016**	**324,474**	**62,934**	**112,608**	**175,542**	**324,474**	**500,016**
Dwelling Units					–	–	–
Hotel Rooms					–	–	–
Parking Spaces—Structured	283			283	283	–	283
Parking Spaces—Surface	207	207			–	207	207
Loading Spaces	3	3			–	3	3
Number of Buildings	4	2	1	1	2	2	4
Height of Buildings	NA	66	67		NA	NA	NA
Number of Stories	NA	5(North), 3(South)	4	3	NA	NA	NA
Stories Underground	NA	4(North), 2(South)	1		NA	NA	NA

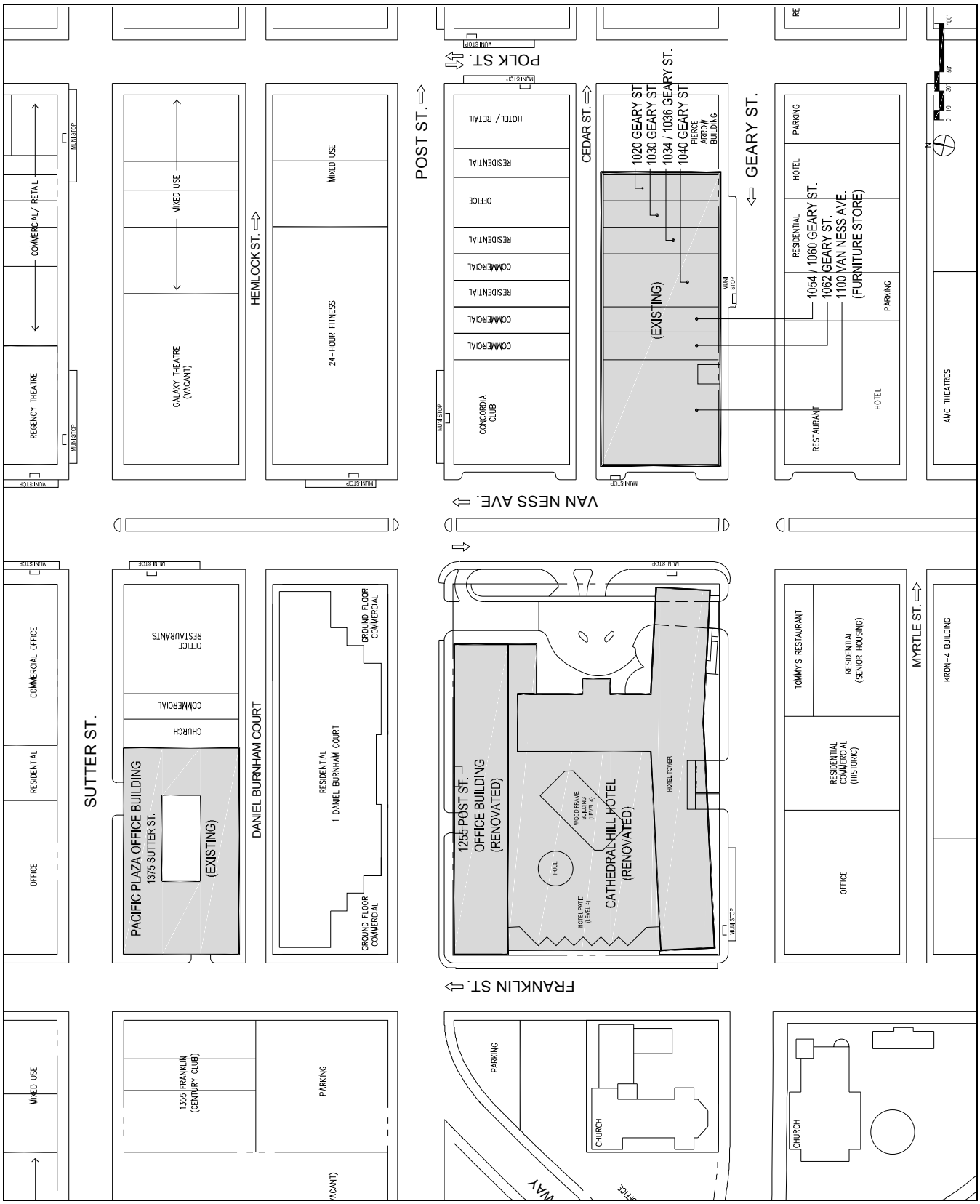
Notes:
NA = not applicable; Retain = Would be retained as it is currently being used under the proposed project; sq. ft. = square feet. Retain/Convert = Part would be converted to a different use while the rest is retained under the proposed project.
[1] Reflects the South Tower being converted to serve nonacute-care inpatients, outpatients, and administration only, with no major changes in use categorization. The North Tower would be retained to serve inpatients through 2029.
Source: Data compiled by AECOM in 2009

ST. LUKE'S CAMPUS

Development at the St. Luke's Campus under Alternative 2 would be identical to development under the proposed LRDP, involving the following elements:

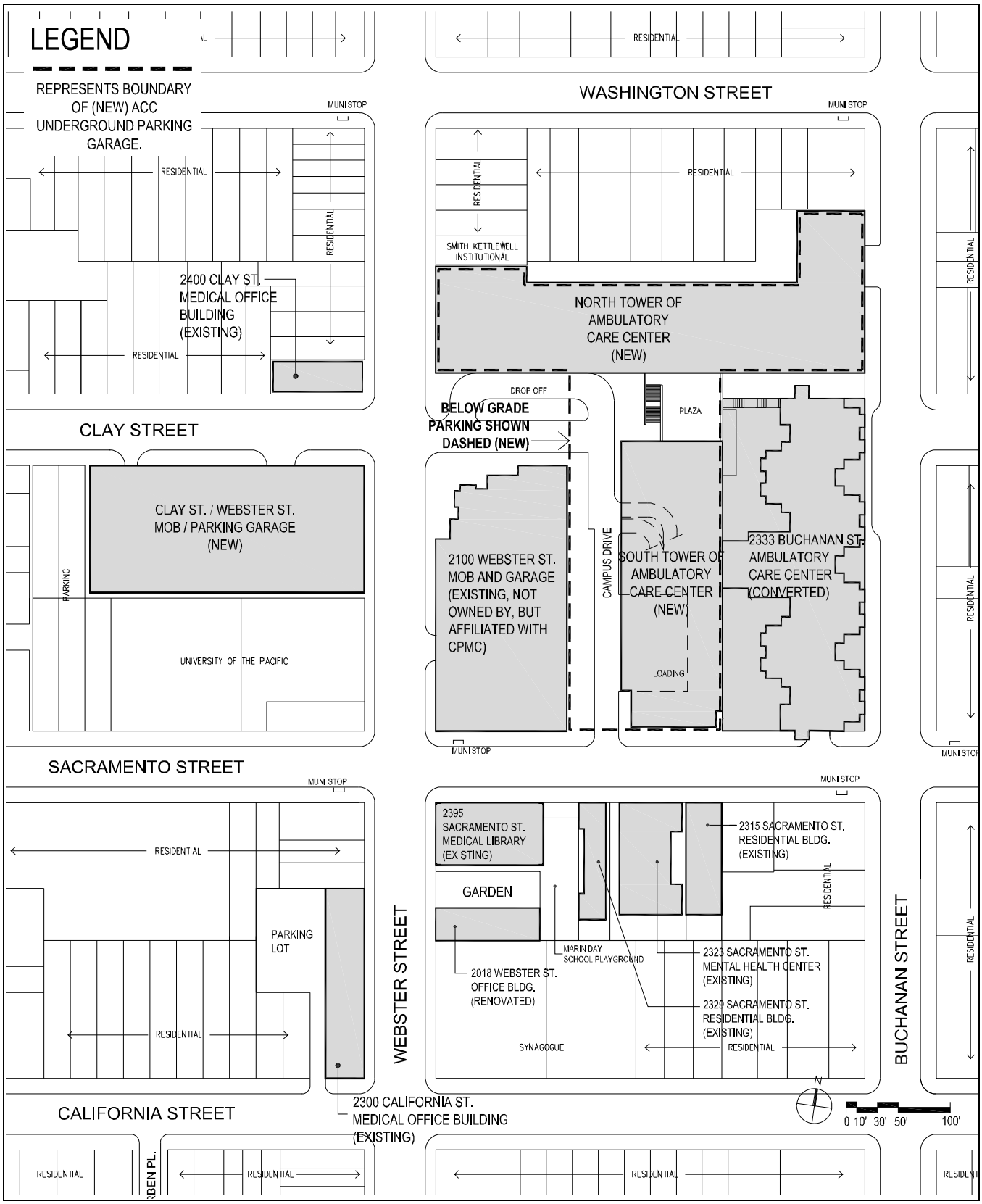
- removal of the 1,600-sq.-ft. MRI Trailer and the 2,400-sq.-ft. Redwood Administration Building;
- vacation and acquisition by CPMC of the portion of San Jose Avenue between Cesar Chavez and 27th Streets;
- construction of the seismically compliant, five-story, 99-foot-tall (including mechanical penthouse), 145,000-sq.-ft. St. Luke's Replacement Hospital;
- implementation of the San Jose Avenue Utilities Relocation; and
- demolition of the existing hospital tower and construction of the five-story, 100-foot-tall (including mechanical penthouse), 201,100-sq.-ft. MOB/Expansion Building.

As under the LRDP, no changes would occur with respect to the 1912 Building, Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building under Alternative 2. The 1957 Building would be decommissioned from its status as a licensed hospital and used as an administrative office, for storage, and for conference space. The St. Luke's Campus provides 229 licensed and 139 operational beds under existing conditions. Under Alternative 2, as under the proposed LRDP, 80 beds would be provided, and the streetscape improvements proposed as part of the LRDP would also occur. The Alternate Emergency Department Location Variant and the Cesar Chavez Street Utility Line Alignment Variant could also occur. Figure 6-14, "Alternative 2—St. Luke's Campus Site Plan" (page 6-194), presents the site plan for the campus under this alternative. Please refer to Chapter 2, "Project Description," and the discussion of impacts associated with the LRDP.



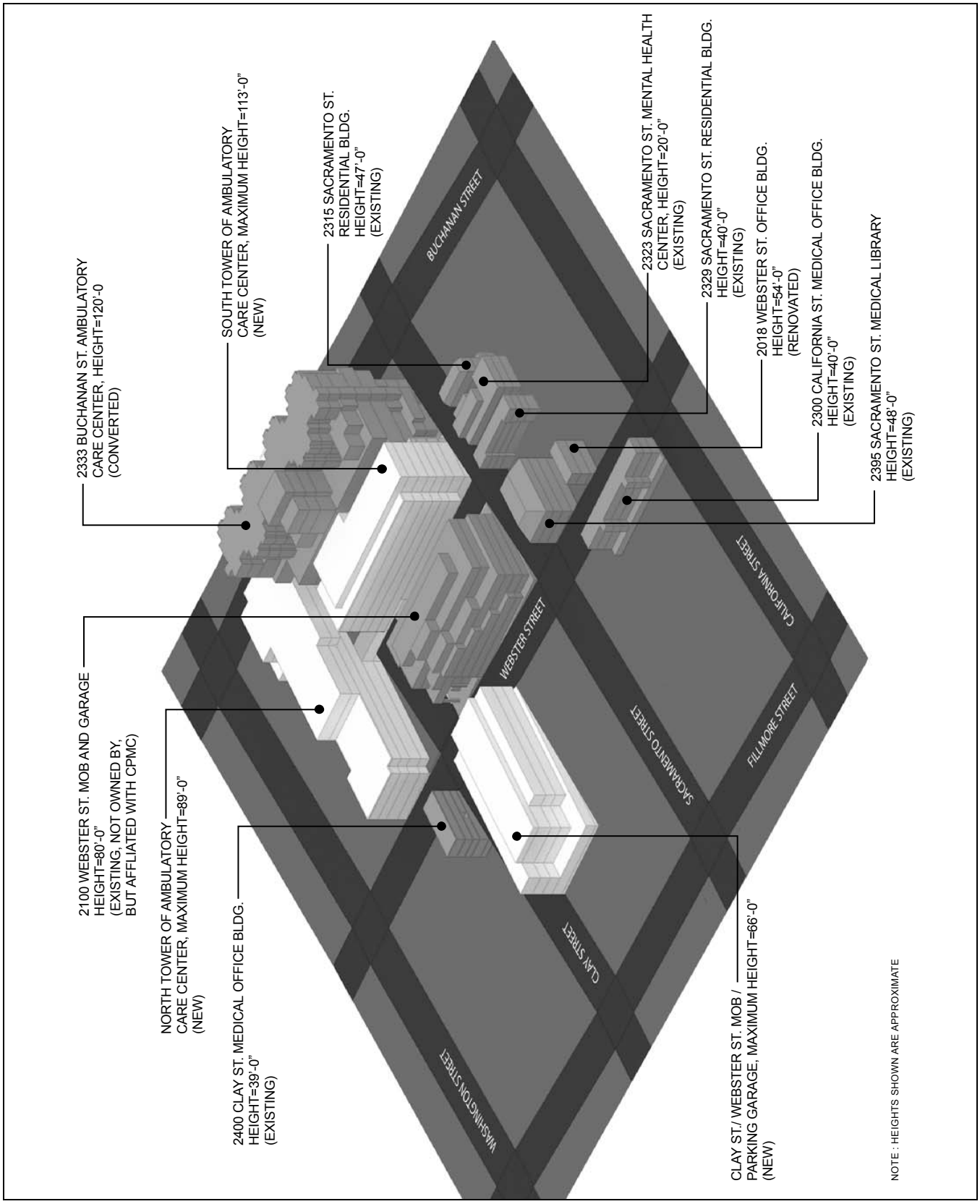
Source: SmithGroup 2010

Alternative 2—Cathedral Hill Campus Site Plan **Figure 6-8**



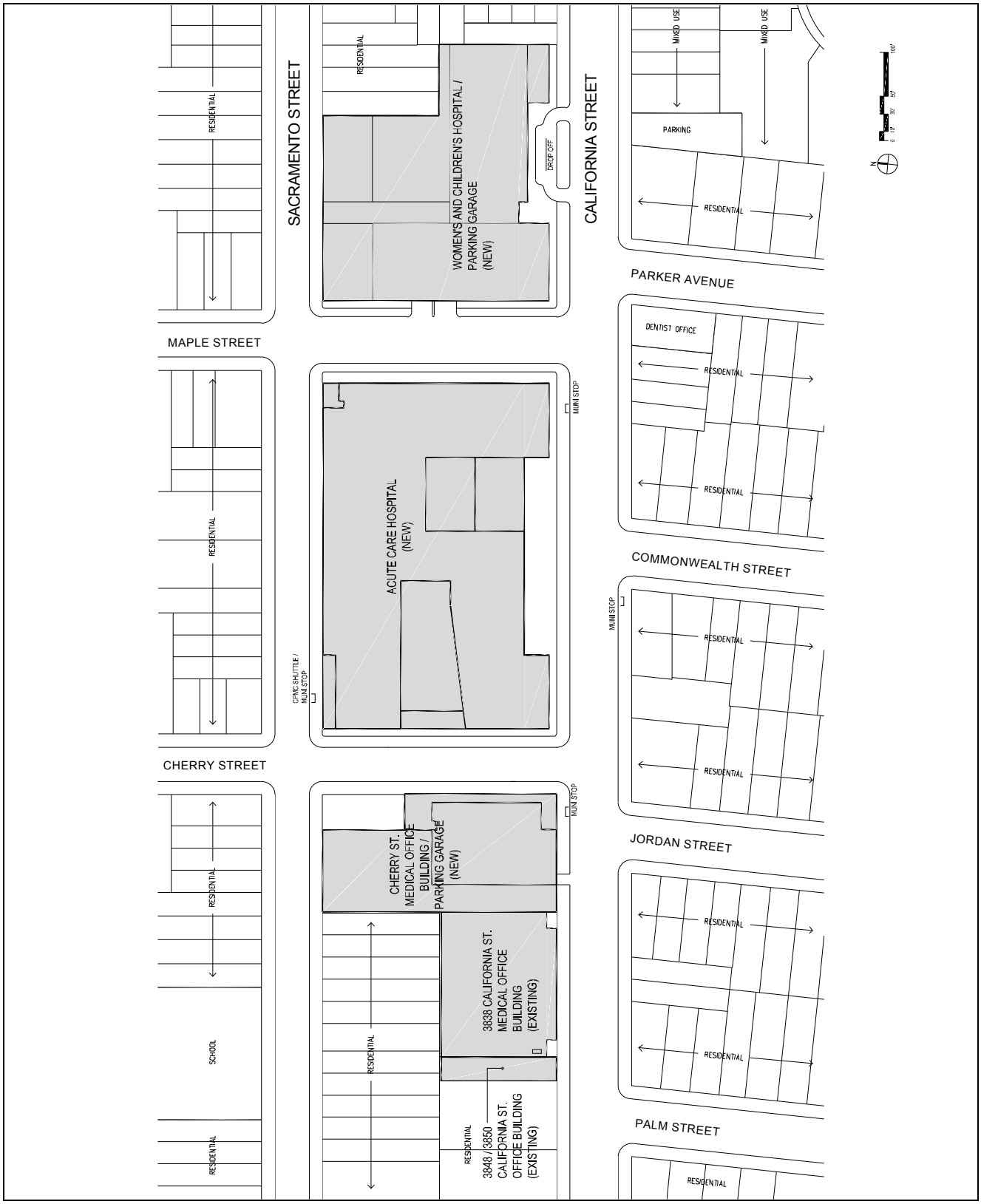
Source: SmithGroup 2010

Alternative 2—Pacific Campus Site Plan **Figure 6-9**



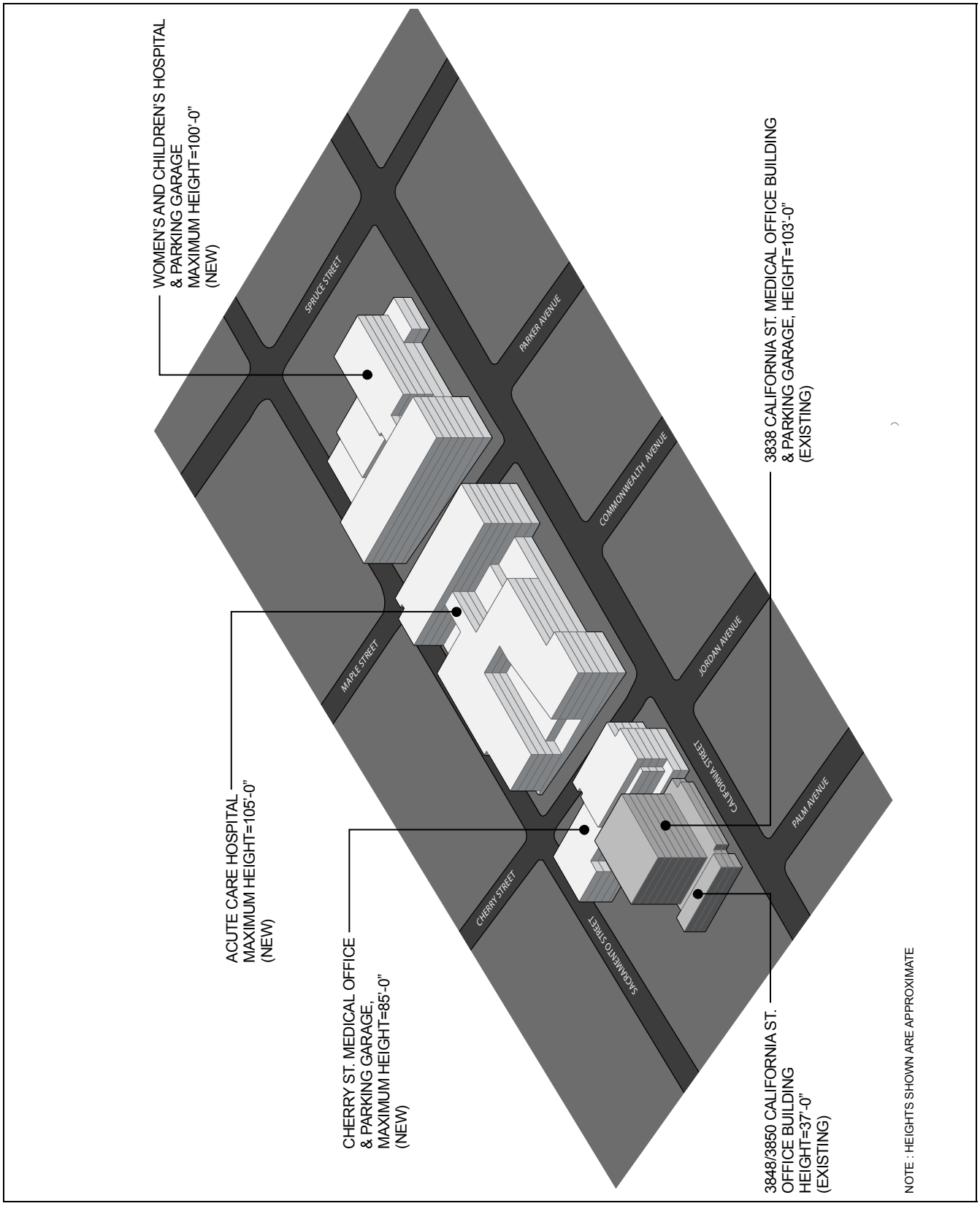
Source: SmithGroup 2010

Alternative 2—Pacific Campus Massing Diagram **Figure 6-10**



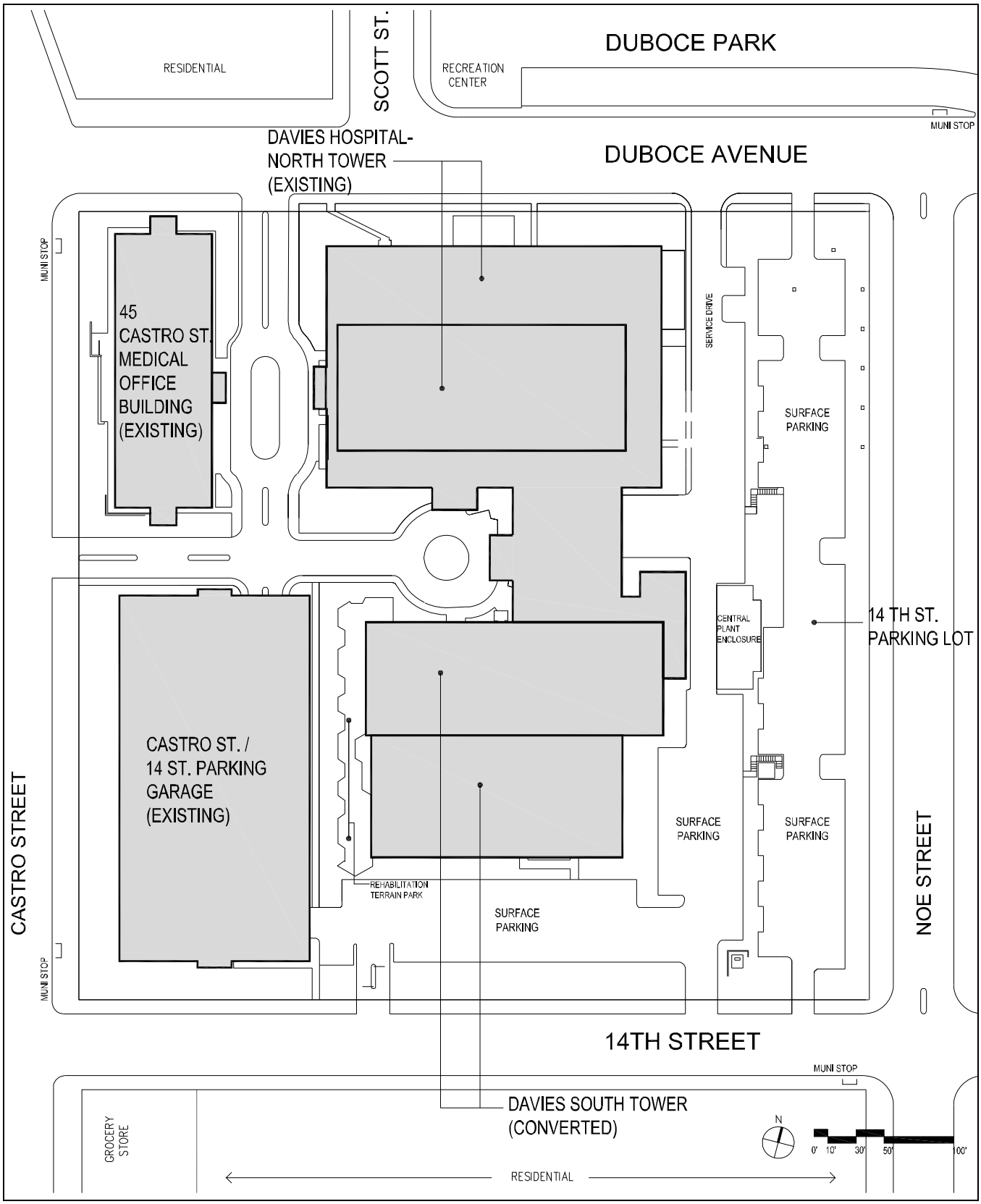
Source: SmithGroup 2010

Alternative 2—California Campus Site Plan **Figure 6-11**



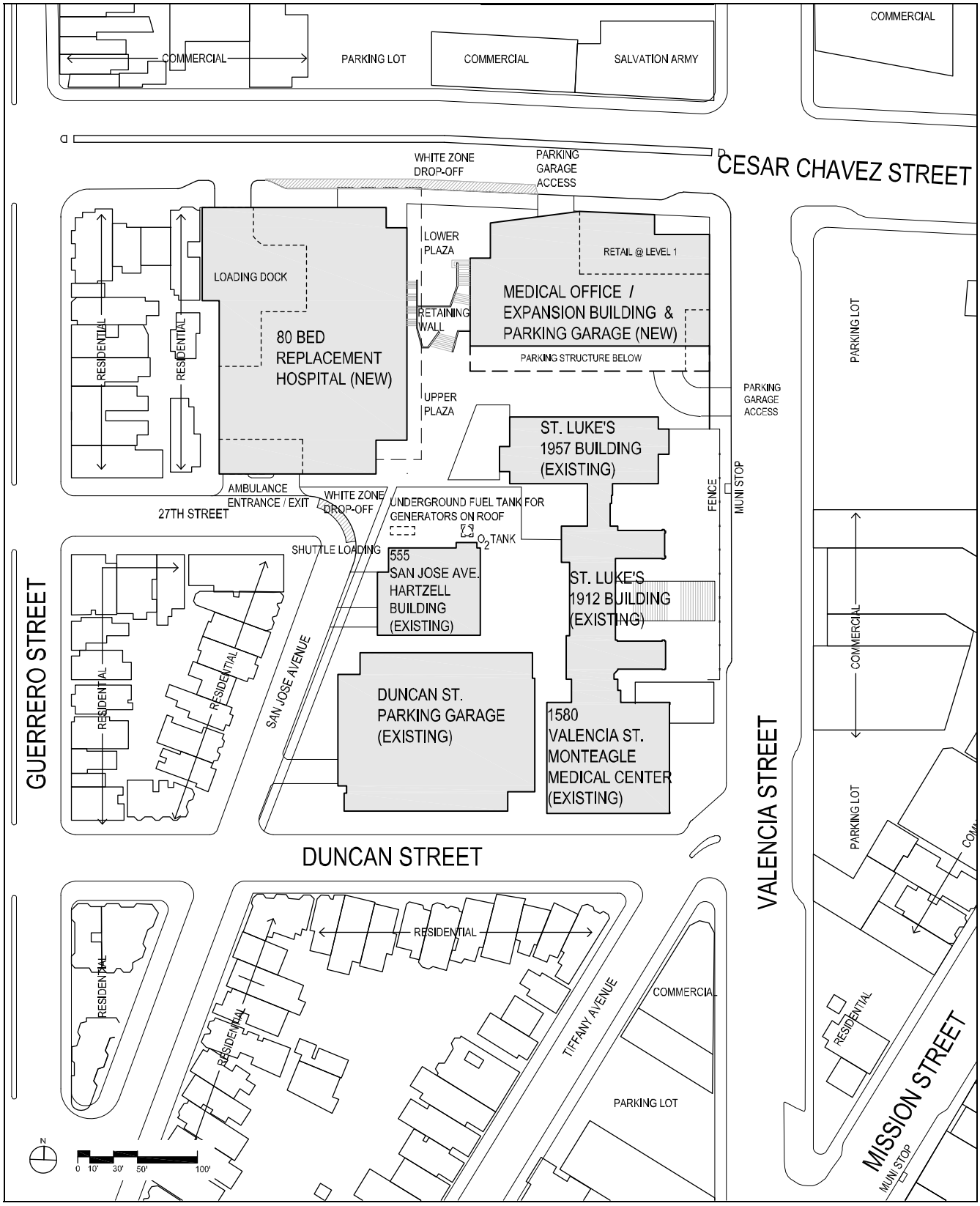
Source: SmithGroup 2010

Alternative 2—California Campus Massing Diagram **Figure 6-12**



Source: SmithGroup 2010

Alternative 2—Davies Campus Site Plan **Figure 6-13**



Source: SmithGroup/Boulder Associates 2010

Alternative 2 – St. Luke's Campus Site Plan **Figure 6-14**

6.7.2 IMPACTS OF ALTERNATIVE 2

The proposal for the St. Luke's Campus under Alternative 2 is identical to the proposal for St. Luke's under the LRDP; therefore, the potential impacts of this alternative at the St. Luke's Campus would be the same as impacts of the proposed CPMC LRDP and are not discussed further in this section. All impacts and mitigation measures identified for the St. Luke's Campus under the proposed CPMC LRDP would be identical and applicable to the St. Luke's Campus development under Alternative 2.

For most resource areas, impacts of Alternative 2 at the Cathedral Hill and Davies Campuses would be identical to impacts of Alternative 1 (the No Project Alternative); thus, where relevant, the impact discussions for Alternative 1 for the Cathedral Hill and Davies Campuses are referenced here.

IMPACTS OF ALTERNATIVE 2 AT THE CATHEDRAL HILL CAMPUS

Alternative 2 (Cathedral Hill)—Land Use and Planning

Impacts on land use and planning from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Land Use and Planning" on page 6-72 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Aesthetics

Impacts on aesthetics from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Aesthetics" on page 6-73 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Population, Employment, and Housing

Impacts on population, employment and housing from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Population, Employment, and Housing" on page 6-74 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Cultural and Paleontological Resources

Impacts on cultural and paleontological resources from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Cultural and Paleontological Resources" on page 6-75 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Transportation and Circulation

Impacts on transportation and circulation from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Transportation and Circulation" on page 6-75 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Noise

Impacts related to noise from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Noise" on page 6-81 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Air Quality

Methodology

Impacts on air quality from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Air Quality" on page 6-81 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 2 on Greenhouse Gas Emissions" on page 6-83 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Wind and Shadow

Impacts on wind and shadow from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Wind and Shadow" on page 6-84 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Recreation

Impacts on recreation from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Recreation" on page 6-84 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Public Services

Impacts on public services from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Public Services" on page 6-84 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Utilities and Service Systems

Impacts on utilities and service systems resources from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems" on page 6-85 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Biological Resources

Impacts on biological resources from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Biological Resources" on page 6-85 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Geology and Soils

Impacts on geology and soils from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Geology and Soils" on page 6-85 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Hydrology and Water Quality

Impacts on hydrology and water quality from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Hydrology and Water Quality" on page 6-86 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Hazards and Hazardous Materials

Impacts on hazards and hazardous materials from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Cathedral Hill)—Hazards and Hazardous Materials" on page 6-87 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Mineral and Energy Resources

Impacts on mineral and energy resources from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-88 for a discussion of this impact.

Alternative 2 (Cathedral Hill)—Agricultural and Forest Resources

Impacts on agricultural and forest resources from implementing Alternative 2 at the Cathedral Hill Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on page 6-88 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 2 AT THE PACIFIC CAMPUS

Alternative 2 (Pacific)—Land Use and Planning

The renovation and demolition of existing development at the Pacific Campus, and the new construction proposed on this campus, under Alternative 2, would occur within the existing campus boundaries. The campus would be reconfigured under this alternative and more densely developed than under existing conditions and the LRDP. No changes to the Pacific Campus's street network or would occur under this alternative, as under the proposed LRDP. The Pacific Campus would continue to operate with medical uses and associated parking; thus, no new types of uses would be introduced. Therefore, this alternative would not physically divide or disrupt the surrounding community. As under the proposed LRDP, this impact would be less than significant.

Like the proposed LRDP, Alternative 2 would result in the transfer of all inpatient acute-care services away from the Pacific Campus. As a result, this alternative would also require an amendment to Planning Code Section 209.3(a) to allow medical uses on a medical campus without inpatient acute-care uses. The proposed 120-foot-tall (including mechanical penthouse) ACC (North and South Towers) under Alternative 2, like the ACC Addition proposed under the LRDP, would be within the existing 160-F Height and Bulk District limits and would require a CU authorization. The required approvals would be included in Alternative 2, as under the LRDP; therefore, if approved by decision-makers, Alternative 2 would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. As under the proposed LRDP, this impact would be less than significant under Alternative 2.

Alternative 2 would increase the amount of space and density of on-campus development on the Pacific Campus dedicated to medical uses, relative to existing conditions and to the proposal for the Pacific Campus under the LRDP. However, this alternative would continue existing medical uses within the campus boundaries and would not introduce a new type of use to the campus. Please refer to Figure 6-10, "Alternative 2—Pacific Campus Massing Diagram" (page 6-190), which shows the massing proposed for the Pacific Campus under Alternative 2. The maximum height of buildings on the Pacific Campus under Alternative 2 would be the same (138 feet including mechanical penthouse) as the maximum heights of the existing on-campus 2333 Buchanan Street Hospital (120 feet plus 18-foot mechanical penthouse) and the development proposed for the Pacific Campus under the LRDP (138 feet including mechanical penthouse). The Alternative 2, even with its larger-scaled more dense development on the Pacific Campus (compared to the LRDP), would not have an adverse effect on the character of the surrounding area.

However, the ACC North Tower would be 3 feet shorter than the existing 92 foot tall (including 16 ft. mechanical penthouse) Annex MOB. 89-foot-tall ACC North Tower proposed under Alternative 2 would be taller and bulkier than the 85-foot-tall North-of-Clay Aboveground Parking Garage proposed for the same location on the northern

portion of the Pacific Campus under the LRDP. When compared to the existing buildings on the site, the height increase associated with the ACC North Tower under this alternative would be more noticeable than the height increase associated with the North-of-Clay Aboveground Parking Garage under the LRDP. Relative to the existing on-campus buildings it would replace, the 89-foot-tall (including mechanical penthouse) ACC North Tower would be 26 feet shorter than the existing 99-foot-tall (plus 16-foot mechanical penthouse) Stanford Building, but 18 feet taller than the existing 76-foot-tall (plus 16-foot mechanical penthouse) Annex MOB and 60-foot-tall (plus 11-foot mechanical penthouse) Gerbode Research Building. The 4-foot difference between the 89-foot-tall (including mechanical penthouse) ACC North Tower under Alternative 2 and the 85-foot-tall (including mechanical penthouse) North-of-Clay Aboveground Parking Garage under the LRDP would not be noticeable from a distance.

As with the proposed LRDP, under Alternative 2 residents of surrounding uses would be more likely than patrons, visitors, or employees of CPMC or local businesses, or than motorists or other passersby, to notice this height increase compared to the existing buildings. Like the 138-foot-tall (including mechanical penthouse) ACC Addition proposed under the LRDP, the 113-foot-tall (including mechanical penthouse) ACC South Tower under Alternative 2 would be surrounded by existing buildings on the main campus block. The underground parking structure proposed below the ACC under Alternative 2 would not be visible. The 113-foot-tall (including mechanical penthouse) ACC South Tower proposed under Alternative 2 would be 2 feet shorter than the existing 99-foot-tall (plus 16-foot mechanical penthouse) Stanford Building it would replace. Under Alternative 2, the four-story, 66-foot-tall (including mechanical penthouse) Clay Street/Webster Street MOB proposed on the western portion of the campus would be 36 feet taller than the existing four-story, 30-foot-tall (including mechanical penthouse) Clay Street/Webster Street Parking Garage at the same site, which would remain in place under the proposed LRDP.

The surrounding residential uses would likely notice the increased height of the buildings compared to existing conditions. The change in height, density and bulk would be greater at the Pacific Campus under Alternative 2 than under the LRDP. However, this change would not likely be noticeable from the greater area and would not result in substantial adverse change in land use character. For the reasons stated above, the impact of Alternative 2, like the impact of the proposed LRDP, on the character of the Pacific Campus vicinity would be less than significant; however, the change in land use character impact would be greater under Alternative 2 than under the LRDP.

As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2, and project-level and cumulative impacts of implementing this alternative at the Pacific Campus on land use, land use plans, policies, or regulations, and existing character of the vicinity would be less than significant. However, impacts of Alternative 2 at the Pacific Campus would be greater than under the proposed LRDP.

Alternative 2 (Pacific)—Aesthetics

Under Alternative 2, as under the proposed LRDP, several buildings on the Pacific Campus would remain as they are: the three-story, 54-foot-tall mixed-use building at 2018 Webster Street (currently vacant), the 2315 and 2329 Sacramento Street Residential Buildings, the Mental Health Center (2323 Sacramento Street), the 2400 Clay Street MOB, the Pacific Professional Building (2100 Webster Street), the 2300 California Street MOB, and the Health Sciences Library (2395 Sacramento Street). Further, as under the LRDP, the existing nine-story, 120-foot-tall (plus 18-foot mechanical penthouse) 2333 Buchanan Street Hospital on the eastern portion of the Pacific Campus would be retained as it is and converted into an ACC building, and the 2018 Webster Street building on the southern portion of the campus would be renovated to administrative offices. No substantial changes would be made to the exterior of these two buildings. Under Alternative 2, all other existing buildings at the Pacific Campus—the Stanford Building (2351 Clay Street), 2324 Sacramento Street Clinic, Annex MOB (2340–2360 Clay Street), Gerbode Research Building (2200 Webster Street), and Stern Building (2330 Clay Street)—would be demolished, as described further below.

The existing 99-foot-tall (plus 16-foot mechanical penthouse) Stanford Building is located adjacent to the existing 2333 Buchanan Street Hospital. Under both Alternative 2 and the LRDP, the Stanford Building would be demolished; under Alternative 2 this building would be replaced by a seven-story, 113-foot-tall (including mechanical penthouse) ACC South Tower, while under the LRDP it would be replaced by a nine-story, 138-foot-tall (including mechanical penthouse) ACC Addition. The 113-foot-tall ACC South Tower proposed under Alternative 2 would be about the same height as the Stanford Building it would replace (99 feet plus a 16-foot mechanical penthouse); however, it would be 25 feet shorter than the 138-foot-tall (including mechanical penthouse) ACC Addition proposed for the same site under the LRDP. Thus, building height would not increase, but building massing would increase relative to existing conditions for this area of the campus. However, building height and massing would be less than under the LRDP. The ACC South Tower proposed in Alternative 2 would be 25 feet shorter than the adjacent 138-foot-tall (including mechanical penthouse) 2333 Buchanan Street Hospital, and therefore would not result in an increase in building heights on the eastern portion of the Pacific Campus.

Under Alternative 2, three existing buildings on the northern portion of the Pacific Campus—the five-story, 60-foot-tall (plus 11-foot mechanical penthouse) Gerbode Research Building; the seven-story, 76-foot-tall (plus 16-foot mechanical penthouse) Annex MOB; and the three-story, 51-foot-tall (including mechanical penthouse) Stern Building—would be demolished and replaced by the five-story, 89-foot-tall (including mechanical penthouse) ACC North Tower. By contrast, under the LRDP, the Gerbode Research Building and Annex MOB would be demolished and replaced by the six-story, 85-foot-tall (including mechanical penthouse) North-of-Clay Aboveground Parking Garage, but the Stern Building would be retained as it is. The ACC North Tower proposed

under Alternative 2 would have greater massing and height than either the existing buildings and proposed North-of-Clay Aboveground Parking Garage that would be located on the same place under the LRDP. The 89-foot-tall (including mechanical penthouse) ACC North Tower would be 18–38 feet taller than two of the existing buildings that it would replace, and 4 feet taller than the parking garage that would be built on the same site under the LRDP.

Under the LRDP, the existing four-story, 30-foot-tall (including mechanical penthouse) Clay Street/Webster Street Parking Garage would be retained on the western portion of the campus; by contrast, under Alternative 2 this parking garage would be demolished and replaced by the Clay Street/Webster Street MOB/Parking Garage. At four stories and 66 feet (including mechanical penthouse), the new MOB/parking garage would have greater massing and 36 feet taller than the existing parking garage it would replace.

As under the proposed LRDP, construction of new buildings under Alternative 2 would result in an increase in building height and massing in the area compared to existing conditions; this increase would be greater under Alternative 2 than under the LRDP (please refer to Figure 6-10, "Alternative 2—Pacific Campus Massing Diagram," on page 6-190). The 113 and 89-foot-tall (including mechanical penthouse) ACC towers would be of similar height and massing as the existing 138-foot-tall (including mechanical penthouse) 2333 Buchanan Street Hospital, which would be retained under Alternative 2; the towers would generally be consistent with the scale and visual character of the other existing buildings on the Pacific Campus which would be retained under Alternative 2. The seven-story, 113-foot-tall ACC South Tower would block the view of the existing nine-story, 120-foot-tall (plus 18-foot mechanical penthouse) 2333 Buchanan Street Hospital building from the west, but would not block the views of any visually unique buildings in the vicinity. The ACC South Tower would create a visual contrast with the existing small-scale, three- to four-story residential and medical buildings located to the south, on the south side of Sacramento Street. However, a visual contrast already exists between these uses and the main site of the Pacific Campus (i.e., the 138-foot-tall 2333 Buchanan Street Hospital building). Therefore, the ACC South Tower would not result in a new substantial adverse visual contrast with regard to the smaller-scale buildings.

Like the North-of Clay Aboveground Parking Garage proposed under the LRDP, the five-story, 89-foot-tall (including mechanical penthouse) ACC North Tower would not result in a substantial visual contrast with the existing three- to seven-story (up to 76-foot-tall) buildings that this structure would replace. The ACC North Tower's mass and bulk would be greater than the mass and bulk of the existing structures the tower would replace than would the mass and bulk of the North-of-Clay Aboveground Parking Garage proposed under the LRDP. This is because the three detached buildings currently at the site would be replaced by one large contiguous and more monolithic building. The ACC North Tower would be 13–38 feet taller than the buildings it would replace and would not substantially alter the skyline from close or distant views. The 89-foot-tall (including mechanical

penthouse) ACC North Tower would create a greater visual contrast with the existing small- to medium-scale, two- to four-story (including mechanical penthouse) buildings generally surrounding this site to the west and north than would the 85-foot-tall (including mechanical penthouse) North-of-Clay Aboveground Parking Garage proposed under the LRDP. However, a visual contrast already exists between these surrounding low-rise uses and the existing 18- to 54-foot-tall (including mechanical penthouse) mid-rise structures on campus such as the Gerbode Research Building, Annex MOB, and Stern Building.

The four-story, 66-foot-tall (including mechanical penthouse) Clay Street/Webster Street MOB/Parking Garage would be 36 feet taller than the existing parking garage it would replace. Under this alternative, the Clay Street/Webster Street MOB/Parking Garage would increase the mass and bulk on-site as compared to the mass and bulk of the existing parking garage that it would replace. The existing parking garage would be retained under the LRDP; thus, the visual change at this site would also be greater under Alternative 2 than under the LRDP. The 66-foot-tall (including mechanical penthouse) MOB/parking garage proposed under Alternative 2 would also increase the level of visual contrast with the existing small- to medium- scale, two- to four-story 40- to 50-foot-tall residential buildings generally surrounding this site to the north and west, relative to existing conditions and the LRDP (where existing conditions would continue). However, this would not result in a substantial adverse visual impact in relation to the smaller-scale buildings and would not adversely alter the skyline.

As under the proposed LRDP, the new buildings proposed for the Pacific Campus under Alternative 2 would generally conform to the existing range of height and bulk of the buildings in the surrounding campus vicinity. Unique views do not exist from the street-level perspective in the Pacific Campus area. Overall, as under the LRDP, the development proposed under Alternative 2 would change the visual character of the northern portion of the Pacific Campus. In contrast with the LRDP, which would not have such an effect, Alternative 2 also would change the visual character of the western portion of the campus.

Under Alternative 2, no scenic vistas would be blocked or disrupted by the buildings proposed for the Pacific Campus. Impacts of this alternative on scenic vistas/views would be less than significant, but greater than impacts of the proposed LRDP. As under the LRDP, demolition of existing buildings and new construction would require removal of trees in the vicinity of the Pacific Campus. With its denser development, this alternative would require removal of more trees and landscaping than under the LRDP. However, like the LRDP, this alternative would include a landscape plan or tree protection plan for the campus that would identify designated significant or protected trees on campus and recommend a plan for the preservation, removal, and/or full replacement of removed trees in accordance with applicable City regulations. The landscape plan would minimize the effect on scenic resources. Although the new plantings replacing the removed existing plantings would take years to mature, this would be a temporary effect, and as under the proposed LRDP, the impact would be less than

significant under Alternative 2. No other scenic resources exist on the Pacific Campus. Impacts under Alternative 2 would be less than significant, but greater than under the LRDP because of the increased development and associated effects on trees and scenic resources at Pacific Campus under this alternative.

Existing buildings on the Pacific Campus generate a high level of nighttime lighting; therefore, the lighting associated with the proposed new buildings at this campus under Alternative 2 would not result in a substantial increase in the ambient lighting of the campus area. Spillover light is common and expected in dense urban environments such as the campus area. The new lighting associated with the new buildings at the Pacific Campus would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24). Light and glare impacts would be less than significant under Alternative 2, but greater than under the proposed LRDP because of the increased development program at the Pacific Campus under this alternative.

As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2, and this alternative would not substantially degrade the visual character or quality of the campus. Project-level and cumulative impacts on scenic vistas, scenic resources, visual character or quality, and light and glare would be less than significant, albeit greater than under the proposed LRDP because of the increased development program at this campus under this alternative.

Alternative 2 (Pacific)—Population, Employment, and Housing

Under Alternative 2, as under the proposed LRDP, most outpatient services at the California Campus would permanently move to the Pacific Campus. The existing 2333 Buchanan Street Hospital at the Pacific Campus would be retained and converted to an ACC and become part of the proposed new ACC Complex at the Pacific Campus. Under Alternative 2, the North-of-Clay Aboveground Parking Garage proposed under the LRDP would be replaced by the new ACC North Tower, and the ACC Addition would be replaced by the new ACC South Tower. Under the LRDP, the Stern Building (2330 Clay Street) would be retained. By contrast, under Alternative 2, the new ACC North and South Towers would replace the existing Gerbode Research Building (2200 Webster Street), Annex MOB (2340–2360 Clay Street), Stern Building (2330 Clay Street), and Stanford Building (2351 Clay Street), all of which would be demolished. As under the LRDP, the Mental Health Center (2323 Sacramento Street), medical offices, Health Sciences Library (2395 Sacramento Street), and administrative offices would all be retained and continue to operate at the Pacific Campus under Alternative 2. As a result, the floor area at the campus would increase substantially—by approximately 815,500 sq. ft.—to 1,738,400 sq. ft. compared to the current conditions (922,900 sq. ft.), resulting in a subsequent increase in the numbers of personnel on campus and availability of services. The total floor area at the Pacific Campus would be approximately 392,800 sq. ft. larger under Alternative 2 than under the LRDP. (Please refer to Table 6-16 (Alternative 2 and Proposed LRDP Buildout at the Pacific Campus) on page 6-173 for uses and a comparison of square footage between the LRDP and

Alternative 2.) Because of the increase in square footage and the expansion of ACC uses under this alternative, the average daily population on the Pacific Campus would be substantially greater than under existing conditions and the LRDP.

By 2030, approximately 3,500 FTE personnel are anticipated to be working at the Pacific Campus under Alternative 2, an increase of approximately 860 FTE personnel from 2006 personnel levels (2,640 FTE personnel). The increase in employment at the Pacific Campus under this alternative would induce population and housing growth citywide. Using the population and housing demand methodology described in Section 4.3, "Population, Employment, and Housing," the projected increase in CPMC personnel under Alternative 2 would induce approximately 710 net new San Francisco residents and 310 net new households in the city by 2030. The projected increase in population and households would account for approximately 1% of total projected population and household growth for San Francisco from 2006 baseline conditions to 2030 as estimated by ABAG.

Development envisioned under Alternative 2 would result in approximately 3,500 FTE personnel at the Pacific Campus by 2030, which is 1,440 FTE more CPMC personnel than the 2,060 FTE personnel anticipated at this campus by 2030 under the proposed LRDP. Therefore, Alternative 2 would induce greater population and housing demand by 2030 than the LRDP. New personnel generated by development at the Pacific Campus under Alternative 2 would result in 510 more San Francisco households and 1,190 more San Francisco residents than CPMC personnel generated at the Pacific Campus under the LRDP (see Table 6-23, "CPMC Household and Population Growth Projections for San Francisco [Comparison of Alternative 2 to the Proposed LRDP]," on page 6-254). As mentioned above, because of the square footage increase and the expansion of ACC uses under this alternative, the average daily population would be substantially greater than under existing conditions and the LRDP.

Although a greater number of personnel would be working at the Pacific Campus under Alternative 2 than under existing conditions and the LRDP, the projected growth resulting from development at the Pacific Campus under this alternative would not exceed citywide household and population projections as estimated by ABAG. In addition, as under the LRDP, the induced household demand generated under Alternative 2 could be accommodated within the existing available housing supply in San Francisco and the land available for housing development, as described in the adopted 2004 Housing Element of the General Plan. (See Section 4.3, "Population, Employment, and Housing," for a more detailed discussion of availability of housing supply and housing unit capacity in San Francisco.) Therefore, the impact of Pacific Campus development under Alternative 2 would be less than significant, but greater than the impact under the LRDP. As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2.

However, impacts to population, employment and housing should be reviewed in the context of the combined impact of Alternative 2 from all of the campuses. See discussion below of combined impact of Alternative 2 on population, employment and housing at multiple campuses.

Alternative 2 (Pacific)—Cultural and Paleontological Resources

Under Alternative 2, most existing buildings at the Pacific Campus would be demolished. The following buildings are the exceptions and would remain as they are: the 2333 Buchanan Street Hospital, the 2018 Webster Street building, the 2315 and 2329 Sacramento Street Residential Buildings, the Mental Health Center (2323 Sacramento Street), the 2400 Clay Street MOB, the Pacific Professional Building (2100 Webster Street), the 2300 California Street MOB, and the Health Services Library (2395 Sacramento Street). Under the proposed LRDP, no historic buildings would be demolished; by contrast, under Alternative 2, the historic Stern Building (2330 Clay Street) would be demolished, resulting in a significant and unavoidable impact related to historic resources. Based on the research and evaluation conducted for the proposed LRDP,[67] the Stern Building was identified as individually eligible for listing in the CRHR as a significant example of Streamline Moderne building design and construction; the Stern Building is the only building within the Pacific Campus eligible for listing.[68] New construction at the Pacific Campus under Alternative 2 would result in the removal of an existing on-campus structure that is eligible for listing in the CRHR. Therefore, implementing this alternative at the Pacific Campus would cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines. This impact would be significant and unavoidable, and much greater than under the proposed LRDP, under which the Stern Building would be retained. No feasible mitigation measures that would reduce this impact to a less-than-significant level have been identified; therefore, this impact at the Pacific Campus would be significant and unavoidable under Alternative 2.

Archaeological resources are likely to be affected by construction activities for the new facilities proposed for the Pacific Campus under Alternative 2; this impact would be potentially significant and greater than the impact under the LRDP. The four new belowground parking levels associated with the proposed new ACC (North and South Towers) and the three belowground levels associated with the new Clay Street/Webster Street MOB/Parking Garage would require excavation under Alternative 2. Under existing conditions, the Stern Building (2351 Clay Street) has one below-grade level and is located where the ACC North Tower is proposed under Alternative 2. Under the LRDP, the Webster Street/Sacramento Street Underground Parking Garage, which is on the site of the current Stanford Building, would require two net new belowground levels. Alternative 2, in

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[67] California Pacific Medical Center. 2008 (September). *Historic Resource Evaluation Report for Pacific Campus: California Pacific Medical Center*. San Francisco, CA. Prepared by Knapp Architects, San Francisco, CA. Page 15. This document is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and is available for public review as part of the project file, in Case No. 2005.0555E.

[68] San Francisco Planning Department. 2009 (June 17). *Historic Resource Evaluation Response: Pacific Campus, California Pacific Medical Center*. Case 2005.0555E. Major Environmental Analysis Division. San Francisco, CA.

comparison to existing conditions and the LRDP, would thus require additional excavation for the new belowground levels. Previous buildings, wells, privies, and appurtenant structures that currently are in locations at the Pacific Campus where excavation would occur under Alternative 2 could be encountered or affected by construction. In addition, the soils beneath the sites of the proposed Pacific Campus development under Alternative 2 may contain archaeological materials. However, implementation of Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources"), which would require preconstruction archaeological testing in accordance with the project ARDTP, would reduce this impact to a less-than-significant level. This impact would be less than significant with mitigation incorporated, but greater than under the proposed LRDP because of the increased development program at the Pacific Campus under Alternative 2.

The Colma Formation, which underlies all CPMC campuses, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. As under the LRDP, earthmoving activities at the Pacific Campus under Alternative 2 could damage unique paleontological resources, resulting in a potentially significant impact. However, as under the proposed LRDP, Mitigation Measure M-CP-N3 (see page 4.4-47 in Section 4.4, "Cultural and Paleontological Resources") would require CPMC to retain a qualified paleontologist to train construction personnel, should paleontological resources be discovered during earthmoving activities. Implementing this mitigation measure under Alternative 2 would reduce impacts on paleontological resources to a less-than-significant level; however, this impact at the Pacific Campus would be greater under Alternative 2 than under the proposed LRDP.

Although no human remains have been listed or recorded at any of the CPMC sites, excavation at the Pacific Campus under Alternative 2 could disturb as-yet-undiscovered human remains. Mitigation Measure M-CP-N4 (see page 4.4-49) would require CPMC to suspend work within 50 feet of any remains that may be discovered and notify the San Francisco Planning Department and the county coroner of the discovery. Under Alternative 2 this impact would be less than significant with implementation of Mitigation Measure M-CP-N4, but greater than under the proposed LRDP because of the increased development program at the Pacific Campus under this alternative.

As under the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would be required at the Pacific Campus. Overall, implementing Alternative 2 at the Pacific Campus would result in less-than-significant project-level and cumulative impacts on archaeological and paleontological resources, but the impacts would be greater than under the proposed LRDP. However, unlike the proposed LRDP, this alternative would result in a significant unavoidable impact on a historical resource (Stern Building), and impacts would be considerably greater than under the proposed LRDP.

Alternative 2 (Pacific)—Transportation and Circulation

Traffic Impacts of Alternative 2 at the Pacific Campus

Existing buildings would be demolished and new buildings constructed at the Pacific Campus under Alternative 2. The amount of development within the campus would be larger under this alternative than under the proposed LRDP. Under 2020 Modified Baseline No Project conditions, none of the 16 study intersections in the Pacific Campus vicinity would operate at LOS E or F during the weekday p.m. peak hour (see Table 4.5-35 on page 4.5-169). Implementing the proposed LRDP at the Pacific Campus would result in a net increase of 71 vehicle trips from existing conditions during the p.m. peak hour, and all intersections would continue to operate at acceptable levels of LOS D or better during 2020 Modified Baseline plus Project conditions. Implementing Alternative 2 at the Pacific Campus would result in a net increase of 327 vehicle trips from existing conditions during the p.m. peak hour.[69] With the addition of the 327 vehicle trips during the p.m. peak hour under this alternative (256 more vehicle trips than under the LRDP), 2015 the Modified Baseline plus Alternative 2 conditions would result in a less-than-significant traffic impact at the Pacific Campus.[70] All intersections would continue to operate at acceptable levels of LOS D or better under Alternative 2, with the exception of Market Street/Octavia Boulevard/U.S. 101, which would deteriorate from LOS D to LOS E under Modified Baseline plus Alternative 2 conditions. The Market Street/Octavia Boulevard/U.S. 101 intersection is the first intersection on city streets through which traffic destined for the Pacific Campus would travel (as discussed under "Alternative 2 [California]—Transportation and Circulation"); the intersections near the Pacific Campus are expected to operate acceptably under Alternative 2.[71] Traffic impacts of Alternative 2 at the Pacific Campus would therefore, be significant, but greater than under the LRDP because of the increased number of vehicle trips.

Under 2030 Cumulative plus Alternative 2 conditions, one of the 16 study intersections in the Pacific Campus vicinity would operate at LOS F during the weekday p.m. hour, the same LOS as with the proposed LRDP under 2030 Cumulative plus Project conditions. As under the proposed LRDP, the poor operating condition at Market Street/Octavia Boulevard/U.S. 101 under this alternative would be the result of high existing volumes destined to and from the U.S. 101 ramp, and traffic volume increases associated with other developments in the project vicinity. Alternative 2 would result in a significant cumulative traffic impact at this intersection and would be greater than the less-than-significant impact under the proposed LRDP.

Under Alternative 2, project-level and cumulative traffic impacts would be significant and unavoidable at the intersection of Market Street/Octavia Boulevard/U.S. 101. Impacts would be greater than under the proposed

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[69] Adavant Consulting. 2010 (May 24). CPMC LRDP Changes from Existing to Future Alt 2 in PM Peak Hour Population and Travel Demand. San Francisco, CA. Page 16.

[70] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis.* San Francisco, CA. Page 6.

[71] Ibid., page 18.

LRDP, which would have a less-than-significant impact at this intersection. No feasible mitigation measures that would reduce these impacts to less-than-significant levels have been identified for this alternative.

Transit Impacts of Alternative 2 at the Pacific Campus

Transit demand at the Pacific Campus would be greater under Alternative 2 than under the proposed LRDP because of the comparative increased development program under this alternative. The proposed LRDP would add 37 net-new transit trips from existing conditions during the p.m. peak hour (see Table 4.5-11, on page 4.5-77). Alternative 2 would add 180 net-new transit trips from existing conditions during the p.m. peak hour,[72] 143 more transit trips than under the proposed LRDP. Muni currently operates in the campus area's transit corridors at 49% to 77% capacity utilization, which is less than the 85% standard for capacity utilization. Under Modified Baseline No Project conditions, the transit corridors would operate at 45% to 79% under Alternative 2 and at 48% to 80% under the LRDP. Therefore, the additional 143 transit trips generated by Alternative 2 at the Pacific Campus relative to the LRDP would not substantially contribute to the 48% to 80% capacity conditions that would occur under the LRDP. The increase in net-new transit trips during the p.m. peak hour under Alternative 2 would result in a less-than-significant impact.

Demand for CPMC shuttle service would increase because of the increased development program at the Pacific Campus, but it could be accommodated by the shuttle service's capacity. Therefore, estimated future shuttle capacity would meet the projected demand.

Project-level and cumulative impacts on transit under this alternative for the Pacific Campus would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Bicycle Impacts of Alternative 2 at the Pacific Campus

As under the proposed LRDP, the existing bicycle and roadway network near the Pacific Campus would be maintained under Alternative 2. Relative to existing conditions, the proposed LRDP would add 20 "other" trips during the p.m. peak hour (see Table 4.5-11), of which a portion are expected to be bicycle trips. Because of the increased development program at the Pacific Campus under Alternative 2 relative to the LRDP, Alternative 2 would add 52 net-new "other" trips during the p.m. peak hour relative to existing conditions.[73] Development at the Pacific Campus under Alternative 2 would not, following construction, create any potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the campus and adjoining areas. The addition of 32 "other" p.m. peak hour trips under Alternative 2 relative to the LRDP would be an

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[72] Adavant Consulting. 2010 (May 24). CPMC LRDP Changes from Existing to Future Alt 2 in PM Peak Hour Population and Travel Demand. San Francisco, CA. Page 15.

[73] Ibid.

incremental change and would not substantially affect bicycle travel in the area. Project-level and cumulative bicycle impacts at the Pacific Campus under Alternative 2 would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Pedestrian Impacts of Alternative 2 at the Pacific Campus

As under the proposed LRDP, the pedestrian network and operating conditions in the vicinity of the Pacific Campus would be maintained with development at the Pacific Campus under Alternative 2. The proposed LRDP would add 64 net-new pedestrian trips from existing conditions during the p.m. peak hour (see Table 4.5-11). Because the development program at the Pacific Campus would be larger under Alternative 2 than under the LRDP, Alternative 2 would add a larger number of net-new pedestrian trips than the LRDP—223 net-new pedestrian trips (including 180 net-new transit trips to account for walking trips to and from the Muni bus stops)—to the surrounding streets during the p.m. peak hour relative to existing conditions.[74] Existing pedestrian volumes on sidewalks and crosswalks were observed to be low to moderate. Therefore, the 159 additional pedestrian trips under Alternative 2 compared to the LRDP could be adequately accommodated. Implementing Alternative 2 at the Pacific Campus would not, following construction, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the campus or adjoining areas. Project-level and cumulative pedestrian impacts at this campus would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Loading Impacts of Alternative 2 at the Pacific Campus

Under Alternative 2, the Pacific Campus development would provide a total of 10 loading spaces, whereas under the LRDP, the Pacific Campus would provide a total of four loading spaces. Loading spaces would be more numerous under this alternative than under the LRDP because of the increased development program. As under the LRDP, by implementing the truck management plan at the Pacific Campus, CPMC would coordinate loading demand during peak hours. Passenger loading/unloading would be greater than under the LRDP, but would likely be accommodated within the existing passenger loading/unloading zones at the campus. Under Alternative 2, since more loading spaces would be provided, loading and passenger unloading/loading impacts at the Pacific Campus would likely be less than significant, but would be greater than under the LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Emergency-Vehicle Access Impacts of Alternative 2 at the Pacific Campus

With conversion of the 2333 Buchanan Street Hospital to an ACC under Alternative 2, the Pacific Campus would no longer serve emergency ambulance vehicles. However, in the event of an emergency, the passenger loading/unloading zones on Buchanan Street, Webster Street, and Clay Street would be available to emergency

[74] Ibid.

vehicles; emergency access to the Pacific Campus would be retained. Project-level and cumulative impacts related to emergency access would be less than significant, but greater than under the LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Construction Impacts of Alternative 2 at the Pacific Campus

Construction activities at the Pacific Campus associated with Alternative 2 would be greater than those under the proposed LRDP, because of the larger development program. Construction activities would occur for a longer duration at the Pacific Campus under this alternative than under the LRDP, and would include demolition, bus stop relocations, parking restrictions, and/or temporary sidewalk closures. Most of the proposed demolition under Alternative 2 would be demolition of buildings located on both sides of Clay Street within the Pacific Campus. The portion of Clay Street within the Pacific Campus would likely be closed during construction for exclusive use of construction loading activities; this closure would last longer under Alternative 2 than under the LRDP. Traffic and sidewalk closures are subject to review and approval by DPW and the Transportation Advisory Staff Committee, an interdepartmental staff committee. Therefore, construction-related traffic, transit, and pedestrian impacts as temporary impacts would likely be less than significant, but greater than the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Parking Discussion of Alternative 2 at the Pacific Campus

Under Alternative 2, a total of 1,471 parking spaces would be provided at the Pacific Campus, 166 fewer spaces than under the proposed LRDP. Alternative 2 would provide 532 more spaces than the 939 spaces provided under existing conditions. A total of 1,587 spaces would be provided under the LRDP, resulting in a shortfall of 13 spaces. Therefore, Alternative 2 would have a larger shortfall than the proposed LRDP because of the larger amount of development within the campus. It is anticipated that short-term visitors to the campus unable to find parking would likely park in any available on-street parking space around the campus, or park in one of CPMC's other campus parking facilities. Employees who choose to park in off-site facilities may increase the demand for CPMC shuttle services. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 2 (Pacific)—Noise

Under Alternative 2, the Gerbode Research Building (2200 Webster Street), Annex MOB (2340–2360 Clay Street), Stern Building (2330 Clay Street), Stanford Building (2351 Clay Street), and 2324 Sacramento Street clinic would be demolished and replaced with a new ACC, which would include the new North and South Tower components. Alternative 2 would have a larger development program at the Pacific Campus than the proposed LRDP. Construction activities under Alternative 2 would expose sensitive receptors on-site and in the existing residential neighborhood adjacent to the campus to increased noise levels compared to the LRDP. Construction

activities would comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Noise generated by construction activities would not exceed 80 dB at 100 feet, nor would construction take place during noise-sensitive nighttime hours. However, on-site noise sensitive receptors (patients and hospital staff occupying the existing Pacific Campus buildings that would be operational during Pacific Campus construction under this alternative) would experience elevated interior noise levels. This would be a potentially significant impact. Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require CPMC to implement physical (e.g., noise shielding) and operational (e.g., construction complaints coordinator) impact reduction measures at the Pacific Campus. As under the LRDP, implementing this mitigation measure under Alternative 2 would reduce this impact to a less-than-significant level, but the impact would be greater under Alternative 2 than under the LRDP because of the increased development program at this campus under this alternative.

Operation of the Pacific Campus under Alternative 2 would result in an increase in ADT volumes compared to the proposed LRDP and could result in a noticeable (3-dB or greater) increase in ambient traffic noise levels along roadways on and near the campus. Alternative 2 would generate more traffic than the LRDP because of the increased development program at the campus under this alternative; however, implementing this alternative would not result in a noticeable increase in ambient traffic noise levels, and the noise-level increase would not be perceivable to existing nearby noise-sensitive receptors.

Stationary noise sources (e.g., HVAC equipment, parking lot activities, patient drop-offs, loading docks and delivery activities, waste disposal activities) could be introduced to a greater extent under Alternative 2 than under the proposed LRDP because of the increased development at this campus. The operation of rooftop HVAC equipment could potentially generate noise that would result in a substantial increase in ambient noise levels; this impact would be greater than under the proposed LRDP. As under the LRDP, Mitigation Measure M-NO-N3(see page 4.6-64 in Section 4.6, "Noise") would require CPMC to implement physical (e.g., equipment design) impact reduction measures that are considered practical and feasible. Implementing this mitigation measure at the Pacific Campus under Alternative 2 would reduce this impact to a less-than-significant level; however, impacts would be greater than under the proposed LRDP.

Under Alternative 2, the medical office and clinic spaces within the Pacific Campus would be directly exposed to traffic noise from Sacramento and Buchanan Streets. However, building construction techniques used for development of these buildings would provide an exterior-to-interior noise level reduction. Therefore, future traffic noise levels would not exceed an interior noise level of 45 dB L_{dn}, resulting in a less-than-significant impact; however, impacts would be greater under Alternative 2 than under the proposed LRDP.

Construction and demolition activities under Alternative 2 may temporarily result in construction-generated vibration; this impact would be greater than under the proposed LRDP because of the increased development program under this alternative. The predicted levels of groundborne noise and vibration may exceed applicable thresholds, resulting in a potentially significant impact. Mitigation Measure M-NO-N5 (see page 4.6-93 in Section 4.6, "Noise") at the Pacific Campus under Alternative 2 would require CPMC to implement physical and operational impact reduction measures. As under the proposed LRDP, this impact would remain significant and unavoidable, even with mitigation incorporated. The impact at the Pacific Campus would be greater under Alternative 2 than under the LRDP, because of larger on-campus development under Alternative 2.

As under the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-3b, and M-NO-N5 would be required under Alternative 2. Potential project-level and cumulative noise impacts would be less than significant with mitigation, with the exception of groundborne noise and vibration impacts (which would remain significant and unavoidable); however, impacts would be greater than under the LRDP because the development program at the Pacific Campus would be larger under Alternative 2.

Alternative 2 (Pacific)—Air Quality

Under Alternative 2, several buildings at the Pacific Campus would be demolished (the Gerbode Research Building [2200 Webster Street], the Annex MOB [2340–2360 Clay Street], the Stern Building [2330 Clay Street], the Stanford Building [2351 Clay Street], and the 2324 Sacramento Street clinic) and replaced with a new ACC Complex, which would include North Tower and South Tower components. The overall result would be an increase in square footage at Pacific Campus relative to the LRDP. Total square footage of new construction at the Pacific Campus would be approximately 400,000 sq. ft. (60%) greater than under the LRDP.

Methodology

See "Alternative 2 (Cathedral Hill)—Air Quality" on page 6-196 for a discussion of the methodology for analyzing air quality impacts of Alternative 2.

Impacts under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Construction

The development program at the Pacific Campus would be greater under Alternative 2 than under the proposed LRDP; therefore, a greater quantity of TAC emissions would be generated under this alternative. The quantity of TAC emissions at Pacific Campus would be roughly 60% greater under this alternative than under the LRDP.

Under the LRDP, the impact of construction emissions of diesel particulate matter at the Pacific Campus would be less than significant. If all other parameters that influence risk are considered equal under Alternative 2 and the LRDP, then the impact at the Pacific Campus would be greater under Alternative 2 than under the LRDP, but would be below the risk threshold despite the estimated 60% increase in risk. As a result, under Alternative 2, the impact of construction at the Pacific Campus with respect to health risks from construction TACs would be less than significant, but higher than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Operations

The development program at the Pacific Campus would be greater under Alternative 2 than under the LRDP and would generate approximately 60% more new operational TAC emissions than the LRDP's development program. The Pacific Campus would have less-than-significant impacts under the LRDP with respect to local CO emissions from mobile sources, odors, and single-source and cumulative health risk from operational TACs. Under the LRDP, operational TAC emissions at the Pacific Campus would be associated with truck deliveries, but currently no new generators are planned to be installed. Assuming a 60% increase in truck deliveries under Alternative 2 based on the increased development program at the Pacific Campus under this alternative, the campus would remain below the trigger levels for health risk (10 excess cancer cases in a million). Therefore, implementing Alternative 2 at the Pacific Campus would result in a less-than-significant impact for single-source and cumulative health risk from operational TACs; however, impacts would be greater than under the proposed LRDP. As discussed in Section 4.7, "Air Quality," compliance with industry-standard waste disposal methods and BAAQMD Regulation 7 (Odorous Substances) would limit potential odor exposure. Therefore, as under the LRDP, impacts related to odor exposure would be less than significant under Alternative 2.

Impacts under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Construction

If all other parameters that influence risk are considered equal under Alternative 2 and the LRDP, then the impact at the Pacific Campus would be greater under Alternative 2 than under the LRDP. The impact with respect to health risks from construction TACs would be greater than under the LRDP, and would also be significant and unavoidable under the recently adopted guidelines. As under the proposed LRDP, implementation of Mitigation

Measure M-AQ-L10, which would require CPMC to install accelerated emissions control devices on construction equipment, as required under Alternative 2.

Localized Impacts from Operations

See the discussion of the Pacific Campus presented in the "Localized Impacts from Operations" section under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds," above (page 6-256). As under the proposed LRDP, impacts at the Pacific Campus related to odor exposure and stationary-source, single-source and cumulative health risk from TACs would be less than significant under Alternative 2.

The impact of project-generated traffic fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less ($PM_{2.5}$) on ambient concentrations can be evaluated relative to the impact of existing roadway source impacts. Existing $PM_{2.5}$ concentration levels associated with high-volume roadways in the vicinity of the proposed Cathedral Hill Campus were evaluated by the San Francisco Department of Public Health (SFDPH) using the U.S. Environmental Protection Agency (EPA)–approved model CAL3QHCR. Under Alternative 2, the increase in mobile-source emissions from local traffic at the Pacific Campus is unlikely to exceed 0.06 microgram per cubic meter ($\mu g/m^3$), the value estimated for the Cathedral Hill Campus, which experiences larger traffic quantities than the Pacific Campus. Hence, total operational emissions of $PM_{2.5}$ from the Pacific Campus would be below the risk threshold. This impact would be less than significant, but greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Alternative 2 (Pacific Campus)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 2 on Greenhouse Gas Emissions" on page 6-257 for a discussion of this impact.

Alternative 2 (Pacific Campus)—Wind and Shadow

As under the proposed LRDP, renovation of the 2333 Buchanan Street Hospital to become the ACC would not involve altering the exterior of the building; therefore, no impacts related to wind or shadow would occur at the 2333 Buchanan Street Hospital under Alternative 2. The ACC North and South Towers under Alternative 2, at 89 feet and 113 feet tall, respectively, would be shorter than the existing on-campus, 120-foot-tall (plus 18-foot mechanical penthouse) 2333 Buchanan Street Hospital, which would be adjacent. The 113-foot-tall (including mechanical penthouse) ACC South Tower would have a smaller west-facing façade, like the 138-foot-tall (including mechanical penthouse) ACC Addition under the proposed LDRP, and would intercept less wind energy

than is intercepted by the building at this site by the 99-foot-tall (plus 16-foot mechanical penthouse) Stanford Building under existing conditions. The ACC South Tower proposed under Alternative 2 would be 25 feet shorter than the ACC Addition proposed for the same site at the Pacific Campus under the LRDP. Under Alternative 2, the 89-foot-tall (including mechanical penthouse) ACC North Tower would be constructed where the 85 foot-tall (including mechanical penthouse) North-of-Clay Aboveground Parking Garage is proposed under the LRDP, on the northern portion of the campus. As a solid building, the ACC North Tower would intercept more wind energy than the less monolithic North-of-Clay Aboveground Parking Garage proposed for the same site under the LRDP, which would have a more porous façade. The ACC North Tower would be 4 feet taller than the North-of-Clay Aboveground Parking Garage proposed under the LRDP. The proposed ACC North Tower would intercept more wind energy than the existing on-campus 60- to 99-foot-tall (plus mechanical penthouse) buildings that it would replace under Alternative 2. Changes to existing wind conditions could occur above ground level because of the height (89-foot total) of the ACC North Tower, and as under the proposed LRDP, which proposes a similar 138-foot-tall (including mechanical penthouse) building on campus, minor wind accelerations could be expected in the pedestrian spaces around the new building. However, the ACC North Tower would be sheltered from northwesterly and westerly winds by the two- to three-story up to 40-foot-tall existing residences on Webster Street and the two- to six-story up to 70-foot-tall existing residences on Washington Street.

The 66-foot-tall (including mechanical penthouse) Clay Street/Webster Street MOB proposed under Alternative 2 would be taller than the existing 30-foot-tall (including mechanical penthouse) 2405 Clay Street/Webster Street Parking Garage that it would replace on the western portion of the Pacific Campus. Because of the existing upwind two- to three-story up to 40-foot-tall mixed-use buildings on Fillmore Street, only the upper floors of the Clay Street/Webster Street MOB proposed under this alternative would be exposed to winds, in contrast with the proposed LRDP, under which the existing 85-foot-tall (including mechanical penthouse) 2405 Clay Street/Webster Street Parking Garage would remain as it is.

Because of the sheltering effect of the existing buildings and terrain, only minor increases in wind speed would occur in pedestrian spaces adjacent to the new buildings at the Pacific Campus under Alternative 2. Therefore, no substantial changes to the wind environment in pedestrian areas adjacent or near the campus would occur. Wind impacts at the Pacific Campus would be less than significant under Alternative 2, but greater than impacts under the proposed LRDP because of the increased development at this campus under this alternative.

The closest park or open space subject to Section 295 is Lafayette Park and Cottage Row Mini Park, located 0.17 mile east and 0.18 mile south of the Pacific Campus. The new 89- and 113-foot-tall (including mechanical penthouse) ACC North and South Towers would be shorter than the existing 120-foot-tall (plus 18-foot mechanical penthouse) 2333 Buchanan Street Hospital. The 2333 Buchanan Street Hospital would remain with no exterior changes under Alternative 2 and the LRDP, and it would be adjacent to the 138-foot-tall (including

mechanical penthouse) ACC Addition proposed under the LRDP. Under Alternative 2, the ACC North and South Towers would instead be adjacent to the 2333 Buchanan Street Building. The shadows cast by the proposed ACC North and South Towers and the Clay Street/Webster Street MOB at the Pacific Campus under Alternative 2 would be similar to those currently cast by existing on-site structures. As under the proposed LRDP, it would be unlikely that net new shadows would be created by the ACC North and South Towers on parks or open space subject to Section 295 or other nearby recreation or open space. Shadow impacts at the Pacific Campus under Alternative 2 would be less than significant, but greater than under the proposed LRDP.

As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2. Project-level and cumulative impacts on wind and shadow would be less than significant under this alternative, but would be greater than under the proposed LRDP because of the increased development program at this campus.

Alternative 2 (Pacific)—Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by Alternative 2 and the ability of existing recreational facilities to meet that demand, and whether an increase in recreational use would result in the substantial deterioration of existing recreational facilities or the need for new or expanded facilities. The development program under Alternative 2 at the Pacific Campus would be larger that proposed under the LRDP. From 2006 to 2030, the number of FTE personnel at the Pacific Campus would increase from 2,640 to 3,500, an increase of 860 FTE personnel from existing conditions; by contrast, under the proposed LRDP, the number of FTE personnel at the Pacific Campus would decrease from 2,640 to 2,060, a decrease of 580 FTE personnel. Alternative 2's increase in FTE personnel at Pacific could increase demand on local parks relative to the LRDP.

Alternative 2 would result in net new residents in San Francisco; however, new residents under this alternative would be dispersed throughout the city and would not place excessive demand on any specific neighborhood park. Alternative 2 would have a less-than-significant project-level and cumulative impact related to recreational facilities or resources. Impacts on recreational facilities would be less than significant, and greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the Pacific Campus under Alternative 2.

See "Multiple-Campus Impacts of Alternative 2 on Recreation" on page 6-258 for further discussion of this impact.

Alternative 2 (Pacific)—Public Services

Under Alternative 2, demolition of existing buildings and new construction would occur at the Pacific Campus. Employment at the Pacific Campus would be greater than under the LRDP because of the increased development program under this alternative. As under the proposed LRDP, CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes. Relative to existing conditions, and in contrast with the proposed LRDP, the number of FTE personnel at this campus would increase under Alternative 2. The number of FTEs, as well as associated patients and visitors (daily population on campus) would increase and result in increased demand of public services at the campus, compared to LRDP and existing conditions, but still within what is accounted for, for this area. As a result, the number of net new San Francisco residents could increase. The new residents would be expected to be dispersed throughout the city and therefore would not place undue demand on any one public service facility. As with the proposed LRDP, implementing Alternative 2 at the Pacific Campus would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. No mitigation measures would be required at the Pacific Campus under this alternative. Project-level and cumulative impacts on public services would be less than significant, but greater than under the LRDP because of the increased development program at the Pacific Campus under Alternative 2.

Alternative 2 (Pacific)—Utilities and Service Systems

See "Multiple-Campus Impacts on Utilities and Service Systems" on page 6-260 for a discussion of this impact.

Alternative 2 (Pacific)—Biological Resources

Under Alternative 2, the Gerbode Research Building (2200 Webster Street), Annex MOB (2340–2360 Clay Street), Stern Building (2330 Clay Street), Stanford Building (2351 Clay Street), and 2324 Sacramento Street clinic would be demolished and replaced with a new ACC, which would include North Tower and South Tower components. In contrast with the proposed LRDP, under this alternative the Stern Building would be demolished and the ACC North Tower would be constructed in the northern portion of the campus. The demolition of the above-noted existing on-campus buildings at the Pacific Campus under Alternative 2 could affect 106 trees, none of which were identified as significant trees. The development program at this campus under this alternative would include more demolition and construction and would affect 20 more trees than the development program under the LRDP. Birds could nest in trees on campus and demolition activities could potentially disturb nesting birds. Demolition, construction-related activity, and construction equipment at the Pacific Campus under Alternative 2 could result in a potentially significant impact on nesting birds, and this impact would be greater than under the LRDP. Mitigation Measure M-BI-N1 (see page 4.13-19 in Section 4.13, "Biological Resources") would require completion of preconstruction surveys at the Pacific Campus before demolition and construction

activities during the nesting season (February through August). Implementing this mitigation measure under Alternative 2 would reduce this impact to a less-than-significant level.

CPMC would be required to submit a tree protection plan to the City and to implement the plan for trees that could be affected by construction and not permitted for removal. As under the proposed LRDP, CPMC would obtain a permit for tree removal from DPW, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, pursuant to Section 143 of the Planning Code, CPMC would have to ensure that an appropriate replacement tree for each street tree removed would be planted on the campus or along the street, or CPMC would have to pay an in-lieu fee. As under the proposed LRDP, implementation of the tree protection plan and compliance with applicable regulations would reduce impacts on street trees at the Pacific Campus to a less-than-significant level; however, impacts at this campus would be greater under Alternative 2 than under the proposed LRDP because of the increased development program under this alternative.

As under the proposed LRDP, implementation of Mitigation Measure M-BI-N1 related to nesting birds would be required under Alternative 2. Project-level and cumulative impacts on biological resources at the Pacific Campus would be less than significant under this alternative, but greater than under the proposed LRDP.

Alternative 2 (Pacific)—Geology and Soils

Under Alternative 2, most existing buildings at the Pacific Campus would be demolished. The following buildings are the exceptions and would remain as they are: the 2333 Buchanan Street Hospital, the 2018 Webster Street building, the 2315 and 2329 Sacramento Street Residential Buildings, the Mental Health Center (2323 Sacramento Street), the 2400 Clay Street MOB, the Pacific Professional Building (2100 Webster Street), the 2300 California Street MOB, and the Health Services Library (2395 Sacramento Street). The potential for fault rupture at the Pacific Campus is low, and new earthquake fault zones are unlikely to be designated in the near future. In addition, as with new buildings under the LRDP, the new ACC (North and South Towers) and the new MOB that would replace the existing Clay Street/Webster Street Parking Garage would be required to comply with the seismic standards of the California Building Standards Code, DBI, and the SFBC seismic safety standards and must be designed and constructed in accordance with the site-specific seismic design requirements determined by the PSHA and DSHA. Therefore, as under the proposed LRDP, these impacts at the Pacific Campus under Alternative 2 related to ground shaking would be less than significant.

The Pacific Campus area is underlain by dense sand and clayey sand, which would not be susceptible to liquefaction.[75] Therefore, this area would not result in liquefaction-induced settlement. The sandy soil above the groundwater table is sufficiently dense and/or cohesive and the potential for densification is low. Zones of loose

[75] California Pacific Medical Center. 2006 (March 28). Geotechnical Investigation, Four Campus Master Plan Project, Pacific Campus, California Pacific Medical Center, San Francisco, California. Prepared by Treadwell & Rollo, San Francisco, CA.

to medium-dense sand were encountered within the fill and the upper layers of the Dune Sand. The analysis of the Pacific Campus calculated the settlement potential of the ground adjacent to the proposed buildings (streets, sidewalks, and landscaping areas) to be one-quarter to three-quarter inch. As under the LRDP, construction at the Pacific Campus under Alternative 2 could result in differential seismically induced settlement of the ground adjacent to the proposed new buildings, resulting in a potentially significant impact; however, the impact under this alternative would be greater than under the LRDP because of the increased development program. Connections to off-site utilities would be located within these areas. Should seismic settlement occur, connections to off-site utilities could be severed and the ability of the new ACC North and South Towers to remain operational following a seismic event could be impaired. However, as under the proposed LRDP, the building designs at the Pacific Campus under Alternative 2 would include flexible connections between off-site utilities and the campus buildings or other methods recommended by a licensed engineer, which would reduce this impact to a less-than-significant level. As under the proposed LRDP, with implementation of these design features, impacts related to liquefaction, lateral spreading, and densification/seismic settlement would be less than significant.

The Pacific Campus is not located in an area susceptible to potential landslide hazards. No landslides have been mapped on or near the Pacific Campus. Therefore, as under the proposed LRDP, impacts related to landslide would be less than significant. The new facilities under Alternative 2 would be constructed on a site that is already developed. Construction-related activities such as excavation could result in erosion and loss of topsoil. As under the proposed LRDP, implementation of Mitigation Measure M-GE-N4 (see page 4.14-54 in Section 4.14, "Geology and Soils") under Alternative 2 would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. Impacts related to erosion or loss of topsoil would be less than significant; however, impacts at the Pacific Campus would be greater under Alternative 2 than under the proposed LRDP because of the increased development program at this campus under this alternative.

Excavation activities during construction of the new facilities at the Pacific Campus under Alternative 2 may encounter groundwater, which would require dewatering. However, the geotechnical reports for the Pacific Campus determined that the soil in the location of the proposed structures is primarily dense sand bedrock and that the groundwater level is relatively deep. Therefore, as under the proposed LRDP, impacts related to subsidence would be less than significant under Alternative 2.

The soils at the Pacific Campus are considered negligibly to moderately corrosive.[76] The subsurface concrete and reactive metal materials of the new facilities could be corroded through contact with soils over time; therefore, this impact would be potentially significant. As under the proposed LRDP, all reinforced concrete and buried

[76] California Pacific Medical Center. 2006. Geotechnical Investigation, Four Campus Master Plan Project, Pacific Campus, California Pacific Medical Center, San Francisco, California. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA.

metallic piping would be properly protected against corrosion in accordance with the critical nature of the affected structure, and impacts related to corrosive soils would be less than significant. The soil beneath the Pacific Campus has a low probability of sediment expansion, and impacts of Alternative 2 related to expansive soils would be less than significant.

The Pacific Campus is connected to the municipal sewer system and would remain connected with implementation of Alternative 2; no septic tanks would be required. As under the proposed LRDP, this impact would be less than significant. No unique geologic or physical features exist at the Pacific Campus. Excavation, grading, and construction of the new buildings would not change the grade of the surrounding vicinity. As under the LRDP, this impact would be less than significant under Alternative 2.

As under the proposed LRDP, implementation of Mitigation Measure M-GE-N4, calling for the provision of a site-specific SWPPP, would be required under Alternative 2. Project-level and cumulative impacts on geology and soils from implementing Alternative 2 at the Pacific Campus would be less than significant, but would be greater than under the proposed LRDP.

Alternative 2 (Pacific)—Hydrology and Water Quality

Under Alternative 2, most existing buildings at the Pacific Campus would be demolished. The following buildings are the exceptions and would remain as they are: the 2333 Buchanan Street Hospital, the 2018 Webster Street building, the 2315 and 2329 Sacramento Street Residential Buildings, the Mental Health Center (2323 Sacramento Street), the 2400 Clay Street MOB, the Pacific Professional Building (2100 Webster Street), the 2300 California Street MOB, and the Health Services Library (2395 Sacramento Street). The Pacific Campus is currently highly developed with impervious surfaces or hardscape. Construction of the new ACC (North and South Towers) and a new MOB at the Clay Street/Webster Street Parking Garage location under Alternative 2 would result in minor increases in impervious surfaces; however, given the high level of imperviousness at the campus, the minor increases in imperviousness at the Pacific Campus under Alternative 2 development would not substantially obstruct or affect groundwater recharge. As under the proposed LRDP, dewatering activities would be temporary. Construction and long-term operation of the new buildings at the Pacific Campus would result in less-than-significant impacts on groundwater supplies; however, this impact would be greater under Alternative 2 than under the LRDP, because of the increased development program at the Pacific Campus under this alternative.

Development at the Pacific Campus would be greater under Alternative 2 than under the proposed LRDP. Demolition and construction would require removal of vegetated buffer areas, resulting in a slight increase in impervious surface at the site relative to the LRDP. Without implementation of LID stormwater management controls, the total or peak runoff volume could increase compared to existing conditions, which could contribute to the frequency or severity of CSO events. However, implementation of Mitigation Measure M-HY-N2 (see page

4.15-31 in Section 4.15, "Hydrology and Water Quality") would require the preparation of a stormwater management design plan focusing on LID strategies and BMPs. Implementing this mitigation measure at the Pacific Campus under Alternative 2 would reduce total or peak runoff volume impacts to a less-than-significant level; however, impacts would be greater under Alternative 2 than under the proposed LRDP because of the increased development program at the Pacific Campus under this alternative.

Construction of the new buildings would require excavation for the associated below-grade levels. If not managed properly, soil stockpiles and excavated portions of the site would be exposed to runoff, which could cause erosion and sedimentation to be carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require implementation of a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. This impact at the Pacific Campus would be less than significant after mitigation under Alternative 2; however, because of the increased development program under Alternative 2, the impact would be greater under this alternative than under the proposed LRDP.

No streams or river courses are located within the Pacific Campus. As with the proposed LRDP, implementing this alternative at the Pacific Campus would not alter a stream or river course and would result in a less-than-significant impact. All CPMC campuses are outside of both seiche and tsunami hazard areas. Therefore, like the proposed LRDP, Alternative 2 would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Impacts at the Pacific Campus would be less than significant under Alternative 2, as under the proposed LRDP.

As under the LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the Pacific Campus would be required under Alternative 2. Project-level and cumulative impacts related to hydrology and water quality at the Pacific Campus under Alternative 2 would be less than significant, but would be greater than under the proposed LRDP.

Alternative 2 (Pacific)—Hazards and Hazardous Materials

Under Alternative 2, most existing buildings at the Pacific Campus would be demolished. The following buildings are the exceptions and would remain as they are: the 2333 Buchanan Street Hospital, the 2018 Webster Street building, the 2315 and 2329 Sacramento Street Residential Buildings, the Mental Health Center (2323 Sacramento Street), the 2400 Clay Street MOB, the Pacific Professional Building (2100 Webster Street), the 2300 California Street MOB, and the Health Services Library (2395 Sacramento Street). The 2333 Buchanan Street Hospital would be retained and converted to ambulatory-care use, and a new Clay Street/Webster Street MOB/Parking Garage and ACC North and South Towers would be constructed under this alternative.

As under the proposed LRDP, the existing buildings to be demolished could contain asbestos-containing materials, lead-based paint, and fluorescent lights containing mercury vapor. Therefore, demolition and construction activities at the Pacific Campus under Alternative 2 could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during construction.

One potential UST is located beneath the sidewalks adjacent to the 2300 block of Clay Street, where the North-of-Clay Aboveground Parking Garage is proposed under the LRDP. Removal of this UST may be required under Alternative 2 as part of the excavation activities for the ACC North Tower. Removal of the UST could expose workers to contaminants during tank removal activities; this impact would be potentially significant. Implementation of Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation and approval of a site mitigation plan, reducing impacts related to known soil and groundwater conditions to a less-than-significant level. This impact would be similar to the LRDP because it would require removal of the same potential UST at this site on the Pacific Campus.

Under Alternative 2, previously unidentified contaminated soil or groundwater could be encountered during demolition activities at the Clay Street/Webster Street Parking Garage, Stanford Building (2351 Clay Street), Gerbode Research Building (2200 Webster Street), Annex MOB (2340–2360 Clay Street), and Stern Building (2330 Clay Street), and construction of the Clay Street/Webster Street MOB/Parking Garage and the ACC North and South Towers. This impact would be potentially significant. Implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a contingency plan that contains management protocols, reducing impacts related to unknown soil and groundwater conditions at the Pacific Campus to a less-than-significant level. This impact would be greater under Alternative 2 than under the LRDP because of the additional demolition and construction under this alternative.

As under the proposed LRDP, compliance with the SWPPP, the requirements of the San Francisco HMUPA, and applicable regulations and standards, and adherence to the procedures set forth in the environmental contingency plan for the Pacific Campus under this alternative would reduce the impacts related to potential for releases from the transport and the use or disposal of hazardous materials during construction activities to a less-than-significant level. Impacts would be greater under Alternative 2 than under the LRDP because of the increased development program.

Based on the Phase I Environmental Site Assessments (ESAs) prepared for the Pacific Campus, potential Recognized Environmental Conditions (RECs) were identified. Please refer to Section 4.16, “Hazards and Hazardous Materials,” for details about the ESAs prepared for the Pacific Campus. As with the proposed LRDP, ground-disturbing activities at the Pacific Campus under Alternative 2 could encounter soil or groundwater that have been adversely affected by hydraulic oil, or by contaminated artificial fill. Following the procedures in the

environmental contingency plan would reduce this impact to a less-than-significant level; however, impacts would be greater than under the LRDP because of the increased development program under Alternative 2.

Under this alternative, as under the LRDP, the Pacific Campus would continue operating as a medical campus. Employees would still be required to handle potentially hazardous materials that are currently used at the existing campuses, and medical- and hospital-specific hazardous wastes would still be produced at the campus under this alternative. The use of hazardous materials at the campus would increase under Alternative 2 relative to the proposed LRDP because of the increased development program. Compliance with the requirements of the San Francisco HMUPA, applicable regulations and standards, and the State of California's requirements would reduce the potential for release of hazardous materials during operations at the Pacific Campus to less-than-significant levels; this impact at the Pacific Campus would be greater under Alternative 2 than under the LRDP because of the increased development program.

Hazardous materials brought on campus would consist of fuel for the construction vehicles, which would be used in greater quantities than under the LRDP; however, the fuel would be handled in accordance with federal, state, and local regulations. The potential for hazardous materials emergencies and potential adverse effects on sensitive receptors under Alternative 2 would be less than significant, but greater than under the LRDP.

The ESAs prepared for the Pacific Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. The Pacific Campus was listed on six databases. Inclusion of the campus on these databases does not indicate a substantial effect related to hazardous materials; rather, it simply indicates that campus activities include the use and storage of hazardous materials. As described in Section 4.16, "Hazards and Hazardous Materials," potential RECs were identified at the Pacific Campus. However, because no violations have been reported under any of these listings, all incidents have been granted case closure. Additionally, the environmental contingency plans prepared for this campus would ensure proper identification, handling, storage, and disposal of contaminated soils, groundwater, and USTs encountered during construction. This impact would be less than significant, but greater than under the proposed LRDP.

As under the proposed LRDP, implementation of Mitigation Measures M-HZ-N1a and M-HZ-N1b at the Pacific Campus would be required under Alternative 2. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant, but greater than under the proposed LRDP.

Alternative 2 (Pacific)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 2 on Mineral and Energy Resources" on page 6-261 for a discussion of this impact.

Alternative 2 (Pacific)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 2 on Agricultural and Forest Resources" on page 6-262 for a campuswide discussion of this impact.

IMPACTS OF ALTERNATIVE 2 AT THE CALIFORNIA CAMPUS

Alternative 2 (California)—Land Use and Planning

Under Alternative 2, medical-related uses and parking would continue on the California Campus; in contrast, under the proposed LRDP, the vast majority of CPMC-related uses on the California Campus would be terminated by 2020. This alternative would involve demolition of existing on-campus buildings and new construction at the California Campus, whereas the existing campus would not be physically altered under the proposed LRDP. This alternative would retain only the existing 3838 California Street MOB and 3848–3850 California Street offices; all other buildings on the campus would be demolished and replaced with new construction. The physical changes proposed under Alternative 2 would not introduce new types of uses (i.e. nonmedical uses) to the California Campus. In addition, all physical changes proposed under this alternative would occur entirely within the existing campus boundaries and would not alter surrounding uses. No substantial changes to surrounding street network or streetscape would occur under this alternative. Therefore, this alternative would not physically divide or disrupt an established community; this impact would be less than significant.

In contrast with the proposed LRDP, Alternative 2 would increase the amount of space dedicated to inpatient care and acute care uses at the California Campus. CU authorization would be required to construct the new 105-foot-tall (including mechanical penthouse), approximately 662,500-sq.-ft. Acute-Care Hospital; the 100-foot-tall (including mechanical penthouse), 663,300-sq.-ft. Women's and Children's Hospital; and the 85-foot-tall (including mechanical penthouse), 313,700-sq.-ft. Cherry Street MOB within the 80-E Height and Bulk District. This alternative would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Although Alternative 2 would have greater land use impacts at the California Campus than the LRDP, this impact would be less than significant. Alternative 2 would intensify land uses of the California Campus considerably, nearly doubling the total campus space relative to both existing conditions and the proposed LRDP. Rather than being phased out over time as proposed under the LRDP, medical uses at the California Campus would increase under this alternative, with a continued focus on Women's and Children's services. This intensification of uses would be a continuation of medical uses begun at the California Campus in 1875, and Alternative 2 would not introduce a new type of incompatible use to the campus. Although the surrounding community may observe more activity and density on the campus under this alternative, particularly compared to the reduced services proposed under the LRDP at the California Campus, this would not be a substantial adverse change to the campus area's character.

At 85 to 105 feet tall (including mechanical penthouse), the three new buildings proposed at the California Campus under this alternative would be taller and bulkier than those currently at the same locations on-site. Please refer to Figure 6-12, "Alternative 2—California Campus Massing Diagram" (page 6-192), which shows the massing proposed for the California Campus under Alternative 2. Current development ranges from 51 feet to 103 feet (88,000–204,000 sq. ft. in floor area for existing buildings). The increase in building heights associated with Alternative 2 may alter the appearance of the campus; however, the maximum building height on campus would not be a substantial increase under this alternative. For instance, the tallest building proposed under Alternative 2 would be the new 105-foot-tall (including mechanical penthouse) Acute-Care Hospital, which would be only 2 feet taller than the tallest existing building, the 103-foot-tall (including mechanical penthouse) 3838 California Street MOB to be retained under the LRDP and under this alternative. Surrounding residential uses would likely notice this height increase on the California Campus under this alternative; however, the greater area would not likely experience a substantial change in land use character. Please see "Alternative 2 (California)—Aesthetics," below for a visual analysis of the new buildings at the California Campus under Alternative 2. For the reasons stated above, the impact of the California Campus development under Alternative 2 on the surrounding character of the vicinity would be less than significant.

As under the proposed LRDP, no mitigation measures would be required at the California Campus, and project-level and cumulative impacts on land use, land use plans, policies, or regulations, and existing character of the campus vicinity would be less than significant. However, impacts of Alternative 2 at the California Campus would be substantially greater than impacts of the proposed LRDP.

Alternative 2 (California)—Aesthetics

Under the LRDP, no existing buildings would be demolished and no new buildings would be constructed at the California Campus, and almost all CPMC-related use of the campus would cease by 2020. By contrast, under Alternative 2, most of the buildings on the California Campus would be demolished and replaced with new buildings, as described below.

Under both Alternative 2 and the LRDP, the 103-foot-tall (including mechanical penthouse) 3838 California Street MOB and the 37-foot-tall (including mechanical penthouse) 3848–3850 California Street office buildings on the western portion of the California Campus would remain as they are. Therefore, no visual changes would occur at these sites. Under the LRDP, three other existing buildings on the western portion of the campus—the six-story, 51-foot-tall (including mechanical penthouse) 460 Cherry Street Parking Garage; the three-story, 40-foot-tall (including mechanical penthouse) 3905 Sacramento Street MOB; and the four-story, 38-foot-tall (including mechanical penthouse) 3901 Sacramento Street building—would be retained under the LRDP. By contrast, under Alternative 2, all these 3 buildings would be replaced with a new six-story, 85-foot-tall (including mechanical penthouse) Cherry Street MOB and associated below-grade parking. Replacing these buildings with

the Cherry Street MOB under this alternative would cause an increase in building height and massing in the western portion of the campus compared to existing conditions and the LRDP. This is because the proposed Cherry Street MOB would be 34–47 feet taller than the existing on-campus buildings at the site, and because these three detached buildings (Cherry Street Parking Garage, Sacramento Street MOB, and 3901 Sacramento Street building) would be replaced by one larger contiguous building. The Cherry Street MOB proposed under Alternative 2 would increase the level of visual contrast with the existing small- to medium-scale, two- to four-story up to 40-foot-tall residential buildings generally surrounding this site to the north, west, and south, relative to existing conditions and the LRDP. However, a visual contrast already exists between these low-rise uses and on-campus development (ranging in height from 51 to 100 feet). Although the Cherry Street MOB would be 34–47 feet taller than the existing buildings currently on campus that it would replace, the proposed MOB would conform to the general pattern of the existing skyline in the campus vicinity.

Under Alternative 2, the existing six-story, 91-foot-tall (including mechanical penthouse) 3700 California Street Hospital and seven-story, 99-foot-tall (including mechanical penthouse) 3801 Sacramento Street Outpatient/Research Building, located in the central portion of the California Campus, would be demolished and replaced by the six-story, 105-foot-tall (including mechanical penthouse) Acute-Care Hospital. Replacing these buildings with the Acute-Care Hospital would result in increased height and massing in the area, compared to existing conditions and the LRDP. At six stories and 105 feet tall (including mechanical penthouse), the new Acute-Care Hospital would be slightly (6–14 feet) taller than the existing 3773 California Street and 3801 Sacramento Street buildings that it would replace. However, a similar visual contrast with surrounding development already exists for the California Campus, and the 6- to 14-foot increase in height with Alternative 2 from existing conditions at the California Campus would not be substantially noticeable from surrounding areas; this would not be a substantial adverse visual change.

Under the LRDP, the existing 60-foot-tall (including mechanical penthouse), six-story 3698 California Street building—which is attached to and above the one-level, below-grade 3773 Sacramento Street parking garage at the same site on the eastern portion of the California Campus—would be retained. By contrast, under Alternative 2, these buildings would be demolished and replaced with a new six-story, 100-foot-tall (including mechanical penthouse) Women's and Children's Hospital and associated below-grade parking. The new Women's and Children's Hospital proposed under Alternative 2 would have substantially greater height and massing than existing development on the eastern portion of the California Campus. Height and massing would also be substantially greater under Alternative 2 than under the LRDP, because no new construction is proposed at this campus under the LRDP.

Because of the slope of the block on which the existing 3698 California Street building is located (and would be retained under the LRDP), this building is approximately 75 feet tall (including mechanical penthouse) when

measured from California Street and 60 feet tall (including mechanical penthouse) when measured from Sacramento Street. The Women's and Children's Hospital is proposed for this same block under Alternative 2. Because of the slope of this block, the Women's and Children's Hospital would be approximately 100 feet tall (including mechanical penthouse) when measured from California Street and 85 feet tall (including mechanical penthouse) when measured from Sacramento Street. Thus, the Women's and Children's Hospital proposed under Alternative 2 would be approximately 25 feet taller than the existing 3698 California Street building, which would be retained under the LRDP. The relatively large-scale Women's and Children's Hospital would increase the on-site building massing and create a greater visual contrast with the existing small-scale, low-rise single-family homes located to the north and south than under existing and LRDP conditions. Some visual contrast with the nearby low-rise residential development already exists with the 60- to 75-foot-tall 3698 California Street building; however, this visual contrast would increase if the new 100-foot-tall Women's and Children's Hospital were constructed at this site under Alternative 2. This new relatively large-scale taller/larger building would still conform to the general pattern of the existing skyline in this area, because such buildings are already on campus and in the vicinity.

Overall, the development proposed under Alternative 2 would change the visual character of and around the California Campus. The buildings proposed for California Campus under this alternative would represent a substantial increase in building massing in the campus area (please refer to Figure 6-12, "Alternative 2—California Campus Massing Diagram," on page 6-192), compared with the proposed LRDP, under which no new demolition or new construction is proposed.

Unique views do not exist from the street-level perspective in the California Campus area. Therefore, no scenic vistas would be substantially blocked or disrupted by the buildings proposed under this alternative. Impacts would be less than significant, but would be much greater under Alternative 2 than under the proposed LRDP because of the substantially increased development program at the California Campus under this alternative.

In contrast with the proposed LRDP, under which CPMC would phase out medical uses at the California Campus by 2020, demolition and new construction activities under Alternative 2 would require removal of 248 trees on and in the vicinity of the campus. However, CPMC would include a landscape plan or tree protection plan for the California Campus that would identify designated significant or protected trees on campus and recommend a plan for the preservation, removal, and/or full replacement of trees in accordance with applicable City regulations. The landscape plan at the California Campus under Alternative 2 would minimize the effect on scenic resources. Although the new plantings would take years to mature, this would be a temporary effect and the impact would be less than significant. No other scenic resources exist on the California Campus. Impacts would be less than significant, but much greater than under the LRDP because of the increased development at California Campus under Alternative 2.

The existing buildings on the California Campus generate a high level of nighttime lighting; therefore, the additional lighting associated with the new buildings proposed under Alternative 2 would not result in a substantial adverse change as a result of the increase in the campus area's ambient lighting. Spillover light is common and expected in dense urban environments such as the California Campus. Lighting associated with the new buildings would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24). Light and glare impacts would be less than significant, but greater than under the LRDP because of the increased development program.

As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 2, and implementing this alternative would not substantially degrade the visual character or quality of the site. Project-level and cumulative impacts on scenic resources, visual character or quality, and light and glare would be less than significant, albeit slightly greater than under the LRDP because of the increased development program at this campus.

Alternative 2 (California)—Population, Employment, and Housing

Under the LRDP, the California Campus would be sold and CPMC-related use of the campus would cease by 2020; by contrast, under Alternative 2, the existing 3700 California Street Hospital, the combined 3801 Sacramento Street Outpatient/Research Building, and the existing structures on the portion of California Campus east of Maple Street (the 3698 California Street building and the 3773 Sacramento Street parking garage) would be demolished and redeveloped with a new integrated acute-care facility. Under this alternative, the approximately 1,630 CPMC personnel, who would be redistributed to the Cathedral Hill or Pacific Campus under the LRDP, would be retained at the California Campus, with a share of FTE personnel moving to outpatient facilities at the Pacific Campus.

Approximately 1,640 FTE personnel currently work at the California Campus. At full buildout and occupancy of the California Campus under Alternative 2, the California Campus would have approximately 3,780 FTE personnel by 2030, an estimated net increase of 2,140 personnel above 2006 levels. Under this alternative, the average daily population at the California Campus would be greater than under existing conditions and substantially greater than under the LRDP, under which almost all uses are expected to cease after 2020. Using the population and housing demand methodology described in Section 4.3, "Population, Employment, and Housing," new personnel at the California Campus would result in an increase of approximately 1,790 net new San Francisco residents and 770 net new San Francisco households from 2006 to 2030. Compared to existing conditions, the projected increase in San Francisco population and households under Alternative 2 at the California Campus would account for approximately 2% of ABAG population and household projections from 2006 to 2030 (see Table 6-23, "CPMC Household and Population Growth Projections for San Francisco [Comparison of Alternative 2 to the Proposed LRDP]," on page 6-254).

Under the LRDP, CPMC would relocate most of its operations, including approximately 1,630 FTE personnel, at the California Campus to the Cathedral Hill and Pacific Campuses. A small diagnostics and treatment facility (estimated to contain approximately 10 personnel by 2030) would remain at the California Campus. Alternative 2 would result in 3,770 more CPMC personnel at the California Campus than the LRDP because of the additional development at this campus under Alternative 2. The difference represents approximately 3,150 more San Francisco residents and 1,350 more San Francisco households by 2030 under Alternative 2 than under the LRDP, attributable to California Campus development.

Despite the projected increase in population and households under Alternative 2 related to the potential development at the California Campus, the growth projected to result would not exceed household and population projections as estimated by ABAG. In addition, the induced household demand generated by implementing Alternative 2 at the California Campus would be accommodated within the existing housing supply in the city and the land available for housing development, as described in the adopted 2004 Housing Element of the General Plan. (See Section 4.3, "Population, Employment, and Housing," for a more detailed discussion of availability of housing supply and housing unit capacity in San Francisco.) Therefore, the population and housing impacts would be less than significant, but substantially greater than under the LRDP. Moreover, increases in employment at California campus, and corresponding increase in population and for housing, associated with Alternative 2, must be read in context with off-setting levels of activity at other CPMC campuses (such as Cathedral Hill and Davies). Please see discussion under multiple campus impacts below. As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 2.

Alternative 2 (California)—Cultural and Paleontological Resources

Under Alternative 2, the existing 3700 California Street Hospital, the combined 3801 Sacramento Street Outpatient/Research Building, and existing structures on the portion of the California Campus east of Maple Street (the 3698 California Street building and 3773 Sacramento Street parking garage) would be demolished and redeveloped with a new integrated acute-care facility. Based on research and evaluation for the proposed LRDP, the 3698 California Street building was identified as individually eligible for listing in the CRHR under Criterion 3 as an example of Art Deco institutional architecture.[77] The proposed construction at the California Campus under Alternative 2 would result in the demolition of the 3698 California Street building, which is eligible for listing in the CRHR, and would therefore cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. This impact would be significant and unavoidable with California Campus development under Alternative 2, and would be much greater than under the proposed LRDP, under which the 3698 California Street building would be retained. No feasible mitigation

[77] California Pacific Medical Center. 2008c (September). *Historic Resource Evaluation Report: Marshall Hale Building on the California Campus, California Pacific Medical Center*. San Francisco, CA. Prepared by Knapp Architects, San Francisco, CA.

measures that would reduce this impact to a less-than-significant level have been identified. Therefore, this would be a significant unavoidable impact with the California Campus development under Alternative 2.

In contrast with the proposed LRDP, under which no construction is proposed at the California Campus, archaeological resources potentially could be affected by construction of the new facilities for this campus under Alternative 2, resulting in a potentially significant impact. Specifically, the net new belowground parking levels associated with the new Acute-Care Hospital (two levels), Women's and Children's Hospital (six levels), and new Cherry Street MOB (six levels) would require excavation in locations where prehistoric archaeological resources may be located. In addition, the soils beneath these sites on campus have the possibility to contain archaeological materials. Implementing Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources"), which would require preconstruction archaeological testing at the California Campus in accordance with the ARDTP, would reduce this impact to a less-than-significant level under Alternative 2. This impact would be less than significant, but much greater than under the proposed LRDP because Alternative 2 proposes a development program at this campus while the LRDP does not.

The Colma Formation, which underlies all CPMC campuses, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. No excavation or construction would occur at the California Campus under the LRDP; in contrast, earthmoving activities at this campus under Alternative 2 could damage unique paleontological resources, resulting in a potentially significant impact. Implementation of Mitigation Measure M-CP-N3 (see page 4.4-47) at the California Campus under Alternative 2 would require CPMC to retain a qualified paleontologist or archaeologist to train construction workers in the requisite procedures to follow should paleontological resources be discovered during earthmoving activities. Implementing this mitigation measure at the California Campus would reduce impacts on paleontological resources to a less-than-significant level under Alternative 2; however, this impact would be much greater than under the proposed LRDP, where there would be no such impact.

Although no human remains have been listed or recorded at any of the CPMC sites, excavation related to the Alternative 2 development at the California Campus could disturb as-yet-undiscovered human remains. Implementation of Mitigation Measure M-CP-N4 (see page 4.4-49) at the California Campus under Alternative 2 would require CPMC to suspend work within 50 feet of any remains that may be discovered and notify the San Francisco Planning Department and the county coroner of the discovery. This impact would be less than significant with mitigation incorporated at the California Campus under Alternative 2, but much greater than the impact of the proposed LRDP, under which no construction activities are proposed at the California Campus.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would be required under Alternative 2. This alternative would result in less-than-significant project-level and

cumulative impacts on archaeological and paleontological resources at the California Campus; in contrast, no impacts would occur under the LRDP. However, Alternative 2 would result in a significant and unavoidable impact on a historical resource (the 3698 California Street building), in contrast with the proposed LRDP, under which this building would be retained and no such impact would occur. Impacts would be much greater under Alternative 2 than under the proposed LRDP.

Alternative 2 (California)—Transportation and Circulation

Traffic Impacts of Alternative 2 at the California Campus

Alternative 2 would result in continued and expanded operations at the California Campus. The transportation study for Alternative 2 is an analysis of net-new trips compared to the full operations of the existing facilities.

Under 2015 Modified Baseline No Project conditions, none of the 14 study intersections in the California Campus vicinity would operate at LOS E or LOS F during the weekday p.m. peak hour (see Table 4.5-37 on page 4.5-180). Implementing Alternative 2 at the California Campus would result in a net increase of 759 vehicle trips from existing conditions during the p.m. peak hour.[78] Under the proposed LRDP, all intersections would continue to operate at acceptable levels of LOS D or better during 2015 Modified Baseline plus Project conditions. With the addition of the 759 vehicle trips during the p.m. peak hour under this alternative, the California Campus would result in significant traffic impacts at two intersections: Arguello Boulevard/California Street (deteriorate from LOS C to LOS F), and Maple/California Street (deteriorate from LOS C to LOS F).[79]

Implementing the proposed LRDP at the California Campus would not result in any significant unavoidable traffic impacts. Under 2030 Cumulative plus Alternative 2 conditions, three intersections in the California Campus vicinity would operate at LOS F during the weekday p.m. hour.[80] Vehicle trips associated with the California Campus would cause the level of service to deteriorate from LOS D to LOS F at Arguello Boulevard /Geary Boulevard, from LOS D to LOS F at Arguello Boulevard/California Street, from LOS D to LOS F at Cherry/California Street and LOS D to LOS F at Maple Street/California Street, resulting in a significant impact.

Project-level and cumulative impacts on traffic would be greater under Alternative 2 than under the proposed LRDP. Implementing Alternative 2 at the California Campus would result in significant unavoidable impacts on the intersections above. No feasible mitigation measures that would reduce these impacts to less-than-significant levels have been identified for this alternative.

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[78] Adavant Consulting. 2010 (May 24). CPMC LRDP Changes from Existing to Future Alt 2 in PM Peak Hour Population and Travel Demand. San Francisco, CA. Page 16.

[79] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis*. San Francisco, CA. Page 4.

[80] Ibid.

Project-level and cumulative traffic impacts would be significant and unavoidable at six intersections. Impacts would be greater than under the proposed LRDP, which would have no impacts at these intersections. No feasible mitigation measures that would reduce these impacts to less-than-significant levels have been identified for this alternative.

Transit Impacts of Alternative 2 at the California Campus

Transit demand would be greater under Alternative 2 than under the proposed LRDP because of the continued and increased operations at the California Campus. The proposed LRDP would not add transit trips because of the decreased use at the campus. Alternative 2 would add 191 net-new transit trips from existing conditions during the p.m. peak hour,[81] more trips than would be added under the proposed LRDP. Under Modified Baseline 2015 No Project and LRDP Project conditions, the transit corridors would operate at 32% to 79%. Muni currently operates in the campus area's transit corridors at 38% to 72% capacity utilization, which is less than the 85% standard for capacity utilization. The additional 191 transit trips generated by Alternative 2 at the California Campus distributed among local bus routes would not substantially contribute to the 32% to 79% capacity conditions. Therefore, impact of the increase in net-new transit trips during the p.m. peak hour under Alternative 2 would likely be less than significant.

Demand for CPMC shuttle service would increase because of the increased development program at the California Campus, but it could be accommodated by the shuttle service's capacity. Therefore, estimated future shuttle capacity would meet the projected demand.

Project-level and cumulative impacts on transit under this alternative would be less than significant, but greater than the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Bicycle Impacts of Alternative 2 at the California Campus

The existing bicycle and roadway network near the California Campus would be maintained under Alternative 2. The proposed LRDP would not add bicycle trips during p.m. peak hours. Alternative 2 would add 52 net-new "other" trips p.m. peak hour, of which a portion are expected to be bicycle trips. The California Campus development under Alternative 2, following construction, would not create any potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the campus and adjoining areas. The addition of 52 net-new "other" trips during the p.m. peak hour under Alternative 2, compared to the LRDP, would be an incremental change and would not affect bicycle travel in the area. Project-level and cumulative bicycle impacts at the California Campus would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

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[81] Adavant Consulting. 2010 (May 24). CPMC LRDP Changes from Existing to Future Alt 2 in PM Peak Hour Population and Travel Demand. San Francisco, CA. Page 15.

Pedestrian Impacts of Alternative 2 at the California Campus

The pedestrian network and operating conditions in the vicinity of the California Campus with development under Alternative 2 would be maintained. The proposed LRDP would not add pedestrian trips from existing conditions during the p.m. peak hour. Because of the increased development program at the California Campus compared to the LRDP, which would add no net-new pedestrian trips at the California Campus and in its vicinity, Alternative 2 would add 202 net-new pedestrian trips during the p.m. peak hour (including 191 net-new transit trips to account for walking trips to and from the Muni bus stops) to the streets surrounding the California Campus.[82] Existing pedestrian volumes on sidewalks were observed to be low to moderate. Therefore, 202 net-new pedestrian trips under Alternative 2 could be adequately accommodated on sidewalks without affecting pedestrian conditions. Project-level and cumulative pedestrian impacts would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Loading Impacts of Alternative 2 at the California Campus

Under Alternative 2, the California Campus development would provide a total of four loading spaces (one net new loading space compared to existing conditions). The campus currently has three loading spaces. Under the LRDP, none would be retained after 2020. In contrast with the proposed LRDP and existing conditions, under Alternative 2 the California Campus would continue to operate and would have a larger development program. Passenger unloading/loading demand would be greater under this alternative than under the proposed LRDP and existing conditions. Loading/unloading demands would likely be accommodated with the loading supply that would be provided under Alternative 2, or within on-street loading zones. This impact would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Emergency-Vehicle Access Impacts of Alternative 2 at the California Campus

In contrast with the proposed LRDP, under Alternative 2 the California Campus would serve as the location of the Acute-Care Hospital. A separate entrance would be designated for the Emergency Department and emergency vehicles for the Acute-Care Hospital with likely access from Sacramento Street. Emergency vehicle trips to the California Campus would be greater under Alternative 2 than under the proposed LRDP. Project-level and cumulative impacts at the California Campus under Alternative 2 related to emergency access would therefore be less than significant, but greater than under the LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

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[82] Ibid.

Construction Impacts of Alternative 2 at the California Campus

In contrast with the proposed LRDP, Alternative 2 would result in the demolition of the existing 3700 California Street Hospital, the combined 3801 Sacramento Street Outpatient/Research Building, and structures on the portion of the California Campus east of Maple Street. The campus would be redeveloped with a new Acute-Care Hospital and Women's and Children's Hospital. Because of the scale of development under Alternative 2 relative to existing conditions, additional construction-related traffic may temporarily increase driver delay at intersections near the construction site. Because of the length and intensity of construction activity, construction-related impacts on traffic, pedestrians, transit, and intersection operations would be significant. Construction activities at the California Campus under Alternative 2 would require lane closures and sidewalk closures, and would result in temporary deterioration of LOS at nearby intersections.

Implementation of Mitigation Measure M-TR-55, which would require CPMC and the construction contractor to prepare a construction transportation management plan, would be required under this alternative. However, because of the magnitude of the construction and the potential for traffic to affect intersection operations, this impact would remain significant and unavoidable. Impacts would be greater than under the LRDP, under which no construction impacts related to the California Campus would occur.

Parking Discussion of Alternative 2 at the California Campus

Under Alternative 2, a total of 953 parking spaces would be provided at the California Campus, which is 394 more spaces than the 559 spaces provided under existing conditions. On-street parking occupancy in the California Campus study area ranges between 65% and 86% under existing conditions. Under this alternative, parking demand would be greater than under the proposed LRDP because of the continued operation of the campus and the increased development program. However, it is anticipated that short-term visitors to the California Campus unable to find parking on campus would likely park in any available on-street parking space around the campus, or in one of CPMC's other campus parking facilities. Employees who choose to park in off-site facilities may increase the demand for CPMC shuttle services. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 2 (California)—Noise

Under Alternative 2, the 3700 California Street Hospital and attached 3801 Sacramento Street Outpatient/Research Building would be demolished and redeveloped with a new Acute-Care Hospital. The 3698 California Street building and 3773 Sacramento Street parking garage, both located in the eastern portion of the campus, would be demolished and replaced with a new Women's and Children's Hospital and associated below-

grade parking. The 3905 Sacramento Street MOB, 3901 Sacramento Street residential building, and 460 Cherry Street parking garage would be demolished and replaced with a new Cherry Street MOB and parking garage.

In contrast with the proposed LRDP, demolition and construction activities would occur at the California Campus under Alternative 2. The construction activities at the California Campus under this alternative would expose sensitive receptors to increased noise levels on the site and in the existing residential neighborhood adjacent to the site. Construction activities would need to comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Noise generated by construction activities would not exceed 80 dB at 100 feet, nor would construction take place during noise-sensitive nighttime hours. Further, construction would not begin until after January 2013, when SB 1953 would require decommissioning of existing acute care uses at the existing California Hospital. Therefore, on-site noise sensitive receptors (patients and hospital staff occupying the existing California Street hospital would not present and would be impacted by construction under this alternative. Regardless, Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require CPMC to implement physical (e.g., noise shielding) and operational (e.g., construction complaints coordinator) impact reduction measures. Implementing this mitigation measure at the California Campus under Alternative 2 would reduce potential noise impact to a less-than-significant level. Construction-related noise impacts would therefore be less than significant, but greater than under the LRDP because of the increased demolition and construction proposed at the California Campus under Alternative 2.

Under Alternative 2 the California Campus would remain in operation, in contrast with the proposed LRDP, under which medical services would be largely phased out by 2020. Operation of the California Campus under this alternative would result in greater ADT volumes than campus operation under existing conditions and the proposed LRDP; California Campus operations under Alternative 2 could result in an increase in noise levels from traffic sources along roadways on and near the campus. However, campus operation under Alternative 2 would not result in a noticeable (3-dB or greater) increase in ambient traffic noise levels, and the noise-level increase most likely would not be perceivable to existing nearby noise-sensitive receptors. This impact would be less than significant, but greater than under the LRDP, under which no such impacts would occur.

On-site stationary noise sources (e.g., HVAC equipment, emergency electrical generators, parking lot activities, patient drop-offs, loading dock and delivery activities, waste disposal activities) would remain at the California Campus under Alternative 2, and to a greater extent than under the proposed LRDP because of the increased development program at the California Campus under Alternative 2. The operation of rooftop HVAC equipment could potentially generate noise that would result in a substantial increase in ambient noise levels. Mitigation Measures M-NO-N3a and M-NO-N3b (see page 4.6-71 in Section 4.6, "Noise") would require CPMC to implement physical (e.g., equipment design) impact reduction measures that are considered practical and feasible. Implementing these mitigation measures under Alternative 2 would reduce this impact to a less-than-significant

level, but the impact would be greater under this alternative than under the LRDP. The medical office and clinic space within the California Campus would be directly exposed to traffic noise from California Street under Alternative 2. However, building construction techniques would provide an exterior-to-interior noise level reduction. Therefore, future traffic noise levels would not exceed an interior noise level of 45 dB L_{dn}, resulting in a less-than-significant impact. However, impacts would be greater under Alternative 2 than under the proposed LRDP because of the increased development at the California Campus under this alternative.

Demolition and construction activities at the California Campus under Alternative 2 may temporarily result in construction-generated vibration. In contrast with the proposed LRDP, which would not require demolition and construction at the California Campus, the predicted levels of groundborne noise and vibration may exceed applicable thresholds, resulting in a potentially significant impact. Mitigation Measure M-NO-N5 (see page 4.6-93 in Section 4.6, "Noise") would require CPMC to implement physical and operational impact reduction measures under Alternative 2. In contrast with the proposed LRDP, under this alternative this impact would be significant and unavoidable even with mitigation incorporated.

In contrast with the proposed LRDP, under which no mitigation measures would be required at the California Campus, Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b, and M-NO-N5 would be required under Alternative 2. Unlike the LRDP, this alternative would result in a significant and unavoidable impact related to construction-generated vibration levels.

Under Alternative 2, potential noise impacts at the California Campus would be less than significant with mitigation, with the exception of the impact related to groundborne vibration, which would be significant and unavoidable. Project-level and cumulative noise impacts would be greater than under the LRDP because of the development of the California Campus under this alternative.

Alternative 2 (California)—Air Quality

Several buildings would be demolished at the California Campus—the 3700 California Street Hospital, the 3801 Sacramento Street Outpatient/Research Building, and structures in the portion of the California Campus east of Maple Street (the 3698 California Street building and 3773 Sacramento Street parking garage). These buildings would be replaced by a new six-story Acute-Care Hospital (105 feet tall, approximately 662,500 sq. ft.), a new six-story Women's and Children's Hospital (100 feet tall, approximately 663,300 sq. ft.), and a new six-story Cherry Street MOB/parking garage (85 feet tall, approximately 313,700 sq. ft.). This alternative would increase the square footage of the California Campus. The new hospital proposed for the California Campus under Alternative 2 would be 10% larger, in terms of new square footage, than the Cathedral Hill Hospital proposed under the LRDP.

Methodology

See "Alternative 2 (Cathedral Hill)—Air Quality" on page 6-196 for a discussion of the methodology for analyzing air quality impacts of Alternative 2.

Impacts under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Construction

The development program at the California Campus would be greater under Alternative 2 than under the proposed LRDP; therefore, a greater quantity of construction TAC emissions would be generated under this alternative. To put these emissions in perspective, they can be compared to the estimated emissions for the proposed Cathedral Hill Campus under the LRDP. The net new development at the California Campus under Alternative 2 would be 10% larger, in terms of square footage, than the net new development at the Cathedral Hill Campus under Alternative 2 under the LRDP. Therefore, the TAC emissions at the California Campus under Alternative 2 would be roughly 110% of the TAC emissions estimated for the proposed Cathedral Hill Campus under the LRDP.

Air dispersion modeling using conservative parameter values indicated that Cathedral Hill Campus construction under the LRDP would generate ambient concentrations of diesel particulate matter that would present a significant and unavoidable health risk impact. The meteorological parameters used in the screening-level analysis were based on generic (i.e., not location-specific) worst-case conditions, and the same types of sensitive receptors would be in the vicinity of both campuses. Because of the similarities in modeling parameters that would be used for the California Campus under Alternative 2, the results from the Cathedral Hill study under the LRDP can be extrapolated to the California Campus under Alternative 2 for a comparative analysis. The California Campus under Alternative 2 is estimated to generate higher levels of construction emissions than Cathedral Hill under the LRDP, and emissions were distributed evenly across the areas of each campus; therefore, it follows that under the same assumed, worst-case meteorological conditions, the California Campus would generate similar or higher ambient concentrations of diesel particulate matter. Thus, the effect on sensitive receptors in the vicinity of the California Campus under Alternative 2 would be similar to or greater than the effect on sensitive receptors at Cathedral Hill under the LRDP. Based on this comparative analysis, implementing Alternative 2 at the California Campus is predicted to also present a significant and unavoidable health risk impact. In contrast with the proposed LRDP, implementation at the California Campus of Mitigation Measure M-AQ-N2, which would require CPMC to install accelerated emission control devices on construction equipment, would be required under Alternative 2. This impact would remain significant and unavoidable after implementation of all feasible mitigation, and would be greater than under the proposed LRDP. In contrast, no impact would occur under the LRDP.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Operations

The development program at the California Campus would be greater under Alternative 2 than the development program at the Cathedral Hill Campus under the proposed LRDP, and therefore would generate roughly 10% more new operational TAC emissions than the LRDP's development program for the proposed Cathedral Hill Campus. However, this increase is not expected to change the significance conclusions. Implementing Alternative 2 at the California Campus would result in a less-than-significant impact with respect to local CO emissions from mobile sources, odors, and single-source and cumulative health risk from operational TACs. The impact of this alternative at the California Campus with respect to single-source and cumulative health risk from operational TACs would be less than significant; however, impacts would be greater under Alternative 2 than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Impacts under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Construction

See the discussion of the California Campus presented in the "Localized Impacts from Construction" section under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds," above (page 6-256). In contrast with the proposed LRDP, under which no impact would occur at the California Campus, implementation of Mitigation Measure M-AQ-10a, which would require CPMC to install accelerated emissions control devices on construction equipment, would be required at the California Campus under Alternative 2. This impact would be significant and unavoidable even with mitigation measures incorporated, and would be greater than under the proposed LRDP.

Regional Impacts from Operations

See "Multiple-Campus Impacts of Alternative 2 on Air Quality" on page 6-255 for a discussion of this impact.

Localized Impacts from Operations

See the discussion of the California Campus presented in the "Localized Impacts from Operations" section under "Impacts Under the Applicable BAAQMD CEQA Thresholds," above (page 6-256). The impact of this alternative at the California Campus with respect to odors, and stationary-source single-source and cumulative health risk from operational TACs would be less than significant; however, impacts would be greater under Alternative 2 than under the proposed LRDP.

The impact of project-generated traffic $PM_{2.5}$ on ambient concentrations can be evaluated relative to the impact of existing roadway source impacts. Under Alternative 2, the 10% increase in mobile-source emissions from local traffic at California Campus relative to Cathedral Hill under the LRDP is unlikely to be orders of magnitude higher than 0.06 $\mu g/m^3$, the value estimated for Cathedral Hill under the LRDP. Hence, total operational emissions of $PM_{2.5}$ would be below the risk threshold. This impact would be less than significant, but greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at this campus under Alternative 2.

Alternative 2 (California)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 2 on Greenhouse Gas Emissions" on page 6-257 for a discussion of this impact.

Alternative 2 (California)—Wind and Shadow

Under Alternative 2, existing buildings would be demolished and new buildings constructed at the California Campus, in contrast with the proposed LRDP, under which medical uses would largely be phased out by 2020. The California Campus is sheltered from northwesterly and westerly winds by two- to four-story up to 40-foot-tall residences on Sacramento Street; however, the terrain in the vicinity of the campus slopes upward to the east, which exposes the campus to prevailing winds. In contrast with the LRDP, under Alternative 2 the proposed 85-foot-tall (including mechanical penthouse), six-story Cherry Street MOB would replace the existing 51-foot-tall (including mechanical penthouse), six-story 460 Cherry Street parking garage and 40-foot-tall (including mechanical penthouse), three-story 3905 Sacramento Street MOB on the west side of the campus. The new MOB under Alternative 2 would be taller and would intercept more wind energy than the existing parking garage and MOB, which would remain as they are under the LRDP. Because of the upwind two- to four-story residences, only the upper floors of the Cherry Street MOB would rise above the adjacent structures and be exposed to winds.

Under Alternative 2, the 105-foot-tall (including mechanical penthouse), six-story Acute-Care Hospital would replace the existing 91-foot-tall (including mechanical penthouse), six-story 3700 California Street Hospital at the same site on the campus. These buildings would be similar in height. Like the existing hospital, the new Acute-Care Hospital under Alternative 2 would occupy the entire 3700 California Street block. Both buildings have similar west-facing façades. Because of the new upwind 85-foot-tall (including mechanical penthouse) MOB, only the upper floors of the Acute-Care Hospital under Alternative 2 would be exposed to winds.

The 100-foot-tall (including mechanical penthouse), six-story Women's and Children's Hospital/parking garage would replace the 60-foot-tall (including mechanical penthouse), six-story 3698 California Street building on the eastern portion of the California Campus under Alternative 2. The new Women's and Children's Hospital would be approximately 40 feet taller than the building it would replace and would intercept more wind energy than the

existing building. The new 105-foot-tall (including mechanical penthouse) Acute-Care Hospital under Alternative 2 would be upwind of the Women's and Children's Hospital and of similar height. Therefore, the Women's and Children's Hospital building would not be exposed to westerly and northwesterly winds.

Because of the sheltering effect of the new buildings under Alternative 2 and terrain, only minor increases in wind speed would occur in pedestrian spaces adjacent to the new buildings under Alternative 2. Therefore, the wind environment would not change substantially in pedestrian areas adjacent to or near the California Campus under Alternative 2. This impact would be less than significant; however, because of the increased development program at this campus under Alternative 2, the impact would be much greater than the under the proposed LRDP, which would have no wind impacts.

The closest parks or open spaces subject to Section 295 are Julius Kahn Playground and Laurel Hill Playground, located 0.31 mile northeast and 0.36 mile southeast of the California Campus, respectively. The new Cherry Street MOB, Acute-Care Hospital, and Women's and Children's Hospital under Alternative 2 would be 34 to 45 feet, 14 feet, and 40 feet taller, respectively than the existing on-campus structures at the same locations within the campus. Given the distances of these parks and other open spaces from the Women's and Children's Hospital under Alternative 2, it is unlikely that these parks subject to Section 295, or other nearby recreation and open spaces, would be affected. The Acute-Care Hospital, Cherry Street MOB, and Women's and Children's structures on the California Campus under Alternative 2 would be 34 to 45 feet, 14 feet, and 40 feet taller, respectively than the existing buildings they would replace and could result in net new shadows on sidewalks in the vicinity. However, no outdoor recreational facilities or publicly accessible open space near the California Campus would be substantially affected by Alternative 2. Shadow impacts would be less than significant, but greater than under the proposed LRDP because of the increased development program at the California Campus under this alternative.

As under the proposed LRDP, no mitigation measures would be required under Alternative 2. Project-level and cumulative impacts on wind and shadow at the California Campus would be less than significant under Alternative 2, and greater than under the proposed LRDP because of the increased development program at this campus.

Alternative 2 (California)—Recreation

The development program at the California Campus under Alternative 2 would be larger than under the LRDP, and would result in an estimated net increase of 4,140 FTE personnel from 2006 to 2030 at the California Campus from existing conditions. By contrast, under the proposed LRDP, the number of FTE personnel at the California Campus would decrease by approximately 1,630. Alterative 2's increase in FTE personnel at the California Campus could increase demand on local parks relative to the LRDP. Alternative 2 would result in net new

residents in San Francisco; however, these residents would be dispersed through the City and would not place excessive demand on any specific neighborhood park. Impacts on recreational facilities would be less than significant, and greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 2. See "Multiple-Campus Impacts of Alternative 2 on Recreation" on page 6-258 for a further discussion of this impact.

Alternative 2 (California)—Public Services

Existing buildings would be demolished and new buildings constructed at the California Campus under Alternative 2. Employment at the California Campus would be greater under Alternative 2 than under the LRDP because of the increased development program under this alternative. In contrast with the proposed LRDP, under which medical uses at this campus would be largely phased out by 2020, the California Campus would continue to operate as a medical campus under Alternative 2, and at an increased level. As under the proposed LRDP, CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes at the California Campus under Alternative 2. Relative to existing conditions, and in contrast with the proposed LRDP, the number of FTE personnel would increase at this campus under Alternative 2. This would result in more public services required on campus, compared to existing and LRDP conditions. This would still be within the amount of services expected and planned for in this area of San Francisco. The number of net new San Francisco residents would also increase as a result of development at the California Campus under Alternative 2, unlike under the LRDP. The new residents would be expected to be dispersed throughout the city and therefore would not place undue demand on any one public service facility. Therefore, implementing Alternative 2 at the California Campus, although greater development than under existing and LRDP conditions, would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries.

Because of the length and intensity of construction activity at the California Campus under Alternative 2, construction activities under this alternative could result in increased demand for police services if construction were to cause traffic conflicts requiring SFPD response. In contrast, the proposed LRDP would have no construction impacts at this campus. Implementation of Mitigation Measure M-PS-N2 (see page 4.11-25 in Section 4.11, "Public Services") would require CPMC to implement a construction management traffic plan at and around the California Campus under Alternative 2. Implementing this mitigation measure would reduce potential impacts on SFPD services to less-than-significant levels; however, impacts would be greater than under the proposed LRDP.

Project-level and cumulative impacts of Alternative 2 on public services would be less than significant, but greater than under the LRDP because of the increased development program under Alternative 2.

Alternative 2 (California)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 2 on Utilities and Service Systems" on page 6-260 for a discussion of this impact.

Alternative 2 (California)—Biological Resources

In contrast with the proposed LRDP (which does not propose any demolition or construction at the California Campus), Alternative 2 would involve demolition and redevelopment of most of the California Campus, with the exception of the 3838 California Street MOB and 3848–3850 California Street office building in the western portion of the campus. Under Alternative 2, the 3700 California Street Hospital and attached 3801 Sacramento Street Outpatient/Research Building would be demolished and redeveloped with the new Acute-Care Hospital. The 3698 California Street building and 3773 Sacramento Street parking garage, in the eastern portion of the campus, would be demolished and replaced with a new Women's and Children's Hospital and associated below-grade parking. The 3905 Sacramento Street MOB, 3901 Sacramento Street residential building, and 460 Cherry Street parking garage would be demolished and replaced with a new Cherry Street MOB and parking garage. In contrast with the proposed LRDP (which does not propose any construction or demolition at this campus and would have no effect on trees), the development program at the California Campus could affect 248 trees, none of which were determined to be significant trees.[83]

Birds could nest in trees on campus and demolition activities could potentially disturb nesting birds. Demolition, construction-related activity, and construction equipment could result in a potentially significant impact on nesting birds. Implementing Mitigation Measure M-BI-N1 at the California Campus under Alternative 2 (see page 4.13-19) would require completion of preconstruction surveys before demolition and construction activities during the nesting season (February through August). Implementing this mitigation measure at the California Campus under Alternative 2 would reduce this impact to a less-than-significant level; however, impacts would be greater under Alternative 2 than under the proposed LRDP because of the increased development program.

CPMC would be required to submit a tree protection plan to the City and implement the plan for trees that could be affected by construction and not permitted for removal. CPMC would obtain a permit for tree removal from DPW, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, pursuant to Section 143 of the Planning Code, CPMC would have to ensure that an appropriate replacement tree for each street tree removed would be planted on the campus or along the street, or would have to pay an in-lieu fee. Implementation of the tree protection plan and compliance with applicable regulations would reduce impacts on street trees at the California Campus under Alternative 2 to a less-than-significant level;

[83] Turnstone Consulting, April 21, 2004. *Tree Locations Map*. San Francisco, CA.

however, impacts at this campus would be greater under Alternative 2 than under the proposed LRDP because of the increased development program at this campus.

Implementation of Mitigation Measure M-BI-N1, related to nesting birds, would be required under Alternative 2. Project-level and cumulative impacts on biological resources at the California Campus under Alternative 2 would be less than significant, but impacts would be greater than under the proposed LRDP.

Alternative 2 (California)—Geology and Soils

In contrast with the proposed LRDP (which does not propose any demolition or construction at the California Campus), Alternative 2 would involve demolition and redevelopment of most of the California Campus, with the exception of the 3838 California Street MOB and the 3848–3850 Street California office building in the western portion of the campus, which would remain as they are. The potential for fault rupture at the California Campus under Alternative 2 is low, and new earthquake fault zones are unlikely to be designated in the near future. Alternative 2 would result in an improvement at the California Campus relative to existing conditions regarding ground shaking because acute-care services that do not meet the requirements of SB 1953 and SB 1661 would be relocated to the seismically compliant Acute-Care Hospital under this alternative. The new Acute-Care Hospital would be required to comply with the seismic standards of the California Building Standards Code; further, CPMC would be required to implement site-specific seismic design requirements presented in applicable geotechnical investigations, consultations, and evaluations determined by the PSHAs and DSHAs for the Acute-Care Hospital site. In addition, the final plans would be subject to review by OSHPD, which ensures compliance with SB 1953 and SB 1661. Under Alternative 2, appropriate engineering practices would be incorporated into the new Women's and Children's Hospital proposed in the eastern portion of the campus and the Cherry Street MOB/parking garage proposed in the western portion to ensure the seismic stability of the structures, as required by applicable building code requirements. Therefore, impacts related to ground shaking under Alternative 2 would be less than significant, but greater than under the proposed LRDP.

The California Campus area is underlain by dense sand and clayey sand, which would not be susceptible to liquefaction. Therefore, construction in this area under Alternative 2 would not result in liquefaction-induced settlement. Zones of loose to medium-dense sand were encountered within the fill and Dune Sand beneath the California Campus. An engineering analysis concluded that the fill and Dune Sand could settle up to 1.5 inches. Construction in these areas could result in differential seismically induced settlement, resulting in a potentially significant impact.

Under the proposed LRDP, future uses of the California Campus are speculative; by contrast, Alternative 2 includes construction of the new Acute-Care Hospital, Cherry Street MOB/Parking Garage, and Women's and Children's Hospital at the site. Connections to off-site utilities would be located within these areas. Should

seismic settlement occur, connections to off-site utilities could be severed and the ability of the Acute-Care Hospital, MOB, and Women's and Children's Hospital to remain operational after a seismic event could be impaired under Alternative 2. However, the design would include flexible connections between off-site utilities and the campus buildings, or other methods recommended by a licensed engineer; use of these connections at the California Campus would reduce this impact to a less-than-significant level under Alternative 2. With implementation of these design features, impacts related to liquefaction, lateral spreading, and densification/seismic settlement at the California Campus would be less than significant under Alternative 2; however, impacts would be greater than under the proposed LRDP, because of the increased development program under this alternative.

The California Campus has no evidence of past or ongoing landslide activity. Therefore, under Alternative 2, impacts at this campus related to landsliding would be less than significant. The new facilities would be constructed at sites on campus that are already developed. In contrast with the LRDP, construction-related activities such as excavation at the California Campus under Alternative 2 could result in erosion and loss of topsoil. Without proper controls, these activities would expose loose soils to both wind and water erosion, resulting in a potentially significant impact. However, Mitigation Measure M-GE-N4 (see page 4.14-54) would require CPMC to implement a site-specific SWPPP at the California Campus under Alternative 2, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction and would reduce the impact to a less-than-significant level. Under Alternative 2, impacts at the California Campus related to erosion or loss of topsoil would be less than significant with mitigation incorporated; however, impacts would be greater than under the proposed LRDP because of the increased development program at the California Campus under this alternative.

Excavation activities during construction under Alternative 2 at the sites of the new Acute-Care Hospital, Women's and Children's Hospital, and Cherry Street MOB at the California Campus may encounter groundwater, which would require dewatering. In contrast with the proposed LRDP (which does not involve construction at the California Campus), this alternative would require implementation of Mitigation Measure M-GE-N6 (see page 4.14-62) at this campus, which would require preparation of a geotechnical report to address potential subsidence impacts of dewatering. Implementation of this mitigation measure would reduce this impact to a less-than-significant level; however, the impact would be greater under Alternative 2 than under the proposed LRDP because of the increased development program.

The California Campus is underlain primarily by sand. However, thick layers of clay are present within the Colma Formation and upper layers of the Franciscan bedrock have weathered to clay. These clay layers range from 5 feet to 13 feet thick and would be potentially expansive. The soils at the California Campus are considered corrosive to mildly corrosive. The subsurface concrete and reactive metal materials of the new California Campus facilities

proposed under Alternative 2 could become corroded through contact with soils over time, resulting in a potentially significant impact. As part of standard engineering practices, under Alternative 2 all reinforced concrete and buried metallic piping at the California Campus would be properly protected against corrosion in accordance with the critical nature of the structure. Impacts related to corrosive soils would be less than significant with incorporation of standard engineering practices, but would be greater than under the LRDP. The clay layers at the California Campus could be expansive. However, excavation of the new buildings at this campus under Alternative 2 would extend two to six stories underground, beyond the potentially expansive clay. Therefore, the impact of Alternative 2 at the California Campus related to expansive soils would be less than significant, though greater than the impact of the proposed LRDP.

The California Campus is connected to the municipal sewer system and would remain connected under Alternative 2; no septic tanks would be required. This impact would be less than significant. No unique geologic or physical features exist on the campus. Excavation, grading, and construction of the new buildings at the California Campus under Alternative 2 would not change the grade of the surrounding area. This impact would be less than significant, but greater than under the proposed LRDP.

In contrast with the LRDP, implementation of Mitigation Measure M-GE-N4, related to the provision of a site-specific SWPPP, and Mitigation Measure M-GE-N6, related to dewatering, would be required under Alternative 2. Project-level and cumulative impacts would be less than significant, but greater than under the proposed LRDP because of the increased development program.

Alternative 2 (California)—Hydrology and Water Quality

In contrast with the proposed LRDP (which does not propose any demolition or construction at the California Campus), Alternative 2 would involve demolition and redevelopment of most of the California Campus, with the exception of the 3838 California MOB and the 3848–3850 California office building in the western portion of the campus, which would remain as they are. The California Campus is currently highly developed with impervious surfaces or hardscape. Construction of the new integrated Acute-Care Hospital, Women's and Children's Hospital, and new Cherry Street MOB parking garage would result in minor increases in impervious surfaces. Given the high level of imperviousness at the California Campus under existing conditions, the minor increases in imperviousness under Alternative 2 would not substantially obstruct or affect groundwater recharge. Water quality and hydrology impacts would be greater under Alternative 2 than under the LRDP because of the demolition and new construction activities proposed under this alternative that would not occur under the LRDP.

Dewatering activities would be temporary. Construction and long-term operation of the new buildings at the California Campus under Alternative 2 would result in less-than-significant impacts on groundwater supplies;

however, this impact would be greater under Alternative 2 than under the LRDP because of the increased development program under this alternative.

The development program at the California Campus under Alternative 2 would require demolition of existing buildings and construction of new buildings, which in turn would require removal of vegetated buffer areas, resulting in a slight increase in impervious surface at the campus. By contrast, no development is proposed at the California Campus under the LRDP. Without implementation of LID stormwater management controls, the total or peak runoff volume from the California Campus could increase under Alternative 2 relative to existing conditions, which could contribute to the frequency or severity of CSO events. Mitigation Measure M-HY-N2 (see page 4.15-31) would require preparation of a stormwater management design plan focusing on LID strategies and BMPs. Implementing this mitigation measure at the California Campus would reduce total or peak runoff volume impacts under Alternative 2 to a less-than-significant level; however, impacts would be greater under Alternative 2 than under the proposed LRDP because of the increased development program under this alternative.

Construction of the new Acute-Care Hospital, Women's and Children's Hospital, and Cherry Street MOB/Parking Garage under Alternative 2 would require excavation for the associated two to six below-grade levels. If not managed properly, soil stockpiles and excavated portions of the site would be exposed to runoff, which could cause erosion and sedimentation to be carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require implementation of a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. This impact would be less than significant after mitigation; however, impacts would be greater under Alternative 2 than under the proposed LRDP because of the increased development program under this alternative.

No streams or river courses are currently located at the California Campus. [84] As with the proposed LRDP, implementation of Alternative 2 would not alter a stream or river course and would result in a less-than-significant impact. All CPMC campuses are outside of both seiche and tsunami hazard areas. Therefore, as under the LRDP, implementing Alternative 2 at the California Campus would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the California Campus would be required under Alternative 2. Project-level and cumulative impacts related to hydrology and water quality would be less than significant, but would be greater than under the proposed LRDP.

[84] Historical evidence indicates that a creek once ran through the site near the intersection of Cesar Chavez Street and south of 26th Street, and a tributary to this creek once ran three blocks south of the St. Luke's Campus at the intersection of what is now Mission Street and Fair Avenue. However, there are no streams or courses currently at the St. Luke's Campus.

Alternative 2 (California)—Hazards and Hazardous Materials

In contrast with the proposed LRDP (which does not propose any demolition or construction at the California Campus and would phase out medical uses at this campus by 2020), Alternative 2 would involve demolition and redevelopment of most of the California Campus, with the exception of the 3838 California Street MOB and the 3848–3850 California Street office building in the western portion of the campus, which would remain as they are. A new Cherry Street MOB/Parking Garage, Acute-Care Hospital, and Women's and Children's Hospital would be constructed under this alternative.

The existing buildings to be demolished at the California Campus under Alternative 2 could contain asbestos-containing materials, lead-based paint, and fluorescent lights containing mercury vapor. Therefore, demolition and construction activities at the California Campus under Alternative 2 could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during project construction. Under the LRDP, no construction would occur at the California Campus; by contrast, under Alternative 2, removal of three existing and permitted USTs may be required at the site of the current 3700 California Street Hospital and proposed Acute-Care Hospital (at the same site) as part of excavation activities. Removal of the USTs could expose workers to contaminants during tank removal activities. This impact would be potentially significant. Implementation of Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation of an environmental contingency plan for the California Campus for submission to SFDPH for review and approval as a site mitigation plan, reducing impacts related to known soil and groundwater conditions to a less-than-significant level. This impact would be greater under Alternative 2 than under the LRDP, because UST removal would not be required under the LRDP on the central portion of the campus in a building that would be retained.

In contrast with the LRDP, under Alternative 2 previously unidentified contaminated soil or groundwater could be encountered during demolition of the 460 Cherry Street Parking Garage, 3905 Sacramento Street MOB, 3901 Sacramento Street residential building, 3700 California Street Hospital, 3698 California Street, and 3773 Sacramento Street garage, and construction of the Cherry Street MOB/Parking Garage, Acute-Care Hospital, and Women's and Children's Hospital. This would be a potentially significant impact. Implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a site mitigation plan that contains management protocols, reducing impacts related to unknown soil and groundwater conditions at the California Campus to a less-than-significant level. This impact would be greater than under the LRDP because of the demolition and construction under this alternative.

Compliance with the SWPPP, requirements of the San Francisco HMUPA, and applicable regulations and standards, and adherence to the procedures set forth in the environmental contingency plan for the California Campus would reduce the potential for releases from the transport and use or disposal of hazardous materials

during construction activities to a less-than-significant level. Impacts at the California Campus would be greater under Alternative 2 than under the LRDP because of the increased development program.

Under Alternative 2, the California Campus would continue operating as a medical campus. Workers would still be required to handle potentially hazardous materials that are currently used at the existing campuses, and medical- and hospital-specific hazardous wastes would still be produced at the campus. In contrast with the proposed LRDP, under which medical uses at the California Campus would be largely phased out by 2020, hazardous materials would still be generated under this alternative in amounts similar to existing conditions. Compliance with the requirements of the San Francisco HMUPA, applicable regulations and standards, and state requirements would reduce the impact related to the potential for release of hazardous materials during operations at the California Campus to a less-than-significant level. Impacts at the California Campus would be greater under Alternative 2 than under the LRDP because of the increased development program. For the same reason, the potential for impacts related to hazardous emissions or hazardous materials within one quarter mile of schools would be less than significant.

Implementing Alternative 2 at the California Campus would not impair implementation of or interfere with the existing emergency operations and evacuation plans for the California Campus, and existing rates and procedures would be maintained during construction and the operation of the new buildings. Therefore, impacts related to emergency operations and evacuation plans would be less than significant.

The California Campus is not located within an airport land use plan or within 2 miles of a public airport or public-use airport or private airstrip. Therefore, as under the LRDP, impacts related to potential safety hazards near airports would be less than significant.

As discussed above, hazardous materials, if any, brought on-site during construction would be managed in accordance with federal, state, and local regulations. Storage of hazardous materials would be managed with oversight by the San Francisco HMUPA and in compliance with applicable regulations. Therefore, the potential for hazardous materials emergencies and potential impacts on sensitive receptors at the California Campus under Alternative 2 would be less than significant.

Based on the Phase I and Phase I/Phase II ESAs prepared for the California Campus, no RECs were identified. Please refer to Section 4.16, “Hazards and Hazardous Materials,” for details of the ESAs prepared for the California Campus. The ESAs prepared for the California Campus included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. The California Campus was listed on nine databases. Inclusion of the campus does not indicate a substantial effect on the campus related to hazardous materials; rather, it simply indicates that activities at the site include the use and storage of

hazardous materials. As described above, impacts related to sites included on a list of hazardous materials sites would be less than significant.

Unlike the LRDP, implementation of Mitigation Measures M-HZ-1a and M-HZ-1b would be required at the California Campus under Alternative 2. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant, but greater than under the proposed LRDP because of the increased development program at this campus.

Alternative 2 (California)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 2 on Mineral and Energy Resources" on page 6-261 for a campuswide discussion of this impact.

Alternative 2 (California)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 2 on Agricultural and Forest Resources" on page 6-262for a campuswide discussion of this impact.

IMPACTS OF ALTERNATIVE 2 AT THE DAVIES CAMPUS

Alternative 2 (Davies)—Land Use and Planning

Impacts on land use and planning from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Land Use and Planning" on page 6-108 for a discussion of this impact.

Alternative 2 (Davies)—Aesthetics

Impacts on aesthetics from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Aesthetics" on page 6-109 for a discussion of this impact.

Alternative 2 (Davies)—Population, Employment, and Housing

Impacts on population, employment and housing from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)— Population, Employment and Housing" on page 6-109 for a discussion of this impact.

Alternative 2 (Davies)—Cultural and Paleontological Resources

Impacts on cultural and paleontological resources from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Cultural and Paleontological Resources" on page 6-110 for a discussion of this impact.

Alternative 2 (Davies)—Transportation and Circulation

Impacts on transportation and circulation from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Transportation and Circulation" on page 6-110 for a discussion of this impact.

Alternative 2 (Davies)—Noise

Impacts related to noise from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Noise" on page 6-113 for a discussion of this impact.

Alternative 2 (Davies)—Air Quality

Methodology

Impacts related to air quality from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Air Quality" on page 6-114 for a discussion of this impact.

Alternative 2 (Davies)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 2 on Greenhouse Gas Emissions" on page 6-115 for a discussion of this impact.

Alternative 2 (Davies)—Wind and Shadow

Impacts on wind and shadow from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Wind and Shadow" on page 6-115 for a discussion of this impact.

Alternative 2 (Davies)—Recreation

Impacts on recreation from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Recreation" on page 6-116 for a discussion of this impact.

Alternative 2 (Davies)—Public Services

Impacts on public services from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Public Services" on page 6-116 for a discussion of this impact.

Alternative 2 (Davies)—Utilities and Service Systems

Impacts on utilities and service systems from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Utilities and Service Systems" on page 6-160 for a discussion of this impact.

Alternative 2 (Davies)—Biological Resources

Impacts on biological resources from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Biological Resources" on page 6-117 for a discussion of this impact.

Alternative 2 (Davies)—Geology and Soils

Impacts on geology and soils from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Geology and Soils" on page 6-117 for a discussion of this impact.

Alternative 2 (Davies)—Hydrology and Water Quality

Impacts on hydrology and water quality from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Hydrology and Water Quality" on page 6-117 for a discussion of this impact.

Alternative 2 (Davies)—Hazards and Hazardous Materials

Impacts on hazards and hazardous materials from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Alternative 1 (Davies)—Hazards and Hazardous Materials" on page 6-118 for a discussion of this impact.

Alternative 2 (Davies)—Mineral and Energy Resources

Impacts on mineral and energy resources from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Mineral and Energy Resources" on page 6-118 for a discussion of this impact.

Alternative 2 (Davies)—Agricultural and Forest Resources

Impacts on agricultural and forest resources from implementing Alternative 2 at the Davies Campus would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on page 6-118 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 2 AT MULTIPLE CAMPUSES

Multiple-Campus Impacts of Alternative 2 on Population, Employment, and Housing

Projected effects of implementing Alternative 2 on citywide employment, the number of households in San Francisco, and population growth in the city are presented in Table 6-22, "Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of Alternative 2 to the Proposed LRDP),"

below and Table 6-23, "CPMC Household and Population Growth Projections for San Francisco (Comparison of Alternative 2 to the Proposed LRDP)" (page 6-254).

When all proposed CPMC development projects and operational changes under Alternative 2 are considered, CPMC's systemwide, overall personnel numbers would increase by approximately 3,940 personnel between 2006 and 2030. Based on the population and household growth methodology described in Section 4.3, "Population, Employment, and Housing," the increase in CPMC's systemwide personnel under this alternative would result in 3,270 net new San Francisco residents and 1,410 net new households, accounting for approximately 3% of ABAG population and household projections from 2006 to 2030 (see Table 6-23, "CPMC Household and Population Growth Projections for San Francisco [Comparison of Alternative 2 to the Proposed LRDP]," on page 6-254). These projected households and residents would be expected to be dispersed throughout the city and not concentrated in any one area of the city.

Alternative 2 would result in approximately 230 fewer CPMC personnel than the LRDP. As a result, Alternative 2 would create 80 fewer net new San Francisco households and 200 fewer net new San Francisco residents by 2030. The decrease in population and housing demand under Alternative 2 would result in less impact on population, employment, and housing than under the LRDP. Therefore, the population, employment, and housing impact of Alternative 2 would be less than significant, because it would be less than project-level and cumulative impacts of the proposed LRDP. As under the LRDP, no mitigation measures would be required under this alternative.

Table 6-22
Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of Alternative 2 to the Proposed LRDP)

CPMC Campus	Full-Time Equivalent Personnel			Job Change			
	2006 (Baseline)	2030 (Alt. 2)	2030 (LRDP)	2006–2030 (Alt. 2)	% of Projected SF Job Growth[1] (Alt. 2)	2006–2030 (LRDP)	% of Projected SF Job Growth[1] (LRDP)
Cathedral Hill[2]	760	760	5,380	0	0.0%	4,620	1.8%
Pacific[3]	2,640	3,500	2,060	850	0.3%	(580)	-0.2%
California	1,640	3,780	10	2,140	0.8%	(1,630)	-0.6%
Davies[3]	930	930	1,750	0	0.0%	830	0.3%
St. Luke's[4]	600	1,530	1,530	930	0.4%	930	0.4%
Total	**6,558**	**10,500**	**10,730**	**3,930**	**1.5%**	**4,170**	**1.6%**

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; SF = San Francisco (area within the jurisdictional limits of the City and County of San Francisco [City]). The California Department of Finance estimated population and households in 2006. The California Employment Development Department estimated jobs in San Francisco in 2006. Estimates are rounded to the nearest 10.

[1] Based on California Employment Development Department 2006 employment estimates compared to 2007 Association of Bay Area Governments projections for 2015 and 2030.

[2] 2006 personnel numbers are based on existing employment at the properties composing the proposed Cathedral Hill Campus. Personnel numbers represent employees at the Cathedral Hill Hotel, 1255 Post Street Office Building, and the site of the proposed Cathedral Hill MOB, which includes retail, car repair, and residential uses. These estimates were developed by BKF Consulting for CPMC.

[3] Personnel projections for the Cathedral Hill, Pacific, and Davies Campuses are based on the projected number of beds, projected increase in business activity, and employment density factors. These estimates were developed by Navigant Consulting for CPMC.

[4] St. Luke's personnel projections are based on employment density factors for hospital, office, and retail uses planned for the campus. All personnel totals by category are rounded to the nearest integer. The number of retail personnel is based on the City and County of San Francisco's (City's) employment density factors generated in 2007 by use category. Also of note is that the City estimates employment densities for medical uses is approximately 257 square feet per employee. The St. Luke's projections result in a gross employment density of 253 square feet per employee. In other words, the estimate projects a slightly higher overall density compared to the City's estimates for employment. Note that there are some small changes to the density because of the change in the building program (more medical office). That being said, this is still relatively close to the overall employment density calculator as described by the City (257).

Sources: CPMC, Navigant Consulting, and San Francisco Planning Department; data compiled by AECOM in 2009 and 2010
California Department of Finance. 2009. *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009*. Sacramento, CA.

Table 6-23
CPMC Household and Population Growth Projections for San Francisco
(Comparison of Alternative 2 to the Proposed LRDP) [1]

CPMC Campus	San Francisco Households				Increase in Population			
	Change, 2006–2030 (Alt. 2)	% of SF Growth **(Alt. 2)**	Change, 2006–2030 (LRDP)	% of SF Growth (LRDP)	Change, 2006–2030 (Alt. 2)	% of SF Growth (Alt. 2)	Change, 2006–2030 (LRDP)	% of SF Growth (LRDP)
Cathedral Hill	–	0.0%	1,650	4.0%	–	0.0%	3,850	4.0%
Pacific	310	0.6%	(210)	0.0%	710	1.0%	(480)	-0.4%
California	770	2.0%	(580)	-1.0%	1,790	2.0%	(1,360)	-1.1%
Davies	–	0.0%	300	1.0%	–	0.0%	690	0.6%
St. Luke's	330	0.7%	330	1.0%	770	0.7%	770	0.6%
Total	**1,410**	**3.0%**	**1,490**	**3.0%**	**3,270**	**3.0%**	**3,470**	**3.0%**

Notes: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; SF = San Francisco (area within the jurisdictional limits of the City and County of San Francisco)
Baseline household and population estimates for San Francisco in 2006 use the California Department of Finance estimates, adjusted in 2009
Baseline household and population estimates for San Francisco in 2006 use the California Department of Finance estimates, adjusted for 2009, the year the NOP for the CPMC LRDP was published, in accordance with the State CEQA Guidelines; this sets the date for baseline conditions estimates in the EIR. Household and population projections for years 2015 and 2030 use the Association of Bay Area Governments' *Projections 2007.*
[1] Numbers in this table have been rounded to the nearest 10.
Sources: California Department of Finance. 2009. *E-5 Population and Housing Estimates for Cities, Counties and the State.* Sacramento, CA.
Association of Bay Area Governments. 2007. *Projections 2007*. Oakland, CA.
CPMC personnel projections provided by Navigant Consulting in 2008 and CPMC in 2010; data compiled by AECOM in 2010.

Multiple-Campus Impacts of Alternative 2 on Transportation and Circulation

In contrast with the proposed LRDP, development of CPMC facilities would not occur at Cathedral Hill or at the Davies Campus under Alternative 2. However, demolition and construction activities would occur at the Pacific, California, and St. Luke's Campuses. Development at the California Campus would add traffic to the intersection of Market Street/Octavia Boulevard/U.S. 101, which would deteriorate from acceptable to unacceptable levels of service under future-year 2015 Modified Baseline No Project and 2030 Cumulative No Project Conditions. In contrast with the proposed LRDP, implementation of Alternative 2 at the California Campus would result in significant impacts on this intersection, and the combined impact of multiple campus projects at this intersection would be significant and unavoidable.

Transit ridership would increase under Alternative 2. However, as analyzed above, the increase in overall transit ridership would not cause Muni's capacity utilization at corridors near each campus to increase to more than 85%. The combined impact on Muni corridors of implementing Alternative 2 at the CPMC campuses would be less than significant, and similar in magnitude to the combined impact under the LRDP.

Alternative 2 would not involve reconfiguration of the CPMC shuttle service to the new Cathedral Hill Campus, because this campus would not be built under Alternative 2. An increase in CPMC ridership demand may occur at the Pacific, California, and St. Luke's Campuses under this alternative. However, estimated future shuttle capacity could meet the projected demand. As under the proposed LRDP, impacts of Alternative 2 on the shuttle service would be less than significant.

Construction activities would occur at three of the campuses under Alternative 2. In contrast with the LRDP, under Alternative 2 no demolition or construction activities would occur at Cathedral Hill or at the Davies Campus. The St. Luke's Campus is in relative isolation from the Pacific and California Campuses and would rely on different access routes for construction vehicle access. The Pacific and California Campuses are close to each other and would share some of the same construction vehicle access routes. The construction schedules would overlap between 2013 and 2019. However neither campus would share construction staging areas or have concurrent sidewalk or travel lane closures. Impacts of overlapping construction activities for Alternative 2 would be less than significant, but greater than impacts of overlapping construction activities under the LRDP. Although impacts of overlapping construction activities at the campuses under Alternative 2 would be less than significant, implementation of Mitigation Measure M-TR-37 would require coordination of construction activities between CPMC campuses that may have concurrent construction schedules. For example, deliveries of materials could be coordinated to reduce the total number of delivery trips on city streets.

The CPMC campuses are not located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant under Alternative 2.

Multiple-Campus Impacts of Alternative 2 on Air Quality

See "Methodology" under "Alternative 1 (Cathedral Hill)—Air Quality" on page 6-81 for a full discussion of the methodology used in the air quality impact analyses for all project alternatives. The impact analysis for each alternative is presented in two sections: one section for comparisons to the applicable (1999) BAAQMD CEQA significance thresholds, and one for comparison to the recently adopted BAAQMD CEQA significance thresholds. Localized air quality impacts, such as those that involve health risk–based significance criteria, for each campus are evaluated individually by campus. Nonlocalized air quality impacts, such as those involving criteria pollutants, the campuses are evaluated in aggregate below.

Impacts under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

Because the total area of new construction would be greater under Alternative 2 than under the proposed LRDP, construction-related emissions of fugitive dust would be greater under this alternative. Implementing Mitigation Measure M-AQ-N1a, which would require CPMC to implement BAAQMD's basic and optional control measures during construction, would reduce construction impacts to a less-than-significant level. The impact of Alternative 2 with respect to construction-related emissions of fugitive PM_{10} dust would be less than significant with mitigation, but greater than under the LRDP.

Regional Impacts from Operations

A greater quantity of mobile-source and other operational emissions would occur under Alternative 2 than under the proposed LRDP. New emissions would occur at the Pacific and California Campuses because of the increased development program at those campuses. Emissions under the proposed LRDP would exceed the adopted criteria pollutant threshold for PM_{10}. No feasible mitigation is available to reduce this impact to a less-than-significant level; as a result, the LRDP would have a significant and unavoidable impact with respect to operational emissions of criteria pollutants. Alternative 2 would also have a significant and unavoidable impact with respect to operational criteria pollutant emission thresholds; this impact would be greater under Alternative 2 than under the proposed LRDP.

Impacts under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

As with the LRDP, implementing Alternative 2 would result in a less-than-significant impact with mitigation with respect to BAAQMD's recently adopted fugitive dust criterion. Implementing Mitigation Measure M-AQ-N8a for No Project Alternative 2 at the St. Luke's Campus would require CPMC to implement BAAQMD's basic and optional control measures during construction to reduce fugitive dust emissions from construction.

Criteria pollutant emissions would be greater than under the LRDP; therefore, the impact would be greater under Alternative 2. Emissions associated with construction under the proposed LRDP would exceed the recently adopted BAAQMD significance criteria for construction-related NO_X. As discussed in Section 4.7, "Air Quality," even with implementation of Mitigation Measure M-AQ-N9, emissions of criteria pollutants from construction equipment sources are predicted to remain above the recently adopted significance thresholds. Therefore, the impact associated with criteria pollutant emissions during construction under Alternative 2 would be significant and unavoidable. As under the proposed LRDP, implementation of Mitigation Measure M-AQ-N9 would be required under Alternative 2; however, this impact would be significant and unavoidable with respect to the

significance criterion for criteria pollutants during construction, and impacts would be greater than under the proposed LRDP.

Regional Impacts from Operations

See the "Regional Impacts from Operations" section under "Impacts under the Applicable (1999) BAAQMD CEQA Thresholds," above (page 6-82). The proposed LRDP would exceed the proposed criteria pollutant threshold for PM_{10}. No feasible mitigation is available to reduce this impact to a less-than-significant level; as a result, the LRDP would have a significant and unavoidable impact with respect to the proposed criteria pollutant emissions thresholds. Alternative 2 would also result in a significant and unavoidable impact with respect to these thresholds, and the impact would be greater than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 2 on Greenhouse Gas Emissions

Relative to the proposed LRDP, the amount of net new construction square footage under Alternative 2 would be larger at the Pacific and California Campuses but smaller at Cathedral Hill and the Davies Campus. Overall, the total new area of construction across all campuses would be approximately 37% greater under this alternative than under the LRDP.

CPMC would be required to comply with applicable City regulations that reduce the project's construction-related contribution to GHG emissions. Therefore, implementing Alternative 2 would not result in generation of GHG emissions that would have a significant impact on the environment, and the project would not conflict with a plan, policy, or regulation developed for the purpose of reducing GHG emissions.

Once construction is completed under Alternative 2, CPMC would be required to comply with San Francisco's GHG Reduction Strategy. As a result, Alternative 2 would not conflict with either the state or local GHG reduction strategy, nor with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. A greater volume of construction and operational GHG emissions would be generated under Alternative 2 than under the LRDP. Impacts would be less than significant, but greater than under the LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Impact Evaluations based on Recently Adopted BAAQMD Significance Criteria for Greenhouse Gases (June 2, 2010)

Construction-Related Emissions

Construction-related GHG emissions under Alternative 2 would be temporary and cease after buildout. In addition, CPMC would implement all BAAQMD-recommended BMPs, would comply with the Dust and Demolition Debris Recovery Ordinance, and would implement LEED® measures related to reducing construction-

related GHG emissions. Alternative 2 would generate greater GHG emissions than the LRDP. Therefore, Alternative 2 would result in a less-than-significant impact, but impacts would be greater than under the LRDP.

Operational Emissions

Under the LRDP, the net operational GHG emissions would be approximately 22,503 $MTCO_2e$/yr, which exceeds BAAQMD's new GHG emissions threshold of 1,100 $MTCO_2e$/yr. In addition, the LRDP would have a GHG-efficiency value of 5.9 $MTCO_2e$/SP/yr. Although this project exceeds the draft guidelines' efficiency metric of 4.6 $MTCO_2e$/SP/yr, it is not clear that the BAAQMD efficiency metric appropriately applies to facilities such as hotels and hospitals, whose large numbers of visitors are not included in the service population (which includes employees and residents only).

Because the total net new construction area would be 37% larger under Alternative 2 than under the LRDP, the net operational GHG emissions would likely also be approximately 37% higher. Therefore, Alternative 2 would also exceed the 1,100 $MTCO_2e$/yr threshold. In addition, based on the assumption that GHG emissions and working population both scale with size, the efficiency metric would be similar to the LRDP efficiency metric of 5.9 and, therefore, would be greater than 4.6. Alternative 2 would have a higher level of GHG emissions, and hence a greater impact, than the LRDP. As under the LRDP, the impact of Alternative 2 would be significant and unavoidable with respect to GHG emissions. As under the proposed LRDP, no feasible mitigation measures are available that would reduce impacts under this alternative to a less-than-significant level.

Multiple-Campus Impacts of Alternative 2 on Recreation

Like the analysis of the proposed LRDP, this analysis considers the increase in recreational use that would be generated by Alternative 2 and the ability of existing facilities to meet that demand, and whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or the need for new or expanded facilities.

Under Alternative 2, CPMC employment at the four existing campuses and the Cathedral Hill area would total 10,500 FTE personnel, which is an increase of 3,940 from the 6,560 FTE personnel under existing conditions. This would be slightly less than the increase in personnel (4,170 FTE personnel) under the proposed LRDP. Because the increase in employment under this alternative would be less than the increase under the proposed LRDP, the potential effects on recreation would be correspondingly smaller. It is assumed that consistent with current trends, 49% of CPMC net new employees under Alternative 2 would reside in San Francisco. New residents would be expected to be dispersed throughout the city; therefore, any increase in demand for existing neighborhood and regional parks or other recreational facilities that would result from this potential increase in San Francisco residents would also be similarly distributed citywide, and would not place excessive demand on any specific neighborhood park. As with the proposed LRDP, the incremental increase in employment under

Alternative 2 would not create a substantial increase in demand from new residents for new recreation facilities or opportunities that could not be met citywide.

Alternative 2 would not require the construction of new recreational facilities or expansion of existing facilities. CPMC's campuses would include on-site open space areas in the form of plazas, courtyards, and gardens. The increase in recreational demand associated with this alternative's new uses is not likely to result in the need to expand existing recreational facilities or construct new facilities, or to cause the physical deterioration of nearby open spaces. Under Alternative 2 this impact would be less than significant and less than under the proposed LRDP.

Alternative 2 would not result in substantial physical deterioration of recreation facilities or other adverse physical impacts, require the construction or expansion of facilities, or adversely affect existing recreational opportunities. As under the proposed LRDP, no mitigation measures would be required under this alternative. Project-level and cumulative impacts related to recreational facilities or resources would be less than significant under Alternative 2, and less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 2 on Public Services

As under the proposed LRDP, but less than under the LRDP systemwide, the campuswide number of CPMC FTE personnel would increase under Alternative 2, relative to existing conditions; as a result, the number of new residents dispersed throughout the city also would increase. Like the LRDP, Alternative 2 would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and slightly less than under the LRDP because the increase in the number of FTE personnel and associated net new city residents systemwide at the CPMC campuses under this alternative would be less than under the proposed LRDP.

As under the LRDP, the total campuswide employment would increase from existing conditions under Alternative 2, although this increase would be less than under the LRDP. The number of FTE personnel would increase from the current 6,560 FTE personnel to 10,500 under Alternative 2, an increase of 3,940 FTE personnel from existing conditions. Under the LRDP, the number of FTE personnel would increase from 6,560 to 10,730, a greater increase than under Alternative 2. As under the LRDP, the total number of new residents dispersed throughout the city also would also increase, by 1,410 net new households or 3,270 net new residents. Alternative 2 would result in 80 fewer net new households or 200 fewer net new residents than the LRDP. As a result, the number of new residents dispersed throughout San Francisco would increase relative to existing conditions, but the increase would be smaller than under the LRDP. As under the LRDP, the resulting increase in the number of San Francisco residents would not place an undue demand on any one public service facility.

Unlike the LRDP, Mitigation Measure M-PS-N2 (see page 4.11-25 in Section 4.11, "Public Services"), which would require CPMC to implement a construction management traffic plan, is not required at the Cathedral Hill Campus under this alternative, but would instead be required at the California Campus.

Like the proposed LRDP, Alternative 2 would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant and less than under the LRDP because the number of FTE personnel and associated new residents would be smaller under Alternative 2 than under the LRDP. Project-level and cumulative impacts related to public services would be less than significant, and impacts would be less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 2 on Utilities and Service Systems

Like the analysis of the proposed LRDP, this analysis considers the utilities and service systems demand based on the overall square footage changes at the CPMC campuses. Under Alternative 2, in contrast with the proposed LRDP, no existing buildings would be demolished and no new buildings would be constructed at the Cathedral Hill and Davies Campuses. However, the development program of Alternative 2 would be greater than that of the proposed LRDP at the Pacific and California Campuses. Overall, the proposed LRDP would have less development, but a greater number of net new FTE personnel than under Alternative 2 systemwide.

The Pacific and California Campuses would have larger development programs under Alternative 2 than under the proposed LRDP. Similar to under the proposed LRDP, the changes in uses of the buildings on the CPMC campuses under this alternative would not substantially change the quality of wastewater discharged from the buildings, as with the LRDP. As a result, implementing Alternative 2 would not adversely alter the quality of wastewater discharged from the CPMC campuses such that the receiving wastewater treatment plant would be at risk of violating treatment requirements. As discussed under "Alternative 2 (Cathedral Hill)—Hazards and Hazardous Materials" (page 6-197), hazardous materials and wastes would be properly stored, used, and disposed of in accordance with current CPMC permits and regulated under the authority of the San Francisco HMUPA. As a result, Alternative 2 would not result in an exceedance of the San Francisco Bay RWQCB's wastewater treatment requirements; the impact under this alternative would be less than significant, and less than under the proposed LRDP.

Alternative 2 would generate less overall water demand at the CPMC campuses than the LRDP, because future water demand is based on population projections, and Alternative 2 would result in fewer FTE personnel systemwide than under the proposed LRDP. Under this alternative, water demand at the Cathedral Hill and Davies Campuses would be similar to existing demand but reduced in comparison to demand under the proposed

LRDP. Water demand would increase at the Pacific and California Campuses relative to existing demand, and demand under the LRDP.

The CPMC campuses are within the City's combined sewer system and are served by existing wastewater and stormwater lines. As under the proposed LRDP, under Alternative 2 stormwater discharges from these sites would decrease relative to existing conditions; CPMC would comply with City regulations to reduce stormwater discharges from the campuses by 25% by implementing LID measures or green building features. Therefore, impacts on wastewater and stormwater treatment facilities under Alternative 2 would be less than significant, and less than under the proposed LRDP because of the reduction in FTE personnel and systemwide under this alternative, as compared to the proposed LRDP.

In contrast with the LRDP, solid waste would be generated during demolition of existing on-campus buildings at the California Campus under Alternative 2, resulting in a short-term increase in solid waste. A greater number of existing on-campus buildings would be demolished at the Pacific Campus under Alternative 2 than under the proposed LRDP, resulting in a greater short-term increase in solid waste at the Pacific Campus than under the proposed LRDP. Under the LRDP, the amount of solid waste generated during demolition at the Cathedral Hill and Davies Campuses would be greater than that generated during the Alternative 2 development program. However, as with the proposed LRDP, compliance of Alternative 2 development program with the City's C&D Ordinance (No. 27-06) would result in a solid waste diversion rate of approximately 65%; in addition, compliance with other City-required regulations would reduce the amount of solid waste generated at this site and ultimately disposed of at area landfills. As under the proposed LRDP, because CPMC would implement recycling efforts and comply with City recycling requirements under this alternative, this impact would be less than significant during construction and operation. CPMC would comply with federal, state, and local statutes and regulations related to solid waste when implementing Alternative 2, as with the LRDP.

As under the proposed LRDP, no mitigation measures would be required under Alternative 2. Project-level and cumulative impacts on utilities and service systems would be less than significant, but less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 2 on Mineral and Energy Resources

Like the proposed LRDP, Alternative 2 would not result in impacts related to mineral resources. The level of energy consumption would be reduced under this alternative compared under the proposed LRDP because the larger overall development program would result in the replacement of a larger number of existing buildings with newer, more energy efficient buildings. Project-level and cumulative impacts on energy resources would be less than significant, and less than under the proposed LRDP.

The existing CPMC campuses are developed with residential, office, commercial, and medical uses. No construction or demolition is proposed at the Cathedral Hill and Davies Campuses under this alternative. Overall energy efficiency is not likely to improve at these campuses under Alternative 2, because the older buildings would remain as they are. Energy efficiency at the Pacific and California Campuses under Alternative 2 would improve because of the demolition of various buildings and construction of new buildings and facilities. These new buildings, where applicable, would be required to conform to conservation standards specified by CCR Title 24 and the City's Green Building Ordinance. When the buildings are factored in, Alternative 2 would result in a reduced total of conditioned space (i.e., not including parking) by 130,000 sq. ft. compared to the proposed LRDP. This is because of the existing developments to remain at the Cathedral Hill and Davies Campuses, would be partially offset by larger proposed developments at the Pacific and California Campuses under this alternative. Under the proposed LRDP, the existing buildings at the California Campus would remain and are assumed to be less energy-efficient than those replaced under this alternative. Therefore, Alternative 2 would have a higher level of energy efficiency than the proposed LRDP. Impacts would be less than significant, and less than under the LRDP. As under the LRDP, no mitigation measures would be required under this alternative. Project-level and cumulative impacts on mineral and energy resources under this alternative would be less than significant, and less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 2 on Agricultural and Forest Resources

Multiple-campus impacts of implementing Alternative 2 on agricultural and forest resources would be identical to impacts of Alternative 1. See "Multiple-Campus Impacts of Alternative 1 on Agricultural and Forest Resources" on page 6-161 for a discussion of this impact.

6.7.3 Attainment of Project Objectives for Alternative 2: Four-Campus Rebuilding/Retrofit/Redevelopment Alternative

Alternative 2 would meet some of the overarching, core medical service, and site selection and site planning objectives of the proposed LRDP, but to a lesser extent, as explained below. Redevelopment at the four existing campuses would bring some existing hospital facilities into compliance with SB 1953; however, the redevelopment would not be complete until 2019, after the 2013 deadline mandated by the legislation. As a result, for a 6-year period CPMC would not be able to provide acute-care services at either the Pacific Campus or the California Campus.

The Cathedral Hill Hospital would not be constructed under this alternative; therefore, this alternative would not meet the overarching objective of the project to construct a centrally located modern, seismically safe hospital. Similarly, without the proposed Cathedral Hill Hospital, Alternative 2 would continue to use the four existing campuses, falling short of the overarching objective to create a consolidated and integrated health-care system that

optimizes the use of CPMC's resources. Specifically, the use of existing campuses would not allow CPMC to meet its objectives of distributing inpatient capacity amongst an optimal number of smaller, community-based hospitals; minimizing redundancies and inefficiencies; and optimizing patient safety and clinical outcomes through strategically grouped, multidisciplinary services.

Alternative 2 would provide less space for inpatient care across existing CPMC campuses, thereby reducing CPMC's ability to meet existing and projected acute-care needs. Alternative 2 also would not include construction of the Neuroscience Institute and Castro Street/14th Street MOB at the Davies Campus. Therefore, Alternative 2 would not meet the objective of providing for the existing and future projected acute-care and outpatient needs of CPMC's patients, with appropriate physician specialties, including specialized services, to the same extent as the proposed LRDP.

Although a new integrated Acute-Care Hospital would be constructed at the California Campus under Alternative 2, this hospital would not be as centrally located or as well served by major transit routes as the Cathedral Hill Hospital proposed in the LRDP. Therefore, Alternative 2 would not meet the site selection and site planning objective of ensuring that the new centralized acute-care hospital is appropriately located, taking into account CPMC's patient base and utilization patterns and San Francisco's population concentration, on a site that is easily accessible by multiple transportation and transit modes. Moreover, Alternative 2 would require the temporary termination of acute-care services at both the Pacific and California Campuses, with an interim period in which CPMC would not provide these services at either campus. Therefore, this alternative would not meet the objective of ensuring an uninterrupted continuum of care.

6.8 ALTERNATIVE 3: REDUCED DEVELOPMENT AT CATHEDRAL HILL ALTERNATIVE

6.8.1 DESCRIPTION

Under the Reduced Development at Cathedral Hill Alternative, the proposed Cathedral Hill Campus would be constructed on a smaller scale than under the LRDP. Under this alternative, the Women's and Children's service lines that would be provided at the Cathedral Hill Campus under the proposed LRDP would not be provided at Cathedral Hill, but would be developed at other campuses. Two subalternatives, referred to in this EIR as Alternatives 3A and 3B, have been developed and together constitute the Reduced Development at Cathedral Hill Alternative. Under Alternative 3, either the St. Luke's Campus (Alternative 3A) or the California Campus (Alternative 3B) would absorb the Women's and Children's service line uses (160 beds) and other medical offices and support uses of the CPMC development program, in order to accommodate the reduced development at the proposed Cathedral Hill Campus. Like the proposed LRDP, both subalternatives under Alternative 3 would include a pedestrian tunnel beneath Van Ness Avenue that would connect the proposed Cathedral Hill Hospital to

the Cathedral Hill MOB. Streetscape design, landscaping, and open space at the proposed Cathedral Hill Campus would also be part of the project under Alternative 3, and would be substantially the same as under the proposed LRDP.

SUMMARY OF ALTERNATIVES 3A AND 3B

Table 6-24, "Comparison of Alternative 3A and Proposed CPMC LRDP Buildout at All Campuses" (page 6-265), and Table 6-25, "Comparison of Alternative 3B and Proposed CPMC LRDP Buildout at All Campuses" (page 6-266), compare uses proposed under the LRDP with those proposed under Alternatives 3A and 3B, respectively. Tables are also provided after the respective campus discussions for the Cathedral Hill, California, and St. Luke's Campuses to compare Alternative 3 to the LRDP, and to compare Alternative 3 to existing conditions. At the Pacific and Davies Campuses, the development program under both subalternatives would be identical to the development program of the proposed LRDP; therefore, detailed tables for these campuses are not included. Please refer to Chapter 4, "Environmental Setting, Impacts, and Mitigation," for the discussion of impacts associated with the Pacific and Davies Campuses.

Proposed development under Alternatives 3A and 3B is described by campus below. The development programs of the two subalternatives would be identical at the Cathedral Hill, Pacific, and Davies Campuses, but would differ at the California and St. Luke's Campuses. Therefore, in the campus-specific discussions below, Alternatives 3A and 3B are described together for the Cathedral Hill, Pacific, and Davies Campuses; and separately for the California and St. Luke's Campuses.

Table 6-24
Comparison of Alternative 3A and Proposed CPMC LRDP Buildout at All Campuses

Category (numbers for building uses below depict square footage)	LRDP at Buildout	Alternative 3A Total at Buildout	Difference Between Alternative 3A and LRDP
Residential	27,170	27,170	0
Hotel	0	0	0
Retail	26,609	22,987	-3,622
Office	24,314	15,340	-8,974
Medical Office	719,799	635,625	-84,174
Light Industrial	0	0	0
Parking—Structured	1,496,762	1,435,978	-60,784
Hospital Administration	66,670	73,908	+7,238
Cafeteria	26,617	21,547	-5,070
Education/Conference	53,412	47,682	-5,730
Inpatient Care	568,326	529,592	-38,734
Skilled Nursing Care	22,265	22,265	0
Outpatient Care	100,181	214,517	+114,336
Diagnostic and Treatment	427,836	482,569	+54,733
Emergency Department	35,655	23,505	-12,150
Support	273,287	261,919	-11,368
Research	0	0	0
Residential Alzheimer's	32,405	32,405	0
Other	–	–	–
Lobby	35,673	32,405	-3,268
Building Infrastructure	361,247	382,077	+20,830
Central Plant	82,854	80,434	-2,420
Mechanical and Electrical Floors	68,234	58,328	-9,906
Loading	24,540	33,420	+8,880
Total sq. ft.	**4,473,856**	**4,433,671**	**-40,185**
Licensed Beds	854	859	+5
Dwelling Units	18	18	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	3,662	3,707	+45
Parking Spaces—Surface	228	284	+56
Loading Spaces and Vans	18 + 14 vans	14 + 0 vans	-4, -14 vans
Number of Buildings	25	22	-3

Note: CPMC = California Pacific Medical Center; LRDP = *Long Range Development Plan*; sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-25
Comparison of Alternative 3B and Proposed CPMC LRDP Buildout at All Campuses

Category (numbers for building uses below depict square footage)	LRDP at Buildout	Alternative 3B Total at Buildout	Difference Between Alternative 3B and LRDP
Residential	27,170	35,470	+8,300
Hotel	0	0	0
Retail	26,609	28,735	+2,126
Office	24,314	29,204	+4,890
Medical Office	719,799	789,810	+70,011
Light Industrial	0	0	0
Parking—Structured	1,496,762	1,729,224	+232,462
Hospital Administration	66,670	75,519	+8,849
Cafeteria	26,617	24,907	-1,710
Education/Conference	53,412	51,087	-2,325
Inpatient Care	568,326	554,664	-13,662
Skilled Nursing Care	22,265	22,265	0
Outpatient Care	100,181	130,209	+30,028
Diagnostic and Treatment	427,836	442,679	+14,843
Emergency Department	35,655	35,505	-150
Support	273,287	312,436	+39,149
Research	–	5,587	+5,587
Residential Alzheimer's	32,405	32,405	0
Other	–	–	–
Lobby	35,673	36,351	+678
Building Infrastructure	361,247	391,553	+30,306
Central Plant	82,854	75,434	-7,420
Mechanical and Electrical Floors	68,234	78,487	+10,253
Loading	24,540	26,023	+1,483
Total sq. ft.	**4,473,856**	**4,907,553**	**+433,697**
Licensed Beds	854	859	+4
Dwelling Units	18	26	+8
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	3,662	4,052	+390
Parking Spaces—Surface	228	415	+187
Loading Spaces and Vans	18 + 14 vans	14 + 0 vans	-4, -14 vans
Number of Buildings	25	32	+7

Source: Data compiled by AECOM in 2010

CATHEDRAL HILL CAMPUS

Under Alternative 3 (i.e., both Alternatives 3A and 3B), the size of the proposed Cathedral Hill Hospital (and associated parking) would be reduced compared to the LRDP, because the Women's and Children's Center portion of the hospital would be relocated. These services would be relocated to the St. Luke's Campus under Alternative 3A or to the California Campus under Alternative 3B. As under the LRDP, the existing buildings on the Cathedral Hill Campus site, with the exception of the Pacific Plaza Office Building at 1375 Sutter Street, would be demolished for development of Alternative 3.

The Cathedral Hill Campus would provide a total of 400 beds under Alternative 3, and either the St. Luke's Campus would provide 240 beds, including 160 beds shifted from the Cathedral Hill Hospital (Alternative 3A), or the California Campus would provide 160 beds (Alternative 3B). Under Alternative 3, the 130-foot-tall (including mechanical penthouse), nine-story Cathedral Hill Hospital and 130-foot-tall (including mechanical penthouse), nine-story Cathedral Hill MOB would comply with the currently applicable basic height requirements, but not the bulk requirements for the 130-E and 130-V Height and Bulk Districts, respectively. Some of the General Plan amendments and other project approvals included in the LRDP would still be required for the Cathedral Hill Campus under Alternative 3. (See "Required Project Approvals for the Cathedral Hill Campus" on page 2-43 in Chapter 2, "Project Description.")

The Cathedral Hill Campus would provide 400 beds at the Cathedral Hill Hospital under Alternative 3; by contrast, 555 beds would be provided there under the CPMC LRDP. At approximately 822,800 sq. ft. under Alternative 3, the Cathedral Hill Hospital would be 341,000 sq. ft. smaller under this alternative than under the LRDP.

Construction of the reduced-size hospital under Alternative 3 would still require demolition of the existing Cathedral Hill Hotel and 1255 Post Street Office Building, the same as under the LRDP. Construction of the proposed Cathedral Hill MOB (approximately 491,300 sq. ft.) and conversion of the existing Pacific Plaza Office Building (167,400 sq. ft.) to the proposed 1375 Sutter MOB (also 167,400 sq. ft.) would be identical to the construction and conversion of these buildings under the LRDP, requiring demolition of the existing seven buildings currently on the Cathedral Hill MOB site.[85]

Under Alternative 3 (either subalternative), the floor area at the Cathedral Hill Campus would increase by approximately 558,600 sq. ft., compared to existing conditions (1,481,500 sq. ft. versus 922,900 sq. ft.). However, the reduced-size Cathedral Hill Campus would be 346,000 sq. ft. smaller under this alternative than under the LRDP (1,481,500 sq. ft. versus 1,827,500 sq. ft.) (Table 6-26, "Alternatives 3A and 3B and Proposed LRDP Buildout at the Cathedral Hill Campus," page 6-270). Under this alternative, the Cathedral Hill Hospital would be

[85] All square footages are rounded to the nearest 100 sq. ft., whether or not the square footage is specifically referred to as approximate.

nine stories and 130 feet tall (including mechanical penthouse), about 135 feet shorter than the 265-foot-tall (including mechanical penthouse) hospital proposed under the LRDP and about 50 feet shorter than the existing 180-foot-tall (including mechanical penthouse)1255 Post Street Office Building (but 10 feet taller than the 120-foot-tall (including mechanical penthouse) Cathedral Hill Hotel.

The number of structured parking spaces at the proposed Cathedral Hill Campus would also be reduced to the minimum number necessary to be code compliant, resulting in a total of 1,015 parking spaces on campus. To accomplish this reduction, 291 parking spaces would be provided at the Cathedral Hill Hospital (50 spaces for the 400-bed hospital, plus 241 spaces necessary to accommodate shortfalls at the Cathedral Hill and 1375 Sutter MOBs), 542 spaces at the Cathedral Hill MOB, and 172 spaces at the 1375 Sutter MOB. As a result, under Alternative 3 the number of parking spaces at the Cathedral Hill Campus would increase by 610 spaces relative to the 405 spaces provided under existing conditions. However, 212 fewer parking spaces would be provided at the Cathedral Hill Campus (specifically, at the Cathedral Hill Hospital) than under the LRDP, under which 1,227 total spaces are proposed at the campus. The site of the proposed Cathedral Hill MOB currently has no parking spaces. This site would contain the same number of parking spaces (542) under Alternative 3 as under the LRDP.

Under Alternative 3, the Cathedral Hill Campus would include streetscape improvements such as expansion of walkway widths and addition of landscaped areas to provide a buffer between pedestrians and traffic lanes. The sidewalks on most of the streets surrounding the proposed Cathedral Hill Hospital and Cathedral Hill MOB would be widened by approximately 6 feet.

Although both the Two-Way Post Street Variant and the MOB Access Variant could be implemented under Alternative 3, the analysis of Alternative 3 does not assume that either of these variants would be implemented. Under this alternative, it is assumed that Post Street would remain one-way between Van Ness Avenue and Gough Street, and Cedar Street would be two-way west of the Cathedral Hill MOB. Furthermore, as under the LRDP, Alternative 3 assumes that the pedestrian tunnel below Van Ness Avenue would be constructed. The No-Tunnel Variant is not addressed under this alternative.

Table 6-26, “Alternatives 3A and 3B and Proposed LRDP Buildout at the Cathedral Hill Campus” (page 6-270), presents a comparison of the Reduced Development at Cathedral Hill Alternative to the LRDP. Table 6-27, “Alternatives 3A and 3B—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions” (page 6-271), provides a comparison of proposed uses at the Cathedral Hill Campus under Alternative 3A to existing conditions; Figure 6-15, “Alternatives 3A and 3B—Cathedral Hill Campus Site Plan”

(page 6-289), presents the site plans for the Cathedral Hill Campus under the Reduced Development at Cathedral Hill Alternative, which as stated previously, are identical for both Alternative 3A and Alternative 3B.[86]

[86] The figures depicting proposed plans for the CPMC campuses under the Reduced Development at Cathedral Hill Alternative are presented at the end of Section 6.8.1.

Table 6-26
Alternatives 3A and 3B and Proposed LRDP Buildout at the Cathedral Hill Campus

Category (numbers for building uses below depict square footage)	Totals at Cathedral Hill		Difference Between Alternative 3A or Alternative 3B and LRDP
	Proposed LRDP at Buildout	Alternative 3A or Alternative 3B	
Residential	0	0	0
Hotel	0	0	0
Retail	11,647	12,273	+626
Office	0	0	0
Medical Office	277,873	275,236	-2,637
Light Industrial	0	0	0
Parking—Structured	565,676	474,609	-91,067
Hospital Administration	12,100	10,185	-1,915
Cafeteria	10,800	9,090	-1,710
Education/Conference	17,594	15,269	-2,325
Inpatient Care	388,100	226,462	-161,638
Skilled Nursing Care	0	0	0
Outpatient Care	1,485	1,250	-235
Diagnostic and Treatment	140,527	116,945	-23,582
Emergency Department	19,900	19,750	-150
Support	82,126	69,230	-12,896
Research	0	0	0
Residential Alzheimer's	0	0	0
Other	–	–	–
Lobby	13,300	13,078	-222
Building Infrastructure	237,080	204,269	-32,811
Central Plant	26,670	11,250	-15,420
Mechanical and Electrical Floors	6,000	6,000	0
Loading	16,590	16,590	0
Total sq. ft.	**1,827,468**	**1,481,485**	**-345,983**
Licensed Beds	555	400	-155
Dwelling Units	0	0	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	1,227	1,005	-222
Parking Spaces—Surface	–	–	–
Loading Spaces and Vans	8+14 vans	8 + 14 vans	0, 0 vans
Number of Buildings	3	3	0

Source: Data compiled by AECOM in 2010

Table 6-27
Alternatives 3A and 3B—Cathedral Hill Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses[1]	New		Convert	Uses to Be Converted	New Construction	Project Totals
		Proposed Cathedral Hill Hospital (Reduced Development)	Proposed Cathedral Hill MOB	1375 Sutter Street[3]			
Residential	6,600				–	–	–
Hotel	221,513				–	–	–
Retail	74,840	2,609	8,164	1,500	1,500	10,773	12,273
Office	215,792				–	–	–
Medical Office	42,250		192,036	83,200	83,200	192,036	275,236
Light Industrial	3,480				–	–	–
Parking—Structured	294,916	158,293	238,916	77,400	77,400	397,209	474,609
Hospital Administration		10,185			–	10,185	10,185
Cafeteria		9,090			–	9,090	9,090
Education/Conference		12,365	2,904		–	15,269	15,269
Inpatient Care		226,462			–	226,462	226,462
Skilled Nursing Care					–	–	–
Outpatient Care	26,000	1,250			–	1,250	1,250
Diagnostic and Treatment		109,443	7,502		–	116,945	116,945
Emergency Department		16,750		3,000	3,000	16,750	19,750
Support		67,294	1,936		–	69,230	69,230
Research					–	–	–
Other					–	–	–
Lobby	15,604	7,744	4,734	600	600	12,478	13,078
Building Infrastructure	700	174,469	28,600	1,200	1,200	203,069	204,269
Central Plant		11,250			–	11,250	11,250
Mechanical and Electrical Floors	21,196		5,500	500	500	5,500	6,000
Loading		15,590	1,000		–	16,590	16,590
Total sq. ft.	**922,891**	**822,793**	**491,292**	**167,400**	**167,400**	**1,314,085**	**1,481,485**
Dwelling Units	5				–	–	–
Residential Hotel Units	20				–	–	–
Hotel Rooms	402				–	–	–
Parking Spaces—Structured	405	291	542	172	172	833	1,005
Parking Spaces—Surface					–	–	–
Loading Spaces and Vans	2 + 0 vans	6 + 14 vans	2 + 0 vans		–	8 + 14 vans	8 + 14 vans
Number of Buildings	10	1	1	1	1	2	3
Height of Buildings[2]	NA	130	130	est. 65	NA	NA	NA
Number of Stories	NA	9	9	5	NA	NA	NA
Stories Underground	NA	2	7		NA	NA	NA

Notes: MOB = Medical Office Building; NA = not applicable; sq. ft. = square feet. Convert = Some functions would be converted to a different use under the proposed project; New = Would be new construction under the proposed project.

[1] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 922,570 sq. ft.: Cathedral Hill Hotel (445,391 sq. ft.), 1255 Post Street Building (209,700 sq. ft.), 1100 Van Ness Avenue (39,240 sq. ft.), 1062 Geary Street (6,960 sq. ft.), 1054–1060 Geary Street (6,240 sq. ft.), 1040–1052 Geary Street (26,000 sq. ft.), 1034–1036 Geary Street (5,940 sq. ft.), 1030 Geary Street (9,420 sq. ft.), and 1020 Geary Street (6,600 sq. ft.). Details about the square footage of uses within each of these buildings are provided in Table 2-5, "Cathedral Hill Campus: Project Summary Table."

[2] New building heights are based on current designs.

[3] 1375 Sutter Street would be converted over time from a mix of office/medical office use to solely medical office use.

Source: Data compiled by AECOM in 2009

PACIFIC CAMPUS

Development at the Pacific Campus under both Alternatives 3A and 3B would be identical to development under the proposed CPMC LRDP. Like the LRDP, Alternative 3 would involve demolition of the Stanford Building (2351 Clay Street), the 2324 Sacramento Street building, the Annex MOB (2340–2360 Clay Street), the Gerbode Research Building (2200 Webster Street), and the Clay Street Tunnel. New construction would include the ACC Addition, Clay Street/Webster Street Underground Parking Garage, and North-of-Clay Aboveground Parking Structure (approximately 205,000 sq. ft., 113,100 sq. ft., and 169,800 sq. ft., respectively). Please refer to Section 2.3.2, "Proposal for the Pacific Campus," beginning on page 2-114 of Chapter 2, "Project Description," for further details.

CALIFORNIA CAMPUS

Alternative 3A

Development at the California Campus under Alternative 3A would be the same as the California Campus proposal under the CPMC LRDP. No existing buildings would be demolished or new buildings constructed. CPMC would sell the California Campus as early as possible after the relocation of inpatient functions. A small amount of CPMC-operated space at the 3838 California Street MOB would be leased back from the buyer of the California Campus property indefinitely. The remaining CPMC uses would cease by 2020. Please refer to Section 2.4.2, "Proposal for the California Campus," beginning on page 2-131 of Chapter 2, "Project Description," for further details.

Alternative 3B

Under Alternative 3B, CPMC's Women's and Children's Center services would be relocated to the California Campus. The proposed Cathedral Hill Hospital would provide 400 beds and the replacement Women's and Children's Center at the California Campus (occupying approximately 148,000 sq. ft. in a new 420,000 sq. ft. building constructed for inpatient care) would provide 160 beds. By contrast, under the proposed LRDP, 555 beds would be provided just at the Cathedral Hill Campus and no beds would be provided at the California Campus. Under Alternative 3B, a six-story, 100-foot-tall (including mechanical penthouse), approximately 420,000-sq.-ft. Women's and Children's Center would be constructed on the eastern portion of the California Campus. The new Women's and Children's Center at the California Campus would require excavation for three underground levels under Alternative 3B. This would require the demolition of the existing six-story, 60-foot-tall, 167,100-sq.-ft. 3698 California Street building and the one-story, below-grade 3773 Sacramento Street parking garage (see Figure 6-17, "Alternative 3B—California Campus Site Plan," page 6-291). The 3773 Sacramento Street parking garage is attached to, and below, the 3698 California Street (Marshall Hale) building. The existing six-story, 91-

foot-tall (including mechanical penthouse), 360,200-sq.-ft. 3700 California Street Hospital with one underground level would be demolished, and the parcels on which it is located would be sold by CPMC.[87]

Alternative 3B also anticipates continuation of other medical services at the California Campus, unlike the LRDP. Medical office and other services to support the inpatient Women's and Children's services that would be located at the Cathedral Hill Campus under the LRDP (at the Cathedral Hill MOB and 1375 Sutter MOB) would instead be located within the existing 3838 California Street and 3905 Sacramento Street MOBs on the western portion of the California Campus.

Table 6-28, "Alternative 3B and Proposed LRDP Buildout at the California Campus" (page 6-275), presents a comparison of Alternative 3B to the LRDP at the California Campus. Under Alternative 3B, the floor area dedicated to medical uses at the California Campus would decrease by approximately 124,200 sq. ft., compared to existing conditions (820,300 sq. ft. versus 944,500 sq. ft.); however CPMC would continue to use the California Campus for medical purposes. Therefore, the floor area dedicated to medical uses at this campus under Alternative 3B would increase by approximately 817,900 sq. ft. relative to the LRDP (820,300 sq. ft. versus 2,400 sq. ft.). The new six-story, 100-foot-tall (including mechanical penthouse) Women's and Children's Center under Alternative 3B would be 40 feet taller than the 3698 California Street building (60 feet tall including mechanical penthouse, six stories) currently at the same location on campus. A total of 632 parking spaces would be provided at the California Campus under Alternative 3B, 73 spaces more than the 559 spaces provided under existing conditions, which would also be retained under the LRDP. Under the LRDP, the one level of underground parking at the 3773 Sacramento Street parking garage would be retained. By contrast, under Alternative 3B, this parking garage would be replaced by the Women's and Children's Center, with three underground levels of new structured parking. Thus, two more levels of underground parking would be provided under Alternative 3 than under the LRDP and existing conditions.

Table 6-29, "Alternative 3B—California Campus Project Summary Table and Comparison to Existing Conditions" (page 6-277), provides a comparison of proposed uses at the California Campus under Alternative 3B to uses under existing conditions; Figure 6-17, "Alternative 3B—California Campus Site Plan" (page 6-174), presents the proposed site plan for the campus under this subalternative. Massing proposed for the California Campus under Alternative 3B is presented in Figure 6-18, "Alternative 3B—California Campus Massing Diagram" (page 6-180).

[87] It is not anticipated that the 3700 California Street Hospital building would be converted and reused, because of the cost of retrofitting, conversion, and building system updates. Therefore, demolition is assumed in anticipation of separation of future uses (which are speculative in nature) on the 3700 California site from the continued use of the remainder of the campus by CPMC.

Table 6-28
Alternative 3B and Proposed LRDP Buildout at the California Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at California Campus	Alternative 3B Total at California Campus	Difference = Between Alternative 3B and LRDP
Residential	0	8,300	+8,300
Hotel	0	0	0
Retail	0	1,500	+1,500
Office	0	4,890	+4,890
Medical Office	0	104,468	+104,468
Light Industrial	0	0	0
Parking—Structured	0	323,529	+323,529
Hospital Administration	0	10,764	+10,764
Cafeteria	0	0	0
Education/Conference	0	0	0
Inpatient Care	0	147,976	+147,976
Skilled Nursing Care	0	0	0
Outpatient Care	0	30,263	+30,263
Diagnostic and Treatment	2,400	40,825	+38,425
Emergency Department	0	0	0
Support	0	52,045	+52,045
Research	0	5,587	+5,587
Residential Alzheimer's		0	0
Other	–	–	–
Lobby	0	900	+900
Building Infrastructure	0	69,547	+69,547
Central Plant	0	8,000	+8,000
Mechanical and Electrical Floors	0	10,253	+10,253
Loading	0	1,483	+1,483
Total sq. ft.	**2,400**	**820,330**	**+817,930**
Licensed Beds	0	160	+160
Dwelling Units	0	8	+8
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	0	607	+607
Parking Spaces—Surface	–	25	+25
Loading Spaces	0	2	+2
Number of Buildings	0	7	+7

Source: Data compiled by AECOM in 2010

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Table 6-29
Alternative 3B—California Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses[1]	Retain						New	Existing Uses to Be Retained	New Construction	Project Totals
		460 Cherry St. (Parking Garage)	3838 California St. (MOB)	3848/3850 California St. (Office Bldg.)	3905 Sacramento St. (MOB)	3901 Sacramento St. (Residential Bldg.)	3801 Sacramento St. (Outpatient/ Research Bldg.)	New Women's and Children's Center			
Residential	8,300					8,300			8,300	–	8,300
Hotel									–	–	–
Retail	6,443		1,500						1,500	–	1,500
Office	4,890			4,890					4,890	–	4,890
Medical Center	104,468		78,868		25,600				104,468	–	104,468
Parking—Structured	210,400	88,400	105,000					130,129	193,400	130,129	323,529
Hospital Administration	24,753						2,231	8,533	2,231	8,533	10,764
Cafeteria	4,064								–	–	–
Education/Conference	19,786								–	–	–
Inpatient Care	77,452							147,976	–	147,976	147,976
Skilled Nursing Care	26,935								–	–	–
Outpatient Care	69,585						30,263		30,263	–	30,263
Diagnostic and Treatment	142,144		2,400					38,425	2,400	38,425	40,825
Emergency Department									–	–	–
Support	131,296		3,332				13,797	34,916	17,129	34,916	52,045
Research	5,587						5,587		5,587	–	5,587
Residential Alzheimer's	15,802								–	–	–
Other									–	–	–
Lobby	6,956		900						900	–	900
Building Infrastructure	51,393		10,000				7,497	52,050	17,497	52,050	69,547
Central Plant	2,361							8,000	–	8,000	8,000
Mechanical and Electrical Floors	29,462		2,000				8,253		10,253	–	10,253
Loading	2,460						1,483		1,483	–	1,483
Total sq. ft.	**944,537**	**88,400**	**204,000**	**4,890**	**25,600**	**8,300**	**69,111**	**420,029**	**400,301**	**420,029**	**820,330**
Dwelling Units	8					8			8	–	8
Hotel Rooms									–	–	–
Parking Spaces—Structured	453	290	120					197	410	197	607
Parking Spaces—Surface	106				25				25	–	25
Loading Spaces	3						1		1	2	2
Number of Buildings	9	1	1	1	1	1	1	1	6	1	7
Height of Buildings[2]	NA	51	103	37	40	38	99	100	NA	NA	NA
Number of Stories	NA	6	9	3	3	4	7	6	NA	NA	NA
Stories Underground	NA		3		1		2	3	NA	NA	NA

Notes: MOB = Medical Office Building; NA = not applicable; sq. ft. = square feet. Convert = Would be converted to a different use under the proposed project; New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used.

[1] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 544,236 sq. ft.: the 3698 California Street MOB (167,079 sq. ft.), the 3700 California Street Hospital (360,157 sq. ft.), and the 3773 Sacramento Street parking garage (17,000 sq. ft.). Detailed information regarding the square footage of uses within each of these buildings is provided in Table 2-9, "California Campus: Project Summary Table."

[2] New building heights are approximations based on the 2001 studies for purpose of analysis, because the buildings have not been designed.

Source: Data compiled by AECOM in 2009

DAVIES CAMPUS

Development at the Davies Campus under both Alternatives 3A and 3B would be identical to development under the proposed CPMC LRDP. Like the LRDP, Alternative 3 would involve construction of the Neuroscience Institute building (approximately 50,100 sq. ft.) and later construction of the Castro Street/14th Street MOB (264,000 sq. ft.). Please refer to Section 2.5.2, "Proposal for the Davies Campus," beginning on page 2-143 of Chapter 2, "Project Description," for further details.

ST. LUKE'S CAMPUS

Alternative 3A

Under Alternative 3A, the Women's and Children's Center's services (including 160 beds) that could not be accommodated by the smaller development at Cathedral Hill Campus would be relocated to the St. Luke's Campus. The development program at this campus would otherwise be similar to the development program at St. Luke's under the LRDP. New construction at the St. Luke's Campus under this subalternative would occur in three phases and would include three new buildings:

- During **Phase 1** (January 2011 to December 2014), a new 80-bed, six-story, 115-foot-tall (including mechanical penthouse) acute-care St. Luke's Replacement Hospital would be constructed adjacent to and west of the existing St. Luke's Hospital tower on the campus. This development would be similar to the near-term hospital development at the St. Luke's Campus under the LRDP. At approximately 157,900 sq. ft., the St. Luke's Replacement Hospital would be slightly (12,900 sq. ft.) larger under Alternative 3A than under the LRDP, to accommodate additional diagnostic and treatment services to support the Phase 2 Women's and Children's Center. Similar to the LRDP, the replacement hospital would not have any below grade levels.

- **Phase 2** (January 2015 to December 2018) would involve construction of a 160-bed, six-story, 116-foot-tall (including mechanical penthouse) Women's and Children's Center as an addition to the St. Luke's Replacement Hospital, constructed during the first phase. The new Women's and Children's Center (289,900 sq. ft.) would include one level of below grade parking and would be located directly east of the St. Luke's Replacement Hospital. This new building would replace several existing campus buildings—the approximately 198,000-sq.-ft., 12-story,158-foot-tall (plus 11-ft. mechanical penthouse) St. Luke's Hospital tower, the four-story, 53-foot-tall (plus14-ft. mechanical penthouse), 31,700-sq.-ft. 1957 Building, and the one-story, 2,400-sq.-ft. Redwood Administration Building—and the driveway immediately south of the Redwood Administration Building. All of these buildings and the driveway would be demolished. Similar to the LRDP, this alternative would also include the relocation of the Muni stop and shelter on Valencia Street. (Under this alternative, a new five-story, 100-foot-tall (including mechanical penthouse) 201,100-sq.-ft. MOB/Expansion Building would not be constructed at the site of the existing St. Luke's Hospital tower, as

proposed under the LRDP. Instead, a new MOB/Parking Garage would be constructed in the southeast portion of the campus in Phase 3 as described below.)

- **Phase 3** (January 2019 to December 2022) would involve constructing a new five-story, 100-foot-tall (including mechanical penthouse) 427,700-sq.-ft. MOB and 7-level underground parking garage in the southeast portion of the campus to support the outpatient/MOB demand associated with the 240 beds at the St. Luke's Campus under Alternative 3A. The existing two-story, 34-foot-tall, 18,500-sq.-ft. Hartzell Building (555 San Jose Avenue), 1,600-sq.-ft.12-foot-tall MRI Trailer, 90,000-sq.-ft.,102-foot-tall (plus 11-foot mechanical penthouse) Monteagle Medical Center (1580 Valencia Street), and 83,400-sq.-ft., 28-foot-tall Duncan Street Parking Garage would be demolished to accommodate the MOB and parking garage under Alternative 3A. By contrast, the proposed LRDP would not involve demolition of these buildings, except for the MRI Trailer. With 160 beds provided for specialty inpatient Women's and Children's services, in addition to the proposed 80-bed, acute-care replacement hospital at the St. Luke's Campus under Alternative 3A, there would be a demand for additional medical office and support services at this campus that would not exist under the LRDP.

Under Alternative 3A, the floor area dedicated to medical uses at the St. Luke's Campus would be approximately 901,700 sq. ft., an increase of approximately 449,800 sq. ft. compared to existing conditions (approximately 451,900 sq. ft.). As a result, St. Luke's Campus development would be approximately 305,800 sq. ft. larger under this alternative than under the LRDP (901,700 sq. ft. versus 595,900 sq. ft.), as shown in Table 6-30, "Alternative 3A and Proposed LRDP Buildout at the St. Luke's Campus" (page 6-282). The maximum height of campus buildings would decrease from the current 158 feet (plus 11-foot mechanical penthouse) to 116 feet (including mechanical penthouse) with demolition of the existing 12-story, 158-foot-tall (plus 11-foot mechanical penthouse) St. Luke's Hospital tower, because the new six-story, 116-foot-tall Women's and Children's Center addition to the replacement hospital would be constructed in the same location as the existing hospital tower. The new St. Luke's Replacement Hospital would be six stories and 115 feet tall (including mechanical penthouse) and the new five-story MOB/seven-story underground parking garage would be at least 100 feet tall (including mechanical penthouse). These new structures would replace several existing structures on the St. Luke's Campus ranging from 12 feet in height (the Redwood Administration Building and MRI Trailer) to the existing 158-foot-tall (plus 11-ft. mechanical penthouse) hospital tower. Under Alternative 3A, the replacement hospital that would be constructed at the St. Luke's Campus, including the 116-foot-tall Women's and Children's Center addition would be 17 feet taller than the 99-foot replacement hospital that would be constructed under the LRDP, and 16 feet taller than the 100-foot-tall MOB/Expansion Building that would be constructed under the LRDP

Under the LRDP, CPMC would retain the 102-foot-tall (plus 11-foot mechanical penthouse) Monteagle Medical Center, the 34-foot-tall Hartzell Building and the two-story, 28-foot-tall Duncan Street Parking Garage. By

contrast, under Alternative 3A, these buildings would be demolished and replaced by a new 100-foot-tall (including mechanical penthouse) MOB and parking garage in the southern portion of the campus. Under Alternative 3A, the proposed MOB and parking garage would be 66 feet and 72 feet taller than the Hartzell Building and Duncan Street Parking Garage, respectively. Under Alternative 3A, the parking garage that would be constructed as part of the MOB would have seven underground levels, six more than the one underground level serving the existing Hartzell Building.

A total of 702 parking spaces would be provided at the St. Luke's Campus under Alternative 3A. Thus, 252 more spaces would be provided at this campus under Alternative 3A than the 450 spaces proposed under the LRDP, and 373 more spaces would be provided than the 329 existing spaces. This increase would result primarily from the parking that would be provided at the new MOB and parking garage.

Although both the Alternate Emergency Department Location Variant and the Cesar Chavez Street Utility Line Alignment Variant identified as part of the proposed LRDP could be implemented under Alternative 3A, the analysis of Alternative 3A does not assume that either of these variants would be implemented.

A pedestrian corridor allowing pedestrians to walk through the St. Luke's Campus between 27th Street and Cesar Chavez Street would not be provided under Alternative 3A because the connection between the St. Luke's Replacement Hospital and Women's and Children's Center Addition, the patient drop-off, and Emergency Department parking would be developed in this area.

Table 6-31, "Alternative 3A—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions" (page 6-283), provides a comparison of proposed uses at the St. Luke's Campus under Alternative 3A to existing conditions; Figure 6-19, "Alternative 3A—St. Luke's Campus Site Plan, Phase 1" (page 6-293), and Figure 6-20, "Alternative 3A—St. Luke's Campus Site Plan, Phases 2 and 3" (page 6-294), present the proposed site plans (Phases 1–3) for the campus under this subalternative. Massing proposed for the St. Luke's Campus under Alternative 3A is presented in Figure 6-21, "Alternative 3A—St. Luke's Massing Diagram, Phase 1" (page 6-295), and Figure 6-22, "Alternative 3A—St. Luke's Massing Diagram, Phases 2 and 3" (page 6-296).

Table 6-30
Alternative 3A and Proposed LRDP Buildout at the St. Luke's Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at St. Luke's Campus	Alternative 3A Total at St. Luke's Campus	Difference Between Alternative 3A and LRDP
Residential	0	0	0
Hotel	0	0	0
Retail	4,248	0	-4,248
Office	8,974	0	-8,974
Medical Office	81,537	0	-81,537
Light Industrial	0	0	0
Parking—Structured	194,370	224,653	+30,283
Hospital Administration	9,653	18,806	+9,153
Cafeteria	3,360	0	-3,360
Education/Conference	3,405	0	-3,405
Inpatient Care	76,800	199,704	+122,904
Skilled Nursing Care	0	0	0
Outpatient Care	14,430	129,001	+114,571
Diagnostic and Treatment	62,856	141,171	+78,315
Emergency Department	12,000	0	-12,000
Support	60,469	61,997	+1,528
Research	0	0	0
Residential Alzheimer's	0	0	0
Other	–	–	–
Lobby	4,528	1,482	-3,046
Building Infrastructure	45,279	98,920	+53,641
Central Plant	3,000	16,000	+13,000
Mechanical and Electrical Floors	9,906	0	-9,906
Loading	1,120	10,000	+8,880
Total sq. ft.	**595,935**	**901,733**	**+305,798**
Licensed Beds	80	240	+160
Dwelling Units	0	0	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	435	702	+267
Parking Spaces—Surface	15	0	-15
Loading Spaces	2	4	2
Number of Buildings	7	4	-3

Notes: LRDP = *Long Range Development Plan;* sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-31
Alternative 3A—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses [1]	New			Retain	Existing Uses to Be Retained	New Construction	Project Totals
		St. Luke's 80-Bed Replacement Hospital	St. Luke's 160-Bed Women's & Children's Center	St. Luke's Medical Office Building	1912 Building			
Residential						–	–	–
Hotel						–	–	–
Retail	2,521					–	–	–
Office	11,374					–	–	–
Medical Office	49,717					–	–	–
Light Industrial	–	–	–	–	–	–	–	–
Parking—Structured	83,370			224,653		–	224,653	224,653
Hospital Administration	7,438	6,159	8,533		4,114	4,114	14,692	18,806
Cafeteria	3,471					–	–	–
Education/Conference	10,952					–	–	–
Inpatient Care	52,089	51,728	147,976			–	199,704	199,704
Skilled Nursing Care	25,637					–	–	–
Outpatient Care	7,065			124,800	4,201	4,201	124,800	129,001
Diagnostic and Treatment	55,854	49,905	38,425	45,760	7,081	7,081	134,090	141,171
Emergency Department	7,060					–	–	–
Support	73,185	17,660	34,916		9,421	9,421	52,576	61,997
Research	6,668					–	–	–
Other						–	–	–
Lobby	2,892			1,040	442	442	1,040	1,482
Building Infrastructure	41,802	18,449	52,050	27,400	1,021	1,021	97,899	98,920
Central Plant		4,000	8,000	4,000		–	16,000	16,000
Mechanical and Electrical Floors	9,906					–	–	–
Loading	867	10,000				–	10,000	10,000
Total sq. ft.	**451,868**	**157,900**	**289,900**	**427,653**	**26,280**	**26,280**	**875,453**	**901,733**
Dwelling Units						–	–	–
Hotel Rooms						–	–	–
Parking Spaces—Structured	215			702		–	702	702
Parking Spaces—Surface	114					–	–	–
Loading Spaces	2	4				–	4	4
Number of Buildings	8	1	1	1	1	1	3	4
Height of Buildings [2]	NA	115	116	100	53	NA	NA	NA
Number of Stories	NA	6	6	5	4	NA	NA	NA
Stories Underground	NA		1	7		NA	NA	NA

Notes: sq. ft. = square feet. New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.

[1] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 393,864 sq. ft.: the St. Luke's Hospital Tower (197,983 sq. ft.), the MRI Trailer (1,600 sq. ft.), the Redwood Administration Building (2,400 sq. ft.), 1580 Valencia Street (Monteagle Medical Center) (90,005 sq. ft.), the Duncan Street Parking Garage (83,370 sq. ft.), and 555 San Jose Avenue (the Hartzell Building) (18,506 sq. ft.). Detailed information regarding the square footage of uses within each of these buildings is provided in Table 2-11, "Davies Campus: Project Summary Table.".

[2] New building heights are approximations based on the 2009 studies for purpose of analysis, because the buildings have not been designed.

Source: Data compiled by AECOM in 2009

Alternative 3B

Under Alternative 3B, the development program at the St. Luke's Campus would be identical to that of the LRDP, except that the MOB/Expansion Building would be reduced to 163,000 sq. ft. and three stories (65 feet including mechanical penthouse). This building would no longer include 30,600 sq. ft. of patient-care clinic uses proposed under the CPMC LRDP. Although the MOB/Expansion Building would be reduced in size (two stories or 35 feet shorter than under the LRDP), it would provide the same amount of underground parking (220 spaces) in the same number of subsurface levels (4) as under the proposed CPMC LRDP.

As under the LRDP, the St. Luke's Replacement Hospital would be constructed on the site of the existing 3615 Cesar Chavez Street surface parking lot and adjacent to and west of the existing St. Luke's Hospital tower. The existing St. Luke's Hospital tower would be demolished as under the LRDP, but would be replaced with the reduced-size MOB/Expansion Building at the site of the former hospital tower.

Table 6-32, "Alternative 3B and Proposed CPMC LRDP Buildout at the St. Luke's Campus," presents a comparison of uses proposed under Alternative 3B. Table 6-33, "Alternative 3B—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions" (page 6-287), presents details about proposed uses at the St. Luke's Campus under Alternative 3B. Figure 6-23, "Alternative 3B—St. Luke's Campus Site Plan" (page 6-297), presents the proposed site plans for the campus under this subalternative. Massing proposed for the St. Luke's Campus under Alternative 3B is presented in Figure 6-24, "Alternative 3B—St. Luke's Massing Diagram" (page 6-298). Please refer to Section 2.6.2, "Proposal for the St. Luke's Campus," on page 2-179 in Chapter 2, "Project Description," for further details.

Table 6-32
Alternative 3B and Proposed CPMC LRDP Buildout at the St. Luke's Campus

Category (numbers for building uses below depict square footage)	Proposed LRDP at Buildout at St. Luke's Campus	Alternative 3B Total at St. Luke's Campus	Difference Between Alternative 3B and LRDP
Residential	0	0	0
Hotel	0	0	0
Retail	4,248	4,248	0
Office	8,974	8,974	0
Medical Office	81,537	49,717	-31,820
Light Industrial	0	0	0
Parking—Structured	194,370	194,370	0
Hospital Administration	9,653	9,653	0
Cafeteria	3,360	3,360	0
Education/Conference	3,405	3,405	0
Inpatient Care	76,800	76,800	0
Skilled Nursing Care	0	0	0
Outpatient Care	14,430	14,430	0
Diagnostic and Treatment	62,856	62,856	0
Emergency Department	12,000	12,000	0
Support	60,469	60,469	0
Research	0	0	0
Residential Alzheimer's	0	0	0
Other	–	–	–
Lobby	4,528	4,528	0
Building Infrastructure	45,279	38,849	-6,430
Central Plant	3,000	3,000	0
Mechanical and Electrical Floors	9,906	9,906	0
Loading	1,120	1,120	0
Total sq. ft.	**595,935**	**557,685**	**-38,250**
Licensed Beds	80	80	0
Dwelling Units	0	0	0
Residential Hotel Units	0	0	0
Hotel Rooms	0	0	0
Parking Spaces—Structured	435	440	+5
Parking Spaces—Surface	15	106	+91
Loading Spaces	2	5	+3
Number of Buildings	7	7	0

Notes: LRDP = *Long Range Development Plan;* sq. ft. = square feet
Source: Data compiled by AECOM in 2010

Table 6-33
Alternative 3B—St. Luke's Campus Project Summary Table and Comparison to Existing Conditions

Category (numbers for building uses below depict square footage)	Existing Uses [1]	New		Convert	Retain				Existing Uses to Be Retained	Uses to Be Converted	New Construction	Project Totals
		80-Bed Replacement Hospital	Medical Office/ Expansion Bldg (Reduced Dev)	1957 Building [2]	1912 Building	1580 Valencia (Monteagle)	Duncan St. Parking Garage	555 San Jose Ave. (Hartzell)				
Residential	–			–	–	–	–	–	0	0	–	–
Hotel	–			–	–	–	–	–	0	0	–	–
Retail	2,521		2,600	–	–	1,648	–	–	1,648	0	2,600	4,248
Office	11,374			–	–	–	–	8,974	8,974	0	–	8,974
Medical Office	49,717			–	–	49,717	–	–	49,717	0	–	49,717
Light Industrial	–			–	–	–	–	–	0	0	–	–
Parking—Structured	83,370		111,000	–	–	–	83,370	–	83,370	0	111,000	194,370
Hospital Administration	7,438	2,000	2,080	1,459	4,114	–	–	–	4,114	1,459	4,080	9,653
Cafeteria	3,471	1,800	1,560	–	–	–	–	–	0	0	3,360	3,360
Education/Conference	10,952		1,560	1,559	–	–	–	286	286	1,559	1,560	3,405
Inpatient Care	52,089	76,800		–	–	–	–	–	0	0	76,800	76,800
Skilled Nursing Care	25,637			–	–	–	–	–	0	0	–	–
Outpatient Care	7,065		8,680	–	4,201	1,549	–	–	5,750	0	8,680	14,430
Diagnostic and Treatment	55,854	17,500	22,460		7,081	15,815	–	–	22,896	0	39,960	62,856
Emergency Department	7,060	12,000			–	–	–	–	0	0	12,000	12,000
Support	73,185	14,000	3,640	24,700	9,421	5,781	–	2,927	18,129	24,700	17,640	60,469
Research	6,668			–	–	–	–	–	0	0	–	–
Other	–			–	–	–	–	–	0	0	–	–
Lobby	2,892	2,500	520	–	442	870	–	196	1,508	0	3,020	4,528
Building Infrastructure	41,802	14,400	8,700	3,579	1,021	10,257	–	892	12,170	3,579	23,100	38,849
Central Plant	–	3,000		–	–	–	–	–	0	0	3,000	3,000
Mechanical and Electrical Floors	9,906			427	–	4,368	–	5,111	9,479	427	–	9,906
Loading	867	1,000		–	–	–	–	120	120	0	1,000	1,120
Total sq. ft.	**451,868**	**145,000**	**162,800**	**31,724**	**26,280**	**90,005**	**83,370**	**18,506**	**218,161**	**31,724**	**307,800**	**557,685**
Dwelling Units	–			–	–	–	–	–	–	–	–	–
Hotel Rooms	–			–	–	–	–	–	–	–	–	–
Parking Spaces—Structured	215		220	–	–	–	215	–	215	–	220	435
Parking Spaces—Surface	114			106	–	–	–		–	106	–	106
Loading Spaces	2	4		–	–	–	–	1	1	–	4	5
Number of Buildings	8	1	1	1	1	1	1	1	4	1	2	7
Height of Buildings [3]	NA	99	65	52	53	102	28	34	NA	NA	NA	NA
Number of Stories	NA	5	3	4	4	8	–	2	NA	NA	NA	NA
Stories Underground	NA		4	–	–	1	–	1	NA	NA	NA	NA

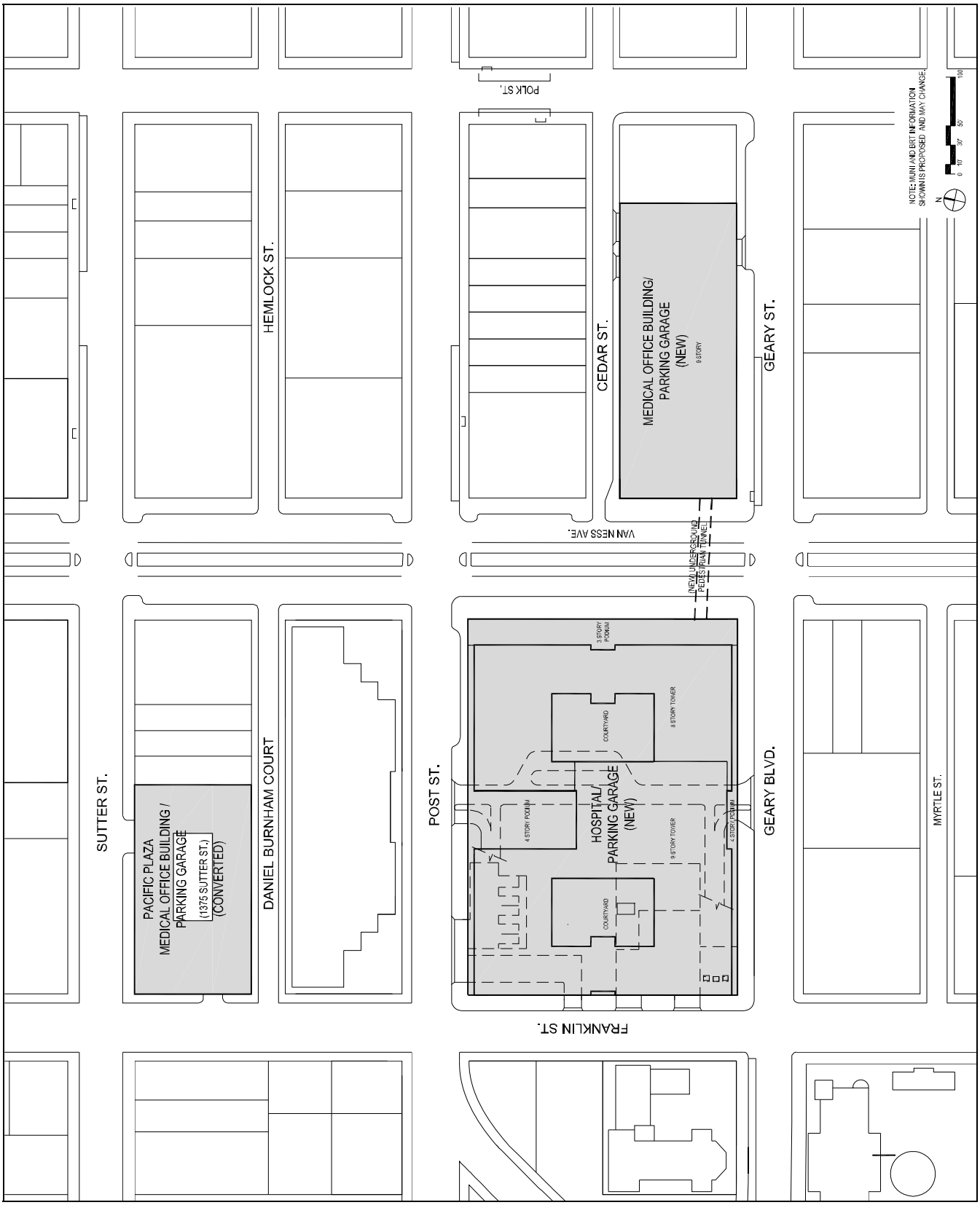
Notes: sq. ft. = square feet. Convert = Would be converted to a different use under the proposed project; New = Would be new construction under the proposed project; Retain = Would be retained as it is currently being used under the proposed project.

[1] The "Existing Uses to be Retained" totals reflect the demolition of the following buildings, representing 201,983 sq. ft.: the St. Luke's Hospital Tower (197,983 sq. ft.), the MRI Trailer (1,600 sq. ft.), and the Redwood Administration Building (2,400 sq. ft.). Detailed information regarding the square footage of uses within each of these buildings is provided in Table 2-13, "St. Luke's Campus: Project Summary Table."

[2] Under Alternative 3B, the area vacated by the existing Emergency Department (7,060 sq. ft.) and diagnostics and treatment uses (14,124 sq. ft.) in the 1957 Building would be converted to General Support uses.

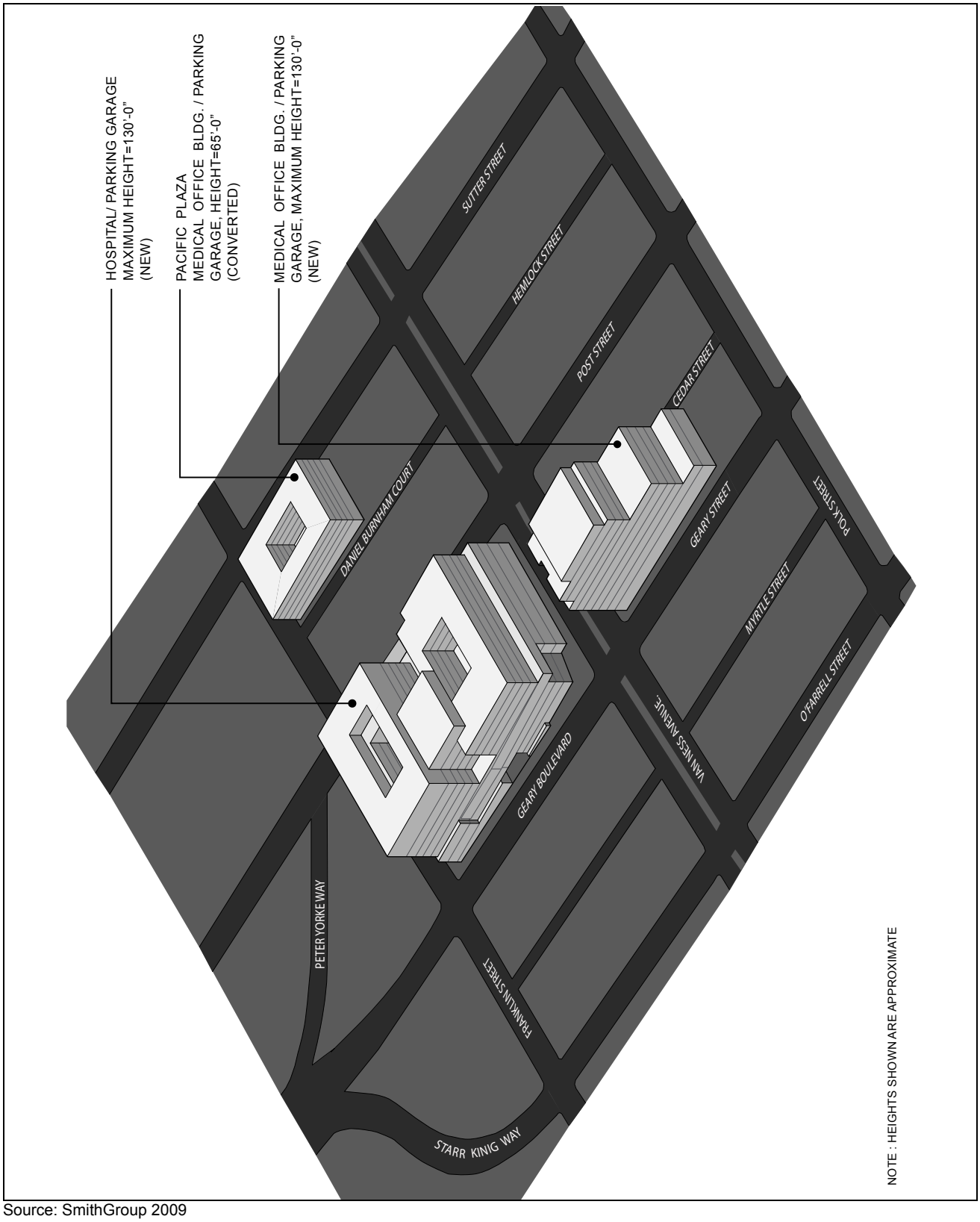
[3] New building heights are approximations based on the 2009 studies for purpose of analysis, because the buildings have not been designed.

Source: Data compiled by AECOM in 2010



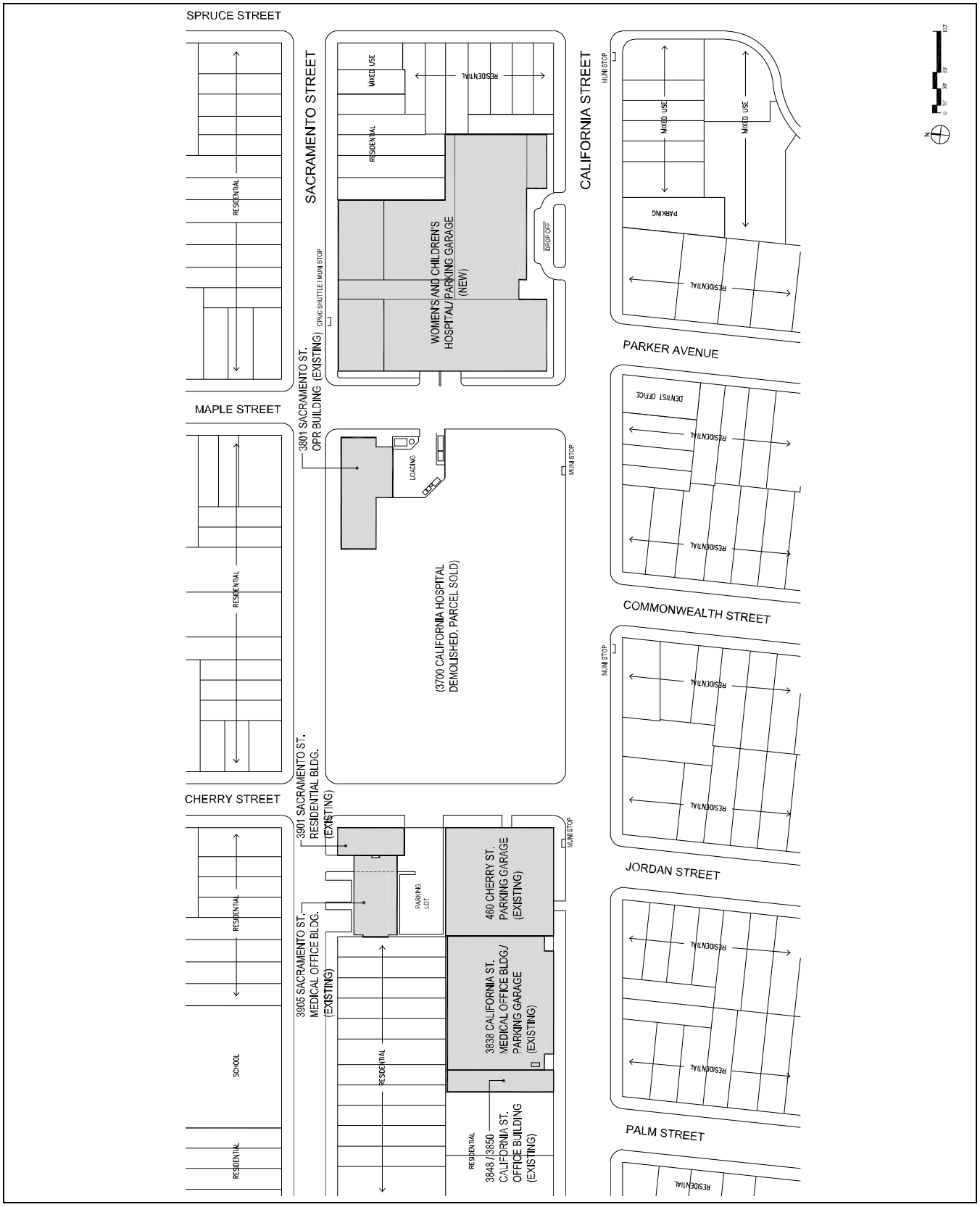
Source: SmithGroup 2009

Alternatives 3A and 3B—Cathedral Hill Campus Site Plan **Figure 6-15**



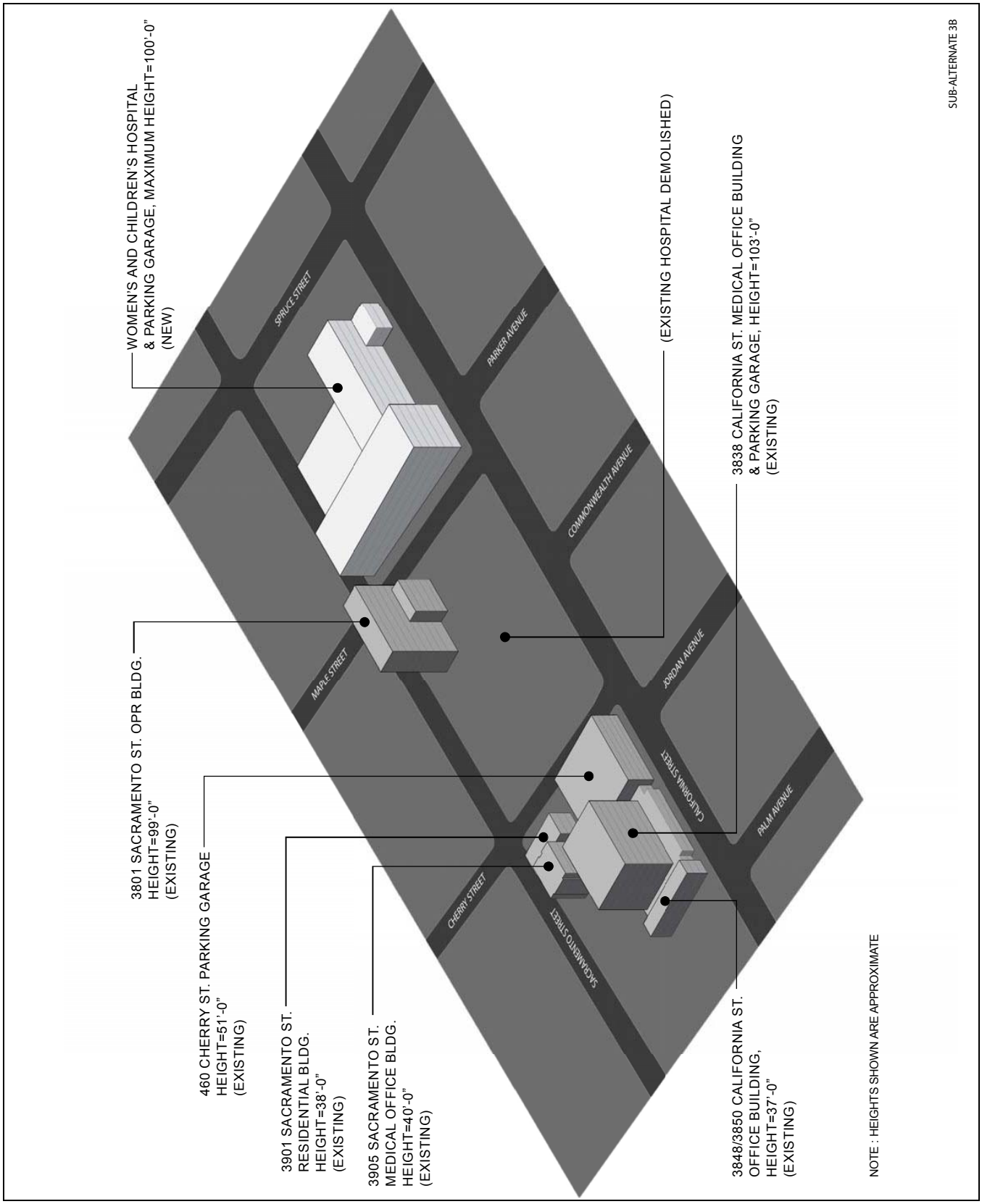
Source: SmithGroup 2009

Alternatives 3A and 3B—Cathedral Hill Campus Massing Diagram **Figure 6-16**



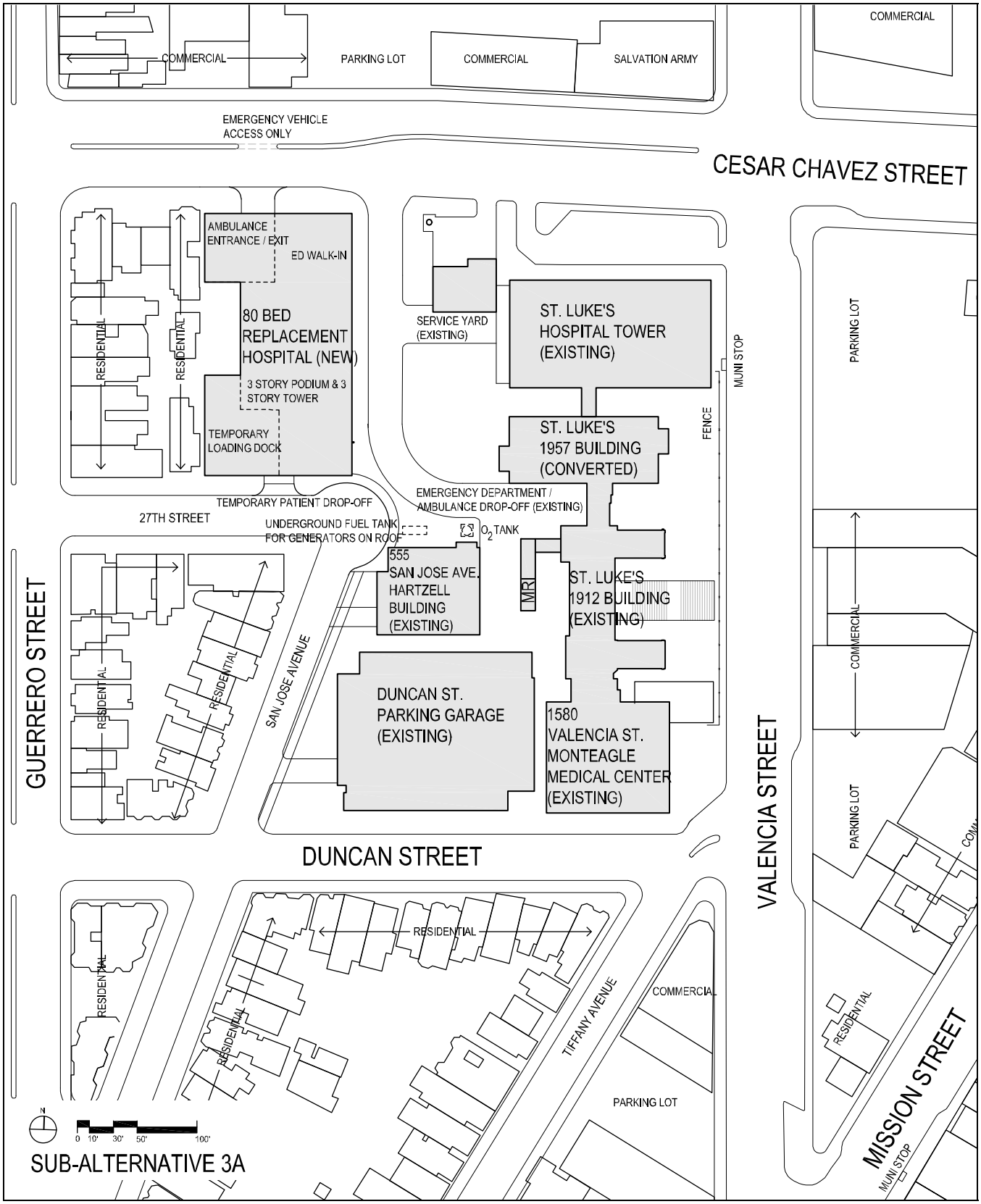
Source: SmithGroup 2010

Alternative 3B—California Campus Site Plan **Figure 6-17**



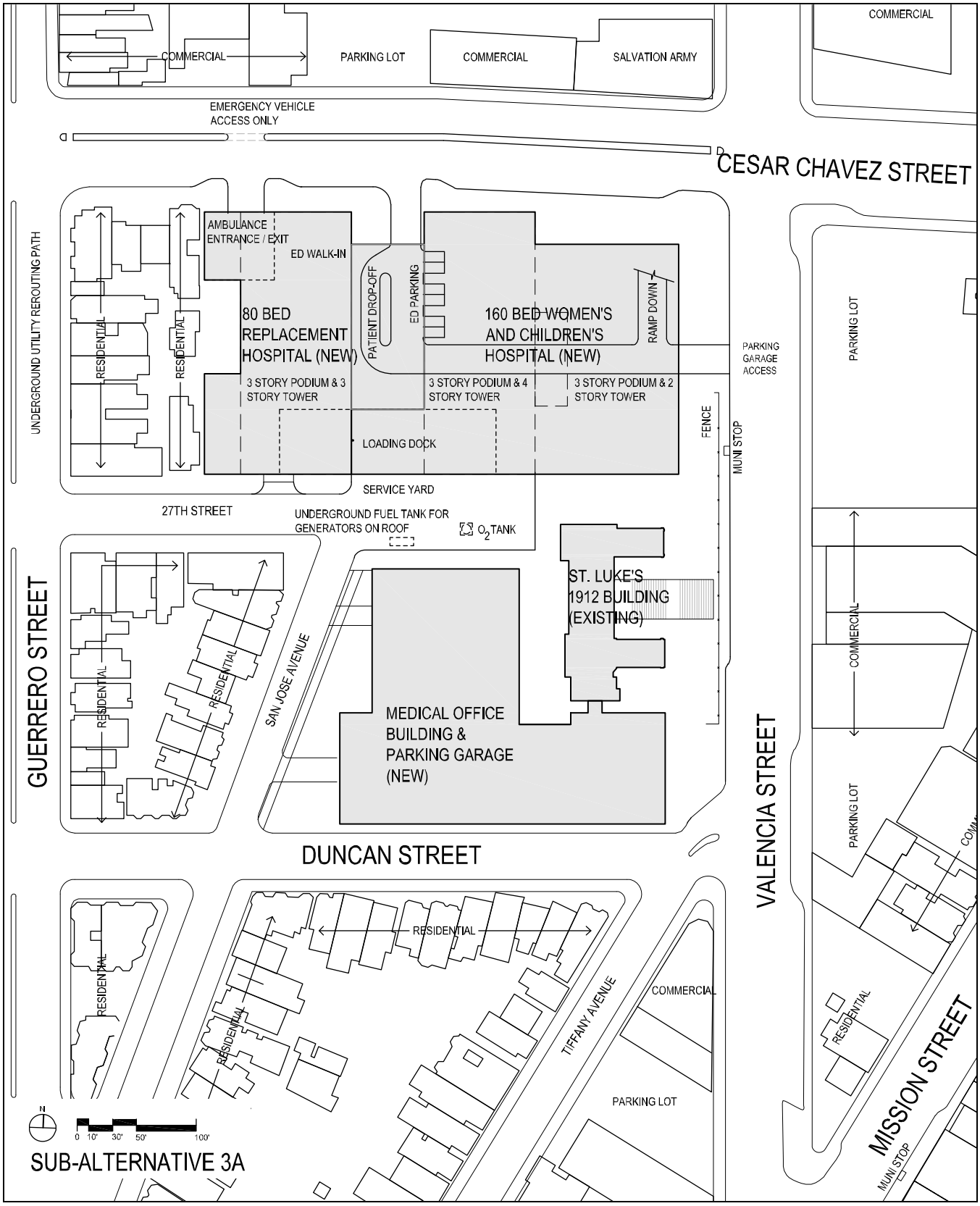
Source: SmithGroup 2010

Alternative 3B—California Campus Massing Diagram **Figure 6-18**



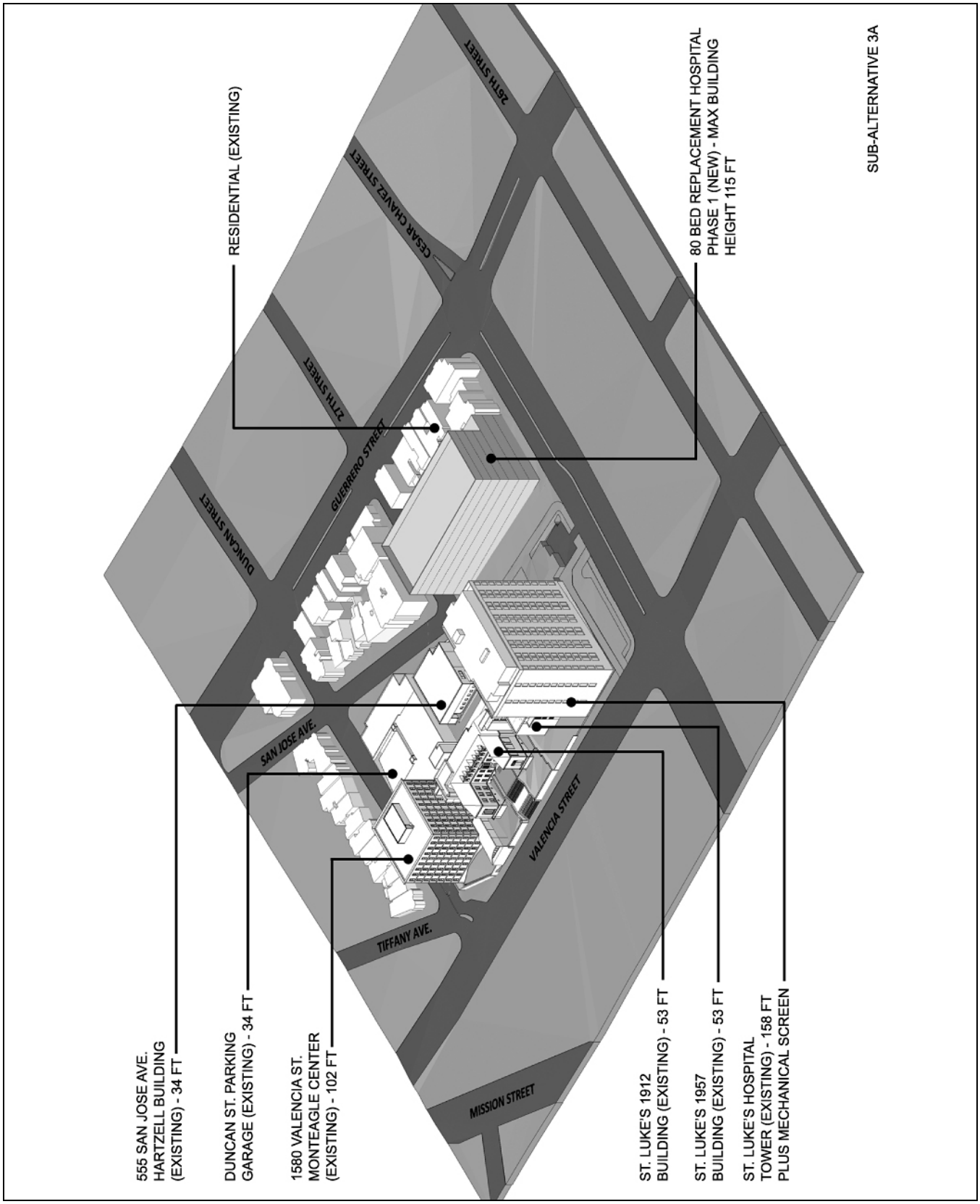
Source: SmithGroup/Boulder Associates 2010

Alternative 3A—St. Luke's Campus Site Plan, Phase 1 **Figure 6-19**



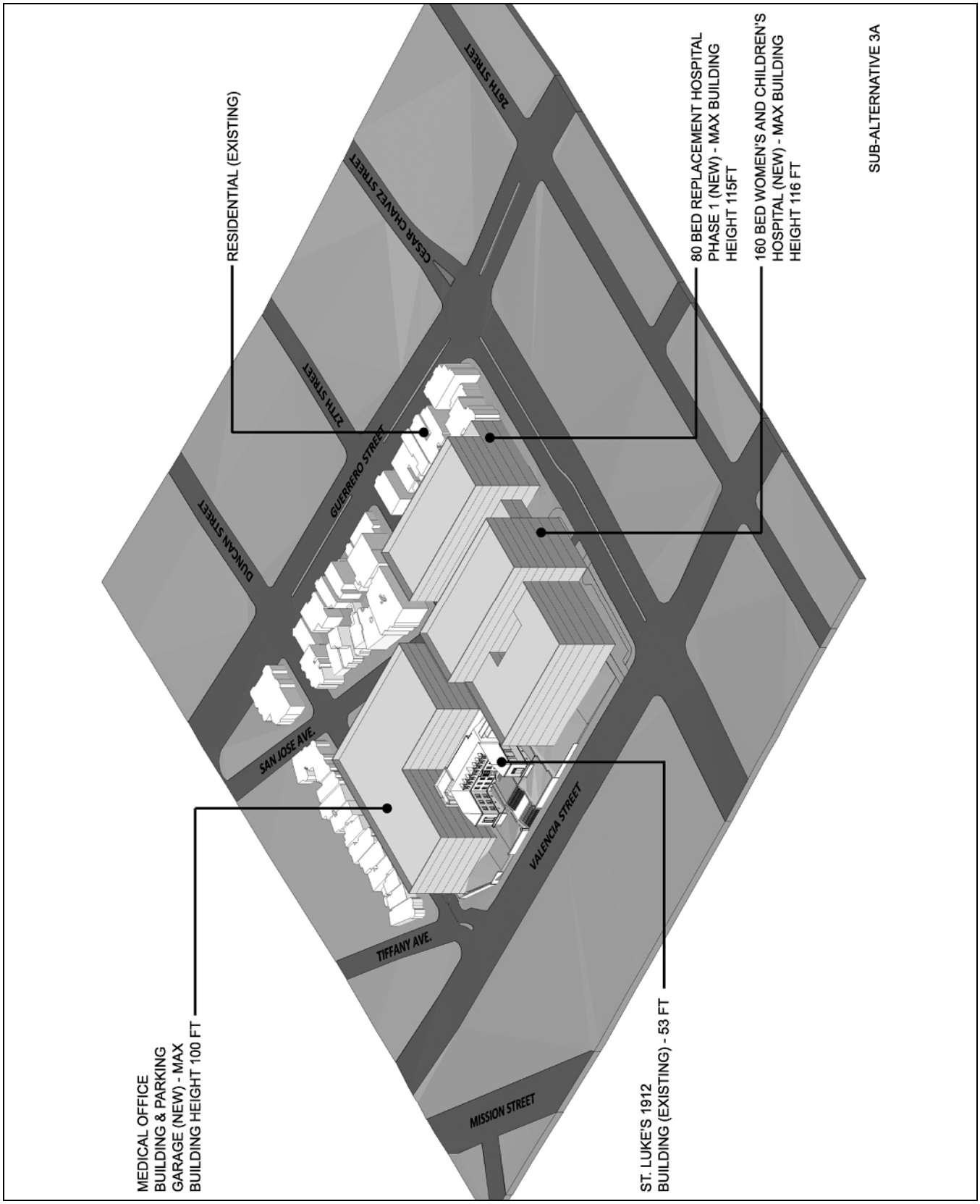
Source: SmithGroup/Boulder Associates 2010

Alternative 3A—St. Luke's Campus Site Plan, Phases 2 and 3 **Figure 6-20**



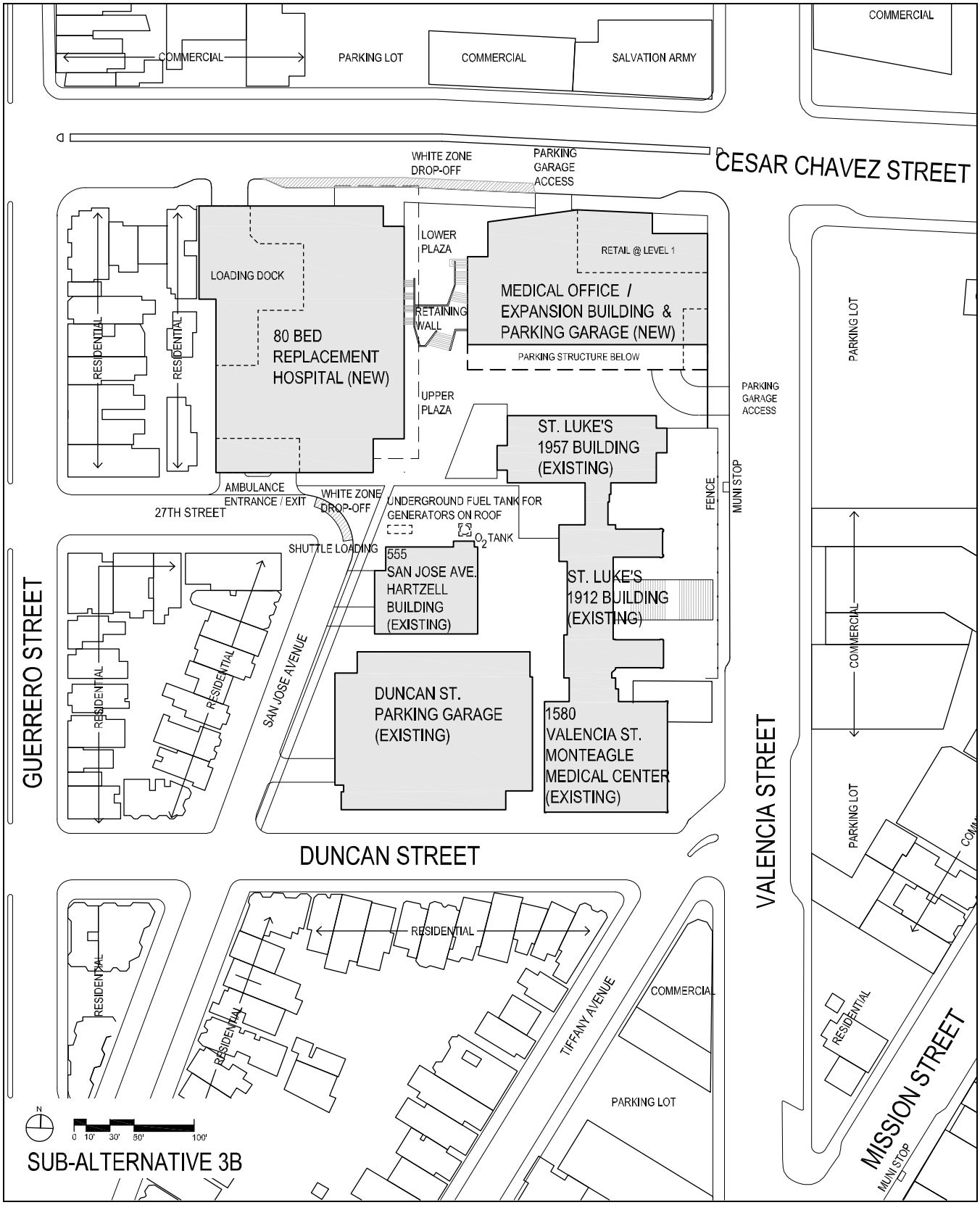
Source: SmithGroup/Boulder Associates 2010

Alternative 3A—St. Luke's Campus Massing Diagram, Phase 1 **Figure 6-21**



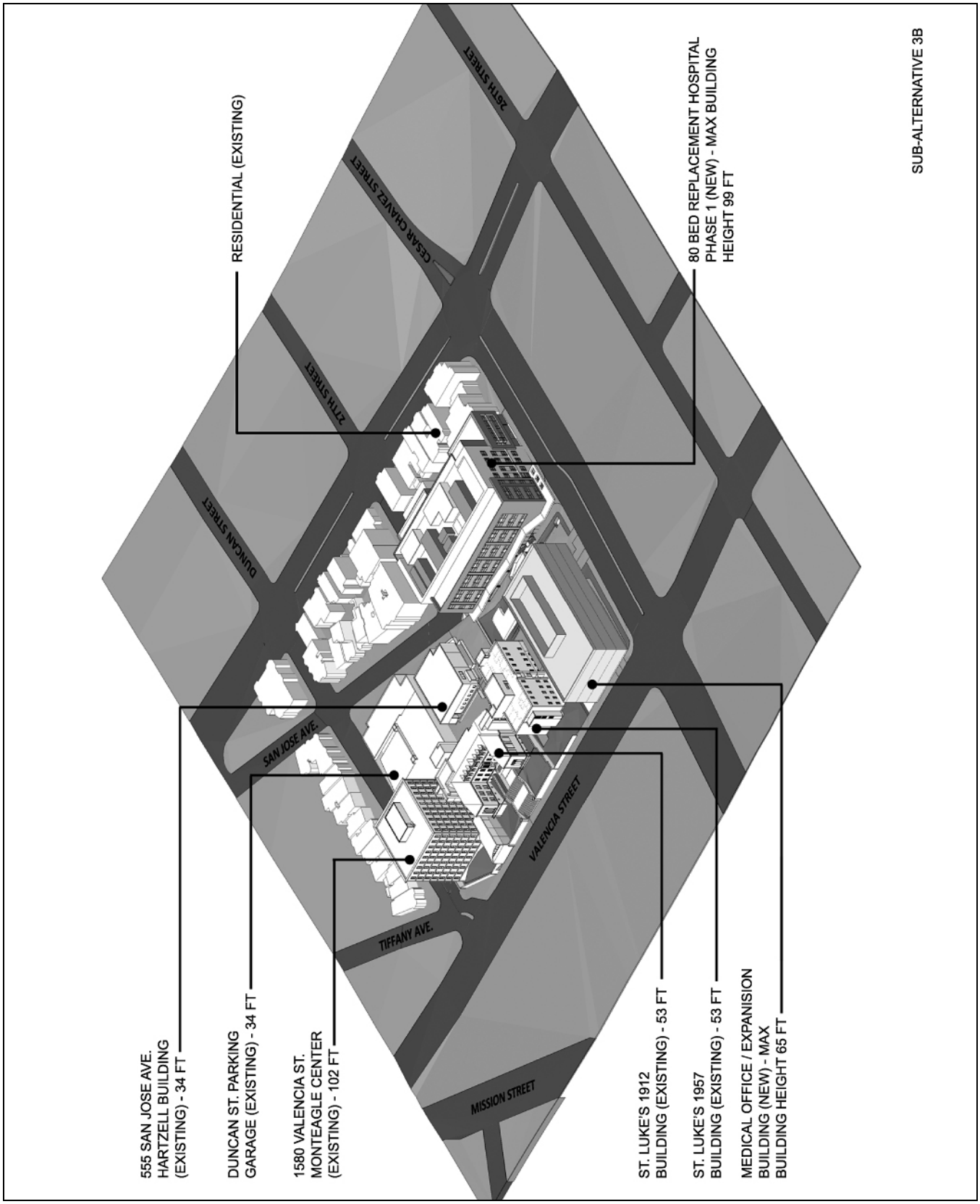
Source: SmithGroup/Boulder Associates 2010

Alternative 3A—St. Luke's Campus Massing Diagram, Phases 2 and 3 **Figure 6-22**



Source: SmithGroup/Boulder Associates 2010

Alternative 3B—St. Luke's Campus Site Plan **Figure 6-23**



Source: SmithGroup/Boulder Associates 2010

Alternative 3B—St. Luke's Campus Massing Diagram **Figure 6-24**

6.8.2 IMPACTS OF ALTERNATIVE 3

As summarized below, the following impacts discussion for Alternative 3 addresses impacts at only those CPMC campuses where some or all impacts of this alternative would differ from impacts of the proposed LRDP:

- **Cathedral Hill Campus:** Impacts would be identical under the two subalternatives, Alternatives 3A and 3B, but would not all be the same as under the proposed LRDP. For a discussion of these impacts, see "Impacts of Alternative 3 at the Cathedral Hill Campus," below.

- **Pacific Campus:** Both Alternatives 3A and 3B would have the same impacts and mitigation measures at the Pacific Campus as the proposed CPMC LRDP; therefore, impacts at the Pacific Campus are not included in this impacts analysis. Please refer to Chapter 4, "Environmental Setting, Impacts, and Mitigation," for further details.

- **California Campus:** Alternative 3A would have the same impacts at the California Campus as the proposed LRDP, but Alternative 3B would not. Therefore, impacts of Alternative 3A at the California Campus are not included in this impacts analysis; please refer to Chapter 4 for further details. For a discussion of impacts of Alternative 3B, see "Impacts of Alternative 3B at the California Campus" on page 6-351.

- **Davies Campus:** Both Alternatives 3A and 3B would have the same impacts and mitigation measures at the Davies Campus as the proposed CPMC LRDP; therefore, impacts at the Davies Campus are not included in this impacts analysis. Please refer to Chapter 4 for further details.

- **St. Luke's Campus:** Impacts of the two subalternatives, Alternatives 3A and 3B, would differ and would not be the same as under the proposed LRDP. For a discussion of impacts of Alternatives 3A and 3B at St. Luke's, see "Impacts of Alternative 3A at the St. Luke's Campus" and "Impacts of Alternative 3B at the St. Luke's Campus" on pages 6-324 and 6-375, respectively.

IMPACTS OF ALTERNATIVE 3 AT THE CATHEDRAL HILL CAMPUS

Alternative 3 (Cathedral Hill)—Land Use and Planning

Although Alternative 3 would entail less construction of new medical space than the proposed LRDP, the proposed Cathedral Hill Campus would occupy the same footprint. CPMC would undertake the same demolition as under the proposed LRDP, creating a new campus composed of three buildings along both sides of Van Ness Avenue (including the 1375 Sutter Street site) and constructing the Van Ness Avenue pedestrian tunnel. Land use impacts related to the Cathedral Hill MOB would be identical to those under the proposed LRDP (see Section 4.1.5, "Impact Evaluations," beginning on page 4.1-37 in Section 4.1, "Land Use and Planning"), and therefore are not discussed further.

The primary difference between Alternative 3 and the proposed LRDP is that the Cathedral Hill Hospital would be smaller (by approximately 341,000 sq. ft.) and shorter (by 135 feet) under this alternative. The Cathedral Hill Hospital under Alternative 3 would be 50 feet shorter than the existing 180-foot-tall (including mechanical penthouse) 1255 Post Street Office Building and 10 feet taller than the 120-foot-tall (including mechanical penthouse) Cathedral Hill Hotel. For the same reasons as under the proposed LRDP, and because the Cathedral Hill Campus development would be smaller under this alternative than under the LRDP, the campus proposed under Alternative 3 would not physically divide an established community, and this impact would be less than significant. The height of the Cathedral Hill Hospital would be reduced to 130 feet under this alternative, compared to 265 feet under the proposed LRDP. The smaller hospital would comply with the basic height requirement for the 130-V Height and Bulk District, but not the bulk requirement or floor area ratio; therefore, the Cathedral Hill Hospital proposed under Alternative 3 would require CU authorization. In contrast with the proposed LRDP, a height amendment under the *Van Ness Avenue Area Plan* would not be required under Alternative 3.

All other approvals associated with the proposed LRDP (discussed on page 4.1-47 in Section 4.1, "Land Use and Planning")—including creation of *Van Ness Avenue Area Plan* Subarea 4, CU authorization for a new medical institution and additional parking at the proposed Cathedral Hill Campus, and exceptions to street frontage, parking setbacks, parking loading and unloading requirements and signage requirements—would still be required under Alternative 3. These project approvals would also be included in this alternative; therefore, if approved by decision-makers, Alternative 3 would not conflict with any applicable land use plan, policy, or regulation. This impact at Cathedral Hill under Alternative 3 would be less than significant and less than under the proposed LRDP because of the height reduction.

Under Alternative 3, CPMC would construct less floor area for medical uses at the Cathedral Hill Campus than under the LRDP, although on-site medical uses would still be greater than under existing conditions. Constructing the Cathedral Hill Hospital would still introduce a new, large-scale medical use to the former hotel/office site; however, as under the proposed LRDP, demolishing a vacant hotel and one vacant office building would not likely have a substantial effect on the existing character of the vicinity. As under the proposed LRDP, streetscape improvements would be added around the proposed Cathedral Hill Campus to activate the street level and for pedestrian interest, as well as provide a buffer between pedestrians and traffic lanes.

Under this Alternative, it is assumed that the Two-Way Post Street Variant and MOB Access Variant would not be implemented. However, as under the LRDP, Cedar Street would be converted to a two-way street west of the MOB garage entrance. Even with this change, Cedar Street would remain conducive to neighborhood-scale commercial uses and pedestrian activity and would not physically divide the existing neighborhoods. This impact would be less than significant, as under the LRDP. The Cathedral Hill Hospital under this alternative would be

135 feet shorter than the hospital proposed under the LRDP. Thus, the maximum building height on the campus would be reduced by 135 feet relative to the LRDP. This reduced-height hospital building would have a less-than-significant impact on the campus character and the impact would be less than under the proposed LRDP, under which the heights on the Cathedral Hill Campus site would increase relative to existing conditions. However, as discussed on page 4.1-57 in Section 4.1, "Land Use and Planning," large-scale, high-rise buildings of up to 25 stories exist in the area surrounding the proposed campus, and the existing General Plan designation would allow a development of up to 240 feet at the hospital site. As under the proposed LRDP, the proposed Van Ness Avenue pedestrian tunnel under Alternative 3 would not affect the existing character in the vicinity of the proposed Cathedral Hill Campus, because the tunnel would be constructed entirely underground. The reduced scale of the proposed Cathedral Hill Campus, and specifically the Cathedral Hill Hospital, under Alternative 3 would not adversely affect the existing character of the vicinity.

As under the proposed LRDP, no mitigation measures are required at Cathedral Hill under Alternative 3. Project-level and cumulative impacts on land use; land use plans, policies, or regulations; and the existing character of the vicinity would be less than significant. These impacts at Cathedral Hill would be less than under the LRDP.

Alternative 3 (Cathedral Hill)—Aesthetics

Under Alternative 3, the Cathedral Hill Hospital and Cathedral Hill MOB would comply with the current basic height requirements. Under this alternative, the Cathedral Hill Hospital would be nine stories and 130 feet tall (including mechanical penthouse), about 135 feet shorter than the 265-foot-tall (including mechanical penthouse) Cathedral Hill Hospital proposed under the LRDP; the hospital would also have less massing and bulk than under the LRDP. The Cathedral Hill MOB, at nine stories and 130 feet tall (including mechanical penthouse) under Alternative 3, would be the same height as under the proposed LRDP. Aesthetics-related impacts of the Cathedral Hill MOB under this alternative would be identical to impacts under the proposed LRDP and therefore are not discussed further.

At 130 feet under Alternative 3, the Cathedral Hill Hospital would be 10 feet taller than the existing 120-foot-tall (including mechanical penthouse) Cathedral Hill Hotel and 50 feet shorter than the existing 180-foot-tall (including mechanical penthouse) 1255 Post Street Office Building, respectively. Therefore, under this alternative the proposed Cathedral Hill Hospital would be similar in height (or in the range of existing on-campus building heights) to the existing Cathedral Hill Hotel and the 1255 Post Street Office Building, and would not be substantially taller than existing buildings in the immediate vicinity, as it would be under the proposed LRDP. The Cathedral Hill Hospital under Alternative 3 would not alter scenic views because it would be similar or lower in height than existing on-campus development. The hospital constructed under Alternative 3 would not result in any blockage of important visual landscape elements that are currently seen in long-range vistas of the Cathedral Hill area. Therefore, Alternative 3 would have a less-than-significant impact on a scenic vista; the impact would

be less than under the proposed LRDP because of the reduced height of the Cathedral Hill Hospital building under this alternative.

The Cathedral Hill Hospital would be nine stories tall or 130 feet (including mechanical penthouse) under Alternative 3, and would be similar in height to the existing surrounding buildings, which are nine to 11 stories tall (about 130 feet tall); by contrast, under the proposed LRDP, the Cathedral Hill Hospital would be 15 stories tall or approximately 265 feet tall, including mechanical penthouse. As under the LRDP, the hospital's height and massing under Alternative 3 would be within the range of the height and massing of existing development, and would be visually consistent with existing surrounding buildings, and therefore, would not degrade the existing visual character or quality of the area. This impact would be less than significant, and less than under the proposed LRDP.

Existing trees and landscaping located on the campus would be removed for the construction of the Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel, as would occur under the LRDP. However, as under the LRDP, a landscaping plan would be prepared to provide for the preservation, removal, and/or replacement of trees throughout the Cathedral Hill Campus. Please refer to "Alternative 3 (Cathedral Hill)—Biological Resources" (page 6-317) for the impact analysis related to trees. Development proposed under this alternative would not substantially damage scenic resources and would have a less-than-significant impact on scenic resources. This impact would be similar to the impact of the proposed LRDP, because the same area would be disturbed under the reduced development program of Alternative 3 at Cathedral Hill.

The existing buildings at the Cathedral Hill Campus site generate a high level of light. Therefore, the lighting for the new facilities associated with Alternative 3, like the lighting required under the proposed LRDP, would not result in a substantial increase in the ambient lighting of the campus area. Spillover light is common and expected in dense urban environments such as the Cathedral Hill project area. The new lighting for the new facilities would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24).

As under the proposed LRDP, no mitigation measures would be required under Alternative 3, and this alternative would not result in substantial degradation of the visual character or quality of the site. Project-level and cumulative impacts on scenic resources, visual character or quality, and light and glare would be less than significant and less than under the proposed LRDP because of the reduced development program at this campus.

Alternative 3 (Cathedral Hill)—Population, Employment, and Housing

Project-Level Impacts

Under Alternative 3, the Cathedral Hill Campus would be constructed on a smaller scale than proposed under the LRDP to comply with the allowed zoning height limits. The Cathedral Hill Campus would provide 400 licensed beds under this alternative, compared to the 555 beds that would be provided under the proposed CPMC LRDP. At approximately 1,481,000 sq. ft., the reduced-size Cathedral Hill Campus would be 346,000 sq. ft. smaller than the campus proposed under the LRDP (1,827,000 sq. ft.). In contrast with the LRDP, under this alternative the Women's and Children's services would need to be developed at another campus, thereby allowing the Cathedral Hill Campus to comply with allowed zoning height limits.

Under Alternative 3, approximately 3,740 full time equivalent (FTE) personnel would be working at the Cathedral Hill Campus by 2030, a decrease of 30% from projected personnel levels under the proposed LRDP (5,380 FTE personnel). Even with a reduced development scenario at Cathedral Hill under Alternative 3, the alternative would result in a sizeable increase in CPMC FTE personnel at Cathedral Hill (approximately 2,980 new personnel), relative to existing conditions. Implementing Alternative 3 at the Cathedral Hill Campus would result in a decrease in average daily population compared to the proposed LRDP, but the average daily population would be greater than under existing conditions.

Using the population and housing demand methodology described in Section 4.3, "Population, Employment, and Housing," the growth in personnel at Cathedral Hill from 2006 to 2030 would generate approximately 2,480 net new San Francisco residents and 1,070 net new San Francisco households. The projected increase in population and households under Alternative 3 represents approximately 2% of total projected population and household growth from 2006 to 2030 as estimated by ABAG.

Projected effects of implementing Alternative 3 (both Alternatives 3A and 3B) at all existing and proposed CPMC campus sites on citywide employment, the number of households in San Francisco, and population growth in the city are presented under "Multiple-Campus Impacts on Population, Employment, and Housing" on page 6-388. Implementing Alternative 3 at the Cathedral Hill Campus would have less associated population and housing demand impacts on San Francisco than the proposed LRDP, because the number of personnel at Cathedral Hill would be lower under this alternative. As summarized in Table 6-36, "CPMC Household and Population Growth Projections for San Francisco (Comparison of Alternatives 3A and 3B to the Proposed LRDP), implementing Alternative 3 at the Cathedral Hill Campus would result in 1,370 fewer net new San Francisco residents and 580 fewer net new households than if the proposed LRDP were implemented at the Cathedral Hill Campus. Section 4.3, "Population, Employment, and Housing," describes the population and housing impacts generated under the LRDP, which are less than significant. Implementing Alternative 3 at Cathedral Hill would induce less population

and housing growth citywide than implementing the LRDP at the proposed Cathedral Hill Campus; therefore, population, housing, and housing impacts of Alternative 3 at Cathedral Hill Campus would be less than significant, and less than impacts of the LRDP.

Despite a smaller-scale development program at Cathedral Hill under Alternative 3, implementing this alternative would result in the removal of five dwelling units and 20 residential hotel units, the same as under the LRDP. As under the LRDP, CPMC would provide for the relocation of tenants from these units and residential hotel units needing assistance, in excess of that required by law. CPMC is continuing to work with the Mayor's Office of Housing to identify the best mechanism under Section 41.13 of the San Francisco Administrative Code to meet the City's needs with respect to replacing the 20 residential hotel units proposed for demolition. Options include providing funding to the Mayor's Office of Housing and/or one or more nonprofit organizations to construct replacement units, details of which are still under further discussion. Therefore, as under the proposed LRDP, the removal of residential units at Cathedral Hill under Alternative 3 would result in a less-than-significant impact. As under the LRDP, no mitigation measures would be required under this alternative.

Alternative 3 (Cathedral Hill)—Cultural and Paleontological Resources

Under Alternative 3, as under the proposed LRDP, the Cathedral Hill Hotel and buildings at the site of the proposed Cathedral Hill MOB would be demolished, and a pedestrian tunnel would be constructed beneath Van Ness Avenue. The Cathedral Hill Hospital would be constructed, but would be smaller than the hospital built under the LRDP. The Cathedral Hill MOB would be the same as under the proposed LRDP. Demolition of the Cathedral Hill Hotel and buildings at the MOB site and construction of the Cathedral Hill Hospital and Cathedral Hill MOB would not cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines, because none of the buildings or structures located within the project site are considered historical resources.[88, 89] As under the LRDP, there would be no impact.

As under the proposed LRDP, archaeological resources are likely to be affected by construction activities for the Cathedral Hill Hospital and Cathedral Hill MOB under Alternative 3, and this impact would be potentially significant. Like the LRDP, Alternative 3 would require excavation during construction of the belowground parking levels; features of prehistoric resources may be located during this excavation. In addition, the soils under the sites of the proposed Cathedral Hill Hospital and Cathedral Hill MOB have the possibility to contain archaeological materials. Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources") would require preconstruction archaeological testing in accordance with the ARDTP.

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[88] California Pacific Medical Center. 2008 (September). *Historic Evaluation Report for Cathedral Hill Campus: California Pacific Medical Center.* San Francisco, CA. Prepared by Knapp Architects, San Francisco, CA. Page 2.

[89] San Francisco Planning Department. 2010 (March 18). *Historic Resource Evaluation Response: Cathedral Hill Campus, California Pacific Medical Center.* Case 2005.0555E. Major Environmental Analysis Division. San Francisco, CA. Pages 2–3.

As under the proposed LRDP, implementation of this mitigation measure under Alternative 3 would reduce this impact to a less-than-significant level.

The Colma Formation, which underlies all CPMC campus sites, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. As under the proposed LRDP, earthmoving activities occurring under Alternative 3 could damage unique paleontological resources, resulting in a potentially significant impact. Mitigation Measure M-CP-N3 (see page 4.4-47) would require CPMC to retain a qualified paleontologist or archaeologist to train construction workers in the requisite procedures, in the event paleontological resources are discovered during earthmoving activities. As under the LRDP, implementing this mitigation measure under Alternative 3 would reduce impacts on paleontological resources to a less-than-significant level.

No human remains have been listed or recorded at any of the CPMC sites; however, excavation at the sites of the proposed Cathedral Hill Hospital and Cathedral Hill MOB could disturb as-yet-undiscovered human remains. Mitigation Measure M-CP-N4 (see page 4.4-49) would require that work be suspended within 50 feet of the remains and that the San Francisco Planning Department and the county coroner be notified of the find. As under the LRDP, this impact would be less than significant with mitigation.

As under the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 would be required under Alternative 3. Like the LRDP, Alternative 3 would result in less-than-significant project-level and cumulative impacts on historic, archaeological, and paleontological resources.

Alternative 3 (Cathedral Hill)—Transportation and Circulation

Under the proposed LRDP, six of the 26 study intersections in the Cathedral Hill Campus vicinity would operate at LOS E or LOS F under both 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions. Implementing projects at the Cathedral Hill Campus would make less-than-significant contributions of traffic to these six intersections. Alternative 3 would generate fewer vehicle trips than the proposed LRDP and would also make a less-than-significant contribution of traffic to these intersections that would operate at LOS E or F. Under the proposed LRDP, the Cathedral Hill Campus would have less-than-significant impacts on 18 of the study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions. The Cathedral Hill Campus under Alternative 3 would also have less-than-significant impacts on these 18 study intersections because the campus would generate fewer vehicle trips under Alternative 3 than under the LRDP. Impacts on these intersections would be less than significant under Alternative 3, and less than under the LRDP.

Implementation of projects at the Cathedral Hill Campus under the LRDP would degrade operations at two of the 26 study intersections (Van Ness Avenue/Market Street and Polk Street/Geary Street). Operations at these intersections would degrade from LOS D under 2015 Modified Baseline No Project conditions to LOS E under 2015 Modified Baseline plus Project conditions, resulting in significant and unavoidable impacts. The reduced development of the Cathedral Hill Hospital under Alternative 3 would result in one fewer significant impact. In contrast with the LRDP, the significant unavoidable impact at Van Ness Avenue/Market Street would be eliminated under Alternative 3, but a significant unavoidable impact would still occur at Polk Street/Geary Street.[90] Impacts at Cathedral Hill would be less under Alternative 3 than under the LRDP.

Under Alternative 3, it is assumed that the Two-Way Post Street Variant and MOB Access Variant at the Cathedral Hill Campus would not be implemented. Therefore, impacts that would result from implementation of these variants under the LRDP would not occur under this alternative. Specifically, the significant unavoidable impacts at the intersections of Van Ness Avenue/Market Street (TR-6), Polk Street/Geary Street (TR-7) and Franklin Street/Bush Street (TR-8) that would result from implementation of the LRDP -Two-Way Post Street Variant would not occur under Alternative 3. Similarly, the significant unavoidable impact at the intersections of Van Ness Avenue/Market Street (TR-12) and Polk Street/Geary Street (TR-13) that would result from implementation of the LRDP - MOB Access Variant would not occur under Alternative 3.

As under the LRDP, under Alternative 3 parking garages for the Cathedral Hill Campus would be provided at the Cathedral Hill Hospital, Cathedral Hill MOB, and 1375 Sutter MOB. Alternative 3 would result in less traffic than the LRDP, and therefore would accommodate peak-period queues and would not result in spillback to adjacent travel lanes. As noted above, under this Alternative, it is assumed that the Two-Way Post Street Variant and MOB Access Variant would not be implemented. However, as under the LRDP, Cedar Street would be converted to a two-way street west of the MOB garage entrance. Impacts and mitigation measures would be similar to the impacts and mitigation measures of the LRDP and would be less than significant.[91]

As under the proposed LRDP, development of the proposed Cathedral Hill Campus under Alternative 3 would make a significant project-level and cumulative contribution to the combined impacts of the Cathedral Hill Campus, Van Ness Avenue BRT, and Geary Corridor BRT projects, resulting in significant and unavoidable impacts at Van Ness Avenue/Market Street and Polk Street/Geary Street. As under the LRDP, development of the Cathedral Hill Campus under Alternative 3 would not result in a significant combined project-level and cumulative impact at five intersections (i.e., Gough Street/Geary Street, Van Ness Avenue/Fell Street, Van Ness

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[90] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis*. San Francisco, CA. Page 11.

[91] The significant and unavoidable traffic hazard at the proposed Cathedral Hill MOB's Geary Street driveway that would occur under the LRDP's MOB Access Variant would not occur under Alternative 3. Implementation of Mitigation Measure M-TR-17 to reduce traffic hazards is not required under this alternative.

Avenue/Hayes Street, Van Ness Avenue/Geary Street, and Van Ness Avenue/Broadway) if the BRT projects were implemented.

Under the proposed LRDP, eight of the 26 study intersections in the Cathedral Hill Campus vicinity would operate at LOS E or LOS F under both 2030 Cumulative No Project conditions and 2030 Cumulative plus Project conditions. Alternative 3 would generate fewer vehicle trips than the proposed LRDP, and therefore would also make a less-than-significant contribution of traffic to these intersections that would operate at LOS E or F. Impacts on these intersections would be less than significant under Alternative 3, and less than under the LRDP.

Implementation of the Cathedral Hill Campus projects under the LRDP would degrade operations at three of the 26 study intersections—Van Ness Avenue/Market Street, Van Ness Street/Pine Street, and Polk Street/Geary Street—from LOS E under 2030 Cumulative No Project conditions to LOS F under 2030 Cumulative plus Project conditions. The reduced development of the Cathedral Hill Hospital under Alternative 3 would result in one fewer significant impact under cumulative conditions. The significant unavoidable cumulative impact at Van Ness Avenue/Market Street that would occur under the LRDP would be eliminated under Alternative 3, but significant unavoidable cumulative impacts would still occur at Van Ness Avenue/Pine Street and Polk Street/Geary Street.[92] Impacts under Alternative 3 would be less than under the LRDP.[93]

Transit Impacts of Alternative 3 at the Cathedral Hill Campus

Transit demand would be less under Alternative 3 than under the proposed LRDP because of the reduced development at the Cathedral Hill Hospital. The proposed LRDP would add 586 and 551 net-new transit trips during the a.m. and p.m. peak hours, respectively (see Table 4.5-11, "Net-New Peak Hour Person Trips by Mode and Vehicle Trips by Campus," on page 4.5-77). Alternative 3 would add 272 and 293 net-new transit trips from existing conditions during the a.m. and p.m. peak hours, respectively. Therefore, transit demand under Alternative 3 would be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85% capacity utilization standards. Demand for the CPMC shuttle would also decrease under this alternative because of the reduced development. Alternative 3 would not conflict with the adopted policies, plans, or programs supporting alternative transportation or cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, or result in inacceptable levels of transit service. Project-level and cumulative impacts on transit capacity and CPMC shuttle service would be less than significant and less than under the LRDP.

As under the proposed LRDP, development of the reduced Cathedral Hill Campus under Alternative 3 would still increase congestion along Van Ness Avenue because of the increased number of vehicle trips relative to existing

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[92] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis.* San Francisco, CA. Page 11.
[93] Ibid.

conditions. Implementing the Cathedral Hill Campus projects under the LRDP would increase travel times and affect operations of the 49-Van Ness-Mission (a.m. and p.m. peak hours), 38/, 38L-Geary (a.m. and p.m. peak hours), and 19-Polk (p.m. peak hour) transit lines. Alternative 3 would result in similar transit delays because of the congestion on study area roadways and increased ridership, resulting in a significant impact. Implementing Mitigation Measures TR-29, TR-30, and through M-TR-31 would require CPMC to financially compensate SFMTA for impacts on the service levels of the affected transit lines mentioned above. However, because the ability of SFMTA to provide the additional service on these lines is uncertain, the feasibility of the mitigation measure is unknown. Therefore, under Alternative 3, project-level impacts would remain significant and unavoidable, but to a lesser degree than under the LRDP.

Under the 2030 Cumulative plus Project conditions, the increased congestion and ridership under the proposed LRDP would cause operational delays to Muni lines 49-Van Ness-Mission (a.m. and p.m. peak hours), 47-Van Ness (p.m. peak hour), 38/38L-Geary (a.m. and p.m. peak hours), 19-Polk (p.m. peak hour), and 3-Jackson (p.m. peak hour)transit lines. Alternative 3 would result in similar transit delays because of the congestion on study area roadways and increased ridership, resulting in a significant cumulative impact. Implementing Mitigation Measures TR-29, TR-30, TR-31, TR-134, and TR-137 would require CPMC to financially compensate SFMTA for impacts on the service levels of the affected transit lines mentioned above. However, because the ability of SFMTA to provide the additional service on these lines is uncertain, the feasibility of the mitigation measure is unknown. Therefore, under Alternative 3, cumulative impacts would remain significant and unavoidable, but to a lesser degree than under the LRDP.

Bicycle Impacts of Alternative 3 at the Cathedral Hill Campus

Like the LRDP, Alternative 3 would not interfere with implementation on Polk Street of the elements of the *San Francisco Bicycle Plan*, which would improve northbound bicycle circulation. As under the LRDP, under this alternative the Cathedral Hill MOB's parking garage exit onto Cedar Street could increase conflicts between vehicles that are exiting the MOB parking garage at Polk Street and bicyclists. As under the LRDP, one on-street parking space on the west side of Polk Street immediately north of Cedar Street would be removed and replaced with a curb extension. This would reduce the impact associated with vehicle/bicyclist conflicts to a less-than-significant level. The proposed LRDP would add 54 and 50 net-new "other" trips during the a.m. and p.m. peak hours, respectively (see Table 4.5-11), of which a portion are expected to be bicycle trips. The number of net-new bicycle trips would be smaller under Alternative 3 because of the reduced development of the Cathedral Hill Hospital. Alternative 3 would add 31 and 30 net-new "other" trips during the a.m. and p.m. peak hours, respectively.[94] Development of the Cathedral Hill Campus under this alternative would not create any potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the campus.

[94] Ibid.

Project-level and cumulative bicycle impacts would be less than significant and less than under the proposed LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Pedestrian Impacts of Alternative 3 at the Cathedral Hill Campus

Alternative 3 assumes implementation of the same sidewalk and crosswalk improvements as described for the proposed LRDP. Alternative 3 would include the same pedestrian features as the LRDP. These features would consist of construction of the Van Ness Avenue pedestrian tunnel; widening of sidewalks adjacent to the site along Van Ness Avenue, Geary Street, and Post Street; and crosswalk improvements at the intersections of Cedar Street with Van Ness Avenue and with Polk Street. The proposed LRDP would add 694 and 658 net-new pedestrian trips during the a.m. and p.m. peak hours, respectively (including transit trips to account for walking trips to and from Muni bus stops) to existing conditions (see Table 4.5-11). Alternative 3 would result in fewer pedestrian trips and would add 325 and 355 net-new pedestrian trips to existing conditions during the a.m. and p.m. peak hours, respectively.[95] The new pedestrian trips generated by Alternative 3 would be accommodated on nearby sidewalks without substantially affecting pedestrian conditions. As under the LRDP, people would travel between the Cathedral Hill Hospital and Cathedral Hill MOB using the Van Ness Avenue pedestrian tunnel and surface-street pedestrian crossings. This alternative would not create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project site or adjoining areas. The potentially significant and unavoidable pedestrian conflict impact at the proposed Cathedral Hill MOB's driveway on Geary Street that would occur under the LRDP's MOB Access Variant would not occur under Alternative 3, because this variant would not be implemented. Implementation of Mitigation Measure M-TR-17 to incorporate pedestrian conflict reduction features is not required under this alternative.

Project-level and cumulative pedestrian impacts at the Cathedral Hill Campus under Alternative 3 would be less than significant, and less than under the LRDP.

Loading Impacts of Alternative 3 at the Cathedral Hill Campus

Under Alternative 3, the Cathedral Hill Campus would provide 20 loading spaces, the same number as under the proposed LRDP. CPMC would implement a truck management plan for the Cathedral Hill Campus under this alternative (as under the LRDP) to ensure that the daytime loading demand is accommodated. Loading requirements would be accommodated with the proposed loading supply or within on-street loading zones; impacts would be less than significant and less than under the LRDP. As under the proposed LRDP, operation of the Cathedral Hill Hospital's off-street loading facility could result in potentially hazardous conditions on Franklin Street, which is a major arterial street with large platoons of vehicles during substantial portions of the day. As under the LRDP, implementing Mitigation Measure M-TR-44 (see page 4.5-139) under Alternative 3

[95] Ibid.

would require a loading dock attendant and would reduce impacts related to loading operations for trucks 46 feet or longer. Implementing this measure would reduce loading impacts to a less-than-significant level. Loading impacts under Alternative 3 would be less than significant and less than under the LRDP because of the reduced development.

Passenger loading/unloading demand would be less than that of the proposed LRDP because of the reduced size of the Cathedral Hill Hospital. As under the LRDP, the Cathedral Hill Hospital would have an interior passenger loading/unloading zone as well as a separate passenger loading/unloading zone for the emergency room. The proposed Cathedral Hill MOB and 1375 Sutter MOB would also have on-street loading/unloading zones. Passenger loading and unloading would be accommodated within these zones under Alternative 3. Loading impacts would be less than significant and less than under the LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Emergency-Vehicle Access Impacts of Alternative 3 at the Cathedral Hill Campus

As under the proposed LRDP, the proposed emergency room at the reduced-size Cathedral Hill Hospital would replace the existing emergency rooms at CPMC's Pacific and California Campuses. As under the LRDP, the Cathedral Hill Campus would be accessible by multilane arterial roadways in the project vicinity, which would allow emergency vehicles to travel at higher speeds. Project-level and cumulative emergency-access impacts at Cathedral Hill would be less than significant and the same as under the LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Construction Impacts of Alternative 3 at the Cathedral Hill Campus

Construction activities associated with Alternative 3 would be similar to those of the proposed LRDP; however, the construction period would likely be shorter because of the reduced size of the Cathedral Hill Hospital. Construction activities for the reduced-size Cathedral Hill Hospital and the Cathedral Hill MOB and Van Ness Avenue pedestrian tunnel would include lane closures, sidewalk closures, construction gates, and truck routes at the construction site as described in Impacts TR-55 through TR-58 (pages 4.5-147 through 4.5-161). Because of the extent of construction activities and duration, construction-related impacts on traffic, pedestrians, transit, and intersection operations would be significant. Implementation of Mitigation Measure M-TR-55 (see page 4.5-159 in Section 4.5, "Transportation and Circulation") under Alternative 3, which would require CPMC and the construction contractor to prepare a construction transportation management plan, would reduce some of the impacts. Impacts would remain significant and unavoidable, but to a lesser degree than under the LRDP because of the reduced level of construction at the Cathedral Hill Hospital. Under the LRDP, closure of lanes on Van Ness Avenue during construction of the proposed pedestrian tunnel would be considered a significant impact on the

intersections of Van Ness/Geary, Van Ness/Post and Van Ness/O'Farrell. This impact would be similar under Alternative 3.

Parking Discussion for Alternative 3 at the Cathedral Hill Campus

Under Alternative 3, a total of 1,005 parking spaces would be provided at the Cathedral Hill Campus for the reduced-size Cathedral Hill Hospital and the Cathedral Hill MOB and renovated 1375 Sutter MOB. Alternative 3 would provide 222 fewer spaces than the proposed LRDP (which would provide a total of 1,227 spaces). As under the proposed LRDP, there would be both an overall parking shortfall and a parking shortfall for employees. It is anticipated that short-term visitors to the campus unable to find parking would likely park in any available on-street parking space around the campus. Employees unable to park at the campus could take transit, bicycle, walk to the campus, or park off-site at the Japan Center Garage. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 3 (Cathedral Hill)—Noise

Under Alternative 3, the Cathedral Hill Hotel, 1255 Post Street Office Building, and buildings on the proposed Cathedral Hill MOB site would be demolished and replaced with the reduced-size Cathedral Hill Hospital and Cathedral Hill MOB. As under the proposed LRDP, a pedestrian tunnel would be constructed beneath Van Ness Avenue; construction of this tunnel would occur concurrently with construction of the reduced-size hospital and MOB.

As under the LRDP, on-site construction activities under this alternative would expose sensitive receptors adjacent to the site to increased noise levels. During certain construction phases, daytime construction (7 a.m. to 8 p.m.) noise levels at the site of the proposed Cathedral Hill Campus would exceed 80 dB at 100 feet at seven sensitive-receptor locations, as would occur under the LRDP.

Second-shift construction at the sites of the Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel under Alternative 3 would be from 4 p.m. to midnight, Monday–Friday, the same hours as under the proposed LRDP. Second-shift construction would exceed ambient noise levels by 5 dB, as measured at the property line, between 8 p.m. and midnight. This construction activity would not comply with the standards of the San Francisco Noise Ordinance, resulting in a potentially significant impact. However, as under the proposed LRDP, Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require CPMC to implement impact reduction measures—both physical (e.g., noise shielding) and operational (construction complaints coordinator)—under this alternative. Implementing this mitigation measure under Alternative 3 would reduce construction-related noise impacts to a less-than-significant level; the impact would be less than under the proposed LRDP because the Cathedral Hill Hospital would be smaller (not as tall) under this alternative.

Demolition and excavation activities would be the same as under the LRDP; however, the construction period for the upper hospital floors would be shorter.

Alternative 3 would generate less traffic than the proposed LRDP at the Cathedral Hill Campus, because of the reduced development of the Cathedral Hill Hospital. Operating the proposed Cathedral Hill Campus under this alternative would result in an increase in ADT volumes compared to existing conditions; however, campus operations would not result in a noticeable (3 dB or greater) increase in ambient traffic noise along roadways on or near the campus site. This impact would be less than significant, and less than under the proposed LRDP.

Stationary noise sources (e.g., HVAC equipment, parking garage activities, passenger and shuttle drop-offs, loading dock and delivery activities, waste disposal activities, and ambulance entrance/exit activities) would be introduced at the Cathedral Hill Campus under Alternative 3, but to a lesser extent than under the proposed LRDP because the Cathedral Hill Hospital would be smaller. As under the proposed LRDP, none of the stationary noise sources that would contribute to noise levels that could affect noise-sensitive receptors are associated with the proposed Van Ness Avenue pedestrian tunnel. The Cathedral Hill Hospital's operations could generate enough noise to result in a substantial increase in ambient noise levels, but the increase would be less than under the proposed LRDP because the hospital would be smaller under this alternative. However, Mitigation Measures M-NO-N3a through M-NO-N3e (see page 4.6-71 in Section 4.6, "Noise"), which would require the use of practical, feasible physical impact reduction measures (e.g., equipment design) under Alternative 3, would reduce this impact to a less-than-significant level; the impact would be less than under the proposed LRDP because the Cathedral Hill Hospital would be smaller.

The habitable spaces of the proposed hospital and MOB within the proposed Cathedral Hill Campus would be exposed to traffic noise from Geary Boulevard/Geary Street, Post Street, Franklin Street, and Cedar Street, but slightly less noise than under the proposed LRDP. Future traffic noise levels therefore would exceed the interior noise levels of 45 dB, resulting in a potentially significant impact. Implementation of Mitigation Measure M-NO-N4 (see page 4.6-86 in Section 4.6, "Noise"), which would require that noise reduction measures be included in the project design, would reduce impacts of Alternative 3 to less-than-significant levels; the impacts would be slightly less than under the proposed LRDP because of the reduced development under this alternative.

Demolition and construction activities may temporarily result in construction-generated vibration levels under Alternative 3. Demolition and excavation activities would be the same as under the LRDP, while the construction period for the upper hospital floors would be shorter. The predicted levels of groundborne noise and vibration may exceed applicable thresholds, resulting in a potentially significant impact, as under the proposed LRDP. Mitigation Measure M-NO-N5 (see page 4.6-93 in Section 4.6, "Noise") would require the use of physical and operational impact reduction measures. However, as under the proposed LRDP, under Alternative 3 this impact

would remain significant and unavoidable even with mitigation incorporated, similar to what would occur under the proposed LRDP.

As under the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a through M-NO-N3e, M-NO-N4, and M-NO-N5 would be required under Alternative 3. Project-level and cumulative noise impacts under Alternative 3 would be less than significant with mitigation, with the exception of significant and unavoidable groundborne noise and vibration impacts. Impacts under this alternative would be slightly less than under the proposed LRDP because the development program at this campus would be less intense under this alternative.

Alternative 3 (Cathedral Hill)—Air Quality

Under Alternative 3, the size of the proposed Cathedral Hill Hospital would be reduced relative to the LRDP to enable the building to comply with the currently applicable basic height requirements (for the 130-E and 130-V Height and Bulk Districts). The proposed Cathedral Hill MOB would be identical to the MOB under the LRDP.

The net new building square footage for Cathedral Hill Campus would be approximately 20% smaller under Alternative 3A than under the LRDP; conversely, as described under "Alternative 3A (St. Luke's)—Air Quality" (page 6-338), the net new area for St. Luke's Campus under Alternative 3A would be approximately 84% larger than under the LRDP. Overall, however, the net new construction area across all campuses would be virtually the same under Alternative 3A as under the LRDP (i.e., the estimated construction areas differ by less than 2%).

Under Alternative 3B, the building square footage at the Cathedral Hill Campus would be the same as under Alternative 3A, whereas the net new building square footage at the California Campus would increase relative to the LRDP, and would decrease at the St. Luke's Campus by 10% relative to the LRDP. Overall, the net new building square footage across all campuses under Alternative 3 would increase by approximately 14% relative to the LRDP.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

The total area of new construction for Alternative 3A would be similar to that for the proposed LRDP; for Alternative 3B the total new-construction area would be greater than under the proposed LRDP. As a result, construction-related emissions of fugitive dust would also be similar to or greater than, respectively, emissions under the LRDP. Implementing BAAQMD's basic and optional control measures and equipment exhaust control measures during construction (similar to Mitigation Measure M-AQ-1) would reduce construction impacts from fugitive dust to a less-than-significant level. Because regional impacts are based on the total emissions from all campuses, this impact applies to the campuses in aggregate, and not only specifically to Cathedral Hill.

Localized Impacts from Construction

Under the proposed LRDP, the impact of health risks from emissions of diesel particulate matter during construction at the Cathedral Hill Campus would be significant and unavoidable. The impact at the Cathedral Hill Campus under Alternative 3 would be somewhat less, but still above the risk thresholds. Implementation of Mitigation Measure M-AQ-N2, which requires installation of accelerated emission control devices on construction equipment, is required under this alternative. However, impacts would not be reduced to a less-than-significant level. Therefore, as under the proposed LRDP, construction at the Cathedral Hill Campus under Alternative 3 would result in a significant and unavoidable impact with respect to health risks from construction TACs.

Regional Impacts from Operations

The overall development program at the CPMC campuses would be similar to that of the proposed LRDP under Alternative 3A, and would be larger than the proposed LRDP under Alternative 3B. The proposed LRDP would exceed the applicable criteria pollutant threshold for PM_{10}. No feasible mitigation is available to reduce this impact to a less-than-significant level; as a result, the LRDP would have a significant and unavoidable impact with respect to operational criteria pollutant emissions. Therefore, under both Alternatives 3A and 3B, regional impacts from operations would also be significant and unavoidable. Because regional impacts are based on the total emissions from all campuses, this impact would result from the aggregate development at all of the CPMC campuses under Alternatives 3A and 3B.

Localized Impacts from Operations

The Cathedral Hill Campus would be smaller under Alternative 3 than under the LRDP. Alternative 3 would result in lower emissions, and the same less-than-significant conclusions reached for the Cathedral Hill Campus under the LRDP would apply under Alternative 3. Therefore, as under the proposed LRDP, operations at the Cathedral Hill Campus under Alternative 3 would result in a less-than-significant impact with respect to local CO emissions from mobile sources, odors, and single-source and cumulative health risk from operational TACs. As under the proposed LRDP, no mitigation measures are required under Alternative 3.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

See the discussion of regional impacts from construction-related fugitive dust under “Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds” (page 6-338). Emissions of criteria pollutants from construction equipment sources at the Cathedral Hill Campus are predicted to remain above the recently adopted thresholds under the LRDP, even with implementation of Mitigation Measure M-AQ-N9. Under Alternatives 3A and 3B, as under the proposed LRDP, the impact associated with criteria pollutant emissions during construction

would be significant and unavoidable. Because regional impacts are based on the total emissions from all campuses, this impact would result from the aggregate development at all of the CPMC campuses under Alternatives 3A and 3B.

Localized Impacts from Construction

See the discussion of localized impacts from construction at the Cathedral Hill Campus under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" (page 6-338). Implementation of Mitigation Measure M-AQ-10a, which would require installation of accelerated emission control devices on construction equipment, is required under Alternative 3, but would not reduce impacts to a less-than-significant level. As under the proposed LRDP, construction at the Cathedral Hill Campus would result in a significant and unavoidable impact with respect to health risks from construction TACs.

Regional Impacts from Operations

See the discussion of regional impacts from operations at Cathedral Hill Campus under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" (page 6-338). No feasible mitigation is available to reduce this impact to a less-than-significant level; therefore, under Alternative 3, as under the LRDP, regional impacts with respect to operational criteria pollutant emissions would be significant and unavoidable. The total area of new construction under Alternative 3A would be similar to the new-construction area under the proposed LRDP, and the new-construction area would be greater under Alternative 3B than under the LRDP; as a result, operations-related emissions would also be similar to or greater than, respectively, emissions under the LRDP. Because regional impacts are based on the total emissions from all campuses, this impact would result from the aggregate development at all of the CPMC campuses under Alternatives 3A and 3B.

Localized Impacts from Operations

See the discussion of localized impacts from operations under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" (page 6-338). As under the proposed LRDP, operations at the Cathedral Hill Campus under Alternative 3 would result in less-than-significant impacts with respect to the recently adopted thresholds for odors (AQ-13) and single-source and cumulative health risks from operational TACs.

Alternative 3 (Cathedral Hill)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 3 on Greenhouse Gas Emissions" (page 6-393) for a discussion of this impact.

Alternative 3 (Cathedral Hill)—Wind and Shadow

The proposed Cathedral Hill Hospital would be nine stories and 130 feet tall (including mechanical penthouse) under Alternative 3; by contrast, the hospital would be 265 feet tall (including mechanical penthouse) under the

proposed LRDP. At nine stories and 130 feet tall (including mechanical penthouse), the Cathedral Hill MOB would be the same height—and would be at the same location—as under the proposed LRDP. Wind and shadow impacts related to the Cathedral Hill MOB would be identical to impacts of the proposed LRDP (see Section 4.9, "Wind and Shadow"), and therefore are not discussed further. The hospital would be 50 feet shorter than the existing 1255 Post Street Office Building but 10 feet taller than the existing Cathedral Hill Hotel under this alternative. Because of the reduced height of the Cathedral Hill Hospital under Alternative 3, wind exceedances of the pedestrian-comfort criteria under Alternative 3 would be less the same or less than those identified for the proposed LRDP and the total number of locations exceeding the comfort criterion would not change. Impacts related to wind would be less than significant and less than under the proposed LRDP.

As stated previously, the Cathedral Hill MOB would be the same height as under the proposed LRDP. Because the Cathedral Hill Hospital would be shorter under Alternative 3 than under the LRDP as well as with the range of height and bulk as the existing on-site buildings (Cathedral Hill Hotel and 1255 Post Street Office Building), the proposed hospital would not result in net new shadows on sidewalks in the project vicinity under this alternative. As under the proposed LRDP, the shadow from the proposed hospital under Alternative 3 would not reach any open spaces subject to Section 295 or other recreation spaces. The hospital would be shorter under Alternative 3 than the building proposed under the LRDP as well as within the range of height and massing as the existing on-site development. As a result, under this alternative, in contrast with the LRDP, there would be no net increase in shadow in the vicinity of the proposed campus. Shadow impacts at the Cathedral Hill Campus under Alternative 3 would be less than significant, and less than under the LRDP.

As under the LRDP, no mitigation measures would be required at the Cathedral Hill Campus under Alternative 3. Project-level and cumulative impacts on wind and shadow would be less than significant under this alternative, and less than under the proposed LRDP, because of the reduced development at this campus.

Alternative 3 (Cathedral Hill)—Recreation

Under Alternative 3, CPMC personnel, visitors and patients are not expected to substantially increase their use of nearby parks, because their visits to the proposed Cathedral Hill Campus would be mainly focused on health care services. As under the LRDP, any increase in use by patients and visitors would be incidental and result in incremental use of nearby recreational facilities and open space. The impact on recreational facilities in the campus vicinity would be would be less than significant and less than under the proposed LRDP because of the reduced development program under this alternative, and the reduced average daily population at the Cathedral Hill Campus.

See "Multiple-Campus Impacts of Alternative 3 on Recreation" on page 6-395 for further discussion of this impact.

Alternative 3 (Cathedral Hill)—Public Services

Under Alternative 3, existing buildings would be demolished and new buildings constructed at the proposed Cathedral Hill Campus. The reduced-size Cathedral Hill Hospital proposed under this alternative would require less construction and would accommodate less employment than the hospital proposed under the LRDP. The increase in employment at this campus, compared to existing conditions, would increase San Francisco's population as a portion of net new CPMC workers relocate to the city. As under the proposed LRDP, CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes. Construction activities could result in increased demand for police services, if construction caused traffic conflicts requiring San Francisco Police Department (SFPD) response. However, as with the proposed LRDP, Mitigation Measure M-PS-N2 (see page 4.11-25 in Section 4.11, "Public Services") would require CPMC to implement a construction management traffic plan. Implementing this mitigation measure under Alternative 3 would reduce potential impacts on SFPD services to a less-than-significant level, and less than under the proposed LRDP.

The number of FTE personnel at the Cathedral Hill Campus would increase at this site over existing conditions and uses, but would be less than under the proposed LRDP. As a result, the number of new residents dispersed throughout the city could increase. However, as under the proposed LRDP, this increase would not place undue demand on any one public service facility.

The number of FTE personnel would increase at the Cathedral Hill Campus under Alternative 3, but not to the same extent as under the proposed LRDP because of the reduced development under this alternative. Therefore, as with the proposed LRDP, implementing Alternative 3 at the Cathedral Hill Campus would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. Project-level and cumulative impacts on public services would be less than significant with mitigation incorporated under Alternative 3, and less than under the LRDP because of the reduced development program at this campus.

Alternative 3 (Cathedral Hill)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 3 on Utilities and Service Systems" on page 6-397 for a discussion of this impact.

Alternative 3 (Cathedral Hill)—Biological Resources

As under the proposed LRDP, all of the trees at the site of the proposed Cathedral Hill Hospital currently occupied by the Cathedral Hill Hotel and 1255 Post Street Office Building, and at the site of the proposed Cathedral Hill MOB (seven of which were identified as significant trees) would be removed during demolition under this alternative. Any birds nesting in trees on campus could be disturbed by demolition activities.

Demolition-related activity and construction equipment could result in a potentially significant impact on nesting birds. Mitigation Measure M-BI-N1 (see page 4.13-19 in Section 4.13, "Biological Resources") would require preconstruction surveys during the nesting season (February through August) before demolition and construction activities. As under the proposed LRDP, implementation of this measure under Alternative 3 would reduce this impact to a less-than-significant level.

Demolition and construction activities would require the removal of protected trees at the proposed Cathedral Hill Campus. As under the proposed LRDP, the excavation and construction of the Van Ness Avenue pedestrian tunnel would damage or require removal of a portion of the landscaping in the street median. However, CPMC would be required to submit a tree protection plan to the City and implement the plan for trees that could be affected by construction of the Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel. As under the proposed LRDP, CPMC would obtain a permit for tree removal from DPW, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, pursuant to Section 143 of the San Francisco Planning Code, CPMC would have to ensure that an appropriate replacement tree for each street tree removed would be planted on the project site or along the street, or would have to pay an in-lieu fee. As under the proposed LRDP, implementation of the tree protection plan and compliance with applicable regulations would reduce impacts on street and significant trees at the Cathedral Hill Campus site to a less-than-significant level under this alternative.

As under the proposed LRDP, implementation of Mitigation Measure M-BI-N1 would be required under Alternative 3. Project-level and cumulative impacts on biological resources at the Cathedral Hill Campus would be less than significant under this alternative, and similar to those under the proposed LRDP.

Alternative 3 (Cathedral Hill)—Geology and Soils

Under Alternative 3, the development footprint of the proposed Cathedral Hill Campus would be the same as under the proposed LRDP. The Cathedral Hill Hospital and Cathedral Hill MOB developments would comply with the currently applicable basic height requirements. The potential for fault rupture at the Cathedral Hill Campus site is low, and new earthquake fault zones are unlikely to be designated in the near future. Under this alternative the reduced-size Cathedral Hill Hospital would be in full compliance with SB 1953 and SB 1661 and would provide acute-care services. Like the hospital proposed under the LRDP, the reduced-size Cathedral Hill Hospital proposed under this alternative would be required to comply with the seismic standards of the California Building Standards Code, DBI, and the SFBC; the hospital must be designed and constructed in accordance with the site-specific seismic design requirements presented in applicable geotechnical investigations, consultations, and evaluations determined by the PSHAs and DSHAs for the site. In addition, OSHPD would review the new hospital's building permit applications for compliance with the California Building Standards Code and SFBC. As under the proposed LRDP, the Cathedral Hill MOB and Van Ness Avenue pedestrian tunnel would also be

required to comply with the seismic standards of the California Building Standards Code, DBI, and the SFBC. Therefore, as under the proposed LRDP, impacts related to ground shaking at Cathedral Hill would be less than significant under Alternative 3.

The proposed Cathedral Hill Campus would not be located within a liquefaction hazard zone as established by the California Geological Survey, but would be within an area that has "moderate" susceptibility to liquefaction as mapped by the U.S. Geological Survey. A geotechnical investigation at the Cathedral Hill Hospital site determined a layer of medium-dense clayey sand to be potentially liquefiable. However, the geotechnical investigation determined that the layer is deep enough below the proposed basement that liquefaction within the layer would not affect the performance of the hospital's foundation.[96] As under the LRDP, the soils beneath the groundwater table at the Cathedral Hill Campus site, including the proposed Cathedral Hill MOB and Van Ness Avenue pedestrian tunnel, consist of dense to very dense sand and clayey and silty sand, which would not be susceptible to liquefaction.[97, 98, 99] As under the proposed LRDP, because no continuous potentially liquefiable layers were observed at the campus site, the potential for lateral spreading would be low under this alternative.

The Cathedral Hill Campus is not located within an area susceptible to seismically induced landslides. No landslides have been mapped on or near the proposed Cathedral Hill Campus, including the locations of the reduced-size Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel. As under the proposed LRDP, because of the sloped nature of the site, excavation and construction activities for the reduced-size Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel under Alternative 3 could result in on-site seismic landsliding. However, as under the proposed LRDP, site-specific excavation support systems and design review would ensure that proper shoring and slope angles for temporary slopes and excavations are maintained during construction. Therefore, as under the proposed LRDP, impacts related to seismically induced landslides would be less than significant, because the campus would occupy the same footprint under this alternative.

The proposed Cathedral Hill Hospital and Cathedral Hill MOB would be constructed on a site that is already developed. Construction-related activities such as excavation could result in erosion and loss of topsoil. Without proper controls, these activities would expose loose soils to both wind and water erosion, thus resulting in a potentially significant impact. However, Mitigation Measure M-GE-N4 (see page 4.14-54 in Section 4.14,

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[96] California Pacific Medical Center. 2004 (September 30). Geotechnical Investigation and Geologic Hazard Evaluation, Cathedral Hill Hospital, California Pacific Medical Center, San Francisco, California. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA. Page 28.

[97] Ibid.

[98] California Pacific Medical Center. 2009 (October 2). Updated Geotechnical Investigation Report, Cathedral Hill Medical Office Building, California Pacific Medical Center, San Francisco, California. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA. Page 19.

[99] California Pacific Medical Center. 2009 (March 24). Geotechnical Consultation, California Pacific Medical Center, Cathedral Hill Campus, Van Ness Avenue Connector Tunnel, San Francisco, California. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA.

"Geology and Soils") under Alternative 3 would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. As under the proposed LRDP, implementation of this mitigation measure under Alternative 3 would reduce the impact to a less-than-significant level. As under the LRDP, impacts related to erosion or loss of topsoil would be less than significant.

The geotechnical investigations at the site of the proposed Cathedral Hill Campus determined that the sandy soil above the groundwater table beneath the site is sufficiently dense and/or cohesive for densification potential to be low. The sediment in the proposed Van Ness Avenue pedestrian tunnel would be susceptible to potential settlement of 1–2 inches; however, as under the proposed LRDP, the tunnel would extend below this zone, and potential settlement would not affect this structure. As under the proposed LRDP, the ground adjacent to the proposed buildings on the Cathedral Hill Campus (streets, sidewalks, and landscaped areas) could potentially experience settlement of 1–3 inches. Although no buildings are proposed in these areas, this material would not be excavated and replaced with engineered fill as part of the alternative, resulting in a potentially significant impact, as under the LRDP. Utility connections could be severed should seismic settlement occur, impairing Cathedral Hill Campus operations after a seismic event. However, as under the proposed LRDP, the proposed project design for Alternative 3 includes flexible connections between off-site utilities and the campus buildings. Therefore, as under the LRDP, this impact would be less than significant.

The soils beneath the reduced-size Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel would not be susceptible to subsidence. Accordingly, as under the proposed LRDP, the impact of Alternative 3 related to subsidence would be less than significant.

In addition, the soils beneath the proposed Cathedral Hill Hospital, Cathedral Hill MOB, and Van Ness Avenue pedestrian tunnel were determined to have a low probability of sediment expansion. Therefore, as under the proposed LRDP, impacts related to expansive soils would be less than significant. The deeper soils are considered "moderately corrosive" and upper soils considered "mildly corrosive." Therefore, subsurface concrete and reactive metal materials could be corroded through contact with soils over time. As under the proposed LRDP, this impact would be potentially significant. As with the LRDP, and as part of standard engineering practices, all reinforced concrete and buried metallic piping would be properly protected against corrosion, in accordance with the critical nature of the structure. As under the LRDP, impacts related to corrosive soils under Alternative 3 would be less than significant.

The site of the proposed Cathedral Hill Campus is in a developed area; it is connected to the municipal sewer system and would remain connected under Alternative 3. No septic tanks would be required. As under the proposed LRDP, this impact would be less than significant. No unique geologic or physical features exist on the

campus. Excavation, grading, and construction of the new building would not change the grade of the surrounding vicinity. This impact would be similar to the impact of the proposed LRDP and would also be less than significant.

Under Alternative 3, project-level and cumulative geology and soils impacts at the Cathedral Hill Campus would be less than significant and similar to those under the proposed LRDP. Mitigation measures required under the LRDP would be also required for this Alternative.

Alternative 3 (Cathedral Hill)—Hydrology and Water Quality

Under Alternative 3, as under the LRDP, the existing Cathedral Hill Hotel and 1255 Post Street Office Building would be demolished and replaced with the Cathedral Hill Hospital. Construction of the proposed Cathedral Hill MOB and conversion of the existing Pacific Plaza Office Building to the proposed 1375 Sutter MOB would be identical to construction and conversion of these buildings under the LRDP, requiring demolition of the existing buildings at the Cathedral Hill MOB site. The proposed Cathedral Hill Campus would provide 400 licensed beds in the reduced-size Cathedral Hill Hospital under this alternative, compared to the 555 beds in the Cathedral Hill Hospital that would be provided under the proposed CPMC LRDP.

The site of the Cathedral Hill Campus is currently highly developed with impervious surfaces or hardscape. Construction of the reduced-size Cathedral Hill Hospital and MOB could result in increases in impervious surfaces. However, green roofs on both buildings would reduce the level of impervious surfaces at the site and therefore would not substantially obstruct or affect groundwater recharge. As under the proposed LRDP, dewatering activities would be temporary. Construction and long-term operation of the new buildings at the Cathedral Hill Campus would result in a less-than-significant impact on groundwater supplies, as under the LRDP.

The development program of the Cathedral Hill Hospital under Alternative 3 would be less intense than under the proposed LRDP, and it would comply with the height requirements. The reduced-size Cathedral Hill Hospital would be shorter in height than the hospital proposed under the LRDP. However, the demolition and construction would require removal of the same amount of vegetated buffer areas as under the LRDP, resulting in the same amounts of impervious surface at the proposed campus. The total or peak runoff volume could increase without implementation of LID stormwater management controls. The total or peak runoff volume from the proposed Cathedral Hill Campus compared to existing conditions could contribute to an increased frequency or severity of CSO events. This impact would be the same under Alternative 3 as under the proposed LRDP because the building footprints and the amounts of impervious surface at the Cathedral Hill Campus would be the same under this alternative. However, Mitigation Measure M-HY-N2 (see page 4.15-31 in Section 4.15, “Hydrology and Water Quality”) would require the preparation of a stormwater management design plan focusing on LID

strategies and BMPs. Therefore, as under the proposed LRDP, implementing this measure at the Cathedral Hill Campus under Alternative 3 would reduce the impact related to total or peak runoff volumes to a less-than-significant level.

Construction of the new buildings would require excavation for the associated below-grade levels. Soil stockpiles and excavated portions of the site would be exposed to runoff if not managed properly, resulting in erosion and sedimentation being carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction under Alternative 3. This impact would be less than significant with mitigation, and less than the impact under the proposed LRDP because of the reduced development program under this alternative. No streams or river courses are located within the Cathedral Hill Campus site. As under the proposed LRDP, implementing Alternative 3 at Cathedral Hill would not alter a stream or river course and would result in a less-than-significant impact. All existing and proposed CPMC campus sites are outside of both seiche and tsunami hazard areas. Therefore, Alternative 3, like the proposed LRDP, would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

As under the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at Cathedral Hill would be required under Alternative 3. Under this alternative, project-level and cumulative hydrology and water quality impacts at Cathedral Hill would be less than significant, and the same or less than those under the proposed LRDP because of the reduced development program.

Alternative 3 (Cathedral Hill)—Hazards and Hazardous Materials

As under the proposed LRDP, Cathedral Hill Campus construction under Alternative 3 would require the demolition of existing structures. Existing building materials could include asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapor. Therefore, construction of the proposed Cathedral Hill Campus under Alternative 3 could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during project construction, but to a lesser extent than under the proposed LRDP. Known USTs at the location of the Cathedral Hill Hospital site are located outside the excavation footprint for the proposed new structures under Alternative 3. As under the LRDP, the USTs would remain in place under SFDPH's underground tank program, unless required to be moved or deemed unstable, and this impact would be potentially significant. Implementing Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation and approval of an SMP, reducing impacts related to known soil and groundwater conditions to a less-than-significant level. This impact would be similar to the LRDP because it would have the same excavation footprint and require the same amount of excavation.

As under the LRDP, previously unidentified contaminated soil or groundwater could be encountered during construction activities, resulting in a potentially significant impact. Implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a contingency plan that would contain management protocols, reducing impacts related to unknown soil and groundwater conditions at the Cathedral Hill Campus. This impact would be similar to the impact of the LRDP.

As under the proposed LRDP, compliance with the SWPPP, San Francisco HMUPA requirements, applicable regulations and standards, and the procedures set forth in the environmental contingency plan would reduce the potential for releases resulting from the transport, use, or disposal of hazardous materials during construction activities to a less-than-significant level. Impacts under Alternative 3 would be less than under the LRDP.

Operation of the proposed Cathedral Hill Campus would require workers to handle potentially hazardous materials. The Cathedral Hill Campus would be approximately 346,000 sq. ft. smaller under this alternative than under the proposed LRDP. The Cathedral Hill Hospital and MOB uses would increase the use of hazardous materials on the campus (such as medical and biological materials and associated hazardous waste); such use would increase substantially over existing conditions, but would be less than under the proposed LRDP at the Cathedral Hill Campus. As under the LRDP, operation of the Cathedral Hill Hospital is also anticipated to produce medical- and hospital-specific hazardous wastes that are not currently produced at the site of the proposed campus. However, because of the reduced hospital development at this campus under Alternative 3, the Cathedral Hill Campus would generate less hazardous waste under this alternative than under the LDRP. Hazardous materials and wastes would be routinely stored and used at the proposed Cathedral Hill Campus in amounts substantially larger than under existing conditions; however, as at the existing CPMC campuses, these materials would be properly used and stored under permit of medical wastes, storage, and uses at the Cathedral Hill Campus. As with the proposed LRDP, compliance with the San Francisco HMUPA requirements, applicable regulations and standards, and State of California requirements would reduce the potential for a release of hazardous materials during hospital operations at the Cathedral Hill Campus to a less-than-significant level.

As discussed above, hazardous materials brought on-site during construction would be managed in accordance with federal, state, and local regulations. Hazardous materials storage would be managed under the oversight of the San Francisco HMUPA and through compliance with applicable regulations. Therefore, the potential for hazardous-materials emergencies and potential effects on sensitive receptors would be less than significant, and less than under the proposed LRDP.

New construction under Alternative 3 would occur at the parcels making up the Cathedral Hill Hospital and Cathedral Hill MOB sites, as under the proposed LRDP. These parcels are not identified on any lists of hazardous materials sites, with the exception of 1101 Van Ness Avenue and 1062 Geary Street. 1101 Van Ness Avenue is

listed on the HAZNET, HIST UST, and CA FID UST databases.[100] The 1062 Geary Street parcel (at the location of the proposed Cathedral Hill MOB) was listed on the HAZNET database and a proprietary Environmental Data Resources, Inc., database. The inclusion of these sites does not indicate a substantial effect on this site related to hazardous materials, but indicates that activities at the site involve the use and storage of hazardous materials. As described above, the environmental contingency plan prepared for this campus would ensure proper identification, handling, storage, and disposal of all contaminated soils, groundwater, and underground storage tanks encountered during construction. Therefore, as under the proposed LRDP, impacts related to parcels included on a list of hazardous materials sites would be less than significant.

As under the LRDP, implementation of Mitigation Measures M-HZ-N1a and M-HZ-N1b is required at the proposed Cathedral Hill Campus under Alternative 3. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant under Alternative 3, and less than those under the proposed LRDP because of the reduced development program at this campus site.

Alternative 3 (Cathedral Hill)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 3 on Mineral and Energy Resources" on page 6-398 for a discussion of this impact.

Alternative 3 (Cathedral Hill)—Agricultural and Forest Resources

See "Multiple-Campus Impacts on Agricultural and Forest Resources" on page 6-399 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 3A AT THE ST. LUKE'S CAMPUS

Alternative 3A (St. Luke's)—Land Use and Planning

Considerably more building demolition (approximately 425,600 sq. ft.[101]) and new construction (875,500 sq. ft.[102]) would occur at the St. Luke's Campus under Alternative 3A than under the proposed LRDP (approximately 202,000 sq. ft. of demolition and 346,100 sq. ft. of construction). Three new buildings would replace all but the existing 1912 Building under this subalternative, while under the LRDP three buildings (the St. Luke's Hospital tower, MRI Trailer, and Redwood Administration Building) would be demolished and two new buildings would be constructed. Construction of the new St. Luke's Replacement Hospital, Women's and Children's Center, and

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[100] California Pacific Medical Center. 2003. Phase I Environmental Site Assessment, Cathedral Hill Hotel and Office Building: 1101 Van Ness Avenue and 1255 Post Street, San Francisco, California. San Francisco, CA. Prepared by Treadwell & Rollo, Inc., San Francisco, CA. Page 7.

[101] This total includes the St. Luke's Hospital tower (approximately 198,000 sq. ft.), 1957 Building (31,700 sq. ft.), Redwood Administration Building (2,400 sq. ft.), Hartzell Building (18,500 sq. ft.), MRI Trailer (1,600 sq. ft.), Monteagle Medical Center (90,000 sq. ft.), and Duncan Street parking garage (83,400 sq. ft.).

[102] This total includes the St. Luke's Replacement Hospital (approximately 157,900 sq. ft.), Women's and Children's Center (289,900 sq. ft.), and MOB (427,700 sq. ft.).

MOB/parking garage would occur within the boundaries of the existing campus blocks at St. Luke's under Alternative 3A. As under the proposed LRDP, under Alternative 3A, a portion of the St. Luke's Replacement Hospital would be constructed on the surface parking lot and segment of San Jose Avenue between Cesar Chavez Street and 27th Street. This street segment currently functions as an internal CPMC street, with the majority of public access restricted. The pedestrian connection between Cesar Chavez and 27th between the Replacement Hospital and MOB/Expansion Building that would be retained under the LRDP would not be provided under Alternative 3A. This would result in a physical division of the community to some extent that does not currently exist and would not occur under the LRDP. However, this impact would be less than significant, but greater than under the LRDP. Although Alternative 3A would reconfigure the St. Luke's Campus more than the proposed LRDP, it would still not divide or disrupt an existing community. As with the proposed LRDP, this impact would be less than significant.

The St. Luke's Replacement Hospital proposed under Alternative 3A would be on the same site as the replacement hospital proposed for this campus under the LRDP. However, the version of the St. Luke's Replacement Hospital proposed under this alternative would be bigger, by 12,700 sq. ft., and at 115 feet tall (including mechanical penthouse), it would be 16 feet taller than under the LRDP. Therefore, this alternative would require the same approvals (changes to the General Plan, Planning Code text and map, existing PUD for the St. Luke's Campus, and a new CU authorization) as the LRDP. (See Section 2.6.4, "Required Project Approvals for the St. Luke's Campus," on page 2-191 in Chapter 2, "Project Description.") Under Alternative 3A, the 100-foot tall (including mechanical penthouse) MOB and parking garage proposed for the southeastern portion of the campus currently occupied by the 34-foot-tall Hartzell Building, the 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center building, and the 28-foot-tall Duncan Street parking garage would comply with the existing 105-E Height and Bulk District. However, construction of the 116-foot-tall (including mechanical penthouse) Women's and Children's Center proposed for the northeastern portion of the campus currently occupied by the St. Luke's Hospital tower under this alternative would require reclassification of this district (105-E Height and Bulk District); whereas the 100-foot-tall (including mechanical penthouse) MOB/Expansion Building proposed for the campus under the LRDP would comply with existing height and bulk restrictions. These approvals would be included in Alternative 3A. Therefore, if approved by decision-makers, this subalternative would not conflict with any applicable land use plan, policy, or regulation. This impact would be less than significant, and greater than under the proposed LRDP.

Implementing Alternative 3A would intensify medical use at the St. Luke's Campus relative to existing conditions and the proposed LRDP, primarily because a new 160-bed Women's and Children's Center would be constructed on the site where the MOB/Expansion Building would be constructed under the LRDP, and a new MOB that is not proposed under the LRDP would be constructed in the southeastern portion of the campus. The new 100-foot-tall MOB under this subalternative would be taller than the existing 28-foot-tall Duncan Street Parking Garage

and 34-foot-tall Hartzell Building, and slightly shorter than the 102-foot-tall Monteagle Medical Center currently on the site where the MOB would be located on campus. Adjacent low-rise residential uses on Duncan Street and San Jose Avenue would be most likely to experience a change in character from construction of this new building, including densification of development and larger scale of buildings on the campus; however, medical buildings (albeit much smaller) currently already occupy the campus, and the new MOB and other new development under Alternative 3A would not introduce new medical uses to this campus. See "Alternative 3A (St. Luke's)—Aesthetics" (page 6-326) for a discussion of the development proposed under this alternative.

With construction of the new St. Luke's Replacement Hospital and Women's and Children's Center, the floor area dedicated to medical uses in the northern portion of the St. Luke's Campus would increase under Alternative 3A, relative to existing conditions and to the proposed LRDP. As under the proposed LRDP, Cesar Chavez Street would buffer surrounding uses from the campus and minimize any substantial changes to the area's character, and a landscape and streetscape plan compatible with the City's proposed improvements along Cesar Chavez Street would be implemented under this subalternative. In addition, the maximum building height on the St. Luke's Campus under Alternative 3A would be less than under existing conditions, because the existing 158-foot-tall (plus 11-ft. mechanical penthouse) St. Luke's Hospital tower would be demolished (as under the proposed LRDP). However, the amount of development and bulk of the buildings under Alternative 3A would be greater than under the LRDP.

Although more floor area would be provided for medical uses at the St. Luke's Campus and the campus would undergo greater physical changes under Alternative 3A than under the proposed LRDP, this alternative would not introduce a new type of use. However, it would substantially intensify existing uses on campus. Medical uses would continue within the existing campus boundaries, and this alternative would not alter surrounding uses. The impact of Alternative 3A on the existing character of the vicinity would be less than significant, and greater than the impact of the LRDP.

As under the proposed LRDP, no mitigation measures are required under Alternative 3A. Project-level and cumulative impacts on land use; land use plans, policies, or regulations; and the existing character of the vicinity would be less than significant. However, these impacts would be much greater than under the LRDP.

Alternative 3A (St. Luke's)—Aesthetics

As under the LRDP, the existing 12-story, 158-foot-tall (plus 11-ft. mechanical penthouse) St. Luke's Hospital tower would be demolished under Alternative 3A. Under the LRDP, a five-story, 100-foot-tall MOB/Expansion Building would be constructed at the site of the demolished St. Luke's Hospital tower. Under Alternative 3A, but unlike under the LRDP, the existing hospital tower would be replaced by a six-story, 116-foot-tall Women's and Children's Hospital. As under the LRDP, the St. Luke's Replacement Hospital would be constructed on the site of

the existing 3615 Cesar Chavez Street surface parking lot. The LRDP proposes a five-story, 99-foot-tall (including mechanical penthouse) St. Luke's Replacement Hospital. In contrast, under Alternative 3A, the St. Luke's Replacement Hospital would be six stories and 115 feet tall (including mechanical penthouse). The St. Luke's Replacement Hospital that would be constructed under this alternative would be one story and 16 feet taller than the replacement hospital proposed under the LRDP, even though both would be constructed on the same area of the campus.

Under Alternative 3A, three buildings on the southeastern portion of the St. Luke's Campus—the eight-story, 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center; the two-story, 28-foot-tall Duncan Street Parking Garage; and the two-story, 34-foot-tall Hartzell Building—would be demolished and replaced by a new five-story 100-foot-tall (including mechanical penthouse) MOB/Parking Garage. In contrast, these buildings would be retained under the proposed LRDP.

The development program for the St. Luke's Campus (approximately 901,700 sq. ft.) under Alternative 3A would be 305,800 sq. ft. greater than the development program under the proposed LRDP (595,900 sq. ft.). Therefore, the buildings in the Alternative 3A development program would be denser and bulkier than under existing conditions and the LRDP. Please refer to Figure 6-22, which depicts the massing of the buildings at the St. Luke's Campus under Alternative 3A.The 115-foot-tall (including mechanical penthouse) St. Luke's Replacement Hospital under Alternative 3A would be taller than the 99-foot-tall (including mechanical penthouse) replacement hospital proposed under the LRDP, but would be constructed on the same site. The St. Luke's Replacement Hospital that would be constructed under this alternative would have a greater height and massing than those of most of the two- to three-story (approximately 40-foot-tall) residential buildings and medium-scale commercial (approximately 60-foot-tall) buildings that surround the campus. The 16-foot difference between the height St. Luke's Replacement Hospital under this alternative and the height of the proposed LRDP would not be noticeable from surrounding areas and there would be no difference in visual effects. As under the proposed LRDP, the St. Luke's Replacement Hospital would not block any unique views and would not substantially degrade the existing visual character or quality of the campus and surroundings. This impact on scenic vistas/views would be less than significant, but greater than under the LRDP.

As with the MOB/Expansion Building under the proposed LRDP at the site of the existing St. Luke's Hospital tower, the height and massing of the six-story Women's and Children's Hospital under this alternative would be more intense than those of most of the existing two- to three-story (approximately 40-foot-tall) residential buildings and medium-scale commercial buildings that surround the campus. The Women's and Children's Hospital under Alternative 3A would be 116 feet in height (including mechanical penthouse), whereas the MOB/Expansion Building under the proposed LRDP would be approximately 100 feet in height (including mechanical penthouse). Although the Women's and Children's Hospital under this alternative would be taller than

the existing buildings surrounding the campus, it would be six stories and 42 feet shorter than the existing St. Luke's Hospital tower currently in its place, and therefore would result in less contrast with surrounding buildings than under existing conditions. Therefore, as with development of the MOB/Expansion Building under the proposed LRDP, the Women's and Children's Hospital under Alternative 3A would not significantly affect any available scenic vistas/views of the campus of from the campus in the vicinity.

The five-story, 100-foot-tall (including mechanical penthouse) St. Luke's MOB/Parking Garage under this alternative would be constructed on the site of the existing eight-story, 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center building; two-story, 28-foot-tall Duncan Street Parking Garage; and the two-story 34-foot tall Hartzell Building. The change in height that would occur with new development under Alternative 3A would not be substantial compared to the existing on-site, 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center building. However, the height, bulk, and massing of the five-story MOB/parking garage under Alternative 3A at the St. Luke's Campus would be overall greater than the height, bulk, and massing of the three buildings currently on the site.

Overall, the development under Alternative 3A would change the visual character of the northern and southeastern portion of the St. Luke's Campus, and would do so to a greater degree than the development proposed under the LRDP. These buildings would represent an increase in building massing in the area. The new MOB/parking garage would be lower in height than the new St. Luke's Replacement Hospital and Women's and Children's Hospital under this alternative at the St. Luke's Campus. In contrast with the proposed LRDP, constructing the MOB/parking garage under this alternative would result in a taller building and more dense development in the southern portion of the campus. The MOB/parking garage would yet not block any scenic vistas/views and would have a less-than-significant impact on scenic vistas.

Under Alternative 3A, a greater number of existing trees and landscaping located on the St. Luke's Campus would be removed for the construction of the St. Luke's Replacement Hospital, Women's and Children's Hospital, and MOB/parking garage than under the LRDP. However, as under the LRDP, a landscaping plan would be prepared to provide for the preservation, removal, and/or full or partial replacement of trees throughout the St. Luke's Campus. Please refer to "Alternative 3A (St. Luke's)—Biological Resources" (page 6-343) for the impact analysis related to trees. The development under this alternative would not substantially damage scenic resources and would have a less-than-significant impact on scenic resources. This impact would be greater than the impact under the proposed LRDP because of the increased development program at this campus under Alternative 3A and the disturbance to more natural scenic resources such as trees.

A high level of lighting is generated by the existing buildings on the St. Luke's Campus. The lighting associated with new facilities would be greater under Alternative 3A than under the LRDP, but would not result in a

substantial increase in the ambient lighting of the campus area. Spillover light is common and expected in dense urban environments such as the St. Luke's project area. The lighting associated with the new facilities would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24).

As under the proposed LRDP, no mitigation measures would be required at St. Luke's under Alternative 3A. Implementing Alternative 3A would not substantially degrade scenic vistas, scenic resources, visual character or quality, and light and glare of the St. Luke's Campus. Project-level and cumulative impacts at the St. Luke's Campus under Alternative 3A related to scenic resources, visual character or quality, and light and glare would be less than significant, although greater than under the proposed LRDP because of the increased development program at this campus.

Alternative 3A (St. Luke's)—Population, Employment, and Housing

Overall, implementing Alternative 3A would increase the total space dedicated to medical uses on the St. Luke's Campus by approximately 449,900 sq. ft. relative to existing conditions (451,900 sq. ft.). Under the proposed LRDP, the Women's and Children service line would be located at the Cathedral Hill Campus; by contrast, under Alternative 3A the Women's and Children's Center services (160 beds and approximately 290,000 sq. ft.) would be relocated to the St. Luke's Campus. The Cathedral Hill Campus would provide 400 licensed beds. The St. Luke's Campus would provide a total of 246 licensed beds, compared to 229 existing licensed beds and the 80 licensed beds proposed under the LRDP. This would be an increase of 17 licensed beds and 166 licensed beds compared to LRDP and existing conditions. Therefore, some of the personnel who would have been relocated from other existing CPMC campuses (e.g., Pacific and California) to the Cathedral Hill Campus under the LRDP would be added at the St. Luke's Campus instead, under Alternative 3A. Implementing Alternative 3A at the St. Luke's Campus would result in an increase in average daily population, compared to the LRDP and existing conditions. Approximately 2,730 FTE personnel would be working at the St. Luke's Campus under this alternative by 2030, an increase of 2,130 personnel from 2006 personnel levels (600 FTE personnel) and an increase of 1,200 FTE personnel compared to the proposed LRDP (projected at 1,510 FTE personnel by 2030). Therefore, implementing Alternative 3A at the St. Luke's Campus would increase the number of personnel from existing conditions and would generate more personnel than projected under the LRDP.

The increase in personnel numbers compared to the LRDP would induce additional housing demand from population and household growth. Using the population and housing impact methodology described in Section 4.3, "Population, Employment, and Housing," development at St. Luke's under Alternative 3A would induce approximately 1,780 net new San Francisco residents and 760 net new San Francisco households. This projected growth accounts for approximately 2% of total population and household growth from 2006 to 2030 as estimated by ABAG. Approximately 770 net new San Francisco residents and 330 net new San Francisco households would

be generated under the LRDP at the St. Luke's Campus. This would be 1010 more residents and 430 more households in San Francisco, than under the proposed LRDP.

Despite the increased impact on population growth and housing demand compared to existing (2006) conditions and under the proposed LRDP, the increase in households could be accommodated within the existing vacant housing supply in San Francisco, as well as the land available for housing development as stated by the adopted 2004 Housing Element in the General Plan (see Section 4.3, "Population, Employment, and Housing," for a more detailed discussion of available housing capacity in San Francisco and discussion of projected effects of implementing Alternative 3 at all existing and proposed campuses combined on citywide employment, the number of households in San Francisco, and population growth in the City in "Multiple Impacts on Population, Employment, and Housing" on page 6-388).[103] Therefore, the impact would be less than significant, but greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required under this alternative.

Alternative 3A (St. Luke's)—Cultural and Paleontological Resources

Under Alternative 3A, as under the proposed LRDP, the existing St. Luke's Hospital tower in the northeast portion of the campus would be demolished. In contrast with the LRDP, under which the MOB/Expansion Building would be constructed, the Women's and Children's Center hospital addition would be constructed at the location of the existing St. Luke's Hospital under this alternative. The St. Luke's Replacement Hospital would be one story and 16 feet taller than under the LRDP. As under the LRDP, the replacement hospital would have no below-grade levels, and would be constructed on the western portion of the campus. A new MOB/parking garage with seven below grade levels would replace the existing on-site Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building with one below grade level on the southern portion of the campus. The demolition of the hospital tower and construction of the Women's and Children's Hospital at the site of the existing hospital tower would not directly or indirectly affect the historic 1912 Building. The setting of the 1912 Building has been previously altered by the addition of new buildings at the St. Luke's Campus. Therefore, the Women's and Children's Hospital would not degrade the historic setting of this historic resource.

The new construction under Alternative 3A at the St. Luke's Campus would not result in the removal of existing structures that are eligible for listing in the CRHR, and thus would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. This impact would be less than significant, but greater than the impact of the LRDP because of the increased development program at this campus under Alternative 3A. Archaeological resources potentially could be affected by

[103] San Francisco Planning Department. 2004 (May). *Adopted Housing Element—Part 1: Data Needs and Analysis.* San Francisco, CA. American Community Survey, 2006–2008, San Francisco County, U.S. Census.

construction activities associated with the St. Luke's Replacement Hospital, the Women's and Children's Hospital, and the MOB/parking garage, which would result in a potentially significant impact.

Under the LRDP, project construction activities at the St. Luke's Campus could adversely affect subsurface archaeological deposits beneath the site. Specifically, the replacement hospital would occupy the site of the existing 111-space surface parking lot along San Jose Avenue and require excavation up to a depth of 19 feet below grade, potentially uncovering features of the early-20th-century Nurse's Home or prehistoric resources.

After demolition of the existing 12-story St. Luke's Hospital tower, the new 201,000-sq.-ft., five-story plus basement MOB/Expansion Building would be constructed at the site of the existing tower. The four belowground parking levels would require excavation up to approximately 45 feet below grade.

Alternative 3A would require greater amounts of excavation and construction than the LRDP because of the increased development program. Below -grade levels for the MOB/parking garage and the Women's and Children's Center that would be constructed at St. Luke's under this alternative would require excavation in locations where prehistoric archaeological resources may be located. In addition, the soils under the site have the possibility to contain archaeological materials. However, as under the proposed LRDP, Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources") would require preconstruction archaeological testing in accordance with the ARDTP. Implementing this mitigation measure at the St. Luke's Campus under Alternative 3A would reduce this impact to a less-than-significant level; however, impacts would be greater than under the LRDP.

The Colma Formation, which underlies all CPMC campuses, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. A greater amount of earthmoving activities would be completed at St. Luke's under Alternative 3A than under the LRDP and could damage unique paleontological resources, resulting in a potentially significant impact. However, Mitigation Measure M-CP-N3 (see page 4.4-47) would require CPMC to retain a qualified paleontologist to train construction personnel and institute procedures in the event paleontological resources are discovered during earthmoving activities. Implementing this measure at St. Luke's under Alternative 3A would reduce impacts on paleontological resources to a less-than-significant level, although impacts would be greater than under the LRDP.

Although no human remains have been listed or recorded at any of the CPMC sites, excavation could disturb as-yet-undiscovered human remains. Excavation activities for Alternative 3A at the St. Luke's Campus would be greater than those for the LRDP. Implementation of Mitigation Measure M-CP-N4 (see page 4.4-49) under Alternative 3A would require CPMC to suspend work within 50 feet of the remains and notify the San Francisco Planning Department and the county coroner. Under this alternative, this impact would be less than significant

with mitigation, but would be greater than the impact of the proposed LRDP because of the increased development program at this campus.

Implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 at the St. Luke's Campus, which is required under the LRDP, is required under Alternative 3A. Implementing these measures would reduce project-level and cumulative impacts of Alternative 3A on historic, archaeological, and paleontological resources at the St. Luke's Campus to less-than-significant levels; however, impacts would be greater than under the proposed LRDP because of the increased excavation and construction that would be required for the southern portion of the campus.

Alternative 3A (St. Luke's)—Transportation and Circulation

Traffic Impacts of Alternative 3A at the St. Luke's Campus

Under the proposed LRDP, six of the 15 study intersections in the St. Luke's Campus vicinity would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and would continue to operate at the same LOS under 2015 Modified Baseline plus Project conditions. Operations at the St. Luke's Campus under the LRDP would result in a net increase of 207 vehicle trips during the p.m. peak hour from existing conditions and would not contribute considerably to the critical movements of these intersections operating at LOS E or F. The development program at the St. Luke's Campus would be greater under Alternative 3A than under the LRDP and would result in a net new increase of 305 vehicle trips during the p.m. peak hour from existing conditions.[104] The increased vehicle trips under this alternative (98 vehicle trips more than under the LRDP) would not result in any new significant impacts on the study intersections.[105] Under 2015 Modified Baseline plus Alternative 3A conditions, the intersections would operate at the same LOS as under the LRDP. Similar to the proposed LRDP, the additional vehicle trips of Alternative 3A at the St. Luke's Campus were analyzed and would not contribute considerably to unacceptable operating conditions at the study intersections. Impacts under Alternative 3 would therefore be less than significant, but greater than under the LRDP because of the increased number of vehicle trips.

Under 2030 Cumulative No Project Conditions, six of the 15 study intersections would operate at LOS F conditions and would operate at the same LOS under 2030 Cumulative plus Project conditions. Operations at the St. Luke's Campus under the LRDP would not contribute considerably to the critical movements of these intersections. Under 2030 Cumulative plus Alternative 3A conditions at the St. Luke's Campus, the study intersections would operate at the same LOS as under the LRDP.[106] Operations at the St. Luke's Campus would

[104] Adavant Consulting. 2010 (March 19). CPMC LRDP—Changes from Existing to Future (2020) in Daily Population and Travel Demand – Alt 3A. San Francisco, CA. Page 15.

[105] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis.* San Francisco, CA. Page 12, 17.

[106] Ibid., pages 13 and 17.

contribute more vehicle trips under Alternative 3A than under the LRDP; however, the additional vehicle trips would not result in the degradation of LOS levels at the study intersections.

Project-level and cumulative impacts on traffic would be less than significant, but greater than under the proposed LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Transit Impacts of Alternative 3A at the St. Luke's Campus

Under Alternative 3A, transit impacts of development at the St. Luke's Campus would be greater than those of development under the proposed LRDP because of the increased development program. The proposed LRDP would add 39 net-new transit trips during the p.m. peak hour from existing conditions (see Table 4.5-11 on page 4.5-77). Alternative 3A would add 99 net-new transit trips from existing conditions,[107] 60 trips more than the proposed LRDP. The transit demand under Alternative 3A could be accommodated during the p.m. peak hour and all four corridors would continue to operate at less than Muni's 85% capacity utilization standards. Alternative 3A would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity or a significant increase in ridership demand for CPMC shuttle service, resulting in unacceptable levels of transit service; nor would it cause a substantial increase in operating delay or costs such that significant adverse impacts in transit service would occur. Project-level and cumulative impacts on transit would be less than significant under Alternative 3A, but would be greater than the impacts of the proposed LRDP. As under the LRDP, no mitigation measures are required at the St. Luke's Campus under this alternative.

Bicycle Impacts of Alternative 3A at the St. Luke's Campus

Like the proposed LRDP, Alternative 3A would not include any design elements that would inhibit bicycle activity in the campus vicinity and would not interfere with implementation of the Bicycle Plan on Cesar Chavez Street. The proposed LRDP would add six net-new "other" trips during the p.m. peak hour (see Table 4.5-11 on page 4.5-77) compared to existing conditions, of which a portion are expected to be bicycle trips. Alternative 3A would add 14 net-new "other" trips during the p.m. peak hour,[108] eight trips more than under the LRDP. The new parking garage access on Valencia Street at the St. Luke's Campus under Alternative 3A could result in slightly greater vehicle/bicycle conflicts than would occur under the LRDP, but the impact would not increase to a significant level. Implementation of Alternative 3A at the St. Luke's Campus would not create any potentially new hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the campus and adjoining areas. Relative to the LRDP, the additional eight "other" trips during the p.m. peak hour and under Alternative 3A would be an incremental change and would not affect bicycle travel in the area. Project-level and cumulative bicycle impacts of this alternative at St. Luke's would be less than significant, but greater

[107] Adavant Consulting. 2010 (March 19). CPMC LRDP—Changes from Existing to Future (2020) in Daily Population and Travel Demand – Alt 3A. San Francisco, CA. Page 15.

[108] Ibid.

than the impacts of the LRDP. As under the proposed LRDP, no mitigation measures are required at the St. Luke's Campus under Alternative 3A.

Pedestrian Impacts of Alternative 3A at the St. Luke's Campus

Under Alternative 3A, the pedestrian network in the vicinity of the St. Luke's Campus would be similar to that proposed under the LRDP. The proposed LRDP would add 64 net-new pedestrian trips to existing conditions during the p.m. peak hour (see Table 4.5-11 on page 4.5-77). Alternative 3A would add 132 net-new pedestrian trips during the p.m. peak hour (including the 99 net-new transit trips to account for walking trips to and from the Muni bus stops).[109] Although this would be 68 more pedestrian trips than under the LRDP, the existing pedestrian volumes in the study area were observed to be low to moderate. Therefore, the net-new pedestrian trips under Alternative 3A, including those in addition to the LRDP trips, could be adequately accommodated without substantially affecting pedestrian conditions and would not result in overcrowding of sidewalks or crosswalks. Project-level and cumulative pedestrian impacts at St. Luke's under Alternative 3A would be less than significant, but greater than the impacts at the St. Luke's Campus under the proposed LRDP. As under the proposed LRDP, no mitigation measures are required at the St. Luke's Campus under Alternative 3A.

Loading Impacts of Alternative 3A at the St. Luke's Campus

Loading impacts would be greater under Alternative 3A than under the proposed LRDP, because of the increased development program. Four loading spaces would be provided under Alternative 3A, compared to two loading spaces that would be provided under the LRDP. As under the LRDP, implementation of the truck management plan at the St. Luke's Campus would restrict the length of incoming trucks and would specify that all truck maneuvering would be within the new loading dock, without blocking the sidewalk or parking lanes on Cesar Chavez Street. Loading demand would be accommodated with the proposed loading supply or within on-street loading zones and would therefore likely be less than significant, but the impacts of Alternative 3A would be greater than those of the LRDP.

Passenger loading/unloading demand under Alternative 3A would be greater than that of the proposed LRDP. As under the LRDP, loading/unloading zones would be provided along Cesar Chavez Street and Valencia Street, and at San Jose Avenue. Passenger loading/unloading would therefore, be accommodated within the zones on campus. Project-level and cumulative loading and passenger loading/unloading impacts at the St. Luke's Campus under Alternative 3A would be less than significant, but would be greater than the impacts of the proposed LRDP. As under the LRDP, no mitigation measures are required at the St. Luke's Campus under Alternative 3A.

[109] Ibid.

Emergency-Vehicle Access Impacts of Alternative 3A at the St. Luke's Campus

Under Alternative 3A, the St. Luke's Emergency Department and ambulance bay would be in the same location as under the LRDP's Alternate Emergency Department Location Variant—that is, on the north side of the St. Luke's Replacement Hospital on Cesar Chavez Street. A new emergency access to the St. Luke's Replacement Hospital building would be provided on 27th Street between Guerrero Street and San Jose Avenue. Emergency vehicle access would be the same as under the LRDP's Alternate Emergency Department Location Variant. Therefore, emergency-access impacts would be less than significant and the same as under the proposed LRDP. As under the LRDP, no mitigation measures are required at the St. Luke's Campus under Alternative 3A.

Construction Impacts of Alternative 3A at the St. Luke's Campus

Construction activities associated with Alternative 3A at the St. Luke's Campus would be greater than those associated with the proposed LRDP. Because of the larger development program, construction would take place at the St. Luke's Campus for a longer period of time under this alternative, and would include longer and additional temporary closures of portions of sidewalks located adjacent to the construction sites and temporary pedestrian routes in the campus vicinity. On-site parking at the Duncan Street garage would be unavailable during the construction of the MOB office building. Throughout the construction period, construction-related trucks would flow into and out of the campus for a longer period of time than under the LRDP. Construction truck trips would temporarily increase pedestrian/bike conflicts on surrounding streets, and temporary detours may be required. Lane and sidewalk closures are subject to review and approval by DPW and the Transportation Advisory Staff Committee, an interdepartmental staff committee. Construction impacts would be temporary but would occur for a longer period of time than under the LRDP because of the additional construction related to the extra building (the MOB) that would be developed under Alternative 3A on the southeast portion of the campus. Construction at the St. Luke's Campus under Alternative 3A would not substantially affect traffic, transit, pedestrian, and bicycle circulation; because of their temporary nature and limited duration, any potential impacts that would occur would not be considered significant. Construction impacts would be less than significant, but greater than under the proposed LRDP. As under LRDP, no mitigation measures are required at the St. Luke's Campus under this alternative.

Parking Discussion for Alternative 3A at the St. Luke's Campus

A total of 702 parking spaces would be provided at the St. Luke's Campus under Alternative 3A, 252 spaces more than under the LRDP. Short-term visitors to the campus unable to find parking on the campus would likely park in any available on-street parking space around the campus, although some may also choose to take transit, bicycle, or walk instead of drive. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 3A (St. Luke's)—Noise

Development at the St. Luke's Campus would be greater under Alternative 3A than under the proposed LRDP. Construction activities would expose sensitive receptors to increased noise levels on the campus and in the existing residential neighborhood adjacent to the campus. Construction activities would comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Construction activities at the St. Luke's Campus would occur over a longer period of time under this alternative than under the LRDP because of the additional construction associated with the Women's and Children's Hospital and the MOB/parking garage on the southeast portion of the campus.

Noise generated by construction activities would not exceed 80 dB at 100 feet, nor would construction take place during noise-sensitive nighttime hours. However, on-site noise sensitive receptors (patients and staff occupying the existing St. Luke's Hospital tower) would experience elevated interior noise levels, including noise levels exceeding those recommended for hospitals. In addition, patients and staff occupying the St. Luke's Replacement Hospital (Phase 1), once constructed, would also experience elevated interior noise levels, including noise levels exceeding those recommended for hospitals during Phase 2 and 3 construction of a 160-bed Women's and Children's Center. This impact would be potentially significant. Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require the implementation of physical (e.g., noise shielding) and operational (e.g., construction complaints coordinator) impact reduction measures under this alternative; this mitigation measure would reduce this impact at the St. Luke's Campus under Alternative 3A to a less-than-significant level. However, the impact would be greater under this alternative than under the LRDP because of the increased development program and construction activities at this campus and the increased presence of on-site sensitive receptors during construction phases.

Operation of the St. Luke's Campus under Alternative 3A would result in an increase in ADT volumes, and the increase would be greater than under the proposed LRDP and could result in a noticeable (3 dB or greater) increase in traffic noise along roadways on and near the campus. Alternative 3A would generate more traffic because of the MOB constructed on the southeast portion of the campus, and could result in a noticeable increase in ambient traffic noise levels.

As under the proposed LRDP, an Emergency Department would continue to operate at the St. Luke's Campus under this alternative; however, the Emergency Department would be located on the north side of the replacement hospital and ambulance access would be from Cesar Chavez Street under this alternative, as it would be under the LRDP's Alternate Emergency Department Location Variant. Traffic noise is considered the dominant noise source in the area. As a result, noise associated with the ambulance entrance/exit, without the use of sirens, would comply with the City's noise limit of 8 dB above the ambient noise level at the property line. Operation of the

campus would not cause traffic noise levels to exceed the City's transportation noise level criterion of 60 dB L_{dn}. This impact would be less than significant, but greater than under the proposed LRDP.

Campus stationary noise sources such as HVAC equipment, parking garage activities, patient drop-offs, loading dock and delivery activities, and waste disposal activities would be introduced under this alternative to a greater extent than under the proposed LRDP. The operation of rooftop HVAC equipment could potentially generate noise levels that result in a substantial increase in ambient noise levels; this increase would be greater than under the proposed LRDP because of the additional development at the St. Luke's Campus under this alternative. However, Mitigation Measures M-NO-N3a and M-NO-N3b (see page 4.6-71) would require CPMC to implement physical (e.g., equipment design) impact reduction measures that are considered practical and feasible. Implementing these same mitigation measures at the St. Luke's Campus under Alternative 3A would reduce this impact to a less-than-significant level, although the impact itself under Alternative 3A would be greater than under the proposed LRDP.

As under the proposed LRDP, the office space and habitable spaces within the St. Luke's Replacement Hospital under Alternative 3A would be exposed to traffic noise from Valencia Street and Cesar Chavez Street. Future traffic noise levels at the replacement hospital could exceed 45 dB L_{dn}, resulting in a potentially significant impact. Implementation of Mitigation Measure M-NO-4 (see page 4.6-86), which would require noise reduction measures in the project design under Alternative 3A, would reduce impacts to a less-than-significant level; however, impacts would be slightly greater than under the proposed LRDP.

Construction and demolition activities at St. Luke's under Alternative 3A could temporarily result in construction-generated vibration, and for a longer duration than under the proposed LRDP because of the increased development and construction activities at this campus. The predicted levels of groundborne noise and vibration at the St. Luke's Campus could exceed applicable thresholds under Alternative 3A, resulting in a potentially significant impact, and would occur for a longer duration than under the proposed LRDP. Mitigation Measure M-NO-N5 (see page 4.6-93) would require CPMC to implement physical and operational impact reduction measures at St. Luke's under Alternative 3A. However, under the proposed LRDP, this impact would remain significant and unavoidable even with mitigation incorporated. The impact would be significant and unavoidable even with mitigation incorporated at the St. Luke's Campus under Alternative 3A, and would be greater than under the LRDP.

As under the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b, M-NO-N4, and M-NO-N5 at the St. Luke's Campus would be required under Alternative 3A. As under the LRDP, potential project-level and cumulative noise impacts of Alternative 3A at St. Luke's would be less than significant with mitigation incorporated, with the exception of the significant and unavoidable groundborne noise and

vibration impacts. However, these impacts would be greater than under the LRDP because the development program would be larger at this campus under this alternative.

Alternative 3A (St. Luke's)—Air Quality

The net new area for the St. Luke's Campus under Alternative 3A would be approximately 84% larger than under the LRDP. As described under "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313), the net new construction area across all campuses would be virtually the same under Alternative 3A as under the LRDP (i.e., the estimated construction areas differ by less than 2%).

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

Regional impacts across all campuses under Alternative 3A were described previously in "Regional Impacts from Construction" under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Construction-related emissions of fugitive dust would be similar to those under the LRDP. Implementing Mitigation Measure M-AQ-1, which would require CPMC to implement BAAQMD's basic and optional control measures and equipment exhaust control measures during construction, would reduce construction impacts to a less-than-significant level.

Localized Impacts from Construction

Implementing Alternative 3A at the St. Luke's Campus would generate approximately 80% more TAC emissions than implementing the LRDP; the impact would be greater than under the LRDP, but would remain below the trigger threshold for risk. Impacts at the St. Luke's Campus would be less than significant with respect to health risks from construction TACs.

Regional Impacts from Operations

Regional impacts across all campuses under Alternative 3A were described previously in "Regional Impacts from Operations" under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Under Alternative 3A, regional impacts from operations would be similar to those under the LRDP, and would also be significant and unavoidable.

Localized Impacts from Operations

Under Alternative 3A, the St. Luke's Campus development program would be more intense than the development program proposed under the LRDP. Alternative 3A would generate greater quantities of new operational emissions from mobile and stationary sources at the St. Luke's Campus; therefore, the impacts of Alternative 3A would also be greater than those of the proposed LRDP. Implementing the LRDP at the St. Luke's Campus would

result in a less-than-significant impact with respect to single-source and cumulative health risk from operational TACs. With an 80% increase in stationary-source emissions, diesel particulate matter emissions would still remain below the thresholds for risk; therefore, this impact would be less than significant, but greater than under the proposed LRDP.

As discussed in Section 4.7, "Air Quality," compliance with industry-standard waste disposal methods and BAAQMD Regulation 7 (Odorous Substances) would limit potential odor exposure. Therefore, Alternative 3A would not expose a substantial number of people to objectionable odors, and impacts related to odor exposure would be less than significant under Alternative 3A, as under the proposed LRDP.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

Regional impacts across all campuses under Alternative 3A were previously discussed in "Regional Impacts from Construction" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). As under the LRDP, implementing Mitigation Measure M-AQ-1 would reduce construction impacts from fugitive dust to a less-than-significant level. Under Alternative 3A, as under the proposed LRDP, the impact associated with emissions of criteria pollutants during construction would be significant and unavoidable even after implementation of Mitigation Measure M-AQ-N9.

Localized Impacts from Construction

If all other parameters that influence risk are considered equal under Alternative 3A and the LRDP, then the impact at the St. Luke's Campus under Alternative 3A would be greater than the impact under the LRDP. These impacts would be significant under the recently adopted threshold, and would require Mitigation Measure M-AQ-10c to reduce diesel particulate matter emissions. Conservatively, this impact would be significant and unavoidable under Alternative 3A despite mitigation, and would be greater than the impact under the proposed LRDP, which would also be significant and unavoidable.

Regional Impacts from Operations

Regional impacts across all campuses were discussed previously in "Regional Impacts from Operations" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). No feasible mitigation is available to reduce this impact to a less-than-significant level; therefore, under Alternative 3A, regional impacts with respect to operational emissions of criteria pollutants would be similar to under the LRDP and would be significant and unavoidable.

Localized Impacts from Operations

Because greater quantities of new operational emissions would be generated by mobile and stationary sources at the St. Luke's Campus under Alternative 3A than under the proposed LRDP, the impacts of Alternative 3A at the St. Luke's Campus would be also be greater. The impacts of the LRDP at the St. Luke's Campus with respect to single-source and cumulative health risk from operational TACs (Impacts AQ-12 and AQ-15, respectively) would be less than significant. An 80% increase in operational emissions under Alternative 3A would still keep diesel particulate matter emissions below the trigger thresholds for risk; hence, the impacts of Alternative 3A at the St. Luke's Campus with respect to the recently adopted thresholds for single-source and cumulative health risks from operational TACs (Impacts AQ-12 and AQ-15, respectively) would be less than significant.

As discussed in Section 4.7, "Air Quality," the project's compliance with industry-standard waste disposal methods and BAAQMD Regulation 7 (Odorous Substances) would limit potential odor exposure. Therefore, as under the proposed LRDP, implementation of Alternative 3A would not expose a substantial number of people to objectionable odors. As a result, implementing this alternative at the St. Luke's Campus would result in a less-than-significant impact with respect to odors.

The impact of project-generated traffic $PM_{2.5}$ on ambient concentrations can be evaluated relative to the impact of existing roadway source impacts. Existing $PM_{2.5}$ concentration levels associated with high-volume roadways in the vicinity of the proposed Cathedral Hill Campus were evaluated using the EPA-approved model CAL3QHCR by SFDPH. The increase in mobile-source emissions from local traffic at the St. Luke's Campus under Alternative 3A is unlikely to exceed the value estimated at Cathedral Hill Campus (0.06 micrograms per cubic meter [$\mu g/m^3$]), which experiences larger traffic quantities. Hence, total operational $PM_{2.5}$ emissions from the St. Luke's Campus would be below the risk threshold, resulting in a less-than-significant impact. As under the proposed LRDP, no mitigation measures are required under this alternative.

Alternative 3A (St. Luke's)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 3 on Greenhouse Gas Emissions" (page 6-393) for a discussion of this impact.

Alternative 3A (St. Luke's)—Wind and Shadow

Under Alternative 3A, the existing 12-story, 158-foot-tall (plus 11-ft. mechanical penthouse) St. Luke's Hospital tower would be demolished and replaced by a six-story, 116-foot-tall Women's and Children's Hospital (including mechanical penthouse). As under the LRDP, the St. Luke's Replacement Hospital would be constructed on the northwestern portion of the campus on the site of the existing 3615 Cesar Chavez Street surface parking lot; however, the St. Luke's Replacement Hospital under Alternative 3A would be 115 feet in

height (including mechanical penthouse) and one story (16 feet) taller than the replacement hospital under the proposed LRDP, which would be 99-feet-tall (including mechanical penthouse). In contrast with the LRDP, under this alternative a new five-story 100-foot-tall (including mechanical penthouse) MOB/parking garage would replace the 28-foot-tall Duncan Street Parking Garage, 34-foot-tall Hartzell Building, and the 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center.

The St. Luke's Campus is sheltered from northwesterly and westerly winds by two- and three-story up to 40-foot-tall residences on Cesar Chavez and Guerrero Streets. Additionally, the terrain in the immediate vicinity of the St. Luke's Campus slopes upward to the north and west of the campus, with Guerrero and Dolores Streets located upslope, which increases the sheltering effects of existing off-site upwind structures. A larger St. Luke's Replacement Hospital building than under the LRDP—but on the same site—would be constructed on the west side of the campus. The 115-foot-tall (including mechanical penthouse) St. Luke's Replacement Hospital would provide wind shelter to the new 116-foot-tall (including mechanical penthouse)Women's and Children's Hospital at the St. Luke's Campus under Alternative 3A, reducing any wind impacts. Because of the existing upwind two- and three-story up to 40-foot-tall residences on Cesar Chavez and Guerrero Streets, just the upper floors of the St. Luke's Replacement Hospital would extend above these adjacent residences. The Women's and Children's Center addition to the replacement hospital would be 53 feet shorter (including mechanical penthouse) than the existing hospital tower it would replace on the same site. No substantial changes to the wind environment in pedestrian areas adjacent to or near the St. Luke's Campus under this alternative would occur.

Under Alternative 3A, a new 100-foot-tall (including mechanical penthouse) MOB/parking garage would replace the existing 28-foot-tall Duncan Street Parking Garage, 34-foot-tall Hartzell Building, and 102-foot-tall (plus 11-ft. mechanical penthouse) Monteagle Medical Center currently located on the St. Luke's Campus. The MOB/parking garage would have greater bulk than the existing buildings it would replace. The proposed LRDP would not involve demolition of the Hartzell Building, Monteagle Medical Center, and Duncan Street Parking Garage and would keep existing development as is on this portion of campus; by contrast, implementing Alternative 3A would result in increased development at the southeast portion of the campus. Because of the existing upwind two- to four-story residential structures along San Jose Avenue, only the upper floors of the new MOB/parking garage would extend above adjacent residences. In addition, the upward slope of the terrain in the vicinity of the campus to the north and west increases the sheltering effects of upwind structures. No substantial changes to the wind environment in street-level pedestrian areas adjacent to or near the new MOB/parking garage under Alternative 3A would occur under this alternative. Wind impacts of Alternative 3A at St. Luke's would be less than significant, but would be greater than under the proposed LRDP because more development would occur on the southeast portion of the campus under this alternative than under the LRDP.

Shadow impacts associated with the St. Luke's Replacement Hospital and Women's and Children's Hospital on the northern portion of the campus would be greater under Alternative 3A than under the proposed LRDP because the St. Luke's Replacement Hospital would be 16 feet taller under this alternative than under the LRDP. These buildings would likely cast shadows on adjacent sidewalks at different times of day (10 a.m., 12 noon, and 3 p.m.) and different times of year (December 21, June 21, March 21, and September 21). The new 100-foot-tall MOB/parking garage on the southeast portion of the campus would be 66 feet and 72 feet taller, respectively, than the 28-foot-tall Duncan Street Parking Garage and 34-foot-tall Hartzell Building it would replace. The MOB/parking garage would be 2 feet shorter than the 102-foot-tall Monteagle Medical Center it would replace under this alternative. These new buildings would add net new shadows in the vicinity of the campus; however, the new shadows would not affect open space protected by Section 295 or other recreational spaces. These net new shadows would fall on privately owned open space adjacent to campus to the west (for residential structures fronting San Jose Avenue) and onto the sidewalks of Valencia Street and San Jose Avenue. However, these net new shadows would not exceed levels that are normal and expected in highly urban areas. Therefore, the new buildings are not expected to create net new shadows in a manner that would substantially affect the use of any park or open space subject to Section 295, any publicly accessible private open space, any outdoor recreational facility, or any other public area, or that would change the climate in either the community or the region. Under Alternative 3A this shadow impact at the St. Luke's Campus would be less than significant, but greater than under the LRDP because of the increased development program.

As under the LRDP, no mitigation measures are required under this alternative. Project-level and cumulative impacts on wind and shadow would be less than significant under Alternative 3A, but greater than under the proposed LRDP because of the increased development at this campus.

Alternative 3A (St. Luke's)—Recreation

The development program at the St. Luke's Campus under Alternative 3A would be larger than under the proposed LRDP. It would result in an estimated net increase of approximately 2,130 FTE personnel from 2006 to 2030 as compared to existing conditions, and an increase of 1,200 more FTE personnel as compared to the proposed LRDP. Alternative 3A's increase in FTE personnel at the St. Luke's Campus could increase demand on local parks relative to the proposed LRDP. Alternative 3A would result in net new residents in San Francisco; however, these residents would be dispersed throughout the City and would not place excessive demand on any specific neighborhood park. Impacts on recreational facilities would be less than significant, although greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under Alternative 3A.

See "Multiple-Campus Impacts of Alternative 3 on Recreation" on page 6-395 for further discussion of this impact.

Alternative 3A (St. Luke's)—Public Services

Under Alternative 3A,the development program for the St. Luke's Campus would be greater than under the proposed LRDP. The additional FTE's, patients and visitors to the campus would result in additional demand for public services at the St. Luke's Campus, compared to the LRDP and existing conditions. Although greater, this demand would be accounted for within services to the area as is expected in dense urban areas. As under the proposed LRDP, the increase in personnel at this campus would cause San Francisco's population to increase, because a portion (49%) of new CPMC workers would be expected to relocate to the city. As under the LRDP, CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes.

The number of FTE personnel at the St. Luke's Campus would increase with implementation of Alternative 3A; this increase would be greater than the increase under the LRDP. Under Alternative 3A, FTE personnel would total 2,730, compared to 1,530 FTE personnel under the LRDP. The St. Luke's Campus would therefore have 1,200 more FTE personnel under Alternative 3A than under the LRDP.

As a result, the number of new residents dispersed throughout San Francisco could increase. Implementing Alternative 3A at the St. Luke's Campus would result in 430 more households or 1,010 more residents than implementing the LRDP at St. Luke's. However, as under the proposed LRDP, this increase would not place undue demand on any one public service facility. The potential increase in demand for public services would also be offset by the decrease in employment at the proposed Cathedral Hill Campus under this alternative. Therefore, implementing Alternative 3A would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. No mitigation measures are required at St. Luke's under this alternative. Project-level and cumulative impacts on public services would be less than significant, but greater than under the LRDP because of the increased development program at this campus.

Alternative 3A (St. Luke's)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 3 on Utilities and Service Systems" on page 6-397 for a discussion of this impact.

Alternative 3A (St. Luke's)—Biological Resources

Under Alternative 3A, the existing St. Luke's Hospital tower would be demolished, and a new St. Luke's Replacement Hospital and Women's and Children's Hospital would be constructed on the northern portion of the campus. Under this alternative a new MOB/parking garage would replace the existing Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building on the southern portion of the St. Luke's Campus; by contrast, no new development would occur in the southern portion of the campus under the proposed LRDP.

As under the proposed LRDP, the demolition of the existing hospital tower under Alternative 3A could affect eight trees adjacent to the structure, five of which have been identified as significant. The landmark fig tree present on campus, near the 1957 Building, is less than 50 feet from the existing hospital tower and could be affected by the hospital demolition if preventative measures were not taken. Therefore, implementation of Improvement Measure xx-xx-xx related to protection of the landmark fig tree would be required under Alternative 3A. As under the proposed LRDP, 27 perimeter trees would be removed during construction of the St. Luke's Replacement Hospital on the site of the existing 3615 Cesar Chavez Street **s**urface parking lot. Under Alternative 3A an additional 38 perimeter trees (18 of which were identified as significant trees) would be removed for the demolition of the Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building and construction of the MOB/Parking Garage at the St. Luke's Campus; by contrast, these trees would not be removed under the proposed LRDP. Any birds nesting in affected trees on campus could be disturbed by demolition activities. Demolition-related activity and construction equipment under Alternative 3A could constitute a potentially significant impact on nesting birds. Implementation of Mitigation Measure M-BI-N1 (see page 4.13-19) would require preconstruction surveys before demolition and construction activities during the nesting season (February through August), which would reduce this impact to a less-than-significant level; however, impacts under Alternative 3A would be much greater than those under the proposed LRDP because of the increased development program.

Demolition and construction activities would require the removal of additional significant trees at the St. Luke's Campus. Because of the additional demolition and construction activities that would occur on the southern portion of the campus, Alternative 3A would require the removal of 18 more significant trees than under the LRDP. CPMC would be required to submit a tree protection plan to the City and implement the plan for trees that could be affected by construction and for which a removal permit has not been obtained. As under the proposed LRDP, CPMC would obtain a permit for tree removal from DPW, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, pursuant to Section 143 of the San Francisco Planning Code, CPMC would have to ensure that an appropriate replacement tree for each street tree removed would be planted on the project site or along the street, or would have to pay an in-lieu fee. As under the proposed LRDP, implementation of the tree protection plan and compliance with applicable regulations under Alternative 3A would reduce impacts on street and significant trees to a less-than-significant level; however, impacts would be greater under this alternative than under the proposed LRDP because of the increased development program.

As under the proposed LRDP, implementation of Mitigation Measure M-BI-N1 would be is required under this alternative. Project-level and cumulative impacts on biological resources at St. Luke's under Alternative 3A would be less than significant, but greater than those under the proposed LRDP.

Alternative 3A (St. Luke's)—Geology and Soils

Under Alternative 3A, as under the proposed LRDP, the existing St. Luke's Hospital tower would be demolished and the new St. Luke's Replacement Hospital would be constructed adjacent to and west of the existing hospital tower, occupying the site of the existing 3615 Cesar Chavez Street surface parking lot. A Women's and Children's Hospital would be constructed on the northeast portion of the campus at the site of the former St. Luke's Hospital tower and 1957 Building. A new MOB/Parking Garage would be constructed on the site of the existing Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building under Alternative 3A. Under this alternative, the St. Luke's Replacement Hospital would be in full compliance with SB 1953 and SB 1661 and would provide acute-care services. The St. Luke's Replacement Hospital constructed under Alternative 3A (like the replacement hospital constructed under the LRDP) would be required to comply with the seismic standards of the California Building Standards Code, DBI, and the SFBC and to implement site-specific seismic design requirements presented in applicable geotechnical investigations, consultations, and evaluations determined by the PSHAs and DSHAs for the site. In addition, OSHPD would review the new hospital's building permit applications for compliance with the California Building Standards Code and the SFBC. The Women's and Children's Hospital and new MOB/Parking Garage constructed under Alternative 3A would be required to comply with the seismic standards of the California Building Standards Code, DBI, and the SFBC and implement seismic design requirements, and the new Women's and Children's Hospital would be subject to OSHPD review. Under Alternative 3A, the potential for fault rupture at the St. Luke's Campus site is low, and new earthquake fault zones are unlikely to be designated in the near future. Therefore, as under the proposed LRDP, impacts related to ground shaking at St. Luke's Campus would be less than significant because the new buildings constructed under Alternative 3A would comply with applicable seismic standards.

The new Women's and Children's Hospital under Alternative 3A would be located at the site where the MOB/Expansion Building would be built under the proposed LRDP, on the northeast portion of the St. Luke's Campus (i.e., the site of the former St. Luke's Hospital tower, which would be demolished under both the LRDP and Alternative 3A). The St. Luke's Campus has medium-dense clayey and silty sand that is liquefiable; liquefaction-induced settlement could occur in this area during a major earthquake on a nearby fault.[110] As under the proposed LRDP, the area of the St. Luke's Replacement Hospital under this alternative would not be susceptible to liquefaction. However, the loose to medium-dense sand and gravel above and below the groundwater level at the Women's and Children's Hospital and MOB/parking garage area would be removed in its entirety and/or replaced with engineered fill, as under the proposed LRDP, but to a greater extent under this alternative because of the increased development program at the southern portion of the campus under Alternative

[110] California Pacific Medical Center. 2010. Geology and Geotechnical Input for Environmental Impact Report, Medical Office Building, St. Luke's Replacement Hospital, San Francisco, CA. San Francisco, CA. Prepared by Treadwell & Rollo, San Francisco, CA. Page 10.

3A. With implementation of these design features, impacts at St. Luke's related to liquefaction, lateral spreading, and densification/seismic settlement would be less than significant under Alternative 3A.

The St. Luke's Campus has no evidence of past or ongoing landslide activity. Therefore, as under the proposed LRDP, impacts related to seismic and aseismically induced landslides would be less than significant. The St. Luke's Replacement Hospital, Women's and Children's Hospital, and MOB/parking garage under this alternative would be constructed on sites on campus that are already developed. Construction-related activities such as excavation could result in erosion and loss of topsoil. Without proper controls, these activities would expose loose soils to both wind and water erosion, resulting in a potentially significant impact. However, as under the proposed LRDP, implementation of Mitigation Measure M-GE-N4 (see page 4.14-54) would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. Impacts related to erosion or loss of topsoil would be less than significant after mitigation is incorporated. However, impacts would be greater than under the proposed LRDP because of the increased development program at St. Luke's under this alternative.

Excavation activities during construction under Alternative 3A could encounter groundwater at the sites of the St. Luke's Replacement Hospital, Women's and Children's Hospital, and MOB/parking garage, which would require dewatering. However, implementation of Mitigation Measure M-GE-N6 (see page 4.14-62), which would require a geotechnical report to be prepared to address potential subsidence impacts of dewatering, would reduce this impact to a less-than-significant level. However, impacts at St. Luke's would be greater under Alternative 3A than under the proposed LRDP, because of the increased development program under this alternative.

The soils at the St. Luke's Campus are considered "moderately corrosive" to "mildly corrosive." The clayey fill and topsoil might also be expansive, specifically within the northernmost one-third of the campus, where the St. Luke's Replacement Hospital and Women's and Children's Hospital would be constructed under this alternative. The MOB/parking garage would be within the southernmost portion of the campus and therefore would not be located on potentially expansive soils. As under the proposed LRDP, impacts related to expansive soil would be less than significant at the site of the new buildings, because the excavation area for the St. Luke's Replacement Hospital and Women's and Children's Hospital would extend below the expansive soils on the northern portion of the site. Also, under Alternative 3A, as under the proposed LRDP—and as part of standard engineering practices—all reinforced concrete and buried metallic piping at the St. Luke's Campus would be properly protected against corrosion, in accordance with the critical nature of the structure. Impacts related to corrosive soils would be less than significant under both Alternative 3A and the LRDP.

The St. Luke's Campus is connected to the municipal sewer system and would remain connected under Alternative 3A. No septic tanks would be required. As under the proposed LRDP, this impact would be less than

significant. No unique geologic or physical features exist on the campus. Excavation, grading, and construction of the new buildings would not change the grade of the surrounding area. This impact would be less than significant, but greater than that under the LRDP because of the additional excavation under this alternative related to the construction of the MOB/parking garage.

Under Alternative 3A, project-level and cumulative geology and soils impacts at St. Luke's would be less than significant, but greater than those under the proposed LRDP because of the increased development program at this campus under this alternative.

Alternative 3A (St. Luke's)—Hydrology and Water Quality

Under Alternative 3A, the existing St. Luke's Hospital tower would be demolished and the new St. Luke's Replacement Hospital and Women's and Children's Hospital would be constructed on the northern portion of the campus. The existing Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building would be demolished and replaced by a new MOB/parking garage on the southern portion of the campus. The St. Luke's Campus is currently highly developed with impervious surfaces or hardscape. Construction of the new facilities would result in minor increases in impervious surfaces under Alternative 3A, and to a greater degree than under the LRDP, but these minor increases would not substantially obstruct or affect groundwater recharge given the degree of impervious surfaces already on campus. As under the proposed LRDP, dewatering activities at the St. Luke's Campus under Alternative 3A would be temporary, but would be greater in extent because of the increased development program. Construction and long-term operation of the new buildings at the St. Luke's Campus under Alternative 3A would result in a less-than-significant impact on groundwater supplies, but the impact would be greater than under the proposed LRDP because of the increased development program.

The development program of St. Luke's Campus under Alternative 3A would be more extensive than that of the proposed LRDP because of the new MOB/parking garage on the southern portion of the campus under this alternative. The demolition of the existing buildings and construction of the St. Luke's Replacement Hospital, Women's and Children's Hospital, and MOB/parking garage would require removal of vegetated buffer areas, resulting in a slight increase in impervious surfaces at the site relative to the LRDP because of the larger development program. Without implementation of LID stormwater management controls, the total or peak runoff volume from the St. Luke's Campus could increase compared to existing conditions, which could contribute to an increased frequency or severity of CSO events. This impact would be greater under Alternative 3A than the impact of the proposed LRDP because of the larger development program. However, Mitigation Measure M-HY-N2 (see page 4.15-31) would require the preparation of a stormwater management design plan focusing on LID strategies and BMPs. Implementing this measure would reduce the impact related to increased total or peak runoff volumes to a less-than-significant level; however, the impact at the St. Luke's Campus would be greater under

Alternative 3A than under the proposed LRDP because of the increased development program under this alternative.

Construction of the new buildings under Alternative 3A would require a greater amount of excavation for the associated below-grade levels than would be required under the LRDP. Soil stockpiles and excavated portions of the site would be exposed to runoff if not managed properly, causing erosion and sedimentation to be carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require a site-specific SWPPP at the St. Luke's Campus under Alternative 3A, as under the LRDP. Implementation of the SWPPP would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. This impact would be less than significant with mitigation, but greater than under the proposed LRDP because of the increased development program under this alternative.

No streams or river courses are located within any of the campuses.[111] As under the proposed LRDP, implementing Alternative 3A at the St. Luke's Campus would not alter a stream or river course and would result in a less-than-significant impact. All CPMC campuses are outside of both seiche and tsunami hazard areas. Therefore, as under the LRDP, implementing Alternative 3A at St. Luke's would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

As under the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 would be required under this alternative. Under Alternative 3A, project-level and cumulative hydrology and water quality impacts would be less than significant with mitigation, but greater than those under the proposed LRDP because of the increased development program under this alternative.

Alternative 3A (St. Luke's)—Hazards and Hazardous Materials

Construction at the St. Luke's Campus would be more extensive under Alternative 3A than under the proposed LRDP because of the increased development program. Existing buildings to be demolished could contain asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapor. Therefore, construction at the St. Luke's Campus under this alternative could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during project construction, and to a greater extent than under the proposed LRDP.

Removal of the USTs at the location of the new St. Luke's Replacement Hospital and Women's and Children's Hospital (the same site where the MOB/Expansion Building is proposed under the LRDP) under this alternative would be required as part of the excavation activities. Removal of the USTs could expose workers to

[111] Historical evidence indicates that a creek once ran near the intersection of Cesar Chavez Street and south of 26th Street, and a tributary to this creek once ran three blocks south of the St. Luke's Campus at the intersection of what is now Mission Street and Fair Avenue. However, there are no streams or courses currently at the St. Luke's Campus.

contaminants during tank removal activities. This impact would be potentially significant. Implementation of Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation and approval of an SMP, reducing impacts related to known soils and groundwater conditions to a less-than-significant level. This impact would be similar to the impact of the LRDP because it would not require removal of the same USTs on the northern portion of the campus. No known USTs are located on the southeastern portion of the campus where the MOB/parking garage would be constructed under this alternative.

As under the LRDP, previously unidentified contaminated soil or groundwater could be encountered during construction activities of the St. Luke's Replacement Hospital, Women's and Children's Hospital, and MOB/parking garage under this alternative, resulting in a potentially significant impact. Implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a contingency plan that contains management protocols, reducing impacts related to unknown soil and groundwater conditions at the St. Luke's Campus to a less-than-significant level. This impact would be greater than under the LRDP because of the larger amount of excavation and construction under this alternative.

As under the proposed LRDP, compliance with the SWPPP, the requirements of the San Francisco HMUPA, applicable regulations and standards, and procedures set forth in the environmental contingency plan would reduce the impact related to potential for releases from the transport, use, or disposal of hazardous materials during construction activities to a less-than-significant level. Impacts at St. Luke's would be greater under Alternative 3A than under the proposed LRDP because of the increased development program under this alternative.

As under the proposed LRDP, hazardous materials brought on campus during construction at the St. Luke's Campus under Alternative 3A would be managed in accordance with federal, state, and local regulations. Any acutely hazardous materials, if stored on campus during operation of the St. Luke's Campus, would be managed under the oversight of the San Francisco HMUPA and in compliance with federal, state, and local regulations governing the management of hazardous materials. As under the LRDP, compliance with applicable hazardous materials management requirements under Alternative 3A would reduce this impact related to hazardous materials brought on campus to a less-than-significant level. However, the impact would be greater under Alternative 3A than under the proposed LRDP because of the larger development program under this alternative.

The St. Luke's Campus is included in various hazardous materials databases, but the inclusion of this campus does not indicate substantial hazardous materials effects; rather, inclusion in databases indicates that activities at the site involve the use and storage of hazardous materials. As described above, the environmental contingency plan prepared for this campus would ensure proper identification, handling, storage, and disposal of all contaminated soils, groundwater, and underground storage tanks encountered during construction. Therefore,

impacts related to sites included on hazardous materials databases would be less than significant, but greater than under the proposed LRDP because of the larger development program under this alternative.

Under Alternative 3A, the St. Luke's Campus would include construction of a new St. Luke's Replacement Hospital, new Women's and Children's Hospital, and new MOB/Parking Garage, which could result in fugitive dust from construction. As under the proposed LRDP, construction of Alternative 3A would require implementation of dust control measures in accordance with the City's Dust Control Ordinance. Therefore, the potential for contaminated dust to become airborne during construction would be low. As under the proposed LRDP, the potential for hazardous materials emergencies to occur during construction and operations under Alternative 3A would be less than significant, given continued compliance with applicable hazardous materials management requirements. Therefore, impacts of Alternative 3A related to hazardous emissions or the use of hazardous materials within one quarter mile of an existing or proposed school would be less than significant, although greater than under the proposed LRDP due to the increased development program at this campus under Alternative 3A.

As under the proposed LRDP, implementing Alternative 3A at the St. Luke's Campus would not impair implementation of or interfere with existing emergency operations and evacuation plans because the current plans for the St. Luke's Campus, and existing routes and procedures would be maintained during construction and operation of the new replacement hospital, Women's and Children's Hospital, and MOB/Parking Garage. Therefore, this impact would be less than significant, although greater than under the proposed LRDP due to the increased development program at this campus under Alternative 3A.

The St. Luke's Campus is not located within an airport land use plan or within 2 miles of a public airport or public-use airport or private airstrip. Therefore, as under the proposed LRDP, impacts related to potential safety hazards near airports would be less than significant.

As under the LRDP, implementation of Mitigation Measures M-HZ-N1a and M-HZ-N1b would be required at the St. Luke’s Campus under Alternative 3A. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant under Alternative 3A, but greater than those under the proposed LRDP because of the increased development program at this campus.

Alternative 3A (St. Luke’s)—Mineral and Energy Resources

See “Multiple-Campus Impacts of Alternative 3 on Mineral and Energy Resources” on page 6-398 for a discussion of this impact.

Alternative 3A (St. Luke's)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 3 on Agricultural and Forest Resources" on page 6-399 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 3B AT THE CALIFORNIA CAMPUS

Alternative 3B (California)—Land Use and Planning

Implementing Alternative 3B at the California Campus would entail demolition of the approximately 360,200 sq.-ft., 91-foot-tall (including mechanical penthouse) 3700 California Street Hospital and 167,100 sq.-ft., 60-foot-tall 3698 California Street (Marshall Hale) building and new construction of a 100-foot-tall (including mechanical penthouse), 420,000 sq.-ft. Women's and Children's Hospital at the California Campus. This alternative would intensify the space dedicated to medical-related uses on the California Campus by approximately 817,900 sq. ft. compared to the proposed LRDP, but would reduce medical uses by 124,200 sq. ft. on this campus compared to existing conditions (currently 944,500 sq. ft.).[112] By contrast, the proposal for the California Campus under the LRDP does not include any demolition or construction on campus and would not physically divide or disrupt the existing California Campus, instead terminating most CPMC-related uses by 2020. The new Women's and Children's Hospital under Alternative 3B would have a larger footprint (approximately 420,000 sq. ft.) than the existing 3698 California Street (Marshall Hale Building) and attached 3773 Sacramento Street parking garage that it would replace (total of 184,100 sq. ft.) and would provide more space for medical-related uses than the existing buildings on the campus. It would be constructed within the existing campus boundaries.

Demolition of the existing 360,200-sq.-ft. 3700 California Street Hospital and sale of the parcels on campus would change the ownership. Therefore, future uses of the sold parcels on campus are unknown at this time. Under this alternative, the California Campus would be reconfigured with demolition of the 3700 California Street Hospital and 3698 California Street Marshall Hale building and new construction of a Women's and Children's Hospital. By contrast, under the proposed LRDP, no construction would occur at the California Campus. No street network changes and no streetscape improvements at the California Campus would occur under Alternative 3B. Therefore, this land use change at the California Campus under Alternative 3B would not alter uses surrounding the campus or physically divide or disrupt an established community. This impact would be less than significant, but greater than under the LRDP.

This alternative would increase the floor area dedicated to inpatient care from zero under the LRDP to 148,000 sq. ft. at the California Campus (for the new Women's and Children's Hospital) under Alternative 3B. Under existing conditions, the California Campus provides approximately 77,500 sq. ft. of inpatient-care space. This alternative

[112] Under the LRDP, 2,400 sq. ft. of diagnostic and treatment would be retained at the 3838 California Street MOB at full buildout, whereas under Alternative 3B the California Campus would remain operational.

would not require the Planning Code amendment included in the proposed LRDP to allow continued operation of the previously approved medical center use at the California Campus without inpatient care. However, Alternative 3B would require a CU authorization and height amendment for construction of the new 100-foot-tall (including mechanical penthouse) Women's and Children's Hospital within the existing 80-E Height and Bulk District on the eastern portion of the campus. These project approvals would be included in this alternative; therefore, if approved by decision-makers, this alternative would not conflict with any applicable land use plan, policy, or regulation. This impact would be less than significant at the California Campus under Alternative 3A, but greater than the impact under the LRDP.

Alternative 3B would intensify medical uses of the California Campus, relative to medical uses retained at this campus under the proposed LRDP. Under the LRDP, all inpatient functions the California Campus would be transferred to the proposed Cathedral Hill Campus, whereas some of these inpatient functions would be retained under Alternative 3B at the California Campus. The new Women's and Children's Hospital at the California Campus under Alternative 3B would replace the medical uses currently provided on this campus, but it would not introduce a new type of use. The new 100-foot-tall Women's and Children's Hospital would be taller than the 60-foot-tall 3698 California Street (Marshall Hale) building that is now on the same site. This 40-foot increase in the building height could alter the appearance of the eastern portion of the campus, and the surrounding residents would likely notice this height increase the most. However, the existing 103-foot-tall 3838 California Street MOB, which would be retained under Alternative 3B, would remain the tallest building on the campus, taller by 3 feet than the new Women's and Children's Hospital. The greater campus area would not likely experience a substantial change in land use character because of the taller hospital under Alternative 3B, and this impact would be less than significant, but greater than under the LRDP, which would have no impact.

Under the proposed LRDP, CPMC would ultimately sell the entire California Campus; by contrast, under Alternative 3B, CPMC would only sell the site of the existing 3700 California Street Hospital located in the central portion of the campus. The existing 3700 California Street Hospital building would be demolished under this alternative, which would physically alter this site. Future uses of the 3700 California Street Hospital building site are speculative, and future development proposals for this parcel would be subject to separate, project-specific environmental review under CEQA. For the reasons stated above, the impact on the surrounding character of the vicinity would be less than significant, but greater than the impact of the LRDP. With the demolition of the 3700 California Street Hospital, the physical development of the campus would be reduced compared to existing conditions.

Project-level and cumulative impacts on land use under this alternative would be less than significant, but greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 3B.

Alternative 3B (California)—Aesthetics

Under the LRDP, no demolition of existing buildings would occur and no new buildings would be constructed at the California Campus. Under Alternative 3B, the existing 91-foot-tall, six-story 3700 California Street Hospital located in the central portion of the California Campus would be demolished, and the parcels on which it is located would be sold. In contrast, under the LRDP, no buildings would be demolished and almost all CPMC-related use of the campus would cease by 2020. Future uses of the 3700 California Street Hospital parcel are speculative, and future development proposals (by other owners) for this parcel would be subject to separate project-specific environmental review under CEQA once more detailed information is available. As under the LRDP, under this alternative the existing 99-foot-tall, seven-story 3801 Sacramento Street building located on the same block as the main hospital would remain in its existing condition.

Under the LRDP, the 60-foot-tall, six-story 3698 California Building (which is attached to and above the one-level, below-grade 3773 Sacramento parking garage located at the same site) would be retained on the eastern portion of the campus. By contrast under Alternative 3B, these buildings would be demolished and replaced with a new 100-foot-tall, six-story Women's and Children's Hospital and associated below-grade parking. Because of the slope of the block on which the existing 3698 California (Marshall Hale) building is located, the 3698 California Street (Marshall Hale) building is approximately 75 feet tall when measured from California Street and 60 feet tall when measured from Sacramento Street. Because of the slope of the block on which the Women's and Children's Hospital would be constructed under this alternative, this building would be approximately 100 feet tall when measured from California Street and 85 feet tall when measured from Sacramento Street.

As under the LRDP, the 3905 Sacramento MOB, 3901 Sacramento residential building, 460 Cherry Street Parking Garage, and 3838 California Street MOB on the western portion of the campus would remain as they are under Alternative 3A. Therefore, no visual impacts would occur on that portion of the campus.

The new 100-foot-tall Women's and Children's Hospital that would be constructed at the California Campus under this alternative would have a greater height and massing on the eastern portion of the campus, in contrast with existing development on the same area of the campus and the proposed LRDP, under which no new construction is proposed at this campus. Thus, the Women's and Children's Hospital would be approximately 25 feet taller than the existing 3698 California Building, which would be retained under the LRDP. This would increase the on-campus building massing in this portion of the campus and create a visual contrast with the existing low-rise single-family homes to the north and south of the Women's and Children's Hospital under this alternative. This visual contrast already exists because of the 60-foot-tall 3698 California Street building; however, the visual contrast would be greater with the new 100-foot-tall Women's and Children's Hospital at this site. Therefore, the Women's and Children's Hospital building would conform overall to the general pattern of the existing skyline under Alternative 3A, when considering the existing buildings on and around the campus given

the urban context. The Women's and Children's Hospital under this alternative would not substantially affect any available scenic vistas/views in the campus vicinity. This impact would be less than significant, but greater than under the LRDP, which would have no impact.

Demolition of the existing 3700 California Street building would remove a 91-foot-tall building in the central portion of the California Campus under Alternative 3B, leaving the 99-foot-tall 3801 Sacramento Street Outpatient/Research Building. Unlike the LRDP, under which existing buildings would remain, demolition of the 3700 California Street building under this alternative would change the existing view from a developed parcel to a vacant one (with the exception of the 3801 Sacramento Street building). Demolition of the 3700 California Street Hospital would result in less height and massing in the central portion of the campus compared to existing and LRDP conditions under which no change would occur. There are no unique views from the street-level perspective in the project area. Therefore, no unique scenic views or vistas would be blocked or substantially disrupted by the proposed new building on the eastern portion of the campus under this alternative.

Overall, the development under Alternative 3B would change the visual character of the central and eastern portions of the California Campus. No changes would occur on the western portion of the campus. The demolition of the 3700 California Street Hospital would represent a substantial decrease in building massing in the central portion of campus, in contrast with existing conditions and under the LRDP, which would not include any on-campus demolition or construction. The Women's and Children's Hospital that would be constructed on the eastern portion of the campus under this alternative would represent an increase in building massing, relative to existing and LRDP conditions.

Under Alternative 3B, in contrast with the proposed LRDP (under which no changes to natural scenic resources would occur), trees and landscaping located on the California Campus would be removed for the demolition of the 3700 California Street Hospital and construction of the Women's and Children's Hospital. A landscaping strategy would be prepared to address the preservation, removal, and/or full replacement of removed/disturbed trees throughout the California Campus. Please refer to "Alternative 3B (California)—Biological Resources" (page 6-369) for the impact analysis related to trees. The development under this alternative would not substantially damage scenic resources and would result in a less-than-significant impact on scenic resources. The impact of removal of existing trees and the effect on natural scenic resources under this alternative would be much greater than the impact of the proposed LRDP, because development would occur under Alternative 3B but not under the LRDP.

Because of the high level of lighting generated by the existing buildings on the California Campus, the lighting associated with the new buildings under this alternative would not result in a substantial increase in the ambient lighting of the area. Spillover light is common and expected in dense urban environments such as the California

Campus area. Lighting associated with the new buildings would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24). Therefore, this impact at the California Campus under Alternative 3B would be less than significant, and less than under the LRDP because of the demolition of the 3700 California Street Hospital.

Alternative 3B would not substantially degrade the visual character or quality of the campus. Project-level and cumulative impacts on scenic resources, visual character or quality, and light and glare would be less than significant, but much greater than under the proposed LRDP because the development program at this campus would not occur under the LRDP. No mitigation measures would be required at the California Campus under this alternative.

Alternative 3B (California)—Population, Employment, and Housing

Under Alternative 3B, CPMC's Women's and Children's Center services, which would be located at the Cathedral Hill Campus under the LRDP, would be rebuilt at the California Campus. The replacement Women's and Children's Hospital at the California Campus (occupying approximately 420,000 sq. ft.) would provide 160 beds. By contrast, under the proposed LRDP, the California Campus would be sold and CPMC-related use of the campus would cease by 2020. Under Alternative 3B, the Women's and Children's Hospital would be constructed on the eastern portion of the California Campus, requiring demolition of the existing 3698 California Street building and 3773 Sacramento Street parking garage (see Figure 6-11, "Alternative 3B—California Campus Site Plan" (page 6-191). The existing 3700 California Street Hospital would be demolished, and the parcels on which it is located would be sold by CPMC. The existing 3801 Sacramento Street Outpatient/Research Building would remain as it is and be operational and would continue to provide services and support to the Women's and Children's services. Medical office and other services to support the inpatient Women's and Children's services that would be located at Cathedral Hill Campus under the LRDP (at the proposed Cathedral Hill MOB and 1375 Sutter MOB) would instead be provided at the existing 3838 California Street and 3905 Sacramento Street MOBs on the western portion of the California Campus.

Under Alternative 3B, approximately 1,520 FTE personnel would be working at the California Campus site by 2030; substantially more CPMC personnel than under the proposed LRDP (10 FTE personnel). Compared to existing conditions (1,640 FTE personnel) under this alternative, there would be a decrease of 120 CPMC FTE personnel. Under the LRDP, there could be a potential for reuse or redevelopment of the California Campus by a subsequent buyer, which could generate new population and housing demand; however, future uses at the California Campus would be speculative. Because of the continued use and transfer of CPMC's Women's and Children's services to the California Campus under Alternative 3B, implementing Alternative 3B at the California Campus would result in only a slight decrease in CPMC personnel at the California Campus (approximately 120) than the baseline 2006 personnel statistics of 1,640 FTE at the California Campus. Implementing this alternative

at the California Campus would result in a substantial increase in average daily population compared to the LRDP, but a slight decrease from existing conditions.

Using the population and housing demand methodology described in Section 4.3, "Population, Employment, and Housing," under the LRDP, the growth in personnel at Cathedral Hill from 2006 to 2030 would result in a net decrease in population and households. The projected decrease in population and households under Alternative 3B represents approximately -1% of total projected population and household growth from 2006 to 2030 as estimated by ABAG. Population and housing impacts at the California Campus under Alternative 3B would remain similar to existing conditions because most of the California Campus personnel would be retained, aside from a projected decrease of 120 FTE personnel by 2030. By contrast, under the LRDP, the campus would be sold and only 10 FTE personnel would be retained. The impacts related to housing, population and employment, displacement of people and housing units under this alternative at the California Campus would be less than significant. As under the LRDP, no mitigation measures would be required at the California Campus under this alternative.

Alternative 3B (California)—Cultural and Paleontological Resources

Under Alternative 3B, the 3700 California Street Hospital at the California Campus would be demolished and the parcels on which it is located would be sold. The 3801 Sacramento Street building, located on the same block as the main hospital, would remain as it is. The 3698 California Street building is attached to and above the one-level, below-grade 3773 Sacramento Street parking garage on the eastern portion of the campus; this building and garage would be demolished and replaced with a new Women's and Children's Hospital and three levels of associated below-grade parking. Excavation for two additional below-grade levels would occur at the Women's and Children's Hospital site under Alternative 3B. The 3905 Sacramento MOB, 3901 Sacramento Street residential building, 460 Cherry Street Parking Garage, and 3838 California Street MOB would remain as they are with implementation of Alternative 3B at the California Campus. Based on research and evaluation for the proposed LRDP, the 3698 California Street building was identified as individually eligible for listing in the CRHR under Criterion 3 as an example of Art Deco institutional architecture.[113] Development under Alternative 3B would result in the demolition of the 3698 California Street building. Removal of this building would therefore cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. No feasible mitigation measures have been identified to reduce this impact to a less-than-significant level. This impact of Alternative 3B would be significant and unavoidable, and would not occur under the LRDP.

[113] California Pacific Medical Center. 2008 (September). *Historic Resource Evaluation Report: Marshall Hale Building on the California Campus, California Pacific Medical Center*. San Francisco, CA. Prepared by Knapp Architects, San Francisco, CA.

In contrast with the proposed LRDP—under which no new construction is proposed at this campus and thus no impact would occur—archaeological resources could be affected by construction activities of the new facilities under Alternative 3B, which would result in a potentially significant impact. The three levels of below-ground parking associated with the new Women's and Children's Hospital would require excavation for two additional below-grade levels in locations where features of prehistoric archaeological resources may be located; by contrast, under the proposed LRDP, no demolition or construction would occur at this campus and no impact would occur. In addition, the soils beneath the site may contain archaeological materials. However, implementation of Mitigation Measure M-CP-N2 (see page 4.4-38 in Section 4.4, "Cultural and Paleontological Resources"), which would require preconstruction archaeological testing in accordance with the ARDTP, would reduce this impact of Alternative 3B at the California Campus to a less-than-significant level. This impact at the California Campus would be greater under Alternative 3B than under the proposed LRDP, which would have no impact.

The Colma Formation, which underlies all CPMC campuses, is considered a paleontologically sensitive rock formation because of its potential to contain unique paleontological resources. In contrast with the LRDP—under which no earthmoving activities are proposed at the California Campus and thus no impact would occur—earthmoving activities could damage unique paleontological resources, resulting in a potentially significant impact at this campus under Alternative 3B. However, Mitigation Measure M-CP-N3 (see page 4.4-47) would require CPMC to retain a qualified paleontologist to train construction personnel and procedures in the event paleontological resources are discovered during earthmoving activities. Implementing this mitigation measure would reduce impacts on paleontological resources to a less-than-significant level, although the impact would be greater under Alternative 3B than under the proposed LRDP.

Although no human remains have been listed or recorded at any of the CPMC sites, excavation could disturb as-yet-undiscovered human remains. Implementation of Mitigation Measure M-CP-N4 (see page 4.4-49) would require CPMC to suspend work within 50 feet of the remains and notify the San Francisco Planning Department and the county coroner. This impact would be less than significant with mitigation incorporated at the California Campus under Alternative 3B, although the impact would be greater than under the proposed LRDP because excavation would be required at this campus while no impact would occur under the LRDP.

In contrast with the proposed LRDP, under which no impacts and no mitigation measures would be required at the California Campus, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 at this campus is required under Alternative 3B. The proposed LRDP would not result in impacts on cultural or paleontological resources at the California Campus; by contrast, demolition and construction activities at the California Campus under Alternative 3B would result in less-than-significant impacts on archaeological and paleontological resources with mitigation incorporated, but would also result in a significant unavoidable impact on a historical

resource. Project-level and cumulative impacts on cultural and paleontological resources at the California Campus would be greater under Alternative 3B than under the LRDP.

Alternative 3B (California)—Transportation and Circulation

Traffic Impacts of Alternative 3B at the California Campus

As discussed earlier in this chapter, under Alternative 3B CPMC's Women's and Children's services would be located at the California Campus in a new, approximately 420,000-sq.-ft. Women's and Children's Center that would be constructed on the eastern portion of the California Campus. This would require demolition of the existing six-story, 60-foot-tall, 167,100-sq.-ft. 3698 California Street building and below-grade 3773 Sacramento Street parking garage (see Figure 6-17, "Alternative 3B—California Campus Site Plan," page 6-291). Under this alternative, the existing six-story, 91-foot-tall, 360,200-sq.-ft. 3700 California Street Hospital would also be demolished because it is not anticipated that this building would be converted and re-used, due to the prohibitive cost of retrofitting, conversion, and building system updates; the parcels on which it is located would be sold by CPMC.

Alternative 3B also anticipates continuation of other medical services that are not anticipated at the California Campus under the LRDP. Medical office and other services to support the inpatient Women's and Children's services that would be located at the Cathedral Hill Campus under the LRDP (at the Cathedral Hill MOB and 1375 Sutter MOB) would instead be relocated to the existing 3838 California Street and 3905 Sacramento Street MOBs on the western portion of the California Campus.

As described above, implementation of Alternative 3B would result in CPMC's continued operations at the California Campus, in contrast with the LRDP, under which almost all CPMC-related use at the campus would cease by 2020. However, to be conservative, the analysis of transportation impacts of the proposed LRDP did not account for any reduction in services at the campus with the sale of the California Campus under the LRDP.[114] Instead, the analysis assumed that all existing uses at the California Campus would remain. As compared to existing baseline conditions assumed for the LRDP transportation analysis, there would overall be fewer employees and vehicle trips to and from the California Campus under Alternative 3B. As shown in Table 6-34, "Existing and Alternative 3B Population and Trip Generation, by Population Group, at the California Campus," the demolition of 3700 California Street and the reorganization of medical services at the California Campus would result in a net reduction in daily population and p.m.-peak-hour person trip generation.

[114] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis.* San Francisco, CA. Page 14.

Table 6-34
Existing and Alternative 3B Population and Trip Generation, by Population Group, at the California Campus

	Daily Population			P.M. Person Trip Generation		
	Existing	3B	Net Change	Existing	3B	Net Change
Physicians	186	207	21	112	116	4
Employees	1,287	1,088	-199	711	632	-79
Patients	1,883	1,788	-95	303	298	-5
Visitors	1,790	1,439	-351	204	187	-17
Total	5,146	4,522	-624	1,330	1,233	-97

Source: Data compiled by AECOM in 2010, Adavant Consulting, 2010, Fehr & Peers, 2010.

Under 2015 Modified Baseline No Project conditions, none of the 14 study intersections in the California Campus vicinity would operate at LOS E or LOS F during the weekday p.m. peak hour (see Table 4.5-37, "Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions," on page 4.5-180 in Section 4.5, "Transportation and Circulation"). Under Alternative 3B, there would be a net decrease of 76 vehicle trips generated by the California Campus during the p.m. peak hour compared to existing conditions and what was assumed in the analysis for the proposed LRDP, which assumes that existing (2006) traffic conditions would continue even though almost all CPMC-related uses of the California Campus would cease.[115] Under the LRDP, all intersections would continue to operate at acceptable levels of LOS D or better during 2020 Modified Baseline plus Project conditions compared to existing conditions. Therefore, with a net decrease of vehicle trips from existing and LRDP conditions, implementing Alternative 3B at the California Campus would result in a less-than-significant impact, and there would be no new transportation impacts associated with Alternative 3B.

Under 2030 Cumulative conditions, two of the 14 study intersections near the California Campus would operate at LOS E or LOS F during the weekday p.m. peak hour under the proposed LRDP (see Table 4.5-37). Under the LRDP, the poor operating conditions at these two intersections would be caused by increased traffic volumes associated with other developments nearby. Alternative 3B would result in a net decrease of vehicle trips and therefore would not contribute to the poor operating conditions.

Operation of the California Campus under Alternative 3B would result in more vehicle trips than operation under the proposed LRDP, because the LRDP calls for the California Campus to effectively close by 2020. However, Alternative 3B would generate fewer trips than generated under existing conditions because of the demolition of the 3700 California Street Hospital and the reorganization of other services at the California Campus. The traffic

[115] Adavant Consulting. 2010 (March 19). CPMC LRDP—Changes from Existing to Future (2020) in PM Peak Hour Travel Demand—Alt 3B. San Francisco, CA. Page 16.

analysis for the LRDP conservatively assumes that existing operations would continue at the California Campus and does not account for the net reduction in trips that would occur under Alternative 3B; therefore, project-level and cumulative traffic impacts that result from implementing Alternative 3B at the California Campus would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Transit Impacts of Alternative 3B at the California Campus

As shown in Table 6-34, Alternative 3B would result in a net reduction in person trips to the California Campus. Subsequently, transit demand would be less than the existing demand for transit to the California Campus because operations at the California Campus would be reduced, largely because of the demolition of the 3700 California Street Hospital.

Alternative 3B would result in a net loss of 21 transit trips from existing conditions during the p.m. peak hour.[116] Demand for CPMC shuttle service to the California Campus would also decrease. The net decrease in transit trips would not affect the transit corridors, which would continue to operate at less than Muni's capacity utilization standard of 85%. Alternative 3B would not conflict with the adopted policies, plans, or programs supporting alternative transportation or result in an increase in transit demand that would result in an unacceptable level of transit service. The transit analysis performed for the LRDP assumes that the existing operations at the California Campus would remain and does not account for the net reduction in transit trips that would occur under Alternative 3B; therefore, project-level and cumulative impacts on transit that result from implementing Alternative 3B at the California Campus would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Bicycle Impacts of Alternative 3B at the California Campus

As under the proposed LRDP, the bicycle network and operating conditions near the California Campus would remain similar to existing conditions. Alternative 3B would result in a net loss of six "other" trips, of which a portion is expected to be bicycle trips. This net loss would not affect bicycle travel in the area. Implementing Alternative 3B at the California Campus would not create potentially hazardous conditions for bicyclists or interfere with bicycle accessibility to the campus and adjoining areas. The bicycle analysis assumes that existing operations at California Campus would remain and does not account for the net reduction in bike trips that would occur under Alternative 3B. Bicycle facilities near the California Campus would remain acceptable and the net loss of bike trips would not affect bicycle conditions. Thus, project-level and cumulative impacts on bicycles that would result from implementing Alternative 3B at the California Campus would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

[116] Ibid., page 15.

Pedestrian Impacts of Alternative 3B at the California Campus

The pedestrian network and operating conditions near the California Campus would remain similar to existing conditions with development under Alternative 3B. Alternative 3B would result in a net loss of 22 pedestrian trips (including the 21 transit trips to and from the Muni bus stops) relative to existing conditions.[117] Existing pedestrian conditions on sidewalks were observed to be low to moderate. The pedestrian analysis assumes that existing operations at California Campus would remain and does not account for the net reduction in transit trips that would occur under Alternative 3B. Pedestrian operating conditions near the California Campus would remain acceptable and the net loss of pedestrian trips would not affect pedestrian conditions. Thus, project-level and cumulative impacts on pedestrians that result from implementing Alternative 3B at the California Campus would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Loading Impacts of Alternative 3B at the California Campus

Operation of the California Campus under Alternative 3B would result in more service/delivery trips than operation under the proposed LRDP, because the LRDP calls for the California Campus to effectively close by 2020. However, Alternative 3B would generate fewer trips than generated under existing conditions because of the demolition of the 3700 California Street Hospital and the reorganization of other services at the California Campus. The campus currently has three loading spaces: one at the 3801 Sacramento Street building and two at the 3698 California Street building. The loading space at 3801 Sacramento Street would be retained under Alternative 3B. The loading demand under Alternative 3B would be accommodated within three loading spaces at the 3801 Sacramento Street and 3698 California Street building or within on-street loading zones and would not create hazardous conditions.

Operation of the California Campus under Alternative 3B would result in more patient and visitor trips than operation under the proposed LRDP, because the LRDP calls for the California Campus to effectively close by 2020. However, Alternative 3B would generate fewer trips than generated under existing conditions because of the demolition of the 3700 California Street Hospital and the reorganization of other services at the California Campus. The new Women's and Children's Hospital constructed on the eastern portion of the campus on the site of 3698 California Street and 3773 Sacramento Street would have a dedicated off-street passenger loading zone on California Street. The passenger loading/unloading demand under Alternative 3B would be accommodated within existing and proposed passenger loading/unloading zones and would not create potentially hazardous conditions.

Implementation of Alternative 3B would reduce demand for service/delivery loading and passenger loading zones compared to existing conditions, and existing loading areas at 3801 Sacramento Street and 3698 California Street

[117] Ibid.

would be retained under this alternative. Thus, impacts that result from implementing Alternative 3B at the California Campus would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Emergency-Vehicle Access Impacts of Alternative 3B at the California Campus

As under the LRDP, the existing uses on the California Campus requiring emergency-vehicle access would be relocated to the proposed Cathedral Hill Campus under this alternative. Implementing Alternative 3B at the California Campus would not affect emergency access in the area and would not contribute to increased demand for emergency services near the campus. Emergency vehicles would travel to the Cathedral Hill Campus under this alternative; therefore, project-level and cumulative emergency-access impacts that would result from implementing Alternative 3B at the California Campus would be the same impacts of implementing the LRDP and would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Construction Impacts of Alternative 3B at the California Campus

Unlike the proposed LRDP, Alternative 3B would result in demolition of the existing 3700 California Street Main Hospital and buildings on the eastern portion of the California Campus. The parcels on which the 3700 California Street building is located would be sold after demolition. A new Women's and Children's Hospital would be constructed on the eastern portion of the campus on the site of 3698 California Street and 3773 Sacramento Street. Construction activities would include lane closures, sidewalk closures, and temporary deterioration of LOS at nearby intersections. In contrast with the proposed LRDP, which would not involve any demolition of existing buildings or new development of this campus, implementation of Mitigation Measure M-TR-55 (see page 4.5-159 in Section 4.5, "Transportation and Circulation") at the California Campus is required under Alternative 3B. This mitigation measure would require CPMC and the construction contractor to prepare a construction transportation management plan to anticipate and minimize impacts of various construction activities. Implementing this measure would reduce construction impacts to a less-than-significant level. Under the LRDP, this impact would be significant and unavoidable at the Cathedral Hill Campus.

Parking Discussion for Alternative 3B at the California Campus

Under Alternative 3B, a total of 632 parking spaces would be provided at the California Campus, 73 more spaces than provided under existing conditions. Parking demand would be less than demand under the proposed LRDP. Therefore, no impact related to parking would occur under this alternative, as with the proposed LRDP. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 3B (California)—Noise

Under Alternative 3B, the 3700 California Street Hospital would be demolished and the parcels on which it is located would be sold. The 3801 Sacramento Street building, located on the same block as the main hospital, would remain as it is. The 3698 California Street building and 3773 Sacramento Street parking garage on the eastern portion of the campus would be demolished and replaced with a new Women's and Children's Hospital and associated below-grade parking. The 3905 Sacramento MOB, 3901 Sacramento residential building, 460 Cherry Street Parking Garage, and 3838 California Street MOB would remain as they are. Construction activities would expose sensitive receptors to increased noise levels on the campus and within the existing residential neighborhood adjacent to the campus. Construction activities would need to comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require the implementation of physical (e.g., noise shielding) and operational (e.g., construction complaints coordinator) impact reduction measures. Implementation of this measure would reduce this impact to a less-than-significant level. Construction-related noise impacts of Alternative 3B would therefore be less than significant, but much greater than under the LRDP (under which no impacts would occur) because of the demolition and construction that would occur at the California Campus under this alternative.

Under Alternative 3B, the California Campus would remain in operation, in contrast with the proposed LRDP, under which most medical services would be phased out by 2020. Operation of the California Campus under this alternative would result in greater ADT volumes than operation under the proposed LRDP, but volumes would be less than under existing conditions at the campus because of the demolition of the 3700 California Street Hospital.[118] Operations would not result in a noticeable (3 dB or greater) increase in ambient traffic noise levels and would not be perceivable to existing noise-sensitive receptors. This impact would be less than significant, but greater than under the LRDP, under which no impact would occur.

On-site stationary noise sources (e.g., HVAC equipment, emergency electrical generators, parking garage activities, patient drop-offs, loading dock and delivery activities, waste disposal activities) would remain under this alternative, except at the 3700 California Street Hospital, which would be demolished. However, Mitigation Measures M-NO-N3a and M-NO-N3b (see page 4.6-71) would require CPMC to implement physical (e.g., equipment design) impact reduction measures under Alternative 3B. Implementation of this measure would reduce the impact to a less-than-significant level, but the impact would be much greater under Alternative 3B than under the proposed LRDP, under which no impact would occur.

The medical office and clinic spaces at the California Campus, which would be retained under Alternative 3B, would be directly exposed to traffic noise from California Street. However, building construction techniques

[118] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis*. San Francisco, CA. Fehr & Peers concluded that the total number of employees and trips to the campus would be less than it is currently.

would provide an exterior-to-interior noise level reduction. Therefore, future traffic noise levels would not exceed the interior noise level of 45 dB L_{dn}, and the impact would be less than significant; however, impacts would be greater under Alternative 3B than under the proposed LRDP, under which no impact would occur, because of the increased development at this campus under this alternative.

Demolition and construction activities could temporarily result in construction-generated vibration under Alternative 3B. The proposed LRDP would not require demolition and construction at the California Campus and therefore would not result in construction impacts; by contrast, the predicted levels of groundborne noise and vibration under this alternative could exceed applicable thresholds, resulting in a potentially significant impact. Mitigation Measure M-NO-N5 (see page 4.6-93) would require the implementation of physical and operational impact reduction measures under Alternative 3B. In contrast with the LRDP, under which no groundborne noise and vibration impacts would occur at the California Campus, under Alternative 3B this impact would be significant and unavoidable even with mitigation incorporated because of the demolition and construction activities.

In contrast with the proposed LRDP, under which no mitigation measures are required for the California Campus, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-3b, and M-NO-N5 is required at this campus under Alternative 3B.

Potential noise impacts at the California Campus would be less than significant with mitigation incorporated, with the exception of groundborne vibration, which would be a significant unavoidable impact even with mitigation under Alternative 3B. Project-level and cumulative noise impacts would be greater than under the LRDP, because of the development of the California Campus under this alternative.

Alternative 3B (California)—Air Quality

Under Alternative 3B, the existing 3700 California Street Hospital would be demolished and the parcels on which it is located would be sold. The 3698 California Street building and 3773 Sacramento Street parking garage on the eastern portion of the campus would be demolished and replaced with a new Women's and Children's Hospital and associated below-grade parking. The new California Campus hospital would be equivalent to approximately 50% of the new square footage of the proposed Cathedral Hill Hospital under the LRDP. Overall, the net new construction area across all campuses would increase by approximately 14% under Alternative 3B, relative to the LRDP.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

Regional impacts across all campuses were discussed previously in "Regional Impacts from Construction" under "Impacts Under the Applicable BAAQMD CEQA Thresholds" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Construction-related emissions of fugitive dust would be greater under Alternative 3B than under the LRDP, but would be reduced to a less-than-significant level with mitigation.

Localized Impacts from Construction

The development program at the California Campus would be greater under Alternative 3B than under the proposed LRDP; therefore, a greater quantity of construction TAC emissions would be generated under this alternative. To put these emissions in perspective, they can be compared to the estimated emissions for the proposed Cathedral Hill Campus under the LRDP. The square footage of net new development at the California Campus under Alternative 3B would be equivalent to approximately 50% of the square footage of net new development proposed for the Cathedral Hill Campus under the LRDP. Therefore, the TAC emissions at the California Campus under Alternative 3B would be roughly 50% of the TAC emissions estimated for the proposed Cathedral Hill Campus under the LRDP.

As described in "Alternative 3A (St. Luke's)—Air Quality" (page 6-338), because of the similarities in modeling parameters that would be used for the California Campus under Alternative 3B, the results from the Cathedral Hill study under the LRDP can be extrapolated to the California Campus under Alternative 3B for a comparative analysis. Given that the California Campus under Alternative 3B is estimated to generate lower levels of construction emissions than the Cathedral Hill Campus under the LRDP, it follows that under the same assumed, worst-case meteorological conditions, the California Campus would generate lower ambient concentrations of diesel particulate matter. These concentrations would thus have a smaller effect on sensitive receptors in the vicinity of California Campus under Alternative 3B, than at Cathedral Hill under the LRDP. Based on this comparative analysis, Alternative 3B at the California Campus is predicted to present a less-than-significant health risk impact. This impact would be greater than under the proposed LRDP, for which the California Campus would have no construction and thus no impact.

Regional Impacts from Operations

Regional impacts from operations across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Operations" under "Impacts Under the Applicable BAAQMD CEQA Thresholds" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Regional impacts from operations under Alternative 3B would be significant and unavoidable, and higher than under the LRDP.

Localized Impacts from Operations

The development program at the California Campus would be greater under Alternative 3B than under the proposed LRDP, and therefore would generate roughly 50% of the new operational TAC emissions estimated for the proposed LRDP's development program for the Cathedral Hill Campus. Therefore, as at the Cathedral Hill Campus under the LRDP, implementing Alternative 3B at the California Campus would result in a less-than-significant impact with respect to local CO emissions from mobile sources (Impact AQ-4), odors (Impact AQ-6), and single-source and cumulative health risk from operational TACs (Impacts AQ-5 and AQ-7, respectively). This impact would be greater than under the LRDP, under which no impact would occur.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

Regional impacts across all campuses under Alternative 3B were previously discussed in "Regional Impacts from Construction" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Implementing Mitigation Measure M-AQ-1 would reduce construction impacts from fugitive dust to a less-than-significant level. Under Alternative 3B, as under the proposed LRDP, the impact associated with criteria pollutant emissions construction would be significant and unavoidable. The total area of new construction would be larger under Alternative 3B than under the proposed LRDP; as a result, construction-related emissions would also be larger than under the LRDP. Mitigation Measure M-AQ-N9 would be required, but it would not be sufficient to reduce emissions below the significance threshold.

Localized Impacts from Construction

See the discussion of the California Campus presented in the "Localized Impacts from Construction" section under "Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds" (page 6-313). As discussed in that section, the California Campus would generate lower ambient concentrations of diesel particulate matter than would be generated at the Cathedral Hill Campus under the LRDP. These concentrations would thus have a smaller effect on sensitive receptors in the vicinity of California Campus under Alternative 3B than concentrations at Cathedral Hill under the LRDP. However, these impacts would be significant, depending on the efficacy of Mitigation Measure M-AQ-10c in reducing diesel particulate matter emissions. Conservatively, this impact would be significant and unavoidable under Alternative 3A, in contrast with the LRDP, under which no impact would occur.

Regional Impacts from Operations

Regional impacts from operations across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Operations" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds

(June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). No feasible mitigation is available to reduce this impact to a less-than-significant level; therefore, under Alternative 3B, as under the LRDP, regional impacts with respect to operational emissions of criteria pollutants would be significant and unavoidable.

Localized Impacts from Operations

The development program at the California Campus would be greater under Alternative 3B than under the proposed LRDP, and would generate roughly 50% of the new operational TAC emissions estimated for the proposed LRDP's development program for the Cathedral Hill Campus. Therefore, the impact of this alternative at the California Campus with respect to odors, and single-source and cumulative health risk from operational TACs would be less than significant, but greater than under the proposed LRDP, under which no impact would occur. As under the proposed LRDP, no mitigation measures are required under this alternative.

Alternative 3B (California)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 3 on Greenhouse Gas Emissions" (page 6-393) for a discussion of this impact.

Alternative 3B (California)—Wind and Shadow

In contrast with the proposed LRDP, demolition and construction activities would occur at this campus under Alternative 3B. Under this alternative, the existing 91-foot-tall, six-story 3700 California Street Hospital would be demolished, and the parcels on which it is located would be sold. The 99-foot-tall, seven-story 3801 Sacramento Street building located on the same block as the main hospital would remain as it is. The 60-foot-tall, six-story 3698 California Street Building and one-level, below-grade 3773 Sacramento Street parking garage on the eastern portion of the campus would be demolished and replaced with a new six-story Women's and Children's Hospital and associated below-grade parking. The three-story 3905 Sacramento Street MOB, 38-foot-tall, four-story 3901 Sacramento Street residential building, six-story 460 Cherry Street Parking Garage, and 103-foot-tall, nine-story 3838 California Street MOB would remain as they are. Future development and uses of the 91-foot-tall, six-story 3700 California Street Hospital parcel are speculative, and future development proposals (by other owners) would be subject to separate, project-specific environmental review under CEQA once more detailed information is available.

The California Campus is sheltered from northwesterly and westerly winds by two- to four-story residences on Sacramento Street; however, the terrain in the vicinity of the campus slopes upward to the east, which exposes the campus to prevailing winds. The buildings on the western side of the campus would not be demolished or altered under Alternative 3B. Therefore, no impacts related to wind would occur at this location. The Women's and Children's Hospital/Parking Garage, at 100 feet tall and six stories, would replace the 60-foot-tall, six-story 3698

California Street building on the eastern portion of the campus. The new hospital would be approximately 40 feet taller than the building it would replace, and would intercept more wind energy. Demolition of the 3700 California Street Hospital in the central portion of the campus would remove a building that intercepts wind energy. However, with the upwind four-story 3801 Sacramento Street building and two- to four-story residences to the west and northwest, the Women's and Children's Hospital building would not be exposed to substantial winds. Therefore, wind impacts would be less than significant, but would be greater than under the LRDP, under which no impact would occur.

The closest parks or open spaces subject to Section 295 are the Julius Kahn Playground and the Laurel Hill Playground, located 0.31 mile northeast and 0.36 mile southeast of the California Campus. The new Women's and Children's Hospital would be taller than existing structures in the vicinity. Given the distances of these parks from the campus, it is unlikely that the parks subject to Section 295 or other recreational spaces would be affected. The taller new Women's and Children's Hospital could result in net new shadows on sidewalks in the project vicinity. However, no outdoor recreational facilities or publicly accessible open space would be substantially affected by Alternative 3B. Shadow impacts would be less than significant, but would be greater than under the proposed LRDP (under which no impact would occur) because of the height of the new Women's and Children's Hospital that would built under this alternative.

As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 3B. Project-level and cumulative impacts related to wind and shadow would be less than significant under this alternative, but would be greater than under the proposed LRDP because of the new Women's and Children's Hospital that would be built at this campus.

Alternative 3B (California)—Recreation

The development program at the California Campus under Alternative 3B would be larger than under the proposed LRDP, and would result in approximately 1,510 more FTE personnel at the California Campus than under the proposed LRDP. Compared to existing conditions, however, there would be a decrease of approximately 120 FTE personnel at the California Campus under Alternative 3B. Alternative 3B would result in greater demand on local parks relative to the proposed LRDP, but reduced demand compared to existing conditions. Impacts on recreational facilities would be less than significant, although greater than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the California Campus under Alternative 3B.

See "Multiple-Campus Impacts of Alternative 3 on Recreation" on page 6-395 for further discussion of this impact.

Alternative 3B (California)—Public Services

Under Alternative 3B, demolition and construction activities would occur at the California Campus, in contrast with the proposed LRDP, under which medical uses would be phased out by 2020. Employment at this campus would be greater under Alternative 3B than under the LRDP because of the continued use of the western and eastern portions of the campus for medical uses, but less than under existing conditions because of the demolition of the 3700 California Street Hospital. CPMC would be required to comply with all applicable provisions of San Francisco's building and fire codes. In contrast with the proposed LRDP, a substantial number of FTE personnel would remain at this site, but again, the number of personnel would be less than under existing conditions. As a result, the number of new residents in the city would not increase, and no undue demand would be placed on any one public service facility. Alternative 3B would not result in a substantial adverse impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries, as under the proposed LRDP. This impact would be less than significant, but greater than under the proposed LRDP.

No mitigation measures are required at the California Campus under Alternative 3B. Project-level and cumulative impacts on public services associated with implementing Alternative 3B at the California Campus would be less than significant, but greater than under the LRDP because of the continued use of this campus.

Alternative 3B (California)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 3 on Utilities and Service Systems" on page 6-397 for a discussion of this impact.

Alternative 3B (California)—Biological Resources

In contrast with the proposed LRDP, which does not include demolition or construction at the California Campus and would have no impact on biological resources, Alternative 3B at the California Campus could affect 208 trees, none of which were determined to be significant.[119]

Under Alternative 3B, CPMC would demolish and redevelop the eastern portion of the California Campus and sell the 3700 California Street Hospital parcel after demolition. Demolition activities and construction equipment could disturb any birds nesting in trees on campus, resulting in a potentially significant impact. Mitigation Measure M-BI-N1 (see page 4.13-19 in Section 4.13, "Biological Resources") would require preconstruction surveys before demolition and construction activities during the nesting season (February through August). Implementing this measure would reduce this impact to a less-than-significant level; however, impacts would be

[119] Turnstone Consulting. 2004 (April 21). Tree Locations Map. San Francisco, CA.

much greater under Alternative 3B than under the proposed LRDP (which would have no impact) because of the increased development program.

CPMC would be required to submit a tree protection plan to the City and implement the plan for trees that could be affected by construction and for which a removal permit has not been obtained. In contrast with the proposed LRDP, under Alternative 3B CPMC would obtain a permit from DPW for tree removal at the California Campus, consistent with Article 16, "Urban Forestry Ordinance," of the San Francisco Public Works Code. In addition, pursuant to Section 143 of the Planning Code, CPMC would have to ensure that an appropriate replacement tree for each street tree removed would be planted on the project site or along the street, or would have to pay an in-lieu fee. Implementation of the tree protection plan and compliance with applicable regulations would reduce impacts on street trees to a less-than-significant level; however, impacts at the California Campus would be greater under Alternative 3B than under the proposed LRDP because of the increased development program.

In contrast with the proposed LRDP, implementation of Mitigation Measure M-BI-N1 would be required under Alternative 3B. Project-level and cumulative impacts on biological resources would be less than significant, but greater than under the proposed LRDP.

Alternative 3B (California)—Geology and Soils

The potential for fault rupture at the California Campus site is low, and new earthquake fault zones are unlikely to be designated in the near future. In addition, the new Women's and Children's Hospital located on the eastern portion of the campus would incorporate appropriate engineering practices to ensure seismic stability of the structure, as required by state and local building codes. Therefore, impacts related to ground shaking would be less than significant at the California Campus under Alternative 3B, but greater than under the proposed LRDP (under which no development is proposed and no impacts would occur).

The California Campus area is underlain by dense sand and clayey sand, which would not be susceptible to liquefaction.[120] Therefore, this area would not result in liquefaction-induced settlement. Zones of loose to medium-dense sand were encountered within the fill and Dune Sand beneath the California Campus. An engineering analysis concluded that the fill and Dune Sand could settle up to 1.5 inches. These areas could experience differential seismically induced settlement, resulting in a potentially significant impact. In contrast with the proposed LRDP, under which future uses of the site are speculative, Alternative 3B would include a new Women's and Children's Hospital on the eastern portion of the campus. Connections to off-site utilities would be located within these areas. In the event of seismic settlement, connections to off-site utilities could be severed. However, the design would include flexible connections between off-site utilities and the campus buildings or

[120] California Pacific Medical Center. 2006 (March 28). *Geotechnical Investigation, Four Campus Master Plan Project, Pacific Campus, California Pacific Medical Center, San Francisco, California.* Prepared by Treadwell & Rollo, San Francisco, CA.

other methods recommended by a licensed engineer to reduce this impact at the California Campus under Alternative 3B to a less-than-significant level. With implementation of these design features, impacts related to liquefaction, lateral spreading, and densification/seismic settlement would be less than significant; however, impacts would be greater than under the proposed LRDP because of the new construction that would occur on the California Campus under this alternative, including the new Women's and Children's Hospital.

The California Campus has no evidence of past or ongoing landslide activity. Therefore, impacts of Alternative 3B at this campus related to landslides would be less than significant. The new facilities would be constructed on a site that is already developed. Construction-related activities such as excavation could result in erosion and loss of topsoil. Without proper controls, these activities would expose loose soils to both wind and water erosion, resulting in a potentially significant impact. However, implementation of Mitigation Measure M-GE-N4 (see page 4.14-54 in Section 4.14, "Geology and Soils") would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. Impacts related to erosion or loss of topsoil would be less than significant with mitigation. However, impacts would be greater than under the proposed LRDP (under which no impact would occur) because of the new construction that would occur on the California Campus under this alternative, including construction of the new Women's and Children's Hospital.

Excavation activities during construction could encounter groundwater at the new Women's and Children's Hospital site, which would have three below-grade levels, and could require dewatering. Implementation of Mitigation Measure M-GE-N6 (see page 4.14-62) would require preparation of a geotechnical report to address the potential subsidence impacts of dewatering, reducing this impact to a less-than-significant level; however, impacts would be greater than under the proposed LRDP (under which no impact would occur) because of the new construction that would occur on the California Campus under this alternative.

The California Campus is underlain primarily by sand. However, thick layers of clay are present within the Colma Formation, and the upper layers of the Franciscan bedrock have weathered to clay. These clay layers are potentially expansive. The soils at the California Campus are considered "corrosive" to "mildly corrosive."[121] The subsurface concrete and reactive metal materials of the new facilities could corrode through contact with soils over time, thus resulting in a potentially significant impact. As part of standard engineering practices, all reinforced concrete and buried metallic piping would be properly protected against corrosion, in accordance with the critical nature of the structure. Impacts related to corrosive soils would be less than significant with incorporation of standard engineering practices, but would be greater than under the LRDP. Although the clay layers are potentially expansive, excavation for the new Women's and Children's Hospital building would extend three stories beneath the potentially expansive clay. Therefore, the impact related to expansive soils at the

[121] Ibid.

California Campus would be less than significant, but greater than under the proposed LRDP (under which no impact would occur), under Alternative 3B.

The California Campus is connected to the municipal sewer system and would remain connected under this alternative; no septic tanks would be required. This impact would be less than significant. No unique geologic or physical features exist on the campus. Excavation, grading, and construction for the new building would not change the grade of the surrounding area. This impact would be less than significant under Alternative 3B, but greater than under the proposed LRDP, under which no impact would occur.

In contrast with the proposed LRDP, under which no impacts would occur and mitigation measures are not required, implementation of Mitigation Measures M-GE-N4 and M-GE-N6 at the California Campus would be required under Alternative 3B. Project-level and cumulative impacts related to geology and soils would be less than significant, but greater than under the proposed LRDP.

Alternative 3B (California)—Hydrology and Water Quality

Under Alternative 3B, in contrast with the proposed LRDP, demolition and construction activities would occur at the California Campus. No excavation or grading would occur at the 3700 California Street Hospital after the hospital's demolition. Future uses of the parcels on which the 3700 California Street Hospital is located are speculative, and future proposals (by other owners) would be subject to separate, project-specific environmental review under CEQA once a specific development proposal for those parcels is submitted by other, future owners.

The California Campus is currently highly developed with impervious surfaces or hardscape. Construction of the new Women's and Children's Hospital under Alternative 3B would result in minor increases in impervious surfaces, but these minor increases would not substantially obstruct or affect groundwater recharge given the degree of impervious surfaces currently at the site. Dewatering activities would be temporary. Construction and long-term operation of the new building at the California Campus would result in a less-than-significant impact on groundwater supplies; however, the impact would be greater than under the proposed LRDP because of the increased development program under this alternative. The development program at the California Campus under Alternative 3B would be greater than development under the proposed LRDP because of the continued operation of the campus and construction of the new Women's and Children's Hospital. The demolition and construction activities would require the removal of vegetated buffer areas, resulting in a slight increase in impervious surfaces at the site. Without implementation of LID stormwater management controls under Alternative 3B, the total or peak runoff volume from the California Campus could increase compared to existing conditions, which could contribute to the increased frequency or severity of CSO events. Mitigation Measure M-HY-N2 (see page 4.15-31 in Section 4.15, "Hydrology and Water Quality") would require the preparation of a stormwater management design plan focusing on LID strategies and BMPs. Implementing this measure would reduce total or peak runoff

volume impacts to a less-than-significant level; however, impacts would be greater than under the proposed LRDP because of the increased development program under this alternative.

Construction of the new Women's and Children's Hospital under Alternative 3B would require excavation for the associated three below-grade levels. Soil stockpiles and excavated portions of the site would be exposed to runoff if not managed properly, which could cause erosion and sedimentation to be carried into the combined sewer system. Mitigation Measure M-HY-N3 (see page 4.15-36) would require a site-specific SWPPP, which would reduce the potential for contaminants, sediments, or pollutants in stormwater runoff to enter the combined sewer system during construction. This impact would be less than significant with mitigation, but greater than under the proposed LRDP (under which no impact would occur) because of the increased development program at the California Campus under this alternative.

No streams or river courses are located within the California Campus. As under the proposed LRDP, implementing Alternative 3B at the California Campus would not alter a stream or river course and would have a less-than-significant impact. All CPMC campuses are outside of both seiche and tsunami hazard areas. Therefore, as under the LRDP, implementing Alternative 3B would not expose people or structures to substantial risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

In contrast with the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 at the California Campus is required under Alternative 3B. Project-level and cumulative hydrology and water quality impacts would be less than significant at the California Campus under Alternative 3B, but greater than those under the proposed LRDP (under which no impact would occur) because of the increased development program.

Alternative 3B (California)—Hazards and Hazardous Materials

In contrast with the proposed LRDP, demolition and construction would occur at the California Campus under Alternative 3B. Existing buildings could contain asbestos-containing materials, lead-based paint, PCBs, and fluorescent lights containing mercury vapor. Therefore, demolition and construction activities under this alternative could result in potentially significant impacts related to the transport, use, and disposal of hazardous materials during construction.

In contrast with the LRDP, under which no construction would occur at the California Campus, removal of three existing and permitted USTs at the site of the current 3700 California Street Hospital may be required as part of the excavation activities under Alternative 3B. Removal of the USTs could expose workers to contaminants during tank removal activities. This impact would be potentially significant. Implementation of Mitigation Measure M-HZ-N1a (see page 4.16-46) would require preparation and approval of an SMP, reducing impacts related to known soil and groundwater conditions to a less-than-significant level. This impact would be greater

under this alternative than under the proposed LRDP because this alternative would require removal of the USTs on the central portion of the campus in a building that would be retained under the LRDP.

In contrast with the LRDP, under Alternative 3B previously unidentified contaminated soil or groundwater could be encountered during demolition of the 3700 California Street Hospital, 3698 California Street building, and 3773 Sacramento Street garage, and construction of the Women's and Children's Hospital under this alternative. This would be a potentially significant impact. Implementation of Mitigation Measure M-HZ-N1b (see page 4.16-48) would require preparation and approval of a contingency plan that contains management protocols, reducing impacts related to unknown soil and groundwater conditions at the California Campus to a less-than-significant level. This impact would be greater than under the LRDP because of the demolition and construction that would occur under this alternative.

Compliance with the SWPPP, the requirements of the San Francisco HMUPA, applicable regulations and standards, and the procedures set forth in the environmental contingency plan at the California Campus would reduce the potential for releases from the transport, use, or disposal of hazardous materials during construction activities to a less-than-significant level. Impacts would be greater than under the LRDP, because of the increased development program.

Under Alternative 3B, the California Campus would continue operating as a medical campus. Almost all CPMC-related use of the California Campus would cease by 2020 under the proposed LRDP; by contrast, under this alternative, workers would still be required to handle potentially hazardous materials that are currently used at the campus, and medical- and hospital-specific hazardous wastes would still be produced at the campus. The use of hazardous materials would be reduced under Alternative 3B relative to existing conditions because the 3700 California Street Hospital would be demolished and would no longer be in use. The new Women's and Children's Hospital that would be constructed under this alternative would generate hazardous materials (such as medically related materials); however, overall medical use under Alternative 3B would be less than under existing conditions. Therefore, the amount of hazardous materials generated would also be less. Hazardous materials and wastes would be routinely stored and used at the California Campus in amounts less than under existing conditions. These materials would be properly used and stored under permit of medical wastes, storage, and uses at the California Campus. Compliance with the requirements of the San Francisco HMUPA, applicable regulations and standards, and State of California requirements would reduce the potential for releases of hazardous materials during operations at the California Campus to a less-than-significant level.

As discussed above, hazardous materials brought on-site during construction would be managed in accordance with federal, state, and local regulations. Storage of hazardous materials would be managed under the oversight of

the San Francisco HMUPA and through compliance with applicable regulations. Therefore, the potential for hazardous materials emergencies and potential effects on sensitive receptors would be less than significant.

Based on the Phase I and Phase I/Phase II ESAs prepared for the California Campus, no RECs were identified. Please refer to Section 4.16, "Hazards and Hazardous Materials," for details regarding the ESAs prepared for the California Campus. These ESAs included a review of governmental databases of hazardous materials sites, compiled as required by Government Code Section 65962.5. The California Campus was listed on nine databases; however, inclusion of this site does not indicate a substantial effect related to hazardous materials, but rather that activities at the site include the use and storage of hazardous materials. Therefore, impacts related to sites included on a list of hazardous materials sites would be less than significant.

In contrast with the LRDP, implementation of Mitigation Measures M-HZ-1a and M-HZ-1b would be required at the California Campus under Alternative 3B. Project-level and cumulative impacts related to hazards and hazardous materials would be less than significant under this alternative, but greater than those under the proposed LRDP because of the increased development program at this campus.

Alternative 3B (California)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 3 on Mineral and Energy Resources" on page 6-398 for a discussion of this impact.

Alternative 3B (California)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 3 on Agricultural and Forest Resources" on page 6-399 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 3B AT THE ST. LUKE'S CAMPUS

Alternative 3B (St. Luke's)—Land Use and Planning

Under Alternative 3B, development at the St. Luke's Campus would be similar to development under the proposed LRDP, except that the MOB/Expansion Building, which would occupy the same footprint as the MOB/Expansion Building proposed under the LRDP, would be reduced by two stories.

Impacts on land use would be less under Alternative 3B than under the proposed LRDP. No adverse changes in land use would result from the reduced MOB compared to the changes in land use that would occur under the proposed LRDP. Therefore, impacts on land use would be less than significant under Alternative 3B and less than under the proposed LRDP because of the slightly reduced MOB/Expansion Building. As under the proposed LRDP, no mitigation measures would be required under this alternative. Project-level and cumulative impacts on

land use under Alternative 3B would be less than significant, and less than under the proposed LRDP. Please refer to Section 4.1, "Land Use and Planning."

Alternative 3B (St. Luke's)—Aesthetics

Under Alternative 3B, development at the St. Luke's Campus would be similar to development under the proposed LRDP, except that the MOB/Expansion Building would be reduced by two stories (to three stories and 65 feet tall) and would occupy the same footprint as the MOB/Expansion Building proposed under the LRDP. Impacts related to the St. Luke's Replacement Hospital are not discussed further.

The three-story, 65-foot-tall (including mechanical penthouse) reduced MOB/Expansion Building would be two stories and 35 feet shorter than the 100-foot-tall (including mechanical penthouse) MOB/Expansion Building proposed under the LRDP. Although the reduced MOB/Expansion Building would be taller than the existing two- to three-story (about 40-feet-tall) residential buildings and medium-scale (about 60-feet-tall) commercial buildings that surround the campus, it would be nine stories and approximately 100 feet shorter than the 12-story, 158-foot-tall (plus 11-ft. mechanical penthouse) St. Luke's Hospital tower that currently exists at that location, As a result, the contrast in height would be less than under existing conditions. Therefore, the reduced MOB/Expansion Building under this alternative would not substantially affect any scenic vistas/views in the vicinity. This impact would be less than significant, and less than under the proposed LRDP because of the reduced height of the MOB/Expansion Building.

Existing trees and landscaping located on the St. Luke's Campus would be removed for construction of the St. Luke's Replacement Hospital and reduced MOB/Expansion Building. However, as under the LRDP, the existing landmark tree at the St. Luke's campus would be protected and retained, and a landscaping plan would be prepared to provide for the preservation, removal, and/or replacement of trees throughout the St. Luke's Campus. Please refer to "Alternative 3B (St. Luke's)—Biological Resources" (page 6-387) for the impact analysis related to trees. The development under this alternative would not substantially damage scenic resources and would have a less-than-significant impact on scenic resources. This impact would be similar to the impact of the proposed LRDP because the same area would be disturbed for development under Alternative 3B.

As under the proposed LRDP, because of the high level of lighting generated by the existing buildings on the St. Luke's Campus, the lighting associated with the new facilities would not result in a substantial increase in the ambient lighting of the campus area. Spillover light is common and expected in dense urban environments such as the St. Luke's project area. The lighting associated with the new facilities would be installed and operated in compliance with the City's Lighting Guidelines and the California Building Standards Code (Title 24). Therefore, this impact would be less than significant, and less than under the proposed LRDP because of the reduced height of the MOB/Expansion Building under this alternative.

Therefore, impacts related to aesthetics would be less than significant, and slightly less than those of the proposed LDRP. Please refer to Section 4.2, "Aesthetics." As under the LRDP, no mitigation measures are required at the St. Luke's Campus under this alternative. Project-level and cumulative impacts on scenic resources, visual character or quality, and light and glare would be less than significant, and less than under the proposed LRDP because of the reduced development program at this campus.

Alternative 3B (St. Luke's)—Population, Employment, and Housing

Overall, under Alternative 3B the space dedicated to medical uses at the MOB/Expansion Building at the St. Luke's Campus would decrease by approximately 38,000 sq. ft. relative to conditions proposed under the LRDP (201,000 sq. ft.). This building would no longer include 30,600 sq. ft. of patient-care clinic uses proposed under the CPMC LRDP.

Approximately 1,510 FTE personnel would work at the St. Luke's Campus by 2030 under Alternative 3B, an increase of 910 personnel from 2006 personnel levels. However, under Alternative 3B, there would be approximately 20 fewer FTE personnel than under the LRDP (1,530 FTE personnel). Under this alternative, the average daily population at the St. Luke's Campus would decrease slightly compared to the LRDP, but would increase relative to existing conditions.

Under this alternative, the increase in personnel at the St. Luke's Campus, compared to 2006 personnel levels, would induce additional housing demand as a result of population and household growth. Using the population and housing impact methodology described in Section 4.3, "Population, Employment, and Housing," development at St. Luke's as proposed under Alternative 3B would induce approximately 760 net new San Francisco residents and 330 net new San Francisco households. This projected growth accounts for approximately 1% of total population and household growth from 2006 to 2030 as estimated by ABAG.

Despite the slight increase in population growth and housing demand from existing conditions of 210 households, the increase in households (330 net new households) could be accommodated within the existing vacant housing supply in San Francisco, as well as the land available for housing development as stated by the adopted 2004 Housing Element in the General Plan (see Section 4.3, "Population, Employment, and Housing," for a more detailed discussion of available housing capacity in San Francisco and discussion of projected effects of implementing Alternative 3 at all existing and proposed campuses combined on citywide employment, the number of households in San Francisco, and population growth in the City in "Multiple Impacts on Population, Employment, and Housing" on page 6-388).[122] Therefore, the impact of Alternative 3B would be less than

[122] San Francisco Planning Department. 2004 (May). *Adopted Housing Element—Part 1: Data Needs and Analysis.* San Francisco, CA. American Community Survey, 2006–2008, San Francisco County, U.S. Census.

significant, and less than the impact of the proposed LRDP. As under the proposed LRDP, no mitigation measures are required under this alternative.

Alternative 3B (St. Luke's)—Cultural and Paleontological Resources

Impacts on cultural and paleontological resources would be similar to impacts under the proposed LRDP. Although the MOB/Expansion Building would be reduced in size, it would occupy the same footprint as under the proposed LRDP and would require the same amount of excavation because the same amount of underground parking is proposed under Alternative 3B as under the LRDP. As under the proposed LRDP, implementation of Mitigation Measures M-CP-N2, M-CP-N3, and M-CP-N4 at the St. Luke's Campus is required under Alternative 3B. Therefore, as under the LRDP, project-level and cumulative impacts on historic, archaeological, and paleontological resources would be less than significant. Please refer to Section 4.4, "Cultural and Paleontological Resources."

Alternative 3B (St. Luke's)—Transportation and Circulation

Traffic Impacts of Alternative 3B at the St. Luke's Campus

Under the proposed LRDP, six of the 15 study intersections in the St. Luke's Campus vicinity would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and would continue to operate at the same LOS under 2015 Modified Baseline plus Project conditions. Implementing the LRDP at the St. Luke's Campus would result in a net increase of 207 vehicle trips from existing conditions during the p.m. peak hour and would not contribute considerably to the critical movements of these intersections operating at LOS E or F. Under Alternative 3B, the development program at the St. Luke's Campus would be less than the LRDP because of the reduced MOB/Expansion Building and would result in a net-new increase of 89 vehicle trips during the p.m. peak hour from existing conditions.[123] The increase in vehicle trips under this alternative would be less than under the LRDP and therefore would not result in any significant impacts on the study intersections.[124] Under 2015 Modified Baseline plus Alternative 3B conditions, the intersections would operate at the same LOS as under the LRDP. As under the proposed LRDP, implementing Alternative 3B at the St. Luke's Campus would not contribute considerably to traffic at the study intersections. Impacts would be less than significant and less than under the LRDP.

Under 2030 Cumulative No Project conditions, six of the 15 study intersections in the St. Luke's Campus vicinity would operate at LOS F conditions and would operate at the same LOS under 2030 Cumulative plus Project conditions. Implementing the LRDP at the St. Luke's Campus would not contribute considerably to the critical movements of these intersections. Under 2030 Cumulative plus Alternative 3B conditions, the intersections would

[123] Adavant Consulting. 2010 (March 19). CPMC LRDP—Changes from Existing to Future (2020) in Daily Population and Travel Demand – Alt 3B. San Francisco, CA. Page 16.

[124] Fehr & Peers. 2010 (May 25). *CPMC Alternatives Analysis.* San Francisco, CA. Page 14.

operate at the same LOS as under the LRDP.[125] Implementing Alternative 3B at the St. Luke's Campus would contribute fewer vehicle trips than implementing the LRDP; therefore, implementing this alternative would not result in significant impacts on the study intersections.

Project-level and cumulative impacts on traffic in the St. Luke's Campus vicinity under Alternative 3B would be less than significant and less than under the proposed LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Transit Impacts of Alternative 3B at the St. Luke's Campus

Transit impacts would be less under Alternative 3B than under the proposed LRDP because the development program would be reduced. The proposed LRDP would add 39 net-new transit trips from existing conditions during the p.m. peak hour (see Table 4.5-11 on page 4.5-77). Alternative 3B would add 30 p.m. net-new transit trips to existing conditions during the peak hour,[126] which is less than under the proposed LRDP. The transit demand under Alternative 3B could be accommodated during the p.m. peak hour and all four corridors would continue to operate at less than Muni's 85% capacity utilization standards. Alternative 3B would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity and would not cause a significant increase in ridership demand for CPMC shuttle service. Thus, unacceptable levels of transit service would not result. Demands on transit would not cause a substantial increase in operating delay or costs such that significant adverse impacts on transit service would occur. Project-level and cumulative impacts on transit under Alternative 3B would be less than significant and less than under the proposed LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Bicycle Impacts of Alternative 3B at the St. Luke's Campus

Like the proposed LRDP, Alternative 3B would not include any design elements that would inhibit bicycle activity in the campus vicinity and would not interfere with implementation of the bicycle plan on Cesar Chavez Street. The proposed LRDP would add six net-new "other" trips during the p.m. peak hours (see Table 4.5-11 on page 4.5-77) compared to existing conditions, of which a portion are expected to be bicycle trips. Alternative 3B would add four net-new "other" trips during the p.m. peak hour,[127] fewer than under the LRDP. As under the proposed LRDP, the new parking garage access on Valencia Street and Cesar Chavez Street could result in vehicle and bicycle conflicts, but not to a significant level. The St. Luke's Campus would not create any potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the campus and adjoining areas. The four "other" trips during the p.m. peak hour under Alternative 3B would not

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[125] Ibid., pages 13 and 17.

[126] Adavant Consulting. 2010 (March 19). CPMC LRDP—Changes from Existing to Future (2020) in Daily Population and Travel Demand—Alt 3B. San Francisco, CA. Page 15.

[127] Ibid.

affect bicycle travel in the area. Project-level and cumulative bicycle impacts of Alternative 3B would be less than significant and less than impacts of the LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Pedestrian Impacts of Alternative 3B at the St. Luke's Campus

Under Alternative 3B, the pedestrian network near the St. Luke's Campus would be maintained. The proposed LRDP would add 64 net-new pedestrian trips to existing conditions during the p.m. peak hour (see Table 4.5-11 on page 4.5-77). Alternative 3B would add 40 net-new pedestrian trips during the p.m. peak hour (including the 30 net-new transit trips to account for walking trips to and from the Muni bus stops).[128] This would be a smaller number of pedestrian trips than under the LRDP. Thus, these trips would be adequately accommodated on the existing sidewalks, which were observed to have low to moderate pedestrian volumes. Project-level and cumulative pedestrian impacts would be less than significant and less than under the proposed LRDP.

Loading Impacts of Alternative 3B at the St. Luke's Campus

Loading impacts would be slightly less under Alternative 3B than under the proposed LRDP because of the reduced MOB/Expansion Building. As under the LRDP, implementation of the truck management plan at the St. Luke's Campus would restrict the length of incoming trucks and would specify that all truck maneuvering would be within the loading dock, without blocking the sidewalk or parking lanes on Cesar Chavez Street. Loading demand would be accommodated with the proposed supply of loading space or within on-street loading zones. Impacts related to truck loading demand would be less than significant and less than under the LRDP.

Passenger loading/unloading demand under Alternative 3B would be less than the demand under the proposed LRDP. As under the LRDP, loading/unloading zones would be provided along Cesar Chavez Street and Valencia Street and at San Jose Avenue. Passenger loading/unloading would be accommodated within the zones on campus. Project-level and cumulative loading and passenger loading/unloading impacts would be less than significant and less than under the LRDP.

Emergency-Vehicle Access Impacts of Alternative 3B at the St. Luke's Campus

As under the proposed LRDP, under Alternative 3B the emergency-vehicle access near the intersection of San Jose Avenue and 27th Street would be maintained while the proposed St. Luke's Replacement Hospital is under construction. New emergency access to the replacement hospital building would be provided on 27th Street between Guerrero Street and San Jose Avenue. Emergency-vehicle access would be the same as under the LRDP. Therefore, emergency-access impacts would be less than significant and the same as under the proposed LRDP.

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[128] Ibid.

Construction Impacts of Alternative 3B at the St. Luke's Campus

Construction activities associated with Alternative 3B at the St. Luke's Campus would be similar to those under the proposed LRDP. Construction activities would take place at this campus for a shorter time under this alternative because of the reduced size of the MOB/Expansion Building and would include temporary closures of portions of sidewalks located adjacent to the construction sites and temporary pedestrian routes. Throughout the construction period, trucks related to construction activities would flow into and out of the campus. Construction truck trips would temporarily increase pedestrian/bike conflicts on surrounding streets, and temporary detours may be required. Lane and sidewalk closures are subject to review and approval by DPW and the Transportation Advisory Staff Committee, and the interdepartmental staff committee. Construction impacts would be temporary and would occur for a shorter period of time than under the LRDP because of the reduced size of the MOB/Expansion Building. Therefore, impacts caused by construction-related traffic, transit, and pedestrians would be less than significant and less than under the proposed LRDP. As under the LRDP, no mitigation measures are required under this alternative.

Parking Discussion for Alternative 3B at the St. Luke's Campus

Under Alternative 3B, a total of 546 parking spaces would be provided at the St. Luke's Campus, 96 spaces more than under the LRDP. The LRDP would provide a total of 450 parking spaces, with a parking shortfall of 309 spaces. The parking shortfall at St. Luke's would be smaller under Alternative 3B than under the proposed LRDP. Short-term visitors to the campus unable to find parking on the campus would likely park in any available on-street parking space around the campus, although some may also choose to take transit, bicycle, or walk instead of drive. In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant impact under CEQA, but rather a social effect.

Alternative 3B (St. Luke's)—Noise

Under Alternative 3B, development at the St. Luke's Campus would be similar to that of the proposed LRDP, except that the MOB/Expansion Building would be reduced by two stories. The MOB/Expansion Building proposed under Alternative 3B would occupy the same footprint as the MOB/Expansion Building proposed under the LRDP. Impacts related to the St. Luke's Replacement Hospital are not discussed further. As under the proposed LRDP, construction activities would expose sensitive receptors to increased noise levels on the site and in the existing residential neighborhood adjacent to the site. Construction activities would need to comply with the San Francisco Noise Ordinance, which prohibits construction between 8 p.m. and 7 a.m. Construction activities at the St. Luke's Campus would occur over a slightly shorter period of time under Alternative 3B than under the LRDP because of the reduced size of the MOB/Expansion Building. Noise generated by construction activities would not exceed 80 dB at 100 feet, nor would construction take place during noise-sensitive nighttime hours. However, on-site noise sensitive receptors (patients and staff occupying the existing St. Luke's Hospital tower)

would experience elevated interior noise levels, including noise levels exceeding those recommended for hospitals. This impact would be potentially significant. As under the proposed LRDP, Mitigation Measure M-NO-N1 (see page 4.6-46 in Section 4.6, "Noise") would require CPMC to implement physical (e.g., noise shielding) and operational (e.g., construction complaints coordinator) impact reduction measures under this alternative. Implementing this measure which would reduce this impact to a less-than-significant level; the impact would be less than that under the LRDP because of the reduced development program at this campus.

Operation of the St. Luke's Campus under Alternative 3B would result in an increase in ADT volumes compared to existing conditions, and could result in a noticeable (3 dB or greater) increase in traffic noise along roadways on and near the campus site. This would not result in a noticeable increase in ambient traffic noise levels, and the increase would be less than under the proposed LRDP because Alternative 3B would generate slightly less traffic due to the reduced size of the MOB/Expansion Building. As under the proposed LRDP, the Emergency Department would continue to operate under this alternative. Noise levels from emergency vehicles would be similar to noise levels under the LRDP. As under the proposed LRDP, operation of the campus would not cause traffic noise levels to exceed the City's transportation noise level criterion of 60 dB L_{dn}. This impact would be less than significant, and less than under the proposed LRDP.

Under Alternative 3B, stationary noise sources (e.g., HVAC equipment, parking garage activities, patient drop-offs, loading dock and delivery activities, waste disposal activities) would increase compared to existing conditions, though to a lesser extent than the proposed LRDP because of the reduced size of the MOB/Expansion Building. The operation of rooftop HVAC equipment could potentially generate noise levels that would result in a substantial increase in ambient noise levels compared to existing conditions. However, the impact would be less than under the proposed LRDP because of the reduced development under this alternative. Mitigation Measures M-NO-N3a and M-NO-N3b (see page 4.6-71) would require CPMC to implement physical (e.g., equipment design) impact reduction measures that are considered practical and feasible; implementing these measures would reduce this impact to a less-than-significant level, and the impact would be less under Alternative 3B than under the proposed LRDP.

The office and habitable spaces within the St. Luke's Campus would be exposed to traffic noise from Valencia Street and Cesar Chavez Street under this alternative. Future traffic noise levels could exceed 45 dB L_{dn}, resulting in a potentially significant impact. Implementation of Mitigation Measure M-NO-4 (see page 4.6-86), which would require noise reduction measures in the project design under Alternative 3B, would reduce impacts to a less-than-significant level; impacts would be less than under the proposed LRDP.

Demolition and construction activities for the St. Luke's Replacement Hospital and the MOB/Expansion Building may temporarily result in construction-generated vibration under Alternative 3B. Demolition, excavation, and

construction activities associated with the St. Luke's Replacement Hospital would be the same as under the LRDP. Demolition and excavation activities associated with the MOB/Expansion Building would be the same as under the LRDP; however, the construction period for the upper levels of the MOB/Expansion Building would be shorter under Alternative 3B because of the reduced size of the building under this alternative. The predicted levels of groundborne noise and vibration could exceed applicable thresholds, resulting in a potentially significant impact, and would last for about the same amount of time as under the proposed LRDP. Mitigation Measure M-NO-N5 (see page 4.6-93) would require CPMC to implement physical and operational impact reduction measures under Alternative 3B. However, as under the proposed LRDP, this impact would remain significant and unavoidable even with mitigation incorporated. This impact of Alternative 3B would be similar to the impact of the LRDP.

As under the proposed LRDP, implementation of Mitigation Measures M-NO-N1, M-NO-N3a, M-NO-N3b, M-NO-N4, and M-NO-N5 would be required under Alternative 3B. Potential project-level and cumulative noise impacts would be less than significant with mitigation, with the exception of the significant and unavoidable impacts related to groundborne noise and vibration. These impacts would be slightly less than the impacts under the LRDP because the development program would be reduced at this campus under this alternative.

Alternative 3B (St. Luke's)—Air Quality

The MOB/Expansion Building at the St. Luke's Campus would be smaller under Alternative 3B than under the proposed LRDP; the net new area for St. Luke's would be approximately 10% smaller than under the LRDP. Conversely, as discussed under "Alternative 3B (California)—Air Quality" (page 6-364), the proposed new hospital at the California Campus would have approximately 50% as much new square footage as the proposed Cathedral Hill Hospital under the LRDP. Overall, the net new construction area across all CPMC campuses would be approximately 14% greater than under the LRDP.

Impacts Under the Applicable (1999) BAAQMD CEQA Thresholds

Regional Impacts from Construction

Regional impacts across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Construction" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Construction-related emissions of fugitive dust would be greater under Alternative 3B than under the LRDP, but would be reduced to a less-than-significant level with mitigation.

Localized Impacts from Construction

A smaller quantity of construction TACs would be emitted at the St. Luke's Campus under Alternative 3B than under the LRDP; hence, impacts at the St. Luke's Campus with respect to health risks from construction TACs (Impacts AQ-2 and AQ-7) would be smaller under Alternative 3B than under the LRDP, and thus would also be less than significant. Under Alternative 3B, CPMC would implement Mitigation Measures M-AQ-1 and M-AQ-2 to comply with CEQA and local requirements.

Regional Impacts from Operations

Regional impacts from operations across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Operations" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). Regional impacts from operations under Alternative 3B would be significant and unavoidable, and greater than under the LRDP.

Localized Impacts from Operations

The impacts at the St. Luke's Campus with respect to local CO emissions from mobile sources (Impact AQ-4) , odors (Impact AQ-6), and single-source and cumulative health risk from operational TACs (Impacts AQ-5 and AQ-7, respectively) would be smaller than the impacts under the LRDP, and thus would also be less than significant.

Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)

Regional Impacts from Construction

Regional impacts across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Construction" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). The total area of new construction across all CPMC campuses would be larger under Alternative 3B than under the proposed LRDP; as a result, construction-related emissions would also be larger than under the LRDP. Implementing Mitigation Measure M-AQ-1 would reduce construction impacts from fugitive dust to a less-than-significant level. Under Alternative 3B, as under the proposed LRDP, the impact associated with emissions of criteria pollutants during construction would be significant and unavoidable even after implementation of Mitigation Measure M-AQ-N9.

Localized Impacts from Construction

A smaller quantity of TAC emissions would be generated at the St. Luke's Campus under Alternative 3B than under the LRDP; hence, the impacts with respect to the recently adopted thresholds for risks from construction TACs (Impact AQ-10) would be smaller than the impact under the LRDP. However, as under the LRDP, the impact at this campus would be significant and unavoidable despite mitigation.

Regional Impacts from Operations

Regional impacts from operations across all campuses under Alternative 3B were discussed previously in "Regional Impacts from Operations" under "Impacts Under the Recently Adopted BAAQMD CEQA Thresholds (June 2, 2010)" in "Alternative 3 (Cathedral Hill)—Air Quality" (page 6-313). No feasible mitigation is available to reduce this impact to a less-than-significant level; therefore, under Alternative 3B, as under the LRDP, regional impacts with respect to operational criteria pollutant emissions would be significant and unavoidable.

Localized Impacts from Operations

Smaller quantities of new operational emissions would be generated at St. Luke's under Alternative 3B than under the LRDP. As a result, the impacts of implementing Alternative 3B at the St. Luke's Campus would be less than significant with respect to recently adopted thresholds for odors and single-source and cumulative health risk from operational TACs, and would be less than under the LRDP.

Alternative 3B (St. Luke's)—Greenhouse Gas Emissions

See "Multiple-Campus Impacts of Alternative 3 on Greenhouse Gas Emissions" (page 6-393) for a discussion of this impact.

Alternative 3B (St. Luke's)—Wind and Shadow

Development at the St. Luke's Campus under Alternative 3B would be similar to development at St. Luke's under the proposed LRDP, except that the MOB/Expansion Building would be reduced by two stories. The reduced-size MOB/Expansion Building would occupy the same footprint as the MOB/Expansion Building proposed in the LRDP. Impacts related to the St. Luke's Replacement Hospital are not discussed further because the hospital building would be the same under Alternative 3B as under the proposed LRDP.

The reduced-size MOB/Expansion Building would be 35 feet shorter than the building proposed under the LRDP and 93 feet shorter than the existing St. Luke's Hospital tower. As under the proposed LRDP, under Alternative 3B, the reduced-size MOB/Expansion Building would be sheltered by the St. Luke's Replacement Hospital building to the west. No substantial changes to the wind environment in pedestrian areas adjacent to or near the St. Luke's Campus would occur under this alternative. Wind impacts would be less than significant, and less than under the proposed LRDP because of the reduced size of the MOB/Expansion Building.

The reduced-size MOB/Expansion Building would likely cast shadows on adjacent sidewalks at different times of day and different times of year. This new building would add new shadows in the vicinity of the campus; however, the new shadows would not affect open space protected by Section 295 or other recreational spaces.

Shadow impacts under Alternative 3B would be less than significant, and less than under the proposed LRDP because the height of the MOB/Expansion Building would be shorter.

As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative. Project-level and cumulative impacts related to wind and shadow would be less than significant under Alternative 3B, and less than under the proposed LRDP because of the reduced development at this campus.

Alternative 3B (St. Luke's)—Recreation

The development program at the St. Luke's Campus under Alternative 3B would be reduced compared to the proposed LRDP. It would result in an estimated net increase of approximately 910 FTE personnel from 2006 to 2030 as compared to existing conditions, but approximately 20 fewer FTE personnel as compared to the proposed LRDP. Alternative 3B's increase in FTE personnel at the St. Luke's Campus could increase demand on local parks relative to the proposed LRDP. Alternative 3B would result in net new residents in San Francisco; however, these residents would be dispersed throughout the City and would not place excessive demand on any specific neighborhood park. Impacts on recreational facilities would be less than significant, and less than under the proposed LRDP. As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under Alternative 3B.

See "Multiple-Campus Impacts of Alternative 3 on Recreation" on page 6-395 for further discussion of this impact.

Alternative 3B (St. Luke's)—Public Services

The height of the MOB/Expansion Building would be reduced under Alternative 3B, although the building would occupy the same footprint as under the proposed LRDP. Reducing the size of the MOB/Expansion Building under this alternative would result in a slightly smaller FTE personnel total and average daily population than under the LRDP. Impacts related to demand for public services at the campus, although greater than under existing conditions, would be less than significant, and would be slightly less than under the proposed LRDP. Please refer to Section 4.11, "Public Services."

As under the proposed LRDP, no mitigation measures would be required at the St. Luke's Campus under this alternative. Project-level and cumulative impacts on public services would be less than significant, and less than under the LRDP because of the reduced size of the MOB/Expansion Building.

Alternative 3B (St. Luke's)—Utilities and Service Systems

See "Multiple-Campus Impacts of Alternative 3 on Utilities and Service Systems" on page 6-397 for a discussion of this impact.

Alternative 3B (St. Luke's)—Biological Resources

The MOB/Expansion Building under Alternative 3B, though smaller than the building proposed under the LRDP, would occupy the same footprint and would require the same amount of demolition and excavation. Because the demolition and construction footprint would be the same, impacts on biological resources would be less than significant, and identical to those under the proposed LRDP. Please refer to Section 4.13, "Biological Resources." As under the proposed LRDP, implementation of Mitigation Measure M-BI-N1 is required under this alternative. Project-level and cumulative impacts on biological resources under Alternative 3B would be less than significant, and similar to those of the proposed LRDP.

Alternative 3B (St. Luke's)—Geology and Soils

Impacts of implementing Alternative 3B at St. Luke's on geology and soils would be similar to those of the proposed LRDP. The smaller MOB/Expansion Building would occupy the same footprint as the MOB/Expansion Building proposed under the LRDP and would require the same amount of excavation for the below-grade parking.

As under the proposed LRDP, implementation of Mitigation Measures M-GE-N4 and M-GE-N6 would be required under this alternative. Project-level and cumulative impacts on geology and soils at St. Luke's under Alternative 3B would be less than significant, and similar to impacts of the proposed LRDP. Please refer to Section 4.14, "Geology and Soils."

Alternative 3B (St. Luke's)—Hydrology and Water Quality

The smaller MOB/Expansion Building at the St. Luke's Campus under this alternative would occupy the same footprint as the building proposed under the LRDP. Therefore, impacts of Alternative 3B on hydrology and water quality at this campus would be less than significant and similar to those of the proposed LDRP. As under the proposed LRDP, implementation of Mitigation Measures M-HY-N2 and M-HY-N3 is required under this alternative. Project-level and cumulative impacts on hydrology and water quality under Alternative 3B would be less than significant, and similar to those of the proposed LRDP. Please refer to Section 4.15, "Hydrology and Water Quality."

Alternative 3B (St. Luke's)—Hazards and Hazardous Materials

Impacts at St. Luke's related to hazards and hazardous materials under Alternative 3B would be similar to the impacts of the proposed LRDP because the smaller MOB/Expansion Building would occupy the same footprint as the building proposed under the LRDP. As under the proposed LRDP, Mitigation Measures M-HZ-1a and M-HZ-1b are required under this alternative. Project-level and cumulative impacts related to hazards and hazardous

materials under Alternative 3B would be less than significant, and similar to the impacts of the proposed LRDP. Please refer to Section 4.16, "Hazards and Hazardous Materials."

Alternative 3B (St. Luke's)—Mineral and Energy Resources

See "Multiple-Campus Impacts of Alternative 3 on Mineral and Energy Resources" on page 6-398 for a discussion of this impact.

Alternative 3B (St. Luke's)—Agricultural and Forest Resources

See "Multiple-Campus Impacts of Alternative 3 on Agricultural and Forest Resources" on page 6-399 for a discussion of this impact.

IMPACTS OF ALTERNATIVE 3 AT MULTIPLE CAMPUSES

Multiple-Campus Impacts of Alternative 3 on Population, Employment, and Housing

Projected effects of implementing Alternative 3A or Alternative 3B on citywide employment, the number of households in San Francisco, and population growth in the city are presented in Table 6-35, "Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of Alternatives 3A and 3B to the Proposed LRDP)," (page 6-386) and Table 6-36, "CPMC Household and Population Growth Projections for San Francisco (Comparison of Alternatives 3A and 3B to the Proposed LRDP)" (page 6-387).

Alternative 3A

As discussed previously, Alternative 3A proposes a reduced development alternative for Cathedral Hill that would increase the facilities at the St. Luke's Campus. Development at all other campuses (Pacific, California, and Davies) would be the same as under the LRDP. Table 6-35 summarizes personnel estimates for all five campuses under Alternative 3A compared to current baseline conditions and the LRDP. As shown in Table 6-35, systemwide CPMC personnel levels in San Francisco are projected to increase by approximately 3,740 FTE personnel under Alternative 3A. Based on the population and housing impact methodology described in Section 4.3, "Population, Employment, and Housing," the personnel increases would result in approximately 3,120 net new San Francisco residents and 1,340 net new San Francisco households, which represent 3% of ABAG's projected population and household growth in San Francisco from 2006 to 2030.

Alternative 3A would result in 430 fewer CPMC FTE personnel by 2030 than the proposed LRDP. This decrease in personnel would result in 150 fewer new households and 350 fewer new San Francisco residents than under the LRDP. This is a marginal decrease from the LRDP, approximately 13%.

Although Alternative 3A would result in a smaller population and fewer households than the LRDP, the projected increase in households translates directly to increases in local housing demand. The increase in housing demand could be accommodated through San Francisco's existing vacant housing supply, as well as the available housing development capacity, as estimated by the City's adopted 2004 Housing Element. San Francisco has the capacity to accommodate approximately 34,100 housing units in addition to its current estimated vacant housing supply of 17,100 units.[129] Thus, the City could accommodate all of the projected growth in housing demand generated by new personnel under Alternative 3A. The cumulative population, employment, and housing impact would be less than significant, and less than under the proposed LRDP.

As discussed previously, Alternative 3A, like the proposed LRDP, would result in the removal of five dwelling units and 20 residential hotel units at Cathedral Hill. As under the LRDP, CPMC would provide for the relocation of tenants from these units and residential hotel units needing assistance, in excess of that required by law. Removal of residential units would not be required under Alternative 3A for implementation of projects at any other CPMC campus site. Therefore, as under the proposed LRDP, this impact would be less than significant, and no mitigation measures are required under this alternative.

Alternative 3B

As discussed previously, Alternative 3B proposes a reduced development alternative for Cathedral Hill and St. Luke's and the construction of new facilities at the California Campus. Development at the Davies and Pacific Campuses would be the same as under the LRDP. Table 6-35 (page 6-386) summarizes personnel estimates for all five campuses under Alternative 3B compared to current baseline conditions and the LRDP. As shown in Table 6-35, systemwide CPMC personnel levels in San Francisco are projected to increase by approximately 4,030 FTE personnel by 2030. Based on the population and housing impact methodology described in Section 4.3, "Population, Employment, and Housing," the personnel increases would result in approximately 3,360 net new San Francisco residents and 1,440 net new San Francisco households, which represent 4% of ABAG's projected population and household growth in San Francisco from 2006 to 2030.

Alternative 3B would result in 140 fewer CPMC personnel by 2030 than the LRDP. The decrease in personnel would result in 50 fewer households and 110 fewer new San Francisco residents than under the LRDP.

Although Alternative 3B would result in a smaller population and fewer households than the LRDP, the projected increase in households translates directly to increases in local housing demand. The increase in housing demand could be accommodated through San Francisco's existing vacant housing supply, as well as the available housing development capacity, as estimated by the City's adopted 2004 Housing Element. San Francisco has the capacity

[129] San Francisco Planning Department. 2009 (April). *Draft Housing Element—Part 1: Data Needs and Analysis.* San Francisco, CA. American Community Survey, 2006–2008, San Francisco County, U.S. Census

to accommodate approximately 34,100 housing units in addition to its current estimated vacant housing supply of 17,100 units. Thus, the City could accommodate all of the projected growth in housing demand generated by new personnel under Alternative 3B. The cumulative population, employment, and housing impact would be less than significant, and less than under the proposed LRDP.

As discussed previously, Alternative 3B, like the proposed LRDP, would result in the removal of five dwelling units and 20 residential hotel units. As under the LRDP, CPMC would provide for the relocation of tenants from these units and residential hotel units needing assistance, in excess of that required by law. Removal of residential units would not be required under Alternative 3B for implementation of projects at any other CPMC campus site. Therefore, as under the proposed LRDP, this impact would be less than significant. As under the LRDP, no mitigation measures are required under this alternative.

Table 6-35
Projections of CPMC Full-Time Equivalent Personnel and Share of Citywide Employment (Comparison of Alternatives 3A and 3B to the Proposed LRDP)

CPMC Campus	Full-Time Equivalent Personnel			Job Change			
	2006 (Baseline)	2030 (Alts. 3A/3B)	2030 (LRDP)	2006–2030 (Alts. 3A/3B)	% of Proj. S.F. Job Growth[1] (Alts. 3A/3B)	2006–2030 (LRDP)	% of Proj. S.F. Job Growth[1] (LRDP)
Cathedral Hill[2]	760	3,740	5,380	2,980	1.2%/1.8%	4,620	1.8%
Pacific[3]	2,640	2,060/2,060	2,060	(580)/(580)	-0.2%/-0.2%	(580)	-0.2%
California	1,640	10/1,520	10	(1,630)/ (120)	-0.6%/0.0%	(1,630)	-0.6%
Davies[3]	930	1,750/1,750	1,750	830/830	0.3%/0.3%	830	0.3%
St. Luke's[4]	600	2,730/1,510	1,530	2,130/910	0.8%/0.4%	930	0.4%
Total	6,560	10,300/10,590	10,730	3,750/4,040	1.4%/2.2%	4,170	1.6%

Notes: ABAG = Association of Bay Area Governments; FTE = full-time equivalent; LRDP = *Long Range Development Plan*; S.F. = San Francisco (area within the jurisdictional limits of the City and County of San Francisco). The California Department of Finance estimated population and households in 2006. The California Employment Development Department estimated jobs in San Francisco in 2006. Totals may not sum due to rounding. Numbers were rounded to the nearest ten.

[1] Based on California Employment Development Department 2006 employment estimates compared to 2007 Association of Bay Area Governments projections for 2015 and 2030.

[2] 2006 personnel numbers are based on existing employment at the properties composing the proposed Cathedral Hill Campus. Personnel numbers represent employees at the Cathedral Hill Hotel, 1255 Post Street Office Building, and the site of the proposed Cathedral Hill MOB, which includes retail, car repair, and residential uses. These estimates were developed by BKF Consulting for CPMC.

[3] Personnel projections for the Cathedral Hill, Pacific, and Davies Campuses are based on the projected number of beds, projected increase in business activity, and employment density factors. These estimates were developed by Navigant Consulting for CPMC.

[4] St. Luke's personnel projections are based on employment density factors for hospital, office, and retail uses planned for the campus. All personnel totals by category are rounded to the nearest integer. The number of retail personnel is based on the City and County of San Francisco's (City's) employment density factors generated in 2007 by use category. Also of note is that the City estimates employment densities for medical uses is approximately 257 square feet per employee. The St. Luke's projections result in a gross employment density of 253 square feet per employee. In other words, the estimate projects a slightly higher overall density compared to the City's estimates for employment.

Sources: Data provided by CPMC, Navigant Consulting, and San Francisco Planning Department in 2009; data compiled by AECOM in 2009 and 2010
California Employment Development Department. 2009. *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001–2009.* Sacramento, CA.

Table 6-36
CPMC Household and Population Growth Projections for San Francisco
(Comparison of Alternatives 3A and 3B to the Proposed LRDP) [1]

CPMC Campus	San Francisco Households				Increase in Population			
	Change, 2006–2030 (Alts. 3A/3B)	% of S.F. Growth (Alts. 3A/3B)	Change, 2006–2030 (LRDP)	% of S.F. Growth (LRDP)	Change, 2006-2030 (Alts. 3A/3B)	% of SF Growth (Alts. 3A/3B)	Change, 2006–2030 (LRDP)	% of S.F. Growth (LRDP)
Cathedral Hill	1,070	2.3%/3.5%	1,650	4.0%	2,480	2.3%/3.5%	3,850	4.0%
Pacific	(210)/(210)	-0.4%/-0.4%	(210)	0.0%	(480)/(480)	0.0%/0.0%	(480)	-0.4%
California	(580)/(41)	-1.0%/0.0%	(580)	-1.0%	(1,360)/(100)	-1.0%/0.0%	(1,360)	-1.1%
Davies	300/300	0.6%/0.6%	300	1.0%	690/690	0.6%/0.6%	690	0.6%
St. Luke's	760/330	1.6%/0.7%	330	1.0%	1,780/760	1.6%/0.7%	770	0.6%
Total	**1,340/1,440**	**3.0%/3.0%**	**1,490**	**3.0%**	**3,120/3,360**	**3.0%%/3.0%**	**3,470**	**3.0%**

Notes: LRDP = *Long Range Development Plan*; S.F. = San Francisco (area within the jurisdictional limits of the City and County of San Francisco). Baseline household and population estimates for San Francisco in 2006 use the California Department of Finance estimates, adjusted for 2009, the year the notice of preparation for the CPMC LRDP was published and in accordance with the State CEQA Guidelines; this sets the date for baseline conditions estimates in the EIR. Household and population projections for years 2015 and 2030 use the Association of Bay Area Governments' *Projections 2007*.
[1] Numbers in this table have been rounded to the nearest 10.
Sources: California Department of Finance. 2009. *E-5 Population and Housing Estimates for Cities and Counties.* Sacramento, CA.
Association of Bay Area Governments. 2007. *Projections 2007.* Oakland, CA.
CPMC personnel projections provided by Navigant Consulting in 2008 and CPMC in 2010; data compiled by AECOM in 2010.

Multiple-Campus Impacts of Alternative 3 on Transportation and Circulation

Alternative 3A

As under the proposed LRDP, new development would occur at the Cathedral Hill, Pacific, Davies, and St. Luke's Campuses under Alternative 3A. As under the LRDP, development at the Cathedral Hill, Pacific, and Davies Campuses under Alternative 3A would add traffic to the intersection of Octavia Boulevard/Market Street/U.S. 101 that would operate at unacceptable levels of service under future year 2015 or 2020 Modified Baseline No Project and 2030 Cumulative No Project conditions. As analyzed under "Traffic Impacts of Alternative 3A at the St. Luke's Campus" (page 6-332), campus operations under Alternative 3A would not result in substantial contributions to the critical movements at this intersection. Therefore, the combined impacts of multiple-campus development on intersection operations at Octavia Boulevard/Market Street/U.S. 101 would be less than significant and similar to the impacts of the LRDP.

Under Alternative 3A, transit ridership at all CPMC campuses would increase compared to existing conditions. The increase in transit ridership would not cause Muni's capacity utilization at transit corridors near each CPMC campus to increase to more than 85%. The combined impact of development at multiple campuses on Muni corridors would be less than significant and similar to the impacts of the LRDP.

Alternative 3A would include reconfiguring the CPMC shuttle service to the new Cathedral Hill Campus, as under the proposed LRDP. In the instance of Alternative 3A, shuttle service would increase at St. Luke's Campus relative to the LRDP because of the greater development program under Alternative 3A. Therefore, estimated future shuttle capacity would meet the projected demand, and impacts on transit service would be less than significant and similar to the impacts of the LRDP.

As under the LRDP, construction activities would occur on Cathedral Hill, Pacific, Davies, and St. Luke's Campuses under Alternative 3A. As under the LRDP, the Davies and St. Luke's Campuses are in relative isolation from the Cathedral Hill and Pacific Campuses and would rely on different individual campus access routes for construction vehicle access. The Cathedral Hill and Pacific Campuses are close to each other and would share some of the same access routes for construction vehicles. However, the construction schedule for the campuses would not substantially overlap, namely because construction at the Pacific Campus would not begin until construction at the Cathedral Hill Campus is completed, and because neither campus would share construction staging areas or have concurrent sidewalk or travel lane closures. Implementation of Mitigation Measure M-TR-55 for significant and unavoidable impacts related to the construction of the Cathedral Hill Campus would ensure that potential overlap of construction impacts would not occur. The impacts of overlapping construction activities under Alternative 3A would be less than significant and similar to the impacts of the LRDP. Although impacts of overlapping construction impacts activities with the Alternative 3A campuses would be less than significant, implementation of Mitigation Measure MM-TR-55 described above for significant and unavoidable impacts related to the construction of the Cathedral Hill Campus would ensure that potential overlap of construction impacts would not occur. Mitigation Measure MM-TR-55 would require coordination of construction activities between CPMC campuses having concurrent construction schedules. For example, deliveries of materials could be coordinated to reduce the total number of delivery trips on city streets.

As under the proposed LRDP, none of the campuses are located within an airport land use plan area or within 2 miles of a public airport or public use airport or private airstrip. Therefore, as under the proposed LRDP, impact related to public or private airports would be less than significant under Alternative 3A.

Alternative 3B

In contrast with the proposed LRDP, development would occur at the California Campus under Alternative 3B. Demolition and construction activities would also still occur at the Cathedral Hill, Pacific, Davies, and St. Luke's

Campuses. As under the LRDP, development at the Cathedral Hill, Pacific, and Davies Campuses would add traffic to the intersection of Octavia Boulevard/Market Street/U.S. 101, which would operate at unacceptable levels of service under future year 2015 or 2020 Modified Baseline No Project and 2030 Cumulative No Project conditions. As analyzed above, these campuses would not result in substantial contributions to the critical movements at this intersection. Therefore, the combined impacts of multiple campus projects on intersection operations at Octavia Boulevard/Market Street/U.S. 101 would be less than significant and similar to the impacts of the LRDP. The California Campus would contribute some trips to the critical southbound through movement; however, the California Campus would contribute fewer trips under Alternative 3B than under existing conditions. The traffic analysis conservatively assumes that existing operations would continue at the California Campus and does not account for the net reduction in trips that would occur under Alternative 3B.

Transit ridership would increase under Alternative 3B. However, as analyzed above, the increase in transit ridership would not cause Muni's capacity utilization at corridors for each campus to increase to more than 85%. The combined impact of projects at multiple CPMC campuses on Muni corridors would be less than significant and similar to the impacts of the LRDP.

Construction activities would occur on all five campuses under Alternative 3B. Unlike the LRDP, demolition and construction activities would occur at the California Campus. As under the LRDP, the Davies and St. Luke's Campuses are relatively isolated from the Cathedral Hill, Pacific, and California Campuses and would rely on different access routes for construction vehicle access. The Cathedral Hill, Pacific, and California Campuses are close to each other and would share some of the same access routes for construction vehicles. However, the construction schedule would not substantially overlap, and neither campus would share construction staging areas or have concurrent sidewalk or travel lane closures. Implementation of Mitigation Measure M-TR-55 for significant and unavoidable impacts related to the construction of the Cathedral Hill Campus would ensure that potential overlap of construction impacts would not occur. The impacts of overlapping construction activities for Alternative 3B would be less than significant and similar to the impacts of the LRDP.

For the same reason as described under "Alternative 3A" above, as under the proposed LRDP, impacts related to public or private airports would be less than significant under Alternative 3B.

Multiple-Campus Impacts of Alternative 3 on Greenhouse Gas Emissions

Introduction

The net new construction area across all campuses is virtually the same (the difference is less than 2%) under Alternative 3A as under the LRDP, whereas under Alternative 3B the net new construction area across all campuses would increase by approximately 14% relative to the LRDP.

CPMC would be required to comply with applicable City regulations that reduce the project's construction-related contribution to GHG emissions. Therefore, implementing either Alternative 3A or Alternative 3B would not result in generation of GHG emissions that would have a significant impact on the environment, and the project would not conflict with a plan, policy, or regulation developed for the purpose of reducing GHG emissions.

Once construction is completed under either Alternative 3A or Alternative 3B, CPMC would be required to comply with San Francisco's GHG Reduction Strategy. As a result, Alternatives 3A and 3B would not conflict with either the state or local GHG reduction strategy. In addition, Alternatives 3A and 3B would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant under both Alternative 3A and Alternative 3B. The impacts under Alternatives 3A and 3B would be similar to and larger than, respectively, impacts under the LRDP. As under the proposed LRDP, no mitigation measures are required under this alternative. Because regional impacts are based on the total emissions from all campuses, this impact would result from the aggregate development at all of the CPMC campuses under Alternatives 3A and 3B.

Impact Evaluations based on Recently Adopted BAAQMD Significance Criteria for Greenhouse Gases (June 2, 2010)

Construction-Related Emissions

Construction-related GHG emissions under Alternative 3 would be temporary and cease after buildout. In addition, CPMC would implement all BAAQMD-recommended BMPs, would comply with the Dust and Demolition Debris Recovery Ordinance, and would implement LEED® measures related to reducing construction-related GHG emissions. Therefore, construction-related GHG emissions would not be cumulatively considerable. Alternative 3 would generate slightly fewer GHG emissions than the LRDP. Therefore, Alternatives 3A and 3B would result in a less-than-significant impact, and impacts would be less than under the LRDP.

Operational Emissions

Under the LRDP, the net operational GHG emissions across all campuses would be approximately 22,503 $MTCO_2e$/yr, which exceeds BAAQMD's recently adopted (June 2, 2010) GHG emissions threshold of 1,100 $MTCO_2e$/yr. In addition, the LRDP would have a GHG-efficiency value of 5.9 $MTCO_2e$/SP/yr. Although this project exceeds the recently adopted guidelines' efficiency metric of 4.6 $MTCO_2e$/SP/yr, it is not clear that the BAAQMD efficiency metric appropriately applies to facilities such as hotels and hospitals, whose large numbers of visitors are not included in the service population (which includes employees and residents only).

Because the total net new construction area would be less than 2% smaller under Alternative 3A than under the LRDP, the net operational GHG emissions would likely also be approximately 2% lower. Despite the slight reduction, Alternative 3A would exceed the 1,100 $MTCO_2e$/yr threshold. In addition, based on the assumption

that GHG emissions and working population are both proportional to development size, the efficiency metric would be similar to the LRDP efficiency metric of 5.9 and, therefore, would be greater than 4.6. Alternative 3A would have lower GHG emissions, and hence a smaller impact, than the proposed LRDP; however, as under the LRDP, the impact of Alternative 3A would be significant and unavoidable with respect to GHG emissions. As under the proposed LRDP, no feasible mitigation measures are available that would reduce impacts under Alternative 3A to a less-than-significant level.

Because the total net new construction area would be 14% larger under Alternative 3B than under the LRDP, the net operational GHG emissions would likely also be approximately 14% higher. Therefore, Alternative 3B would exceed the 1,100 $MTCO_2e$/yr threshold. In addition, the efficiency metric would be similar to the LRDP efficiency metric of 5.9 and, therefore, would be greater than 4.6. Alternative 3B would have a higher level of GHG emissions, and hence a greater impact, than the LRDP. As under the LRDP, the impact of Alternative 3B would be significant and unavoidable with respect to GHG emissions. As under the proposed LRDP, no feasible mitigation measures are available that would reduce impacts under Alternative 3B to a less-than-significant level.

It should be noted that because regional impacts are based on the total emissions from all campuses, these GHG emissions impacts would result from the aggregate development at all of the CPMC campuses under Alternatives 3A and 3B.

Multiple-Campus Impacts of Alternative 3 on Recreation

As under the proposed LRDP, this analysis considers the increase in recreational use that would be generated by Alternative 3 and the ability of existing facilities to meet that demand, and evaluates whether an increase in recreational use would result in the substantial physical deterioration of existing recreational facilities or in the need for new or expanded facilities.

Under Alternative 3, CPMC employment at the four existing campuses and the proposed Cathedral Hill Campus would total up to 10,590 FTE personnel, which would be an increase of 4,030 new FTE personnel from existing conditions (currently 6,560 FTE), but would be slightly less than under the proposed LRDP (4,170 FTE personnel). It is assumed that consistent with current trends, 49% of these employees would reside in San Francisco. The increase in employment under this alternative at the proposed Cathedral Hill Campus would be 3,740 FTE personnel, less than the 5,380 FTE personnel under the proposed LRDP; therefore, the potential effects on recreation would be less under Alternative 3 than under LRDP. It is expected that new residents would be dispersed throughout the city; therefore, any increase in demand for existing neighborhood and regional parks or other recreational facilities resulting from this potential increase in San Francisco residents would also be similarly distributed citywide, and would not place excessive demand on any specific neighborhood park. The incremental increase in employment at Cathedral Hill under Alternative 3 would not create a substantial increase

in demand from new residents for new recreational facilities or opportunities, and therefore less potential demand on existing parks because of the smaller number of FTE personnel under this alternative.

Implementing Alternative 3 would not require the construction of new recreational facilities or expansion of existing facilities. CPMC's campuses would include on-site open space areas in the form of plazas, courtyards, and gardens. The incremental increase in demand associated with this alternative's new uses is not likely to require expansion of existing recreational facilities, construction of new facilities, or the physical deterioration of nearby open spaces. This impact of Alternative 3 would be less than significant, and less than the impact of the proposed LRDP.

Alternative 3 would not result in substantial physical deterioration of recreation facilities or other adverse physical impacts, require the construction or expansion of facilities, or adversely affect existing recreational opportunities. As under the proposed LRDP, no mitigation measures are required under Alternative 3. Project-level and cumulative impacts related to recreational facilities or resources would be less than significant under Alternative 3, and less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 3 on Public Services

As described above (see "Multiple-Campus Impacts of Alternative 3 on Population, Employment, and Housing" on page 6-388), as under the proposed LRDP, the campuswide number of CPMC FTE personnel would increase under Alternative 3 relative to existing conditions; as a result, the number of new residents dispersed throughout the city also would increase. Like the proposed LRDP, Alternatives 3A and 3B would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant, and slightly less than under the LRDP because the number of FTE personnel and associated new residents would increase under this alternative.

As under the proposed LRDP, the total campuswide employment would increase from existing conditions. The number of FTE personnel would increase from the current 6,560 personnel to 10,300 FTE personnel (under Alternative 3A) or 10,590 FTE personnel (under Alternative 3B). This would be an increase of 3,740–4,030 FTE personnel under Alternative 3 (3A or 3B) from existing conditions. Under the LRDP, the number of FTE personnel would increase from 6,560 to 10,730, a greater increase than under Alternative 3 (3A or 3B). As under the LRDP, the total number of new residents dispersed throughout the city also would also increase by 1,340–1,440 new households, or 3,120–3,360 new residents. Alternative 3 (3A or 3B) would result in 50–150 fewer households, or 110–350 fewer new residents than the LRDP. As a result, the number of new residents dispersed throughout San Francisco would increase relative to existing conditions, but the increase in new residents would

be less than under the LRDP. As under the LRDP, this would not place an undue demand on any one public service facility.

Mitigation Measure M-PS-N2 (see page 4.11-25 in Section 4.11, "Public Services") would require CPMC to implement a construction management traffic plan for the Cathedral Hill Campus. As under the LRDP, implementation of this mitigation measure is required under Alternative 3.

Like the proposed LRDP, Alternative 3 would not result in a substantial adverse physical impact associated with the provision of, or the need for, new or physically altered fire and emergency service facilities, police facilities, schools, or libraries. This impact would be less than significant and less than under the LRDP because the number of FTE personnel and associated new residents would be less than under the LRDP. Project-level or cumulative impacts related to public services would be less than significant, and impacts would be less than under the proposed LRDP.

Multiple-Campus Impacts of Alternative 3 on Utilities and Service Systems

Like the analysis of the proposed LRDP, this analysis considers the utilities and service systems demand based on the overall changes at all five CPMC campuses. Under Alternative 3, the CPMC campuses would have a slightly reduced development program under Alternative 3A and a slightly increased development program under Alternative 3B relative to the proposed LRDP.[130] As under the LRDP, CPMC would comply with City requirements by preparing a SWPPP for each campus and incorporating construction BMPs. The changes in uses within the buildings at the CPMC campus sites would not substantially change the quality of wastewater discharged from the buildings. The proposed Cathedral Hill Campus would experience the biggest change in type of use, where a hotel would be replaced by a hospital, but the change would be less extensive under Alternative 3 than under the proposed LRDP because of the reduced-size hospital under this alternative. This change would not adversely alter the quality of wastewater discharged from the CPMC campus sites such that the receiving wastewater treatment plant would be at risk of violating treatment requirements. As discussed under "Alternative 3 (Cathedral Hill)—Hazards and Hazardous Materials" (page 6-322), hazardous materials and wastes would be properly stored, used, and disposed of in accordance with current CPMC permits and regulated under the authority of the San Francisco HMUPA. As a result, Alternative 3 would not result in an exceedance of the San Francisco Bay RWQCB's wastewater treatment requirements; the impact under this alternative would be less than significant, as under the proposed LRDP.

Overall, water demand generated at the CPMC campuses under Alternative 3 would be similar to the demand generated under the proposed LRDP. Under this alternative, water demand at the Pacific and Davies Campuses

[130] As shown in Tables 6-24 and 6-25, total buildout under the proposed LRDP would be approximately 4,475,200 sq. ft., while total buildout would be approximately 4,433,700 sq. ft. (Alternative 3A) or approximately 4,907,600 sq. ft. (Alternative 3B).

would be the same as under the proposed LRDP. The 160 beds and uses associated with the Women's and Children's service lines at the proposed Cathedral Hill Campus would instead be located at the St. Luke's Campus or California Campus under Alternatives 3A and 3B, respectively. Thus, water demand at the St. Luke's Campus would be greater under Alternative 3A than under the proposed LRDP, and water demand at the California Campus under Alternative 3B would be greater than under the LRDP. CPMC would comply with City regulations for stormwater management and by incorporating LEED® design standards into new buildings. Therefore, the overall water demand at CPMC campuses under Alternative 3 (3A or 3B) would be similar to demand under the proposed LRDP. Alternative 3 would not require new water facilities, expansion of existing facilities, or any new or expanded water entitlements. Therefore, as under the proposed LRDP, impacts on water facilities would be less than significant.

The CPMC campus sites are within the City's combined sewer system and are served by existing wastewater and stormwater lines. As under the proposed LRDP, under Alternative 3 stormwater discharges from these sites would decrease relative to existing conditions; CPMC would comply with City regulations that would reduce stormwater discharges from the campus sites by 25% by implementing LID measures or green building features. Alternative 3 would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, as under the proposed LRDP, impacts on wastewater and stormwater treatment facilities under Alternative 3 would be less than significant.

Solid waste would be generated during demolition of existing buildings under Alternative 3, resulting in a short-term increase in solid waste. However, as with the proposed LRDP, compliance with the City's C&D Ordinance (No. 27-06) would result in a diversion rate of approximately 65%; in addition, compliance with other City-required regulations would reduce the amount of solid waste generated at this site and ultimately disposed of at area landfills. Because CPMC would implement recycling efforts and comply with City recycling requirements, this impact would be less than significant and similar to that under the LRDP during construction and operation. As with the proposed LRDP, CPMC would comply with federal, state, and local statutes and regulations related to solid waste when implementing Alternative 3.

As under the proposed LRDP, no mitigation measures would be required at the Cathedral Hill Campus under Alternative 3. Project-level and cumulative impacts on utilities and service systems would be less than significant, and similar to impacts of the LRDP.

Multiple-Campus Impacts of Alternative 3 on Mineral and Energy Resources

Like the proposed LRDP, Alternative 3 would not result in impacts related to mineral resources. The level of energy consumption under Alternative 3 would be similar to the aggregate consumption proposed under the LRDP. Therefore, impacts on energy resources would be less than significant.

The existing and proposed CPMC campuses are currently developed with residential, office, commercial, and medical uses. Construction or demolition is proposed under this alternative at the Cathedral Hill Campus (and at the Pacific, Davies, and St. Luke's Campuses). Overall energy efficiency is expected to improve under Alternative 3 with the decommissioning, demolition, and replacement of older, energy-intensive buildings. The new campus buildings would be required to conform to conservation standards specified in CCR Title 24 and, where applicable, to the City's Green Building Ordinance. Under Alternative 3, energy efficiency would increase relative to existing conditions because of the new construction. As under the LRDP, no mitigation measures would be required under this alternative. Project-level and cumulative impacts on mineral and energy resources on a campuswide basis would be less than significant, and similar to impacts of the proposed LRDP.

Multiple-Campus Impacts of Alternative 3 on Agricultural and Forest Resources

The CPMC campuses do not contain agricultural uses and are not zoned for agriculture. As under the LRDP, no mitigation measures are required under this alternative. Therefore, like the proposed LRDP, Alternative 3 would not result in project-level and cumulative impacts on agricultural and forest resources.

6.8.3 Attainment of Project Objectives for Alternative 3: Reduced Development at Cathedral Hill Campus Alternative

Alternative 3A

Alternative 3A would meet many of the overarching, core medical service, and site selection and site planning objectives, although to a lesser extent than the proposed LRDP. Under Alternative 3A, modern, seismically safe hospital facilities would be constructed through redevelopment at the four existing campuses and a new CPMC campus would be created. Although construction of the new Cathedral Hill Hospital proposed under this alternative would promote an integrated health care system, its reduced size would result in the relocation of Women's and Children's services to the St. Luke's Campus. As a result, these services would not be colocated with others planned for the Cathedral Hill Campus under the proposed LRDP to provide the most high-quality, cost-effective, and efficient patient care. Therefore, Alternative 3A would not fully realize the overarching objective of optimizing the use of CPMC's resources to provide an integrated health care system and high-quality health care. Because the St. Luke's Replacement Hospital would be not include specialized services, and because the St. Luke's Campus is not as centrally located as the Cathedral Hill Campus, Alternative 3A would not meet the project objective of efficiently consolidating specialized services and Women's and Children's services into one centralized acute-care hospital. The St. Luke's Campus is not centrally located; therefore, Alternative 3A would not be consistent with the project objective of ensuring that the new centralized acute-care hospital is appropriately located, taking into account CPMC's patient base and utilization patterns and San Francisco's population concentration, on a site that is easily accessible by multiple transportation and transit modes.

Alternative 3A also would not be consistent with the project objective of rebuilding and revitalizing the St. Luke's Campus as a community hospital (with appropriately sized medical office building support).

Additionally, because Women's and Children's services would be separated from specialized services, Alternative 3A would not meet the objective of optimizing patient safety and clinical outcomes by strategically locating important services and facilities at the same location as the Women's and Children's services. Similarly, Alternative 3A would not meet the project objectives related to minimizing redundancies and optimizing patient safety and clinical outcomes through strategically grouped, multidisciplinary services, and limited patient transfers. For example, at the St. Luke's Campus, additional or redundant support space, including diagnostic and treatment space, would need to be built that would not be necessary if the Women's and Children's Center were located at the Cathedral Hill Campus. Therefore, the reduced-size Cathedral Hill Hospital proposed under this alternative would not allow CPMC to satisfy the objectives related to meeting existing and future patient needs and service demands to the same extent as the proposed LRDP.

ALTERNATIVE 3B

Alternative 3B would meet many of the overarching, core medical service, and site selection and site planning objectives, but to a lesser extent than the proposed LRDP. Under Alternative 3B, the same reduced-size Cathedral Hill Hospital would be constructed as under Alternative 3A. Therefore, for the same reasons as discussed above (with Women's and Children's services transferred to the California Campus rather than the St. Luke's Campus), Alternative 3B would not fully meet the overarching objective related to integrating CPMC's health care system, or the specific objectives of minimizing redundancies and optimizing patient safety and clinical outcomes. Alternative 3B would create unnecessary redundancies because of the continued use of existing buildings at the California Campus that would be sold under the proposed LRDP for medical offices, services, and support facilities related to the Women's and Children's Hospital.

Because the Women's and Children's Hospital at the California Campus would not be colocated with specialized services, Alternative 3B would not meet the project objective related to consolidating specialized services and women's and children's services into one centralized acute-care hospital. The Women's and Children's Hospital at the California Campus also would not be as centrally located or as well served by major transit routes as would be the case if Women's and Children's services were located at the Cathedral Hill Hospital, as proposed under the LRDP. Therefore, Alternative 3B would not meet the site selection and site planning objective of ensuring that the new centralized acute-care hospital is appropriately located, taking into account CPMC's patient base and utilization patterns and San Francisco's population concentration, on a site that is easily accessible by multiple transportation and transit modes.

As with Alternative 3A, the smaller Cathedral Hill Hospital proposed under Alternative 3B would not fully satisfy the objectives related to meeting existing and future patient needs and service demands. Because the new MOB/Expansion Building at the St. Luke's Campus would be smaller and patient-care clinic uses would be eliminated at the St. Luke's Campus, this alternative would not fully satisfy the objective of developing an appropriately sized new medical office building or outpatient space at the campus. In addition, operations at the smaller MOB/Expansion Building would be less centralized, and the advantages of colocating complementary services at one location would not be realized at the St. Luke's Campus. Therefore, Alternative 3B would not fully satisfy the objective of optimizing patient safety and clinical outcomes through strategically grouped service lines and multidisciplinary care.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the State CEQA Guidelines requires the identification of an environmentally superior alternative. If the No Project Alternative is environmentally superior, CEQA requires the selection of an "environmentally superior alternative other than the no project alternative" from among the proposed project and the alternatives evaluated. Table 6-37, "Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative" (beginning on page 6-401), identifies impacts of the project and alternatives that would be significant and unavoidable, less than significant with mitigation, less than significant, "no impact", and/or not applicable. The table identifies whether the alternatives would result in the same (=), lesser (<), or greater (>) impacts compared to the proposed LRDP. The table also provides the level of significance for impacts of the project and alternatives after implementation of feasible mitigation measures.

6.9.1 DISCUSSION OF ALTERNATIVES

Alternative 1 (No Project) would reduce the impacts of the proposed LRDP, because the only new development that would occur under this alternative is the construction of the new St. Luke's Outpatient Facility (Alternative 1B). The No Project Alternative would result in substantially reduced construction-related and operational impacts because of the very limited amount of new development that would occur, and only at the St. Luke's Campus. Under Alternative 1A, no new development would occur at any of the campuses. Therefore, the No Project Alternative is considered the overall environmentally superior alternative. However, as discussed in Section 6.6.3, "Attainment of Project Objectives for Alternative 1: No Project Alternative" (page 6-161), the No Project Alternative (Alternative 1A or 1B) would not meet most of the core project objectives.

Alternative 2 would avoid the proposed LRDP's significant and unavoidable noise, air quality, and transportation and circulation impacts identified for the Cathedral Hill Campus. The increased development program at the California Campus under Alternative 2 includes the new Acute-Care Hospital. Although this alternative would meet the project objective to provide a modern, seismically safe hospital, the hospital would not be centrally

located and would not meet the seismic safety compliance deadline of SB 1953. In addition, implementing Alternative 2 at the California Campus would result in new significant and unavoidable impacts related to noise and air quality, and new significant and unavoidable impacts on historic resources related to the demolition of the Marshall Hale Building. Implementing Alternative 2 at the Pacific Campus would also result in a new significant and unavoidable impact on historic resources related to the demolition of the Stern Building. Overall, the development program at the CPMC campuses under this alternative would be greater than development under the proposed LRDP and would result in greater impacts at the Pacific and California Campuses. Alternative 2 would not reduce project impacts and would not meet some of the project objectives, as discussed in Section 6.7.3, "Attainment of Project Objectives for Alternative 2: Four-Campus Rebuilding/Retrofit/Redevelopment Alternative" (page 6-262).

Alternative 3A would reduce some of the proposed LRDP's significant and unavoidable impacts on transportation and circulation identified for the Cathedral Hill Campus; however, it would still result in significant and unavoidable impacts related to transportation, noise and air quality. Alternative 3A would reduce development at the Cathedral Hill Campus, but would meet many of the project objectives, as discussed under "Alternative 3A" in Section 6.8.3, "Attainment of Project Objectives for Alternative 3: Reduced Development at Cathedral Hill Campus Alternative" (page 6-399). The Women's and Children's Center services that could not be accommodated at the reduced Cathedral Hill Campus would be relocated to the St. Luke's Campus. The St. Luke's Campus would have a larger development program under this alternative than under the proposed LRDP; however, the overall development program at the CPMC campuses under this alternative would be less than under the proposed LRDP and would result in fewer significant and unavoidable impacts.

Alternative 3B would also reduce some of the proposed LRDP's significant and unavoidable impacts on transportation and circulation identified for the Cathedral Hill Campus, but would still result in significant and unavoidable impacts related to noise and air quality. Alternative 3B would also meet most of the project objectives, as discussed under "Alternative 3B" in Section 6.8.3, "Attainment of Project Objectives for Alternative 3: Reduced Development at Cathedral Hill Campus Alternative" (page 6-399). The Women's and Children's Center services that could not be accommodated at the reduced Cathedral Hill Campus would be relocated to the California Campus under this alternative. In contrast with the proposed LRDP (under which no construction is proposed at the California Campus), under Alternative 3B, CPMC would demolish the 3700 California Street Hospital and sell the parcels on which it is located, and would replace the eastern portion of the campus with a Women's and Children's Hospital. This alternative would result in significant and unavoidable impacts related to noise and air quality, and a new significant and unavoidable impact on historic resources at the California Campus. The overall development program at the CPMC campuses under this alternative would be greater than development under the proposed LRDP and would result in additional significant and unavoidable impacts.

6.9.2 CONCLUSION

Pursuant to the State CEQA Guidelines, Alternative 3A would be the environmentally superior alternative other than the No Project Alternative (Alternative 1A or 1B). Alternative 3A would reduce some of the significant and unavoidable impacts on transportation and circulation identified for the Cathedral Hill Campus under the proposed LRDP, but would still result in significant and unavoidable impacts related to transportation, noise, and air quality. Alternative 3A would meet some core project objectives, but not all of the project objectives and its development program at the CPMC campuses would be similar to that of the LRDP. However, Alternative 3A would reduce significant and unavoidable transportation and circulation impacts compared to the proposed LRDP, and would not result in additional impacts at the California Campus. The St. Luke's Campus would have a larger development program under Alternative 3A than under the proposed LRDP, and would result in greater impacts related to land use and aesthetics (although not to a significant and unavoidable level) because of the additional MOB building and added height of the St. Luke's Replacement Hospital building, and the loss of the pedestrian through connection at the campus. However, the overall development program at the CPMC campuses under this alternative would be less than under the proposed LRDP and would result in fewer significant and unavoidable impacts.

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Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Land Use and Planning																									
Impacts LU-1, LU-2, and LU-3: The project would not: physically divide an established community, would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; and would not have a substantial impact on the existing character of the vicinity.																									
Significance of Alternative Compared to Project						<	=	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Aesthetics																									
Impacts AE-1, AE-2, AE-3, and AE-4: The project would not: have a substantial effect on a scenic vista; would not substantially damage scenic resources; would not substantially degrade the existing visual character or quality of the site and surroundings at the existing and proposed CPMC campus sites; and would not create a new source of light or glare.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Population, Employment, and Housing																									
Impacts PH-1, PH-2, and PH-3: The project would not induce substantial population growth in an area and would not displace substantial numbers of existing housing units or people or create demand for additional housing.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	NI/LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Level of Significance for CPMC LRDP projects at full buildout	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	NI/LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Cultural and Paleontological Resources																									
Impact CP-1: Project construction would not result in the removal of existing structures that are eligible for listing in the California Register of Historical Resources, and thus would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines.																									
Significance of Alternative Compared to Project						=	<	=	=	</=	=	>	>	=	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	NI	LTS	NI	NI	LTS	NI	NI	NI	NI	NI/LTS	NI	SU	SU	NI	LTS	NI	LTS	NI	NI	LTS	NI	LTS	SU	NI	LTS
Impact CP-2: Construction under the proposed LRDP could potentially damage or disturb unknown subsurface archaeological resources pursuant to Section 15064.5 of the State CEQA Guidelines.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact CP-3: Construction-related earthmoving activities would take place in several paleontologically sensitive rock formations; therefore, earthmoving activities could damage or destroy previously unknown, unique paleontological resources at the project site.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact CP-4: Project-related construction activities could disturb as-yet-undiscovered human remains.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Transportation and Circulation																									
Impact TR-1: Implementation of the Cathedral Hill Campus would result in a significant impact at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					LTS					LTS				
Impact TR-2: Implementation of the Cathedral Hill Campus would result in a significant impact at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-3: Implementation of the Cathedral Hill Campus project would have a less-than-significant impact at six study intersections that would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions, and 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-4: Implementation of the Cathedral Hill Campus project would have less than significant impacts at 18 study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-5: Operation of the Cathedral Hill Campus parking garages would have a less-than-significant impact on traffic operations because inbound peak period queues would not spill back into adjacent travel lanes.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-6: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-7: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-8: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant impacts at the intersection of Franklin/Bush.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-9: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would have a less than-significant impact at five study intersections that would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-10: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would have less-than-significant impacts at 18 study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-11: With implementation of the Two-Way Post Street Variant, the operation of the hospital parking garage at the Cathedral Hill campus would have less-than-significant impacts on traffic operations since inbound peak period queues would not spill back into adjacent travel lanes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-12: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a significant impact at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-13: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a significant impact at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-14: Implementation of the Cathedral Hill Campus project MOB Access Variant would have a less than-significant impact at six study intersections that would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-15: Implementation of the Cathedral Hill Campus project MOB Access Variant would have less-than-significant impacts at 18 study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-16: Implementation of the Cathedral Hill Campus parking garages with the MOB Access Variant would have a less-than-significant impact on traffic operations because inbound peak period queues would not spill back into adjacent travel lanes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-17: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a traffic hazard impact at the proposed MOB's driveway on Geary Street.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-18: If the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects at five of the BRT study intersections would be less than significant.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-19: If the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				
Impact TR-20: If the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				
Impact TR-21: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects at five of the BRT study intersections would be less than significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-22: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-23: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-24: For the MOB Access Variant, if the proposed Van Ness Avenue BRT and Geary Corridor BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects at five of the BRT study intersections would be less than significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-25: For the MOB Access Variant, if the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-26: For the MOB Access Variant, if the proposed Van Ness Avenue BRT and Geary BRT projects are implemented, the Cathedral Hill Campus project's contribution to the combined impact of the Cathedral Hill Campus and BRT projects would be significant at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-27: Implementation of the Cathedral Hill Campus project would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-28: Implementation of the Cathedral Hill Campus project's shuttle operation would be accommodated within the proposed shuttle loading zone and would not impact adjacent transit service.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-29: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-30: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-31: Implementation of the Cathedral Hill Campus project would increase congestion and ridership along Polk Street, which would increase travel times and impact operations of the 19-Polk bus route.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-32: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-33: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-34: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion and ridership along Polk Street, which would increase travel times and impact operations of the 19-Polk bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-35: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Van Ness Avenue, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-36: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Geary Street, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-37: Implementation of the Cathedral Hill project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-38: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-39: Implementation of the Cathedral Hill Campus project MOB Access Variant would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-40: Implementation of the Cathedral Hill Campus project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project sit or adjoining areas.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-41: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project site or adjoining areas.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-42: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a pedestrian hazard impact at the proposed MOB's driveway on Geary Street.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-43: Implementation of the Cathedral Hill Campus project would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading spaces.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-44: Implementation of the Cathedral Hill Campus project and subsequent operation of the Cathedral Hill Hospital off-street loading facility could result in potentially hazardous conditions on Franklin Street.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTSM					NI					NI					LTSM					LTSM				
Impact TR-45: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-46: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant and subsequent operation of the Cathedral Hill Hospital off-street loading facility could result in potentially hazardous conditions on Franklin Street.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTSM					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-47: Implementation of the Cathedral Hill Campus project MOB Access Variant would not result in a loadaing demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-48: Implementation of the Cathedral Hill Campus project MOB Access Variant and subsequent operation of the Cathedral Hill Hospital off-street loading facility could result in potentially hazardous conditions on Franklin Street.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTSM					NA					NA					NA					NA				
Impact TR-49: Implementation of the Cathedral Hill Campus project relevant to the passenger loading/unloading demand would be accommodated within the proposed passenger loading/unloading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-50: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant relevant to passenger loading/unloading demands would be accommodated within the proposed passenger loading/unloading zones and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-51: Implementation of the Cathedral Hill Campus project MOB Access Variant relevant to passenger loading/unloading demands would be accommodated within the proposed passenger loading/unloading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-52: Implementation of the Cathedral Hill Campus project would not result in a significant emergency vehicle access impact.																									
Significance of Alternative Compared to Project						<					<					=					=				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-53: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would not result in a significant emergency vehicle access impact.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-54: Implementation of the Cathedral Hill Campus project MOB Access Variant would not result in a significant emergency vehicle access impact.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-55: Implementation of the Cathedral Hill Campus project would result in a transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities that would affect the transportation network.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-56: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-57: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in a significant transportation impact in the project vicinity from construction vehicle traffic and construction activities.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-58: Implementation of the Cathedral Hill Campus project No Van Ness Avenue Pedestrian Tunnel Variant would result in a significant transportation impact in the project vicinity resulting from construction vehicle traffic and construction activities																									
Significance of Alternative Compared to Project						<					-					-					-				
Level of Significance	SU/M					NI					NA					NA					NA				
Impact TR-59: Implementation of the Pacific Campus project would not cause an increase in traffic at the study intersections that would cause the LOS to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					NI					SU					LTS					LTS			
Impact TR-60: Implementation of the Pacific Campus project would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					LTS					LTS					LTS					LTS			
Impact TR-61: Implementation of the Pacific Campus project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					NI					LTS					LTS					LTS			
Impact TR-62: Implementation of the Pacific Campus project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project site or adjoining areas.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					NI					LTS					LTS					LTS			
Impact TR-63: Implementation of the Pacific Campus project would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply or within on-street loading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					LTS					LTS					LTS					LTS			
Impact TR-64: Implementation of the Pacific Campus project would not result in a passenger loading/unloading demand that could not be accommodated within the existing and proposed passenger loading/unloading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					NI					LTS					LTS					LTS			
Impact TR-65: Implementation of the Pacific Campus project would not result in a significant emergency vehicle access impact.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					LTS					LTS					LTS					LTS			
Impact TR-66: Implementation of Pacific Campus project construction-related activities would not cause an impact that would be considered significant because of their temporary and limited duration.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					LTS					LTS					LTS					LTS			
Impact TR-67: Implementation of the CPMC LRDP would not cause the level of service at California Campus study intersections to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F, and therefore, the project would not result in a significant traffic impact.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance		LTS						LTS					SU					LTS					LTS		
Impact TR-68: Implementation of the CPMC LRDP relevant to the California Campus would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance		LTS						LTS					LTS					LTS					LTS		

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-69: Implementation of the CPMC LRDP relevant to the California Campus would not create potentially hazardous conditions for bicyclists or otherwise substantially impact bicycle accessibility on the campus and adjoining areas.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact TR-70: Implementation of the CPMC LRDP relevant to the California Campus would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the campus or adjoining areas.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact TR-71: Implementation of the CPMC LRDP relevant to the California Campus would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact TR-72: Implementation of the CPMC LRDP relevant to the California Campus would not result in a significant emergency access impact.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact TR-73: Implementation of the CPMC LRDP relevant to the California Campus would not result in construction-related impacts.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					SU/M					LTS					LTSM		
Impact TR-74: Implementation of the Davies Campus project would have a less-than-significant impact at five study intersections that would operate at LOS E or LOS F under 2020 Modified Baseline No Project conditions and 2020 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			LTS						NI					NI					LTS					LTS	
Impact TR-75: Implementation of the Davies Campus project would have a significant impact at the intersection of Church/Market/14th Street that would operate at LOS F under 2020 Modified Baseline No Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			SU						NI					NI					SU					SU	
Impact TR-76: Implementation of the Davies Campus project would have a less-than-significant impact at seven study intersections that would operate at LOS D or better under 2020 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			LTS						NI					NI					LTS					LTS	
Impact TR-77: Implementation of the Davies Campus project would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			LTS						NI					NI					LTS					LTS	
Impact TR-78: Implementation of the Davies Campus project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			LTS						NI					NI					LTS					LTS	
Impact TR-79: Implementation of the Davies Campus project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise impact pedestrian accessibility to the project site or adjoining areas.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance			LTS						NI					NI					LTS					LTS	

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-80: Implementation of the Davies Campus project would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-81: Implementation of the Davies Campus project would not result in a passenger loading/unloading demand that could not be accommodated within the existing and proposed passenger loading/unloading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-82: Implementation of the Davies Campus project would not result in a significant emergency access impact.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-83: Implementation of construction-related activities on the Davies Campus would not cause a significant impact because of their temporary and limited duration.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-84: Implementation of the St. Luke's Campus project would have less-than-significant impact at six study intersections that would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-85: Implementation of the St. Luke's Campus project would have less-than-significant impacts at nine study intersections that would operate at LOS D or better under 2015 Modified Baseline plus Project conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-86: Implementation of the St. Luke's Campus project would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in inacceptable levels of transit service.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-87: Implementation of the St. Luke's Campus project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-88: Implementation of the St. Luke's Campus project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project site or adjoining areas.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-89: Implementation of the St. Luke's Campus would not result in loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-90: Implementation of the St. Luke's Campus Alternate Emergency Department Location Variant would not result in a loading demand during the peak hours of loading activities that could not be accommodated within the proposed loading supply or within on-street loading zones, and the variant would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project										-					-					-					-
Level of Significance					LTS					NA					NA					NA					NA

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-91: Implementation of the St. Luke's Campus project would not result in a passenger loading/unloading demand that could not be accommodated within the existing and proposed passenger loading/unloading zones, and would not create potentially hazardous conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-92: Implementation of the St. Luke's Campus project would not result in a significant emergency access impact.																									
Significance of Alternative Compared to Project										<					=					=					=
Level of Significance					LTS					LTS					LTS					LTS					LTS
Impact TR-93: Implementation of the St. Luke's Campus project Alternate Emergency Department Location Variant would not result in a significant emergency vehicle access impact.																									
Significance of Alternative Compared to Project										--					--					--					--
Level of Significance					LTS					NA					NA					NA					NA
Impact TR-94: Implementation of construction-related activities on the St. Luke's Campus would not cause a significant impact because of their temporary and limited duration.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-95: Implementation of the Cathedral Hill Campus, Pacific Campus, and Davies Campus projects would have less-than-significant combined impact at the study intersection of Octavia/Market/U.S. 101.																									
Significance of Alternative Compared to Project						<					>					=					=				
Level of Significance	LTS					LTS					SU					LTS					LTS				
Impact TR-96: Implementation of the CPMC LRDP combined project transit demand would not exceed the proposed transit system capacity at the study area corridors.																									
Significance of Alternative Compared to Project						<					=					=					=				
Level of Significance	LTS					LTS					LTS					LTS					LTS				
Impact TR-97: Implementation of the CPMC LRDP would impact the ridership demand for CPMC shuttles, which would be accommodated within the proposed shuttle service.																									
Significance of Alternative Compared to Project						<					>					=					=				
Level of Significance	LTS					LTS					LTS					LTS					LTS				
Impact TR-98: Implementation of the CPMC LRDP with overlapping construction activities at the five campuses would not result in a significant construction impact.																									
Significance of Alternative Compared to Project						<					>					=					=				
Level of Significance	LTS					LTS					LTS					LTS					LTS				
Impact TR-99: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					LTS					LTS				
Impact TR-100: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				
Impact TR-101: Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-102: Implementation of the Cathedral Hill Campus project would have less-than-significant impacts at eight study intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-103: Implementation of the Cathedral Hill Campus project would have less-than-significant impacts at 17 study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-104: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Gough/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-105: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-106: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Franklin/Bush.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-107: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-108: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would result in significant project and cumulative impacts at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-109: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would have less than-significant project impacts at five study intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-110: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would have less-than-significant impacts at 16 study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-111: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Market.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-112: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Van Ness/Pine.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-113: Implementation of the Cathedral Hill Campus project MOB Access Variant would result in significant project and cumulative impacts at the intersection of Polk/Geary.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-114: Implementation of the Cathedral Hill Campus project MOB Access Variant would have less-than-significant project impacts at eight study intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-115: Implementation of the Cathedral Hill Campus project MOB Access Variant would have less-than-significant impacts at 15 study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-116: If the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at five intersections would be less than significant.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-117: If the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				
Impact TR-118: If the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU					NI					NI					SU					SU				
Impact TR-119: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at five intersections would be less than significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				
Impact TR-120: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-121: For the Two-Way Post Street Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-122: For the MOB Access Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus project MOB Access Variant and BRT projects at five intersections would be less than significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	LTS					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-123: For the MOB Access Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus project MOB Access Variant and BRT projects at the intersection of Polk/Geary would be significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-124: For the MOB Access Variant, if the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit projects are implemented, the Cathedral Hill Campus project's contribution to the combined cumulative impacts of the Cathedral Hill Campus project MOB Access Variant and BRT projects at the intersection of Van Ness/Market would be significant.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU					NA					NA					NA					NA				
Impact TR-125: Implementation of the Pacific Campus project would have less-than-significant impacts at the intersection of Market/Octavia/U.S. 101, which would operate at LOS E under 2030 Cumulative No Project conditions.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					NI					SU					LTS					LTS			
Impact TR-126: Implementation of the CPMC LRDP would have less-than-significant impacts at two California Campus study intersections which would operate at LOS E or LOS F under 2030 Cumulative No Project conditions.																									
Significance of Alternative Compared to Project								<					>					=					=		
Level of Significance			LTS					LTS					SU					LTS					LTS		
Impact TR-127: Implementation of the Davies Campus project would have significant impacts at the intersection of Church/Market/14th Street, which would operate at LOS F under 2030 Cumulative No Project conditions and 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				SU					NI					NI					SU					SU	
Impact TR-128: Implementation of the Davies Campus project would have less-than-significant impacts at six study intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions and 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-129: Implementation of the Davies Campus project would have less-than-significant impacts at seven study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					NI					NI					LTS					LTS	
Impact TR-130: Implementation of the St. Luke's Campus project would have less-than-significant cumulative impacts at six study intersections which would operate at LOS E or LOS F under 2030 Cumulative No Project conditions and 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-131: Implementation of the St. Luke's Campus project would have less-than-significant impacts at nine study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project										</<					=					>					<
Level of Significance					LTS					NI/LTS					LTS					LTS					LTS
Impact TR-132: Implementation of the Cathedral Hill Campus project would not cause transit demand to exceed the proposed transit system capacity at the study area corridors under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	LTS					NI					NI					LTS					LTS				
Impact TR-133: Implementation of the Cathedral Hill Campus project would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-134: Implementation of the Cathedral Hill Campus project would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-135: Implementation of the Cathedral Hill Campus project would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-136: Implementation of the Cathedral Hill Campus project would increase congestion along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-137: Implementation of the Cathedral Hill Campus project would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Impact TR-138: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-139: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-140: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-141: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-142: Implementation of the Cathedral Hill Campus project Two-Way Post Street Variant would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-143: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 49-Van Ness-Mission bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-144: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Van Ness Avenue under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 47-Van Ness bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact TR-145: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Geary Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 38/38L-Geary bus routes.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-146: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion and ridership along Polk Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 19-Polk bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-147: Implementation of the Cathedral Hill Campus project MOB Access Variant would increase congestion along Post Street under 2030 Cumulative plus Project conditions, which would increase travel times and impact operations of the 3-Jackson bus route.																									
Significance of Alternative Compared to Project						-					-					-					-				
Level of Significance	SU/M					NA					NA					NA					NA				
Impact TR-148: Implementation of the Pacific Campus project would not cause transit demand to exceed the transit system capacity at the study area corridors under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project							<					>					=					=			
Level of Significance		LTS					LTS					LTS					LTS					LTS			
Impact TR-149: Implementation of the CPMC LRDP would not cause transit demand at the California Campus to exceed the transit system capacity at the study area corridors under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project								=					>					=					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact TR-150: Implementation of the Davies Campus project would not cause transit demand to exceed the transit system capacity at the study area corridors under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project									<					<					=					=	
Level of Significance				LTS					LTS					LTS					LTS					LTS	
Impact TR-151: Implementation of the St. Luke's Campus project would not cause transit demand to exceed the transit system capacity at the study area corridors under 2030 Cumulative plus Project conditions.																									
Significance of Alternative Compared to Project										<					=					>					<
Level of Significance					LTS					LTS					LTS					LTS					LTS
Impact TR-152: Implementation of CPMC LRDP construction of the Cathedral Hill Campus (including all Cathedral Hill Variants) would contribute to cumulative construction impacts in the project vicinity.																									
Significance of Alternative Compared to Project						<					<					<					<				
Level of Significance	SU/M					NI					NI					SU/M					SU/M				
Noise																									
Impact NO-1: Short-term noise generated by project-related construction and/or demolition activities could temporarily expose existing nearby noise-sensitive receptors to substantial increases in ambient noise levels.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact NO-2: Project operation could cause a substantial permanent increase in traffic noise levels at noise-sensitive residential receptors and/or expose noise-sensitive receptors to a substantial increase in noise levels.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	LTS	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact NO-3: Operation of stationary noise sources associated with the CPMC LRDP could expose on-site and off-site noise-sensitive receptors to noise levels that would exceed applicable standards, and/or result in a substantial increase in ambient noise levels.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	LTS	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact NO-4: Future traffic-related interior noise levels could exceed applicable land use compatibility standards.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTS	NI	LTS	LTS	LTS	LTS	NI	NI	NI/LTS	LTS	LTS	LTS	NI	LTS	LTSM	LTS	NI	LTS	LTSM	LTSM	LTS	LTS	LTS	LTSM
Impact NO-5: Groundborne vibration levels attributable to construction activities could exceed the threshold of significance for exposing noise- and vibration-sensitive land uses to vibration levels that exceed applicable thresholds.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	SU/M	SU/M	NI	SU/M	SU/M	NI	NI	NI	NI	NI/SU/M	NI	SU/M	SU/M	NI	SU/M	SU/M	SU/M	NI	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M
Air Quality																									
Impact AQ-1: Construction activities associated with the LRDP would not result in short-term increases in fugitive dust that exceed BAAQMD CEQA significance criteria (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTS	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact AQ-2: Construction activities associated with the LRDP would expose sensitive receptors to substantial concentrations of toxic air contaminants (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	SU/M	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	SU/M	NI	LTS	SU	LTS	NI	LTS	LTS	SU	LTS	LTS	LTS	LTS
Impact AQ-3: Operation of the LRDP would exceed BAAQMD CEQA significance thresholds for mass emissions of criteria pollutants and would contribute to an existing or projected air quality violation at full buildout (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project								<					>					=					>		
Level of Significance			SU					LTS					SU					SU					SU		
Impact AQ-4: Operation of the LRDP would not cause local concentrations of CO from motor vehicle exhaust to exceed state and federal ambient air quality standards (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact AQ-5: Operations at the LRDP would not expose sensitive receptors to substantial concentrations of toxic air contaminants (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact AQ-6: Construction and operation of the LRDP would not expose a substantial number of people to objectionable odors (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact AQ-7: The LRDP's short-term construction emissions would not contribute to cumulatively considerable toxic air contaminant, criteria air pollutant or precursor emissions in the region. The LRDP's long-term operation criteria air pollutant emissions would contribute to a cumulative considerable impact, but its toxic air contaminant emissions would not be cumulatively considerable(1999 BAAQMD Guidelines) .																									
Significance of Alternative Compared to Project						<	<	=	<	=	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance[1]	SU/LTS	SU/LTS	NI	SU/LTS	SU/LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	SU/LTS	SU/LTS	SU/LTS	NI	SU/LTS	SU/LTS	SU/LTS	SU/LTS	SU/LTS	SU/LTS	SU/LTS
Impact AQ-8: Construction activities associated with the LRDP would not result in short-term increases in fugitive dust that exceed the recently adopted (June 2, 2010) BAAQMD CEQA significance criteria.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact AQ-9: Near-term and long-term construction activities associated with the LRDP would exceed recently adopted (June 2, 2010) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	SU/M	SU/M	NI	SU/M	SU/M	NI	NI	NI	NI	NI/SU/M	NI	SU/M	SU/M	NI	SU/M	SU/M	SU/M	NI	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M

[1] The project would have significant and unavoidable operational impacts related to criteria air pollutants, but less-than-significant impacts related to construction criteria air pollutants and construction and operational toxic air contaminants.

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact AQ-10: Construction activities associated with the LRDP would result in short-term increases in emissions of diesel particulate matter that exceed the proposed BAAQMD CEQA significance criteria and expose sensitive receptors to substantial concentrations of toxic air contaminants and PM2.5 (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	SU/M	SU/M	NI	SU/M	SU/M	NI	NI	NI	NI	NI/SU/M	NI	SU/M	SU/M	NI	SU/M	SU/M	SU/M	NI	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M	SU/M
Impact AQ-11: Operation of the LRDP would exceed the recently adopted (June 2, 2010) BAAQMD CEQA significance thresholds for mass criteria pollutant emissions and would contribute to an existing or projected air quality violation at full buildout.																									
Significance of Alternative Compared to Project								<					>					=					>		
Level of Significance			SU					LTS					SU					SU					SU		
Impact AQ-12: Operation of CPMC campuses under the LRDP would not expose sensitive receptors to substantial concentrations of toxic air contaminants (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact AQ-13: Construction and operation under the LRDP would not expose a substantial number of people to objectionable odors (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact AQ-14: The proposed LRDP's operational emissions of toxic air contaminants would not contribute to a cumulatively considerable impact on sensitive receptors. The proposed LRDP's construction emissions of toxic air contaminants would potentially contribute to a cumulatively considerable impact on sensitive receptors (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance[2,3]	PSUM/ LTS	PSUM/ LTS	NI	PSUM/ LTS	PSUM/ LTS	LTS/ LTS	LTS/ LTS	NI	LTS/ LTS	LTS/ LTS	LTS/ LTS	PSUM/ LTS	PSUM/ LTS	LTS/ LTS	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS	NI	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS	PSUM/ LTS
Greenhouse Gas Emissions																									
Impact GH-1: Direct and indirect LRDP-generated GHG emissions would not have a significant impact on the environment, nor would they conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions (1999 BAAQMD Guidelines).																									
Significance of Alternative Compared to Project								<					>					<					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact GH-2: Construction-related GHG emissions would not have a significant impact on the environment, nor conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project								<					>					<					>		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Impact GH-3: Direct and indirect LRDP-generated GHG emissions would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Recently adopted BAAQMD Guidelines).																									
Significance of Alternative Compared to Project								<					>					<					>		
Level of Significance			SU					LTS					SU					SU					SU		
Wind and Shadow																									
Impact WS-1: The project would not alter wind in a manner that substantially affects public areas																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS

[2] Project impacts at all campuses other than the California Campus would be significant and unavoidable for construction, but less than significant for operations.
[3] The project would have significant and unavoidable operational impacts related to criteria air pollutants, but less-than-significant impacts related to construction criteria air pollutants and construction and operational toxic air contaminants.

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact WS-2: The project would not create net new shadow in a manner that would substantially affect the use of any park or open space under the jurisdiction of the San Francisco Recreation and Park Department, publicly accessible open space, outdoor recreation facility, or other public area or change the climate in either the community or the region.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Recreation																									
Impacts RE-1, RE-2, and RE-3: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated; and would not result in the need for new or physically altered park or recreational facilities.																									
Significance of Alternative Compared to Project								<					<					<					<		
Level of Significance			LTS					LTS					LTS					LTS					LTS		
Level of Significance for CPMC LRDP projects at full buildout			LTS					LTS					LTS					LTS					LTS		
Public Services																									
Impacts PS-1, PS-3, and PS-4: The project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered fire and emergency service, schools, or library facilities.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Level of Significance for CPMC LRDP projects at full buildout	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered police protection facilities.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTSM	LTS	NI	LTS	LTS	LTSM	LTS	LTS	LTS	LTS
Level of Significance for CPMC LRDP projects at full buildout	LTSM	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTSM	LTS	NI	LTS	LTS	LTSM	LTS	LTS	LTS	LTS
Utilities and Service Systems																									
Impact UT-1: The project would not exceed wastewater treatment requirements of the applicable regional water quality control board.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts UT-2 and UT-3: The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact UT-4: The project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact UT-5: SFPUC would have sufficient water supplies to serve the project from existing entitlements and resources. No new or expanded entitlements would be needed.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact UT-6: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with federal, state, and local statutes and regulations related to solid waste.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact UT-7: The project would comply with federal, state, and local statutes and regulations related to solid waste.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts UT-1, UT-2, UT-3, UT-4, UT-5, UT-6, and UT-7:																									
Level of Significance for CPMC LRDP projects at full buildout (all utilities and service systems)	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Biological Resources																									
Impact BI-1: Tree and shrub removal and vegetation clearing required at most of the CPMC campus sites during project construction may potentially disturb nesting birds and could result in destruction of bird nests, a potential violation of the California Fish and Game Code or the Migratory Bird Treaty Act.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact BI-2: The project would require removal of protected trees at most of the CPMC campus sites during construction. However, protected trees would be removed in compliance with the City's Urban Forestry Ordinance and Section 143 of the San Francisco Planning Code, and thus the project would not conflict with any local policies.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Geology and Soils																									
Impact GE-1: The project would not expose people or structures to the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact GE-2: The project would not expose people or structures to the risk of loss, injury, or death involving ground failure, including liquefaction, or be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in liquefaction or lateral spreading.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact GE-3: The project would not expose people or structures to the risk of loss, injury, or death involving landslides or be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact GE-4: The project would not result in substantial erosion or loss of topsoil.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact GE-5: The project would not expose people or structures to the risk of loss, injury, or death involving ground failure, including settlement.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTSM	NI	LTSM	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact GE-6: The project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, resulting in subsidence or collapse.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTS	LTS	NI	LTSM	LTS	LTS	NI	LTS	LTSM	LTS	LTS	LTS	LTS	LTSM
Impact GE-7: The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, nor would it be substantially affected by corrosive soils, and therefore would not create substantial risks to life or property.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact GE-8: The CPMC campus sites do not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of water.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact GE-9: The project would not change substantially the topography or any unique geologic or physical features of the sites.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Hydrology and Water Quality																									
Impact HY-1: Dewatering activities during project construction could temporarily lower the local groundwater table, but the project would not substantially deplete groundwater supplies or interfere with recharge such that there would be a net deficit in aquifer volume or a substantial lowering of the local groundwater table.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact HY-2: The proposed construction activities would result in net increases in impervious surfaces in areas that drain to the City's combined sewer system, and an increase in total or peak runoff volume from the site could contribute to the frequency or severity of combined sewer overflow events or flooding on- or off-site.																									
Significance of Alternative Compared to Project						<	<	=	<	<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Level of Significance for CPMC LRDP projects at full buildout	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact HY-3: Excavation and other construction-related activities have the potential to degrade the quality of stormwater runoff from the CPMC campuses, but CPMC would implement a SWPPP to reduce pollution of surface water during construction.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	=
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Level of Significance for CPMC LRDP projects at full buildout	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	NI/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact HY-4: Changes in the intensity of land use and increases in impervious surfaces at the CPMC campuses could result in degradation of the quality of stormwater discharged to the combined sewer.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Level of Significance for CPMC LRDP projects at full buildout	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts HY-5 and HY-6: Project construction would not place any buildings or structures within a designated 100-year flood hazard area and would not expose people or structures to risks from inundation by seiche, tsunami, or mudflow.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	=	>	<	=	=	=	=	=	=	=	=	>	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI/LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials																									
Impact HZ-1: Project construction would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, but could create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM
Impact HZ-2: Project operations would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during project operation.																									
Significance of Alternative Compared to Project						<	<	=	<	=	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Table 6-37
Comparison of Impacts of the Proposed LRDP to Impacts of Each Alternative

																Alternative 3									
	Proposed LRDP					Alternative 1: No Project					Alternative 2					Alternative 3A					Alternative 3B				
	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL 1A/1B	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL	CH	Pac	Cal	Dav	SL
Impact HZ-3: The project would not emit hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school.																									
Significance of Alternative Compared to Project						<	<	=	<	=	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact HZ-4: The project would not be located on a site that is included on a list of hazardous materials sites compiled in accordance with Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment; in the long term, however, project construction could occur on such a site, and thus could create a significant hazard to the public or the environment.																									
Significance of Alternative Compared to Project						<	<	=	<	</<	<	>	>	<	=	=	=	=	=	>	=	=	>	=	<
Level of Significance	LTSM	LTSM	NI	LTSM	LTSM	NI	NI	NI	NI	LTS/LTSM	NI	LTSM	LTSM	NI	LTSM	LTSM	LTSM	NI	LTSM	LTSM	LTSM	LTSM	LTSM	LTSM	LTS
Impact HZ-5: The project would not be located within an airport land use plan or within 2 miles of a public airport or public use airport or private airstrip, and as a result, would not create a safety hazard for people residing or working in the area.																									
Significance of Alternative Compared to Project						=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impacts HZ-6 and HZ-7: The project would not expose people or structures to a significant risk of loss, injury, or death involving fires nor would it conflict with emergency response or evacuation plans during the project's construction and operational periods.																									
Significance of Alternative Compared to Project						<	<	=	<	=	<	>	>	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	NI	LTS	LTS	LTS	LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Mineral and Energy Resources																									
Impact ME-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the state, nor would it result in the loss of availability of a locally important mineral resource.																									
Significance of Alternative Compared to Project						=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Level of Significance	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Impact ME-2: The project would encourage activities that would result in the use of large amounts of fuel, water, and energy, but these resources would not be used in a wasteful manner.																									
Significance of Alternative Compared to Project						<	<	<	<	<	<	<	<	<	=	<	=	=	=	>	<	=	>	=	<
Level of Significance	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Agricultural and Forest Resources																									
Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; would not conflict with existing zoning for agricultural use, or a Williamson Act contract; and would not involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland of Statewide Importance to nonagricultural use.																									
Significance of Alternative Compared to Project						=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Level of Significance	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Notes:

CH	Cathedral Hill	NA=Not Applicable	<	Alternative lessens the severity of the impact
Pac	Pacific	NI=No Impact	>	Alternative increases the severity of the impact
Cal	California	LTS=Less than Significant Impact	=	Alternative impact is similar to the project impact
Dav	Davies	LTSM=Less than Significant Impact with Mitigation		
SL	St. Luke's	SU=Significant and Unavoidable Impact		
		PSUM=Potentially Significant and Unavoidable with Mitigation		

Source: Data compiled by AECOM in 2010

7 REFERENCES AND PERSONS CONSULTED

Documents listed below that were prepared for the CPMC *Long Range Development Plan* or this EIR are on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, and are available for public review as part of the project file, in Case No. 2005.0555E.

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APPENDIX A

NOTICE OF PREPARATION

SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

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Date:	May 27, 2009
Case No.:	**2005.0555E**
Project Title:	**CALIFORNIA PACIFIC MEDICAL CENTER LONG RANGE DEVELOPMENT PLAN PROJECT**
Zoning:	Various – See subsection for each campus.
Block/Lot:	Various – See subsection for each campus.
Lot Sizes:	Various – See subsection for each campus.
Project Sponsor	California Pacific Medical Center Project Contact: Geoffrey Nelson (415) 600-7206
Lead Agency:	San Francisco Planning Department
Staff Contact:	Devyani Jain – (415) 575-9051 Devyani.Jain@sfgov.org

PROJECT DESCRIPTION

PROJECT OVERVIEW

The California Pacific Medical Center (CPMC) Long Range Development Plan is the project sponsor's multi-phased strategy to meet State seismic safety requirements for hospitals, and create a 20-year framework and Institutional Master Plan for CPMC's four existing medical campuses and one proposed medical campus in San Francisco: the existing Pacific, California, Davies, St. Luke's Campuses, and the proposed Cathedral Hill Campus, respectively. Under the CPMC Long Range Development Plan, the project sponsor would design, construct, and operate the proposed new Cathedral Hill Campus, which would include a 555-bed hospital and a medical office building (MOB) at the intersection of Van Ness Avenue and Geary Boulevard; and a second MOB at the intersection of Sutter and Franklin Streets.

When completed in 2015, the new Cathedral Hill Campus would allow CPMC to (1) re-envision the focus of its existing Pacific, California, Davies, and St. Luke's Campuses; (2) modernize, renovate, and construct new buildings at the existing campuses to meet the future medical needs of its patients; (3) improve patient experience; and (4) provide adequate offices for doctors affiliated with CPMC.

Implementation of the CPMC Long Range Development Plan would result in the development of a new Ambulatory Care Center, underground parking, and renovation of existing buildings at Pacific Campus. Davies Campus would add two new MOBs and related parking improvements. Development at St. Luke's Campus would include the construction of a new 86-bed acute care replacement hospital, scheduled to open in 2014, and a future expansion

building. CPMC would sell California Campus by 2020 after relocation of its inpatient services to the new Cathedral Hill Hospital and other services to Pacific Campus.

Development of the proposed project would result in CPMC having medical campuses with distinct identities and areas of concentration. A detailed description of the various components of the CPMC Long Range Development Plan at each campus, including the context and location, is provided under "Project Location and Site Characteristics" section, beginning on page 13.

Project Phasing. The CPMC Long Range Development Plan would be implemented in two phases: "near-term" (i.e., projects occurring between 2010 and 2015) and "long-term" (i.e., projects occurring beyond 2015). This Notice of Preparation (NOP) distinguishes between near-term and long-term projects, and the EIR for the proposed Long Range Development Plan will be a project-level and program-level EIR pursuant to CEQA Guidelines Section 15168. [1] Near–term vs. long-term CEQA analyses for the project is further discussed beginning on p. 9 below.

Project Revisions and Refinements. This NOP reflects revisions and refinements to the proposed project that have occurred since the original NOP was published in July 2006 [2] (see also the Public Scoping Process section, beginning on p. 4). While the currently proposed project is similar to the original project discussed in the July 2006 NOP, the current proposal also includes:

- Future hospital development at CPMC's St. Luke's Campus in accordance with the recommendations of the "Blue Ribbon" panel;[3]

---

[1] CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) a logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

[2] Information related to the NOP published on July 1, 2006 is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review by appointment as part of the project file, in Case No. 2005.0555E.

[3] The Blue Ribbon Panel was created under the guidance of Supervisor Alioto-Pier and Director of Department of Public Health, Mitch Katz, M.D. to develop a viable plan under which CPMC's St. Luke's Campus could remain functional as an in-patient facility. The Blue Ribbon Panel's charter states its purpose as follows, "… an inclusive public-private planning process that will ensure that CPMC bears its appropriate share of responsibility for the health care needs of all San Franciscans. To that end, CPMC is convening a "Blue Ribbon" panel of leaders in health, business, community, and labor to develop a plan for acute care hospital and outpatient services at CPMC's St. Luke's campus which complements and is supported by CPMC's current institutional plan for its other campuses." The recommendations from the Blue Ribbon panel were released in July 2008 and were accepted by CPMC's Board of Directors in September 2008.

- Reduction in size of the proposed Cathedral Hill Hospital and CPMC's acquisition of the Pacific Plaza office building (1375 Sutter Street) for MOB use at the proposed Cathedral Hill Campus;
- Inclusion of the Neuroscience Institute (formerly Noe Street MOB) at Davies's Campus into the CPMC Long Range Development Plan; and
- Proposal to cease operations at California Campus by 2020.

PROJECT LOCATION AND COMPONENTS

The following *briefly* summarizes the location of each campus and major near-term (2010-2015) and long-term (Beyond 2015) development proposed at each campus.

Cathedral Hill Campus. The proposed 3.85-acre medical campus would be located in the Cathedral Hill neighborhood of San Francisco and is comprised of three sites that would be developed by 2015 with a new Cathedral Hill Hospital, a new Cathedral Hill Medical Office Building (Cathedral Hill MOB), and a second renovated medical office building at 1375 Sutter Street**.** The Cathedral Hill Hospital site would occupy an 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 MOB site would be located directly across Van Ness Avenue, and occupy the majority of 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. To create a second MOB, the project sponsor proposes interior renovations to the existing Pacific Plaza office building at 1375 Sutter Street which is located on the block bounded by Sutter Street to the north, Van Ness Avenue to the east, Franklin Street to the west, and Daniel Burnham Court to the south.

Pacific Campus. The existing 4.6-acre Pacific Campus occupies several blocks in the Pacific Heights neighborhood generally bounded by Clay Street to the north, Buchanan Street to the east, Webster Street to the west, and California Street to the south. The project proposes long-term (Beyond 2015) development of a new Ambulatory Care Center, underground parking, and related development within the boundaries of the existing campus.

California Campus. The existing 4.9-acre California Campus, in the Presidio Heights neighborhood, is located on one entire block and portions of two other blocks bounded by Sacramento Street to the north, Maple Street to the east, Cherry Street to the west, and California Street to the south. No new development is proposed at California Campus.

Davies Campus. The existing 7.2-acre Davies Campus, in the Duboce Triangle neighborhood, occupies an entire city block bounded by Duboce Avenue to the north, Noe Street to the east, Castro Street to the west, and 14th Street to the south. Near-term (2010-2015) development of the proposed Neuroscience Institute and long-term (Beyond 2015) development of the Castro

Street/ 14th Street MOB and related improvements would occur within the boundaries of the existing campus.

St Luke's Campus. The existing 3.6-acre St. Luke's Campus, located in the Mission neighborhood, occupies portions of two blocks and is generally bounded by Cesar Chavez Street to the north, Valencia Street to the east, Guerrero Street and San Jose Avenue to the west, and 27th and Duncan Streets to the south. Near-term (2010-2015) development of a replacement hospital and long-term (Beyond 2015) development of an expansion building and related improvements would occur within the boundaries of the existing campus.

REQUIRED PROJECT APPROVALS

All near-term, project-level approval actions are described in detail under Required Project Approvals (pp. 115-120). The project would need to obtain a number of entitlements and approvals from the City and other agencies. The CPMC Long Range Development Plan would require General Plan Amendments, Planning Code Text and Map changes (e.g., for creation of a subarea within the Van Ness Area Plan Special Use District for Cathedral Hill Campus, and for reclassification of the existing Height and Bulk Districts at Cathedral Hill and St. Luke's Campuses); General Plan Referral and Encroachment permits for the proposed Van Ness tunnel at Cathedral Hill Campus and vacation and sale of San Jose Avenue at St. Luke's Campus; and Conditional Use authorization (e.g., for Planned Unit Development and exceptions related to building height, parking, and permitted use at some of its campuses).

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the Environmental Impact Report (EIR) is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of a Notice of Preparation (NOP) or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

PUBLIC SCOPING PROCESS

The Planning Department will hold one (1) public scoping meeting. **The public scoping meeting will be held on June 9, 2009, starting at 6:00 p.m. in the Grand Ballroom of the Cathedral Hill Hotel located at 1101 Van Ness Ave San Francisco, CA 94109.** The purpose of this meeting is to receive oral comments to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information contained in the EIR

for the proposed project. The public comment period for the NOP is from May 27 to June 26, 2009. **Written comments will be accepted until the close of business on June 26, 2009.**

An NOP was issued by the Planning Department on July 1, 2006. The project has since been revised. Due to various refinements and changes to the project description, this NOP is being re-issued to receive comments on the proposed project. A public scoping meeting was held for the previously published NOP on July 18, 2006 at the Cathedral Hill Hotel. The previous NOP comment period ran from July 1-31, 2006 and was extended until August 14, 2006. **Previously submitted comments should be resubmitted, if applicable, for consideration during the NOP comment period (May 27 to June 26, 2009).**

Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

May 21, 2009
Date

Bill Wycko
Environmental Review Officer

CPMC LONG RANGE DEVELOPMENT PLAN PROJECT

PROJECT CONTEXT

PROJECT BACKGROUND

CPMC is one of the largest private, not-for-profit, academic medical centers in Northern California. It is a tertiary referral center providing access to leading-edge medicine and personalized care. [4] CMPC provides a variety of services, including acute, post-acute, and outpatient hospital care; home care and hospice services; preventive and complementary care; and health education. [5]

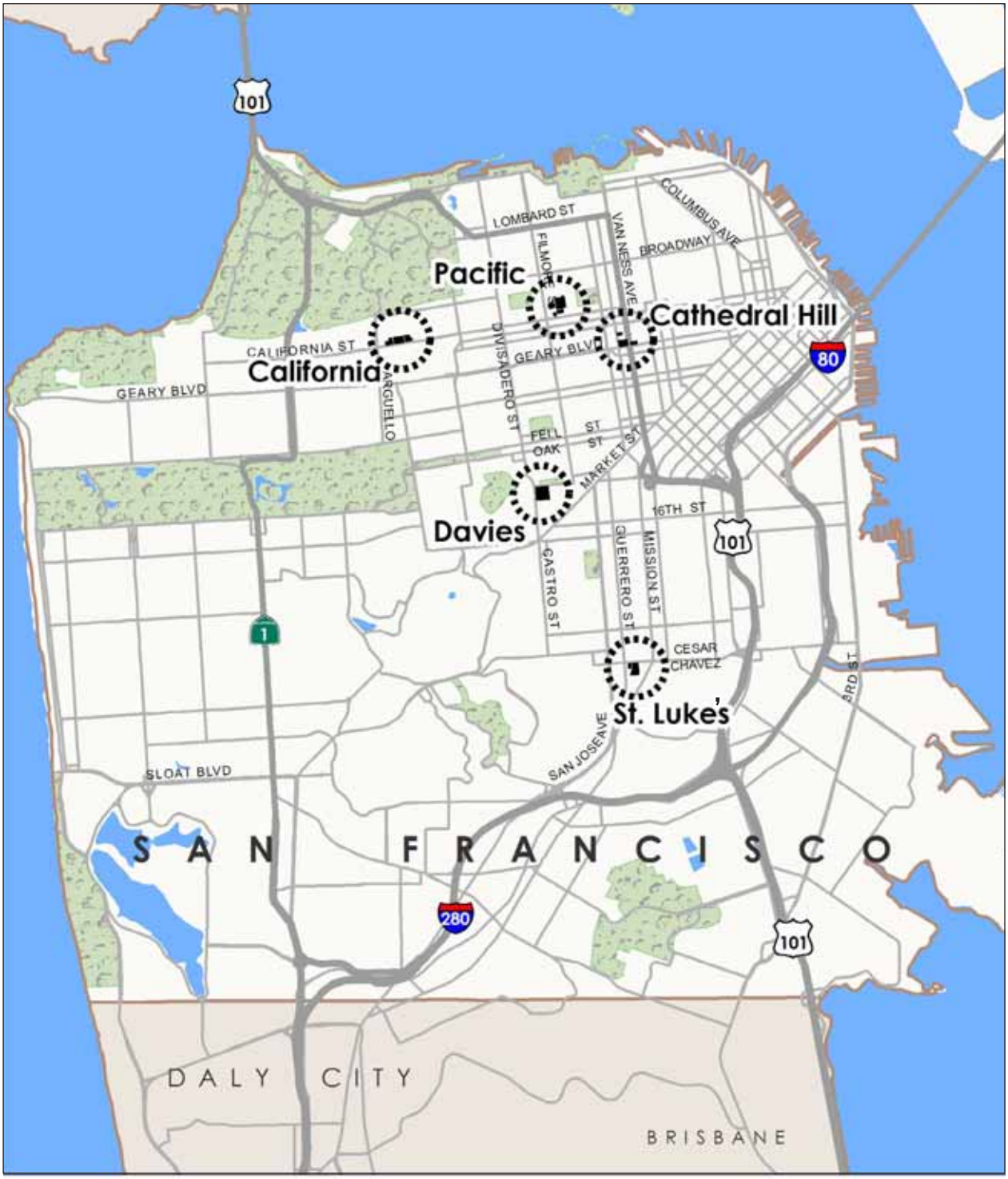
The four existing CPMC medical campuses are Pacific Campus in the Pacific Heights area, California Campus in the Presidio Heights area, Davies Campus in the Duboce Triangle area, and St. Luke's Campus in the Mission District. **Figure 1: CPMC Campus Locations** illustrates the location of the four existing campuses and the proposed Cathedral Hill Campus in the Cathedral Hill area, in the context of the overall City.

CPMC proposes to alter its current citywide campus configuration to add a new medical campus in the Cathedral Hill area by the end of 2014 and to cease operations at California Campus by 2020. The impetus for this citywide campus planning process is a California State law, commonly referred to as Senate Bill 1953 (SB 1953). In response to the 1994 Northridge earthquake, the California State Legislature enacted SB 1953, which amended the Alfred E. Alquist Hospital Seismic Safety Act of 1983 (Alquist Act). The Alquist Act itself was an amendment to the 1973 Hospital Facilities Seismic Safety Act (HFSSA), which was passed following the 1972 Sylmar earthquake.

[4] A *Tertiary referral center* is a major hospital that usually has a full complement of specific specialty care services (e.g., pediatrics, general medicine, various branches of surgery, psychiatry, etc.). Patients will often be referred from smaller hospitals to a tertiary hospital for major operations, consultations with sub-specialists and when sophisticated intensive care facilities are required.

[5] *Acute care* is necessary treatment for only a short period of time in which a patient is treated for a brief but severe episode of illness. Many hospitals are acute care facilities with the goal of discharging the patient as soon as the patient is deemed healthy and stable, with appropriate discharge instructions. The term is generally associated with care rendered in an emergency department, ambulatory care clinic, or other short-term stay facility.

Figure 1
CPMC Campus Locations



Sources: ESRI StreetMap USA / NavTeq; EDAW, May 2009

SB 1953 requires hospitals to evaluate and rate their hospital buildings for seismic performance and to submit these ratings to the Office of Statewide Health Planning and Development (OSHPD).[6] SB 1953 extended the seismic safety mandates of HFSSA by establishing certain seismic safety standards that all acute care facilities in California must meet before specified deadlines: by 2002, major nonstructural systems such as backup generators and exit lighting were to be braced; by 2008, general acute care facilities at risk of collapsing during a strong earthquake were to be rebuilt, retrofitted, or closed; and by 2030, all general acute care facilities are required to be classified at high seismic rating and be operational following a major earthquake. Specifically, SB 1953 required that by January 1, 2008 all California hospitals be able to remain "life safe" following a major seismic event. SB 1953 further defines in detail the engineering specifics to meet the "life safety" standard.

Specific regulations of SB 1953 were promulgated in 1997 and subsequent legislation has provided a series of extensions to the compliance deadline established by SB 1953. A provision in the bill permits a five-year extension (diminished capacity extension)[7] up to January 1, 2013, when the basic services of a hospital building are to be relocated to a building that would remain operational after an earthquake. The "operational" standard is more stringent than the "life safety" standard. Diminished capacity extension for seismic compliance may be granted if it is evident that compliance would result in an interruption of healthcare services provided by general acute care hospitals within the area.

Due to market factors and delays facing hospitals statewide, SB 1661 was enacted to extend the State's seismic safety compliance deadlines by another two years past the January 1, 2013 deadline, up to January 1, 2015, provided that certain interim planning and implementation milestones for acute care hospitals are achieved. Specifically, SB 1661 enables OSHPD to grant a further extension of up to two years till January 1, 2015, if the hospital meets the prescribed requirements including: (1) the hospital is under construction at the time of the extension request; (2) reasonable progress has been made toward meeting the seismic compliance deadline; and (3) for reasons beyond its control, the hospital has found it impossible to meet the deadline without the extension. Acute care hospitals that fail to meet the requirements of SB 1953 by the statutory deadlines must stop providing acute care services.

At the beginning of the planning process, none of the four existing CPMC hospitals in the City fully met the expanded requirements of SB 1953. CPMC elected to undertake seismic upgrades

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[6] Ratings are provided in two categories: structural performance category (SPC) ratings and nonstructural performance category (NPC) ratings, which rate a building's systems including communications, emergency power supplies, bulk medical gas, fire alarms and emergency lighting. SPC/NPC ratings range from SPC-1/NPC-1, the worst seismic rating, to SPC-5/NPC-5, the best seismic rating.

[7] Extensions may be requested in one-year increments for up to five years beyond the mandated date of compliance (January 1, 2008). If OSHPD grants the maximum number of extensions, the deadline for compliance would be January 1, 2013. Office of Statewide Health Planning and Development, Facilities Development Division, 2007. *Summary of Requests for Extensions to Seismic Safety Deadlines*. www.oshpd.state.ca.us/FDD/SB1953/index.htm.

of the Davies Hospital North Tower in 2007 to meet the SB 1953 requirements. The building now meets current seismic requirements through 2030.

PROJECT STRATEGY

CPMC's long-term strategy to meet the requirements of SB 1953 and 1661 for its Pacific, California, and St. Luke's Campuses is embodied in its CPMC Long Range Development Plan, the proposed project that is the subject of the EIR. Under the CPMC Long Range Development Plan, the project sponsor would design, construct, and operate a new medical campus including the new 555-bed hospital at Cathedral Hill.

When completed by 2015, the existing acute care and women's and children's hospital services at CPMC's California and Pacific Campuses would be relocated to this new Cathedral Hill Hospital. This would give CPMC the flexibility to consolidate currently duplicative services at its existing campuses within the new hospital at Cathedral Hill. CPMC would sell California Campus after relocation of its inpatient services to the new Cathedral Hill Hospital and other services to Pacific Campus. Some existing on-site medical activities would continue at California Campus in a relatively small amount of space that would be leased back by CPMC indefinitely from the new property owner. **Table 1: CPMC Long Range Development Plan Schedule** illustrates the proposed timeline for project components at each campus.

Project Construction Cost

Total construction costs for all near-term (i.e., 2010-2015) projects at all five campuses are estimated at $1.1 billion. Construction costs for long-term (Beyond 2015) components of the CPMC Long Range Development Plan are not available at this time.

CEQA ANALYSIS OF CPMC LONG RANGE DEVELOPMENT PLAN – NEAR-TERM VS. LONG-TERM PROJECT COMPONENTS

CEQA allows different portions of a phased project to be analyzed at either a "program level" or a "project level," depending on the extent of detail that is known about a particular portion or phase of a project at the time the environmental review is conducted. A program-level EIR is useful in certain cases, because it provides the opportunity for evaluation of the overall impacts of a proposed project, program or plan for an area larger than is generally practical or appropriate for an individual site-specific project. It allows an agency to consider policy implications of area-wide mitigation measures earlier than with specific development proposals and provides an analysis of cumulative impacts on an area-wide basis. Portions of a proposed project for which detailed development plans are available at the time the EIR is prepared are typically analyzed at the project level in the EIR, whereas portions of a project for which less detail is known at the time the EIR is prepared may be analyzed at the programmatic level. For program-level components, further environmental review would be required at a later time when more detailed plans become available.

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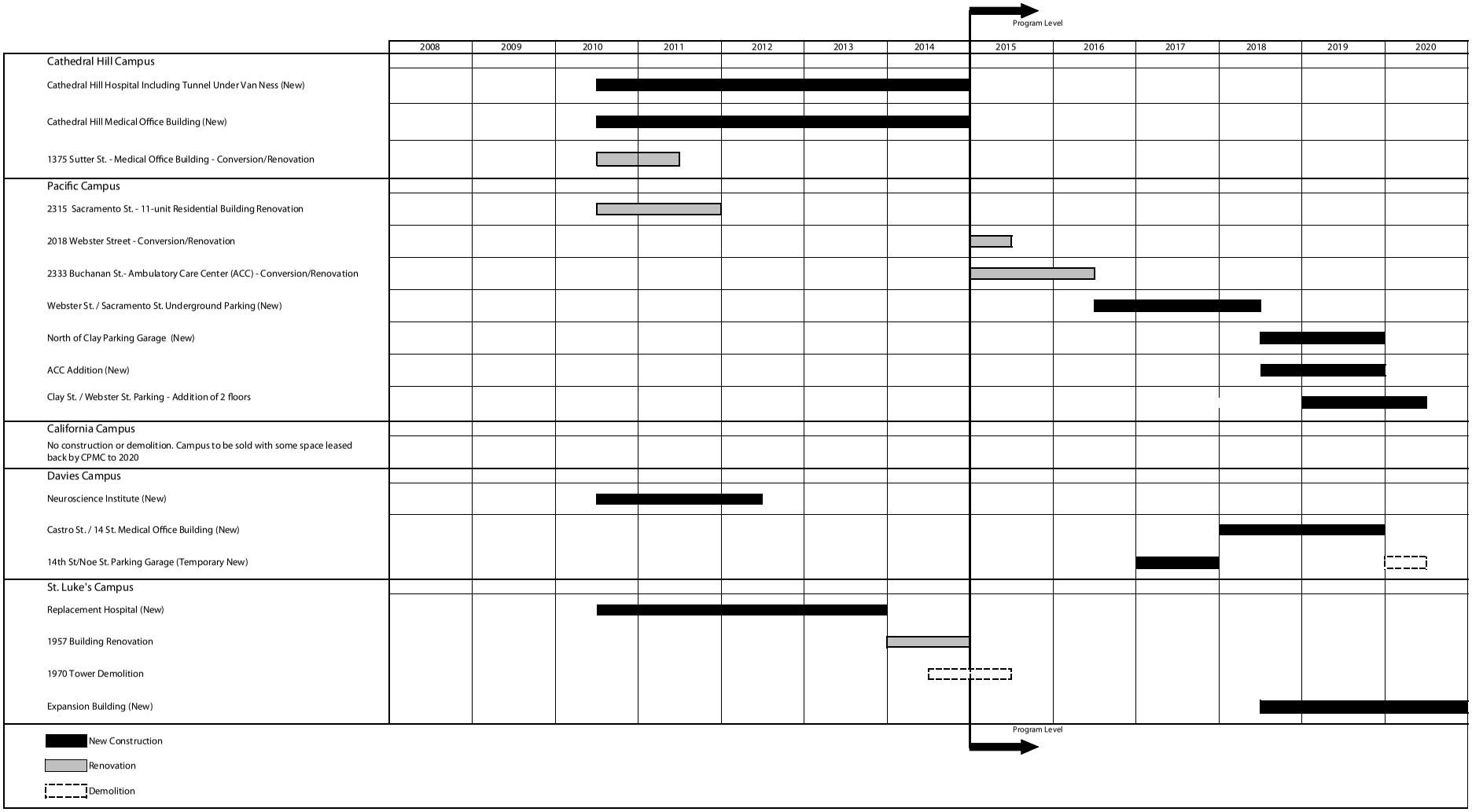
Table 1
CPMC Long Range Development Plan Schedule



Note: With the exception of St. Luke's Campus, construction schedules reported for proposed buildings include required demolition, if any, of existing structures.

Source: CPMC, December 2008

Table 1
CPMC Long Range Development Plan Schedule 11x17 (back)

The EIR for the proposed CPMC Long Range Development Plan will be a program-level EIR, pursuant to CEQA Guidelines Section 15168. It will also be a project-level EIR; that is, it will analyze development of individual components within the CPMC Long Range Development Plan, where the analysis will be performed at a project-specific level. Specifically, the CPMC Long Range Development Plan includes near-term projects scheduled for completion before January 2015 (see **Table 1**). These near-term projects will be analyzed in the EIR at the project level. Long-term projects initiated after January 1, 2015, will be analyzed at a programmatic level to the extent that impacts associated with those projects can be reasonably forecasted. As indicated above, CPMC's long-term projects would require additional or supplemental project-level environmental review at a later date.

PROJECT OBJECTIVES

California Pacific Medical Center, the project sponsor, has the following objective for the CPMC Long-Range Development Plan:

> *Implement a feasible strategy to replace CPMC's existing acute-care facilities in San Francisco with new, seismically safe, acute-care medical facilities in order to comply with the Alfred E. Alquist Hospital Seismic Safety Act (Senate Bill 1953), as mandated by the State of California, and to do so in a manner that takes into account the geographic distribution of CPMC's patients, utilizes sites in a strategic manner that reinforces operational relationships and efficiencies between different medical services and uses, continues and enhances CPMC's standards of high quality and high technology medical care, ensures that facilities and services meet current and future projected acute care and outpatient needs, including for specialized services, and provides uninterrupted care during the construction process.*

PROJECT LOCATION AND SITE CHARACTERISTICS

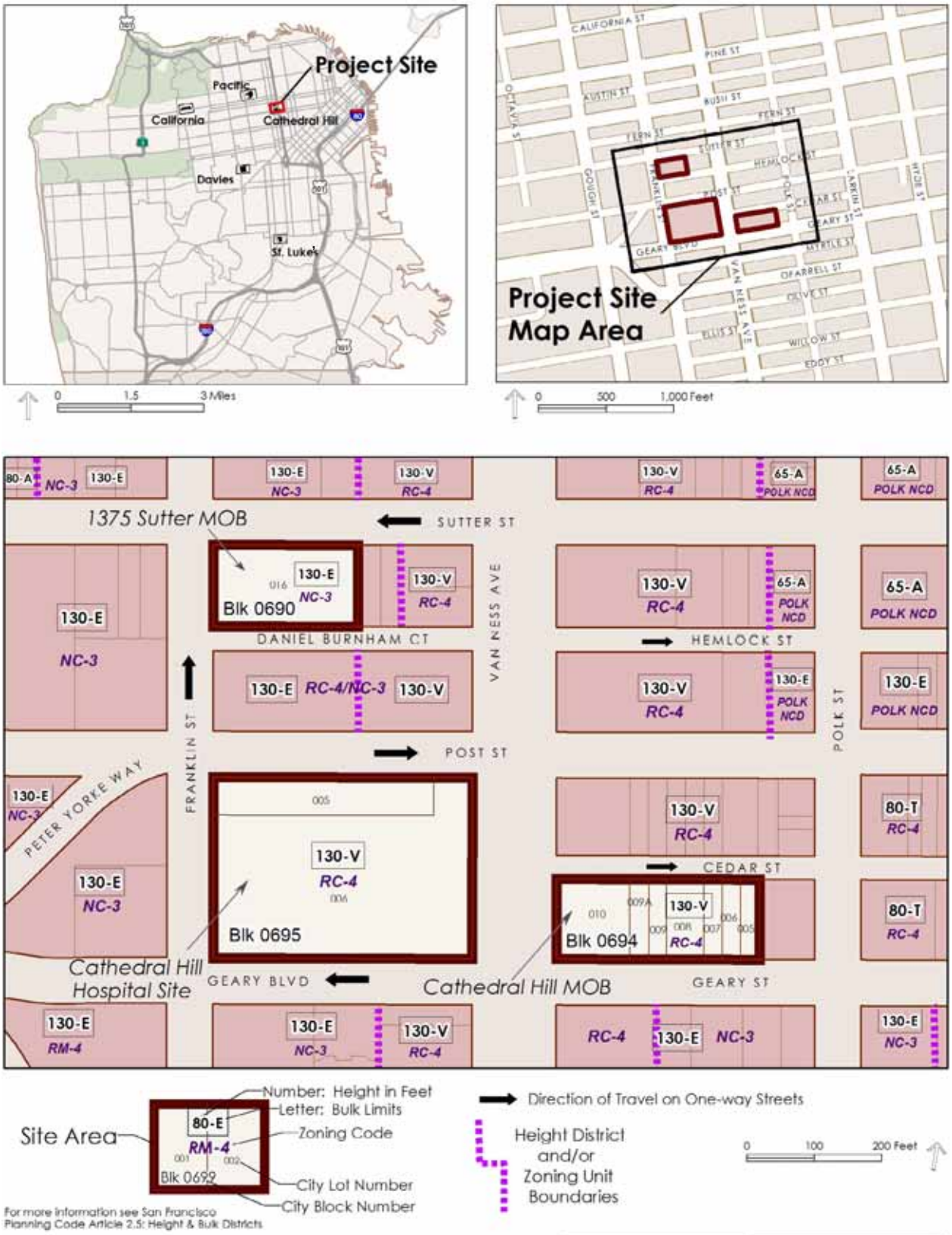
CATHEDRAL HILL CAMPUS

Existing Conditions

The proposed Cathedral Hill Campus is comprised of three sites, totaling 3.85 acres, that would be developed with the new Cathedral Hill Hospital, Cathedral Hill Medical Office Building (Cathedral Hill MOB), and a renovated medical office building at 1375 Sutter Street (1375 Sutter MOB). **Figure 2: Cathedral Hill Campus Area** illustrates the location of each site, Assessor's block and lot numbers, and existing zoning and height and bulk designation.

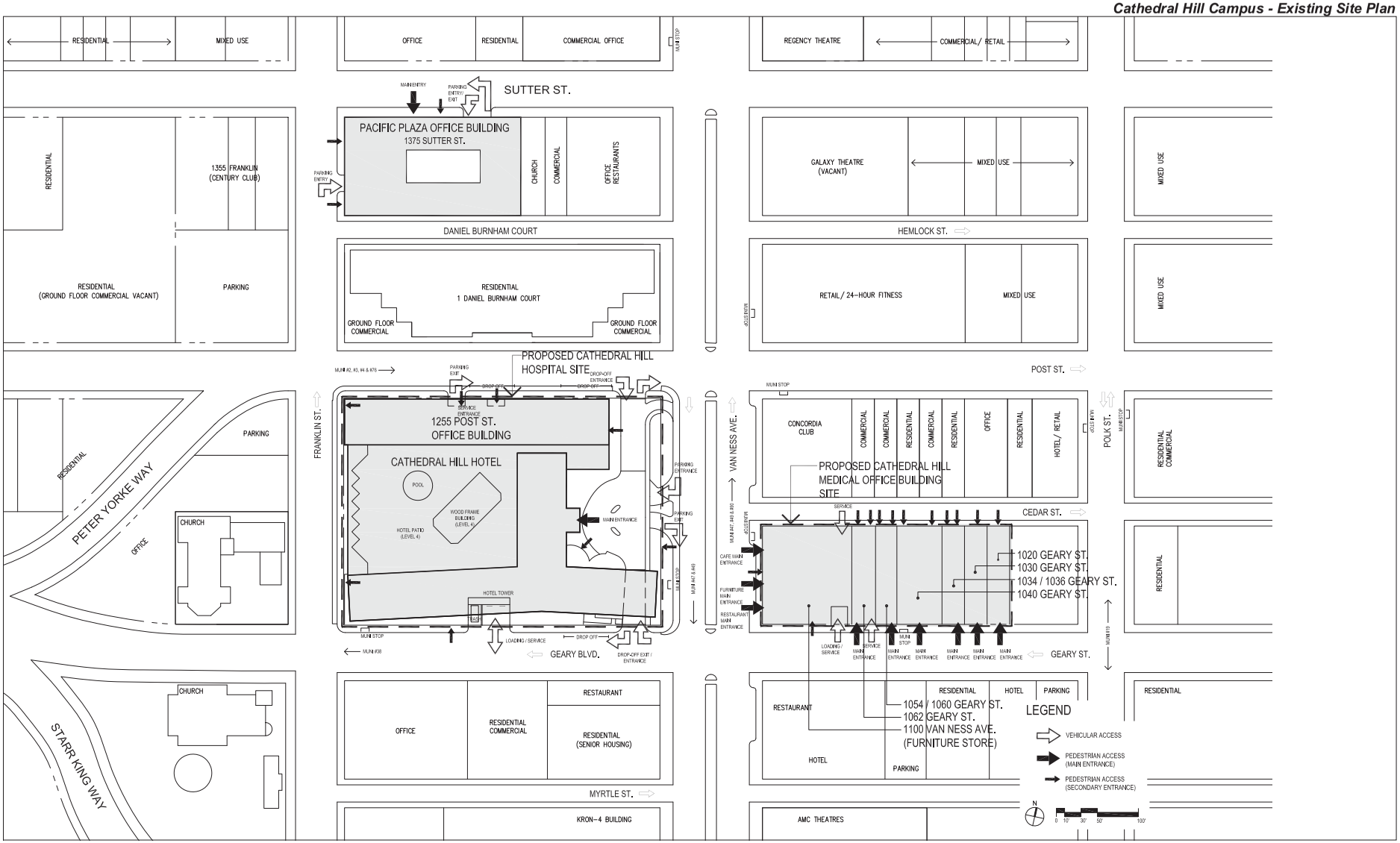
Figure 3: Cathedral Hill Campus – Existing Site Plan illustrates the existing site plan and environs for the proposed Cathedral Hill Campus. **Table 2: Cathedral Hill Campus – Existing Site Characteristics** summarizes existing uses and other characteristics of the proposed Cathedral Hill Hospital, Cathedral Hill MOB, and 1375 Sutter MOB sites described below.

Figure 2
Cathedral Hill Campus Area



Sources: City & County of San Francisco - Department of Public Works GIS; EDAW, May 2009

Figure 3
Cathedral Hill Campus - Existing Site Plan



Source: Smith Group, May 2009

Figure 3
Cathedral Hill Campus – Existing Site Plan 11x17 (back)

Table 2
Cathedral Hill Campus – Existing Site Characteristics

Address	*Assessor's Block/ Lot*	*Site Square Footage*	*Building Gross Square Footage*	*Zoning District*	*Height / Bulk District*	*Present Use*
Cathedral Hill Hospital Site						
1101 Van Ness Ave.	0695 / 006	87,209	445,391	RC-4 (Residential-Commercial, High Density) [a]	130-V	Cathedral Hill Hotel with ground-floor retail (Enterprise Rent-a-Car)
1255 Post Street	0695 / 005	18,587	209,700	RC-4 (Residential-Commercial, High Density)	130-V	Office Building with ground-floor retail (Video Only)
Subtotal	***--***	***105,796***	***655,091***	***--***	***--***	***--***
Cathedral Hill MOB Site						
1100 Van Ness Ave.	0694 / 010	13,080	39,240	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	National Furniture Liquidators, Fina Estampa Restaurant, other retail
1062 Geary Street	0694 / 009A	3,480	6,960	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Car repair, one residential unit above
1054-1060 Geary Street	0694 / 009	3,120	6,240	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Koko Bar and four residential units above
1040-1052 Geary Street	0694 / 008	6,600	26,000	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Formerly the Geary Street Clinic; now closed

Address	*Assessor's Block/ Lot*	*Site Square Footage*	*Building Gross Square Footage*	*Zoning District*	*Height / Bulk District*	*Present Use*
Cathedral Hill MOB Site (cont.)						
1034-1036 Geary Street	0694 / 007	3,300	5,940	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Hotel with six SRO rooms
1030 Geary Street	0694 / 006	3,300	9,420	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Element Lounge / Charlie's Hotel with 16 SRO rooms
1020 Geary Street	0694 / 005	3,297	6,600	RC-4 (Residential-Commercial, High Density); Van Ness SUD	130-V	Frenchy's Adult Video / Sophia Spa
Subtotal for Cathedral Hill MOB Site	**--**	***36,177***	***100,400***	**--**	**--**	**--**
1375 Sutter MOB Site						
1375 Sutter MOB	0690 / 016	25,800	167,400	NC-3 (Neighborhood Commercial, Moderate Scale); Northern Waterfront – No. 1	130-E	Mixed-use building with general and medical office tenants and retail.
Subtotal for 1375 Sutter MOB Site	**--**	***25,800***	***167,400***	**--**	**--**	**--**
Total for Hospital and MOB Sites		***167,773***	***922,891***	**--**	**--**	**--**

a The Hospital site was formerly within the Western Addition A-2 Redevelopment Area which sunset January 1, 2009, reverting the site back to Planning Code controls.

Cathedral Hill Hospital Site. The proposed Cathedral Hill Hospital site, approximately 106,000 square feet in area, would occupy an entire city block (Assessor's Block 0695). The block is 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 project 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. There are approximately 30-foot and 29-foot changes in grade from Franklin Street (west) to Van Ness Avenue (east) along Post Street and Geary Boulevard, respectively; and approximately ten-foot and nine-foot changes in grade from Post Street (north) to Geary Boulevard (south) along Franklin Street and Van Ness Avenue, respectively.

The hospital site block is currently occupied by two buildings on two lots: (1) the Cathedral Hill Hotel (1101 Van Ness Avenue) on Lot 006 is a 402-room hotel building with 10 stories above ground and one basement level; and (2) the 1255 Post Street Office Building on Lot 005 is an 11-story building with one basement level on the northwest corner of the lot, bordering the intersection of Post and Franklin Streets. The existing on-site hotel and office buildings both contain ground-floor retail and share a 405-space parking garage. The hotel is approximately 445,391 gross square feet (gsf), and the office building is approximately 209,700 gsf. Both of these on-site buildings and the shared parking garage would be demolished prior to construction of the proposed Cathedral Hill Hospital.

The proposed hospital site is zoned RC-4 (Residential-Commercial, High Density) and the existing Height and Bulk District for this site is 130-V. [8] The existing allowable floor area ratio (FAR) for the hospital site is 7.0 to 1, as established in the Van Ness Special Use District (SUD).

Cathedral Hill MOB Site. The proposed Cathedral Hill MOB site is located on the east side of Van Ness Avenue, on the block (Assessor's Block 0694) 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 seven buildings that would be demolished and replaced by the Cathedral Hill MOB are located on Lots 010, 009A, 009, 008, 007, 006, and 005; they range from two to three stories in height and approximately 3,000 gsf to 13,000 gsf in size as shown in **Table 2**, above.

Present uses of these buildings include retail, automotive repair, night clubs, a restaurant, residential units, and a hotel. The remaining building on Lot 004 at the eastern end of the block at the intersection of Geary and Polk Streets is not part of the project site. Existing pedestrian access to the Cathedral Hill MOB site is currently along Cedar Street, Van Ness Avenue, and Geary Street. Vehicular access is along Cedar Street and Geary Street.

[8] Per Section 260 of the San Francisco Planning Code, 130-V Height and Bulk District allows a maximum building height of 130 feet. Per Section 270, the 'V' bulk designation applies to the Van Ness Special Use District and would allow the Planning Commission to require a 20-foot setback for portions of buildings above 50 feet in height.

The entire Cathedral Hill MOB site is zoned RC-4 and the existing Height and Bulk District for this site is 130-V. The existing allowable FAR for the Cathedral Hill MOB site (all lots) is 7.0 to 1, as established in the Van Ness SUD.

The project site 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. There are approximately 22-foot and 20-foot changes in grade from Van Ness Avenue (west) to the eastern edge of the project site along Cedar Street and Geary Street, respectively; and approximately four-foot and two-foot changes in grade from Cedar Street (north) to Geary Street (south) along Van Ness Avenue and the eastern edge of the project site near Polk Street, respectively.

1375 Sutter MOB Site. The second MOB site that is part of the proposed Cathedral Hill Campus is at 1375 Sutter Street (Assessor's Block 0690 Lot 016) and the existing on-site building is currently known as the Pacific Plaza Office Building. CPMC acquired the Pacific Plaza Office Building in late 2008. Located on the southeast corner of the intersection of Sutter and Franklin Streets, the five-story building is bordered by Sutter Street to the north, Franklin Street to the west, and Daniel Burnham Court to the south. Daniel Burnham Court is a mid-block alley that connects Franklin Street to Van Ness Avenue. Existing pedestrian and vehicular access to the 1375 Sutter MOB site is currently along Sutter Street and Franklin Street.

The 167,773-gsf building currently contains approximately 84,000 gsf of office space divided almost equally between medical office and general office tenants above about 4,600 gsf of ground-floor retail space and a 77,400-gsf, 172-space, partially below–grade self-park garage.

The 1375 Sutter Street site is zoned NC-3 (Neighborhood-Commercial, Moderate Density) and the existing Height and Bulk District for this site is 130-E. [9] The existing allowable FAR for 1375 Sutter is 7.0 to 1, as established in the Van Ness SUD.

Local Streets Network at Cathedral Hill. Cathedral Hill Campus is 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 through the City, joining, via Lombard Street, the Golden Gate Bridge to the north with the elevated U.S. 101 located approximately one mile south of the proposed Cathedral Hill Campus. Cathedral Hill Campus would be accessible by both public transit and automobile from the west and east via Sutter Street, Post Street, and Geary Street, and from the north and south primarily via Franklin Street and Van Ness Avenue.

The proposed Cathedral Hill Campus is bounded by a mix of residential and commercial uses. The Cathedral Hill area is served by Muni bus lines and is located approximately 1.5 miles from

[9] Per Section 260 of the San Francisco Planning Code, the "130-E" Height and Bulk District allows a maximum building height of 130 feet. Per Section 270, the 'E' bulk designation requires additional setbacks for portions of buildings above 65 feet in height.

the Civic Center BART / Muni station. In addition, the Cathedral Hill area is currently served by the CPMC inter-campus shuttle system with service to Pacific Campus.

PROPOSAL AT CATHEDRAL HILL CAMPUS

The following describes proposed near-term (2010-2015) project components for Cathedral Hill Campus. There are no program-level, long-term (Beyond 2015) project components identified in the CPMC Long Range Development Plan for Cathedral Hill Campus. All three components of the proposed Cathedral Hill Campus development (Cathedral Hill Hospital, the Cathedral Hill MOB, and the 1375 Sutter Street MOB) would be constructed in the near term (by the end of 2014) and would be fully occupied by 2015. Accordingly, the proposed Cathedral Hill Campus development will be fully analyzed in the EIR at the project level.

Figure 4: Cathedral Hill Campus – Proposed Site Plan illustrates the proposed plan for Cathedral Hill Campus. **Table 3: Cathedral Hill Campus – Project Summary Table** contains a detailed description of existing and proposed buildings and uses at the proposed Cathedral Hill Campus.

Proposed Cathedral Hill Hospital. The proposed 1,163,790-gsf hospital at 1101 Van Ness Avenue would be the primary acute-care, inpatient-treatment facility for the CPMC system, providing centralized hospital care at a new, state-of-the-art facility. The services currently offered at the acute care hospital on Pacific Campus and the women's and children's and acute care facilities on California Campus would be relocated to the new Cathedral Hill Hospital. According to the project sponsor, this would allow for more efficient provision of ancillary and support services, as well as better coordination of and access to patient care. Consolidation of these services at the proposed new campus is also intended to avoid patient disruption associated with large-scale renovations at the existing campuses.

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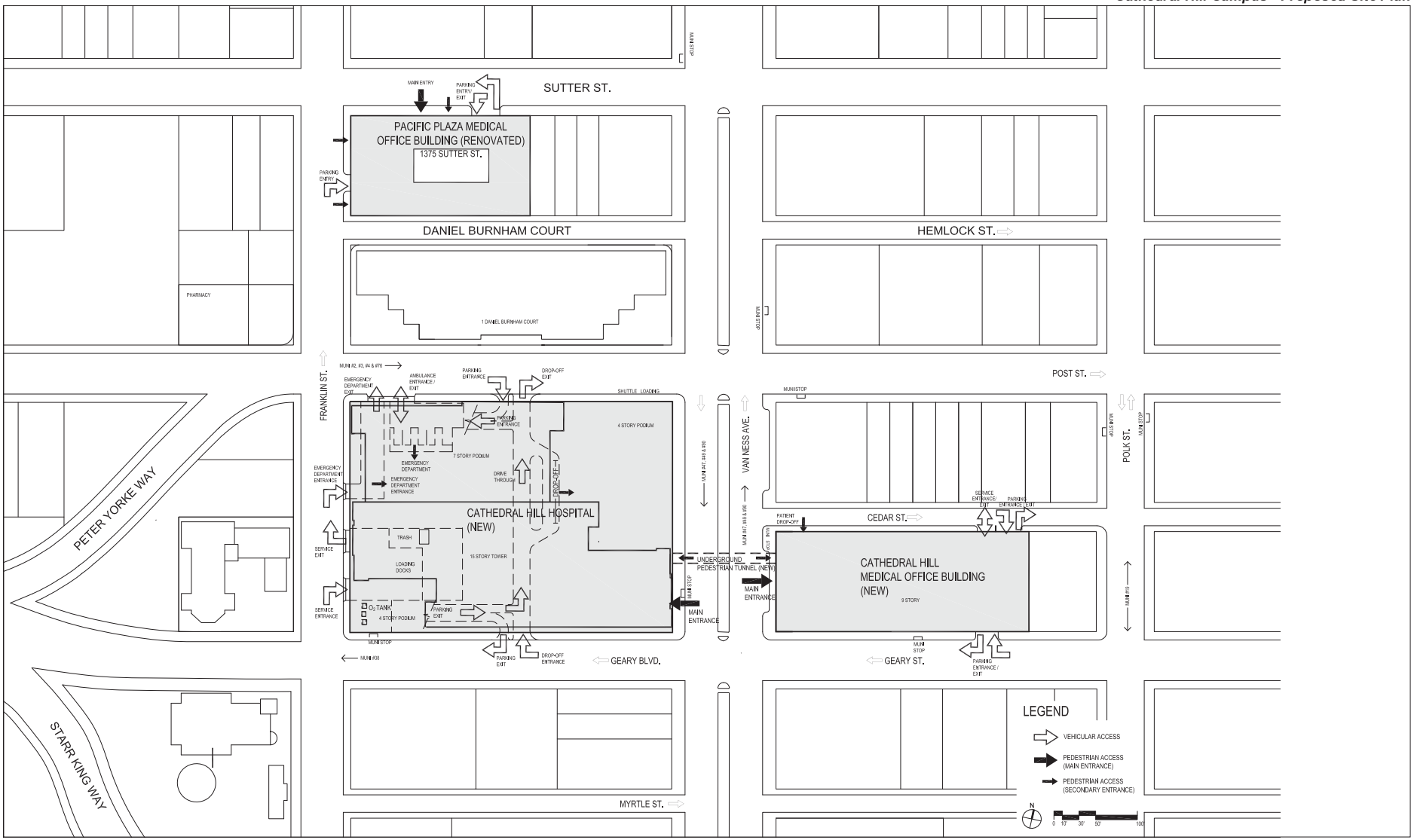
Figure 4
Cathedral Hill Campus - Proposed Site Plan



Source: Smith Group, May 2009

Figure 4
Cathedral Hill Campus – Proposed Site Plan 11x17 (back)

Table 3
Cathedral Hill Campus - Project Summary

Category Gross Square Footage (GSF)	**Cathedral Hill Hotel**	**1255 Post Street (Office)**	**1100 Van Ness**	**1062 Geary**	**1054/1060 Geary**	**1040/1052 Geary**	**1034/1036 Geary**	**1030 Geary**	**1020 Geary**	**1375 Sutter**	**Existing Uses - Total**	**1375 Sutter Conversion**	**New Construction CH Hospital**	**New Construction CH MOB**	**Project Totals**
Residential	-	-	-	3,480	3,120	-	-	-	-	-	6,600	-	-	-	-
Hotel	212,653	-	-	-	-	-	2,640	6,220	-	-	221,513	-	-	-	-
Retail	7,000	7,780	39,240	-	3,120	-	3,300	3,200	6,600	4,600	74,840	1,500	3,100	7,825	12,425
Office	35,680	138,362	-	-	-	-	-	-	-	41,750	215,792	-	-	-	-
Medical Office	-	-	-	-	-	-	-	-	-	42,250	42,250	83,200	-	201,863	285,063
Light Industrial	-	-	-	3,480	-	-	-	-	-	-	3,480	-	-	-	-
Parking - Structured	171,120	46,396	-	-	-	-	-	-	-	77,400	294,916	77,400	244,900	234,649	556,949
Medical Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hospital Administration	-	-	-	-	-	-	-	-	-	-	-	-	12,100	-	12,100
Cafeteria	-	-	-	-	-	-	-	-	-	-	-	-	10,800	-	10,800
Education / Conference	-	-	-	-	-	-	-	-	-	-	-	-	14,690	2,904	17,594
Inpatient Care	-	-	-	-	-	-	-	-	-	-	-	-	388,100	-	388,100
Skilled Nursing Care	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outpatient Care	-	-	-	-	-	26,000	-	-	-	-	26,000	-	1,485		1,485
Diagnostics & Treatment	-	-	-	-	-	-	-	-	-	-	-	3,000	130,025	7,502	140,527
Emergency Department	-	-	-	-	-	-	-	-	-	-	-	-	19,900	-	19,900
Support	-	-	-	-	-	-	-	-	-	-	-	-	79,950	1,936	81,886
Research	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lobby	7,500	7,904	-	-	-	-	-	-	-	200	15,604	600	9,200	3,800	13,600
Building Infrastructure	-	-	-	-	-	-	-	-	-	700	700	1,200	207,280	28,600	237,080
Central Plant	-	-	-	-	-	-	-	-	-	-	-	-	26,670		26,670
Mechanical & Electrical Floors	11,438	9,258	-	-	-	-	-	-	-	500	21,196	500	-	5,500	6,000
Loading	-	-	-	-	-	-	-	-	-	-	-	-	15,590	1,000	16,590
Total GSF	445,391	209,700	39,240	6,960	6,240	26,000	5,940	9,420	6,600	167,400	922,891	167,400	1,163,790	495,579	1,826,769
Dwelling Units	-	-	-	1	4	-	-	-	-	-	5	-	-	-	-
Hotel Rooms	402	-	-	-	-	-	6	16	-	-	424	-	-	-	-
Parking Spaces - Structured	275	130	-	-	-	-	-	-	-	172	405	172	555	548	1,275
Parking Spaces - Surface	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loading Spaces	2	-	-	-	-	-	-	-	-	-	2		6 + 14 vans	2	8 + 14 vans
Number of Buildings	1	1	1	1	1	1	1	1	1	1	10	1	1	1	3
Height of Buildings	176	est. 180	40	28	28	36	32	36	30	est. 65	-	est. 65[1]	265[1]	130[1]	-
Number of Stories	10	11	3	2	2	3	2	3	2	5	-	5	15	9	-
Stories Underground	1	1	-	-	-	-	-	-	-	-	-	-	2	7	-

[1] As measured pursuant to Section 260 of the Planning Code.

Source: CPMC, December 2008

Table 3
Cathedral Hill Campus Project Summary Table 11x17 (back)

The proposed 15-story hospital would be 265 feet in height based on the San Francisco Planning Code methodology for measurement. However, since the site is sloped, the structure would vary in height relative to which side it is viewed from (see previous discussion under Cathedral Hill Campus Existing Conditions).[10] For instance, as shown in **Figure 5: Cathedral Hill Hospital– Proposed North Elevation,** the hospital would be about 248 feet in height to the top of the screening of mechanical equipment (mechanical screen) as measured from the top of sidewalk at the corner of Van Ness Avenue and Post Street. As shown in **Figure 6: Cathedral Hill Hospital – Proposed East Elevation,** the hospital would be about 274 feet in height to the top of the mechanical screen as measured from the top of sidewalk at the corner of Van Ness Avenue and Post Street. As shown in **Figure 7: Cathedral Hill Hospital – Proposed West Elevation,** the hospital would be about 244 feet in height to the top of the mechanical screen as measured from the top of sidewalk at the corner of Post and Franklin Streets. As shown in **Figure 8: Cathedral Hill Hospital – Proposed South Elevation**, the building height would be approximately 257 feet to the top of the mechanical screen when measured from the top of sidewalk at the corner of Van Ness Avenue and Geary Boulevard.

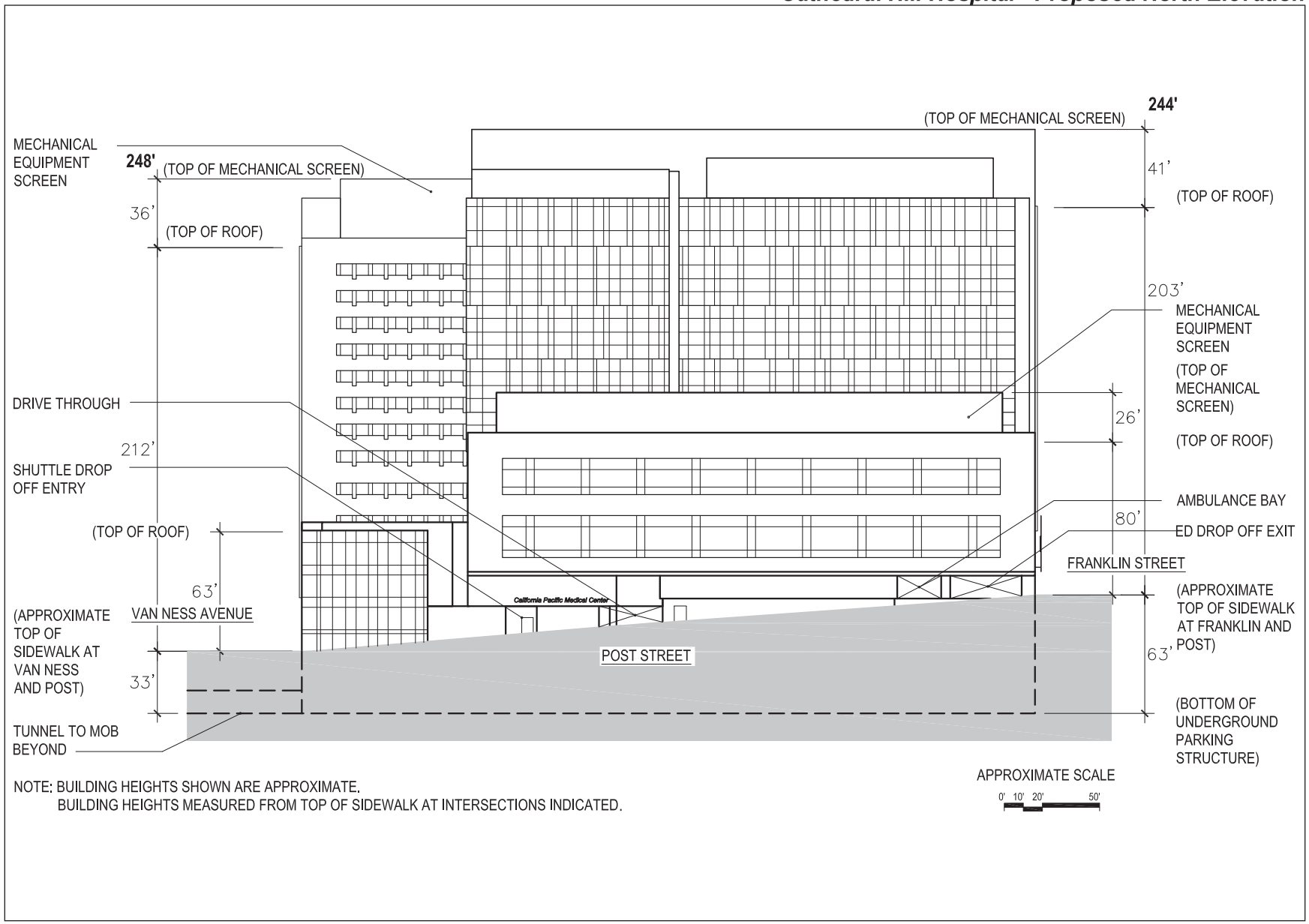
Figures 5-8 illustrate the location of various roof and podium levels of the proposed hospital, mechanical screens, building setbacks on Levels 7, 14 and 15, and the extent of the subsurface levels proposed.

Figure 9: Cathedral Hill Hospital – Proposed Stacking Diagram illustrates the proposed uses and number of beds by floor for the proposed hospital. Level 2 would provide the main access to the hospital with a pedestrian entrance from Van Ness Avenue and would contain the lobby, support space (e.g., admitting functions, environmental services, and materials management), hospital-oriented retail, a cafeteria, and education and conference space. Level 2 would also contain a one-way northbound drive-through vehicular access connecting Geary Boulevard with Post Street. The drive-through would be centrally located and would bisect the building at Level 2. Site access to the hospital is discussed in greater detail below (see Cathedral Hill Campus Site Access). **Figure 10: Cathedral Hill Hospital – Proposed Main Access Floor (Level 2)** illustrates proposed entrances and other features of Level 2.

Level 3 would contain space for administration, support, diagnostic and treatment, loading and emergency department uses. Service and emergency vehicles, as well as a separate emergency drop-off for emergency patients arriving by car would be on Level 3 with access provided from Franklin Street. The loading area would have four loading docks, two spaces for dumpsters, and four ambulance drop-off bays adjacent to the emergency department.

[10] "Building height based on the Planning Code methodology" (see Section 260 of the San Francisco Planning Code) represents the height of the building measured from its midpoint relative to the average slope of the curb or ground. This measurement is provided for each proposed near-term, project-level building so that it can be compared to the applicable maximum height allowed by the Height and Bulk District (see discussion under Existing Conditions for each campus). In addition, building heights relative to the top of sidewalk at the abutting street corner from each elevation (i.e., north, east, west, and south) are provided.

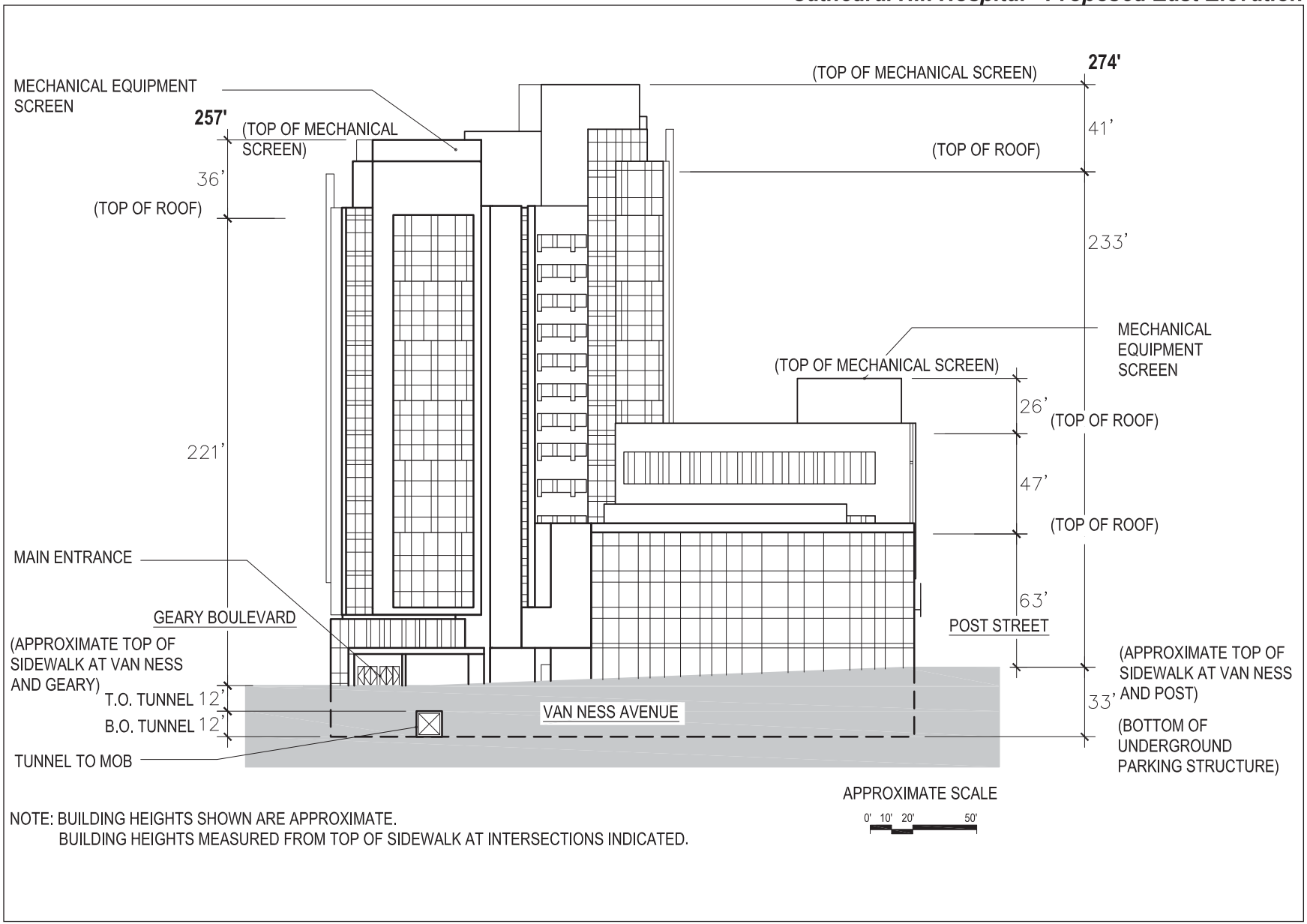
Figure 5
Cathedral Hill Hospital - Proposed North Elevation



NOTE: BUILDING HEIGHTS SHOWN ARE APPROXIMATE.
BUILDING HEIGHTS MEASURED FROM TOP OF SIDEWALK AT INTERSECTIONS INDICATED.

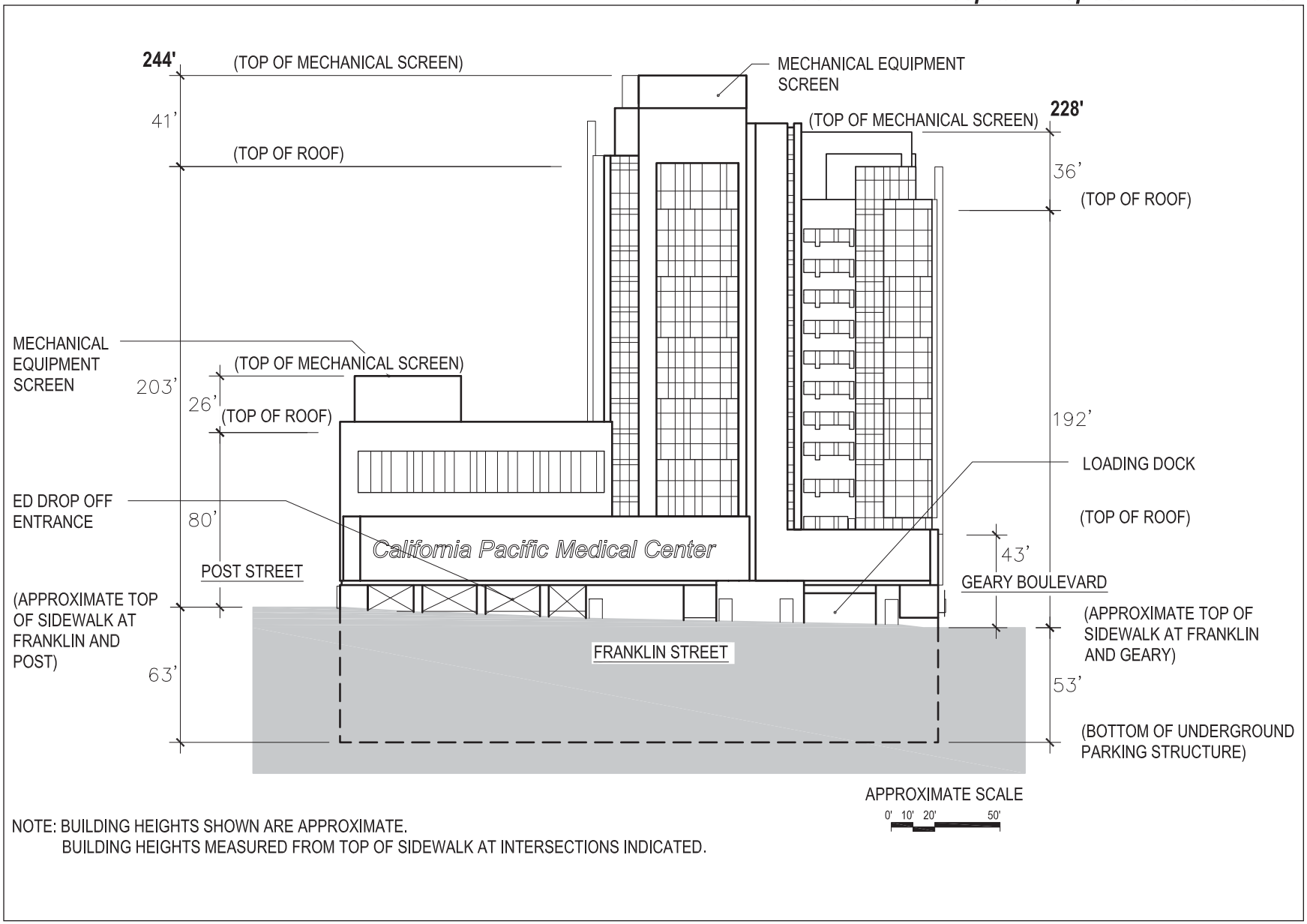
Source: Smith Group, May 2009

Figure 6
Cathedral Hill Hospital - Proposed East Elevation



Source: Smith Group, May 2009

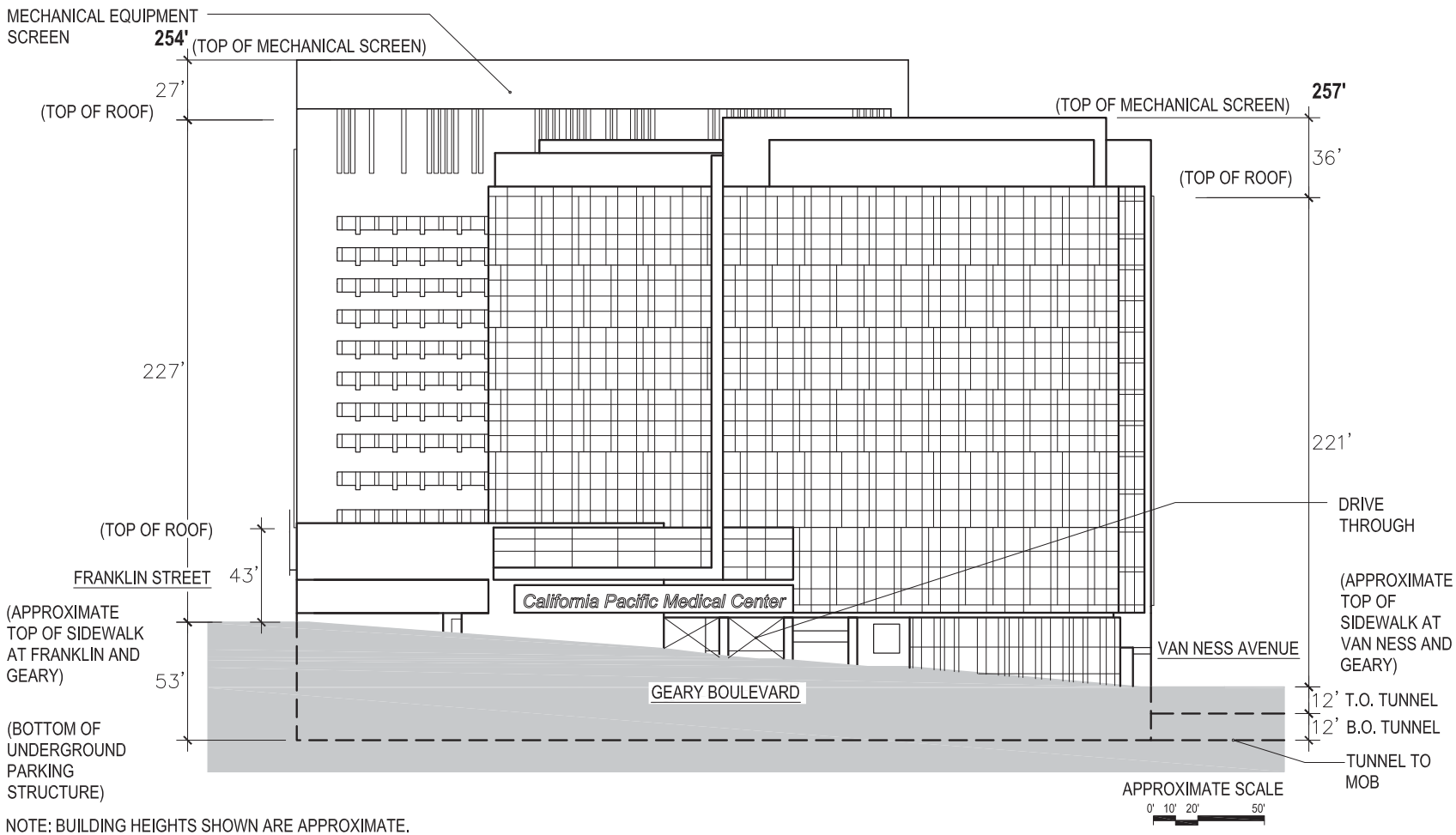
Figure 7
Cathedral Hill Hospital - Proposed West Elevation



NOTE: BUILDING HEIGHTS SHOWN ARE APPROXIMATE.
BUILDING HEIGHTS MEASURED FROM TOP OF SIDEWALK AT INTERSECTIONS INDICATED.

Source: Smith Group, May 2009

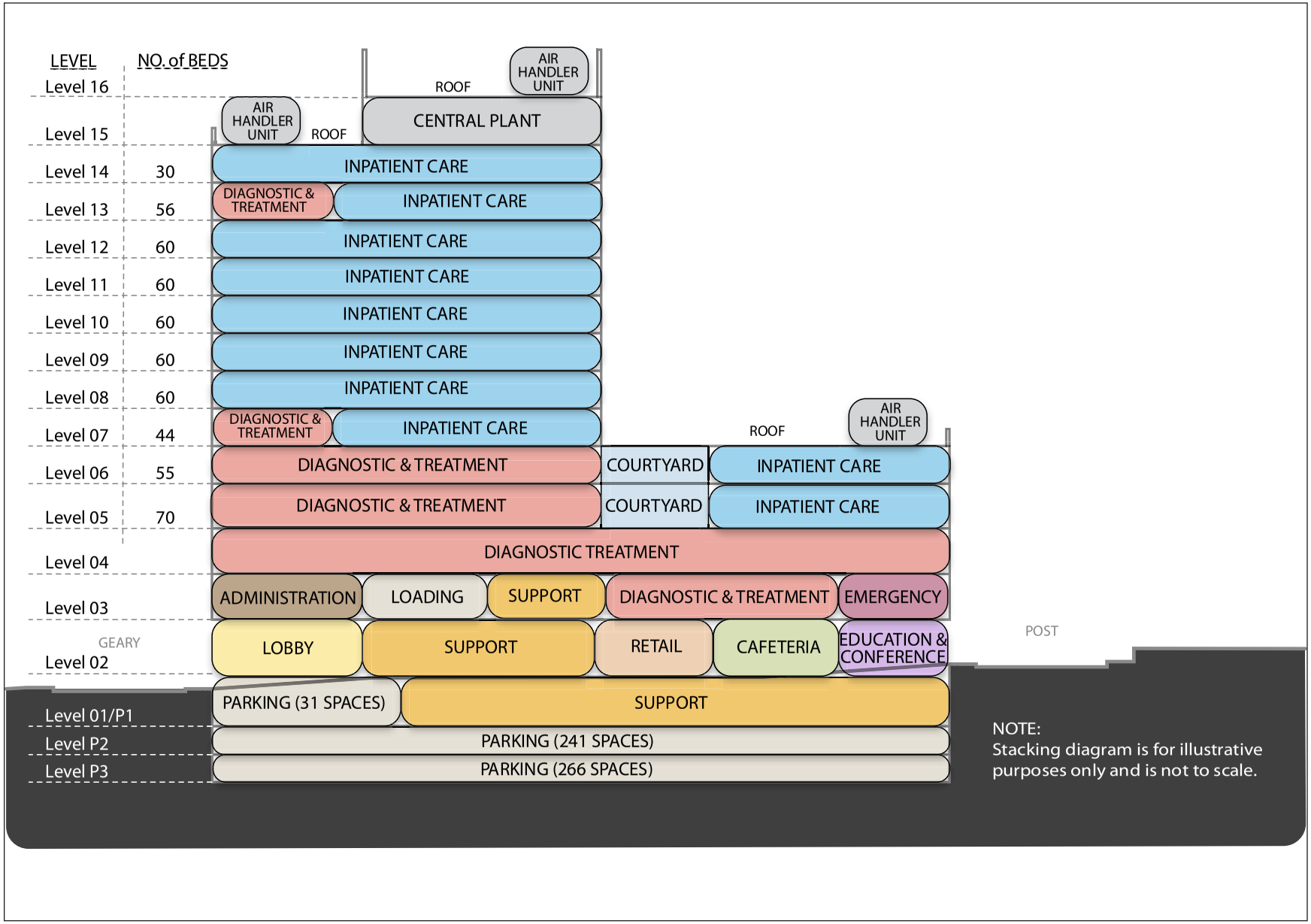
Figure 8
Cathedral Hill Hospital - Proposed South Elevation



NOTE: BUILDING HEIGHTS SHOWN ARE APPROXIMATE.
BUILDING HEIGHTS MEASURED FROM TOP OF SIDEWALK AT INTERSECTIONS INDICATED.

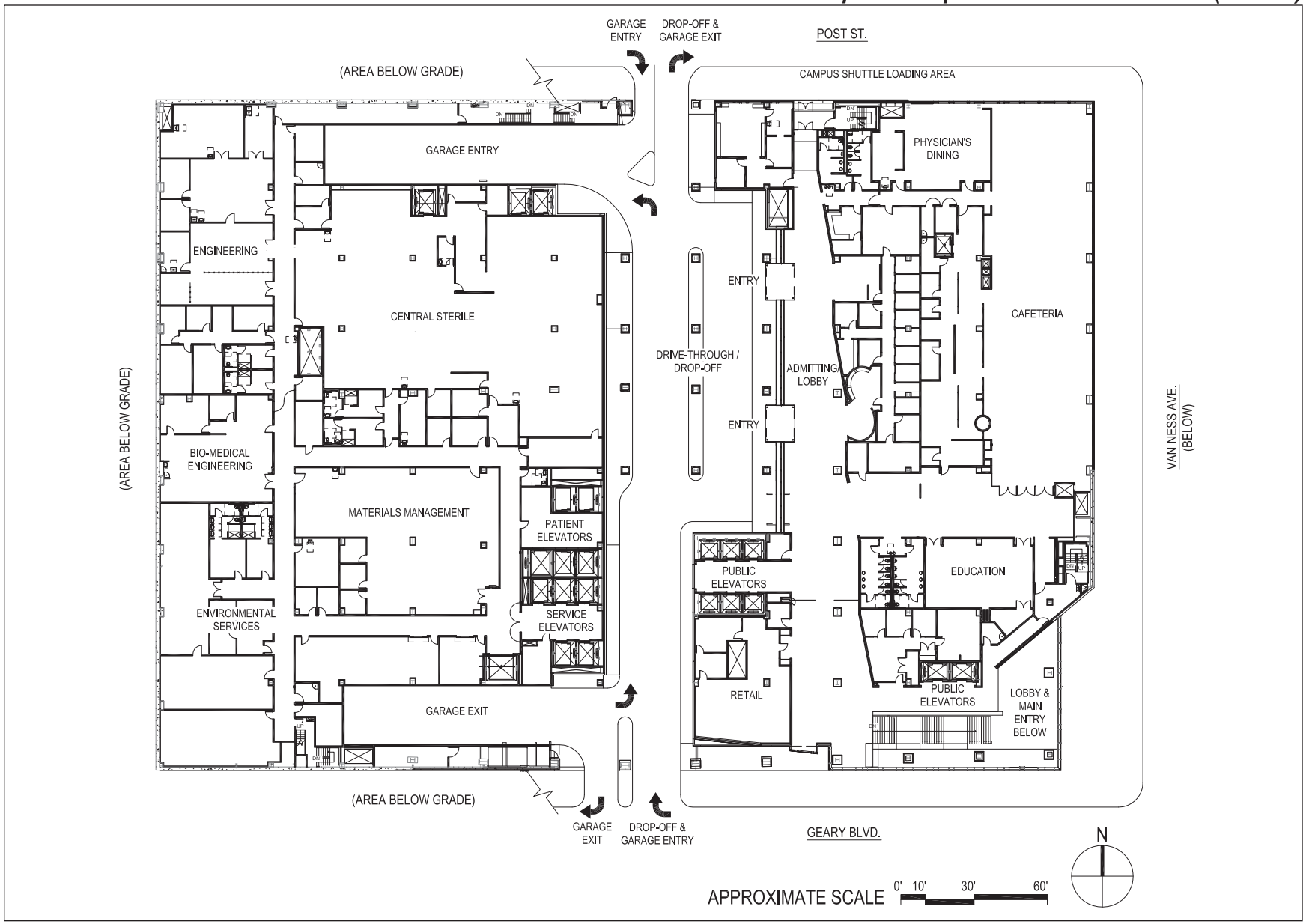
Source: Smith Group, May 2009

Figure 9
Cathedral Hill Hospital - Proposed Stacking Diagram



Source: Smith Group, March 2009

Figure 10
Cathedral Hill Hospital - Proposed Main Access Floor (Level 2)



Source: Smith Group, April 2009

Levels 4 through 14 would contain diagnostic and treatment and inpatient care uses (i.e., for care of all patients staying longer than 24 hours). The numbers of beds per floor would range between 30 and 70 beds. The proposed hospital would open with about 555 licensed beds. Besides diagnostic and treatment and inpatient care uses, Levels 5 and 6 would also contain a central courtyard.

The central utility plant would be located on Level 15. Air handler units would be located on the roof above Levels 14 and 15. An additional air handler unit would be located in a podium at Level 7.

The proposed Cathedral Hill Hospital would include three levels of at- or below-grade parking (Levels 01 / P1, P2, and P3). Level 01 / P1 would contain parking spaces as well as space for hospital support uses. The proposed hospital would contain a total of 538 off-street parking spaces. Level P3 would also provide a connection to the proposed Cathedral Hill MOB at a below-grade level via a proposed pedestrian tunnel under Van Ness Avenue, as discussed below. The proposed hospital would require excavation to a depth of about 63 feet for its subsurface spaces, as measured from the top of sidewalk at the corner of Franklin Street and Geary Boulevard. About 140,000 cubic yards of soil would be removed as part of the excavation.

Table 3, p. 25, summarizes gross square footage of all uses within the proposed 1,163,790-gsf Cathedral Hill Hospital. Space for care-related uses would include 388,100 gsf of inpatient care, 130,025 gsf of diagnostics and treatment space, and 1,485 gsf of outpatient care. The Emergency Department would occupy approximately 19,900 gsf.

Hospital support facilities would occupy about 79,950 gsf. Other non-mechanical / utility uses that would make up the remainder of the hospital space include hospital administration (about 12,100 gsf), retail (about 3,100 gsf), education and conference space (about 14,690 gsf), cafeteria (10,800 gsf), and lobby space (9,200 gsf). In total, the Cathedral Hill Hospital would have about 207,280 gsf of building infrastructure space (e.g., shafts, elevators, and stairways) distributed on all levels, 26,670 gsf of central plant space, and 15,590 gsf of loading space. Structured parking space would occupy 244,900 gsf.

Proposed Cathedral Hill MOB. In conjunction with the new hospital, the project sponsor proposes to demolish the seven existing buildings and construct a new 502,178-gsf medical office building directly across Van Ness Avenue from the Cathedral Hill Hospital site. The new Cathedral Hill MOB would provide offices for doctors affiliated with the hospital. **Table 3**, p. 25, contains a detailed description of the proposed Cathedral Hill MOB.

The proposed nine-story Cathedral Hill MOB would be about 130 feet tall (plus 16-foot-tall mechanical screen) as measured by the Planning Code from the building mid-point along Van Ness Avenue. However, since the site is sloped, the structure would vary in height relative to where it is viewed from. The Cathedral Hill MOB grade slopes downward to the east and south as described under Cathedral Hill Campus Existing Conditions. For instance, as shown in

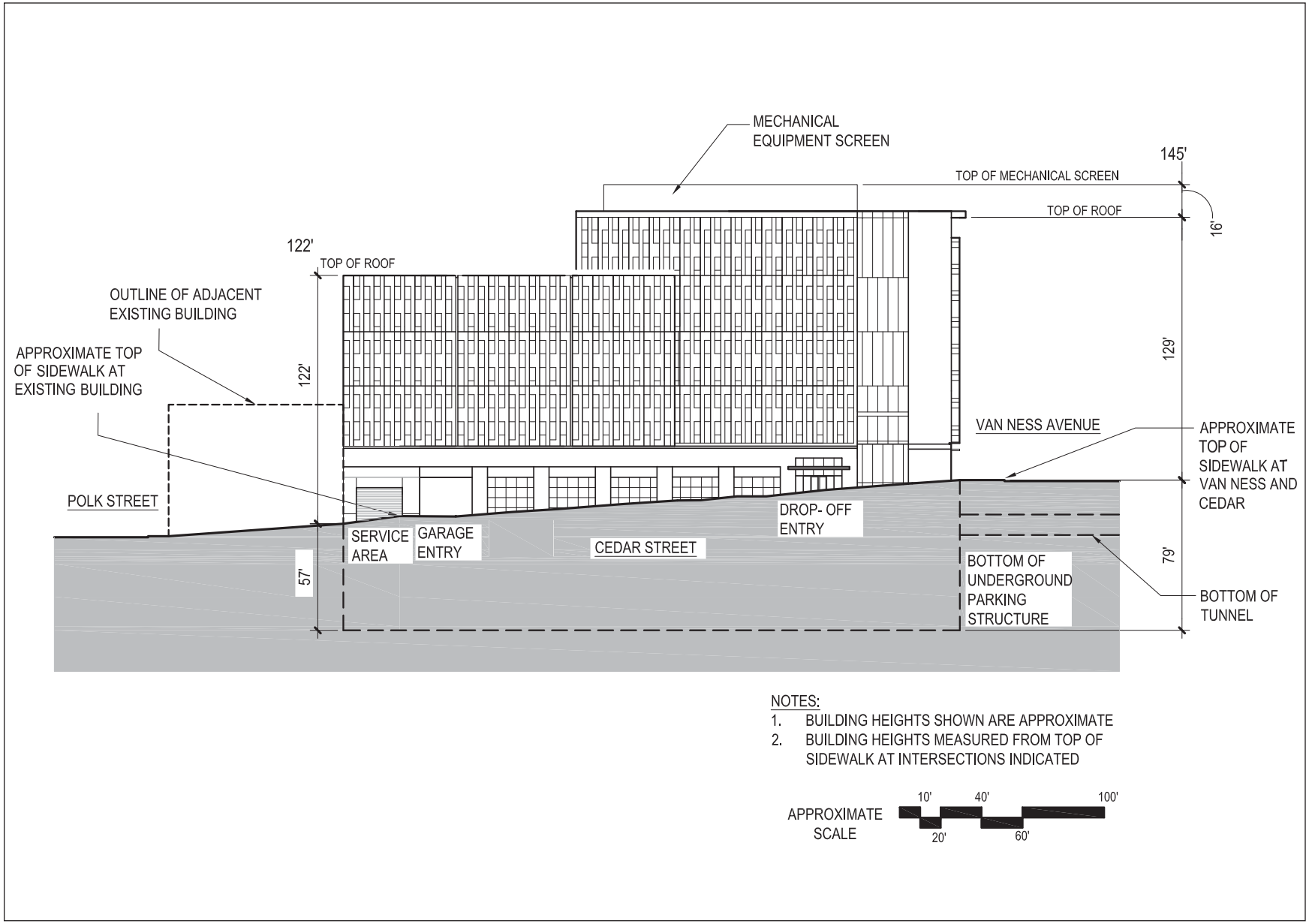
Figure 11: Cathedral Hill MOB – Proposed North Elevation, the building would be about 145 feet in height to the top of the mechanical screen as measured from the top of sidewalk at the corner of Cedar Street and Van Ness Avenue. As shown in **Figure 12: Cathedral Hill MOB – Proposed East Elevation,** the building would be about 169 feet in height to the top of the mechanical screen as measured from the top of sidewalk on Geary Street at the southeastern corner of the building (near Polk Street). As shown in **Figure 13: Cathedral Hill MOB – Proposed West Elevation,** the building would be about 149 feet in height to the top of the mechanical screen as measured from the top of sidewalk at the corner of Van Ness Avenue and Geary Street. As shown in **Figure 14: Cathedral Hill MOB – Proposed South Elevation**, the building height would be approximately 149 feet to the top of the mechanical screen when measured from the top of sidewalk at the corner of Geary Street and Van Ness Avenue.

Figures 11-14 illustrate that the western portion of the building would be nine-stories in height and that mechanical equipment would be screened by a 16-foot-tall screen which would be setback from the edge of building. The eastern portion of the Cathedral Hill MOB building would be six stories in height. **Figures 5-8** illustrate the location of various roof and podium levels of the proposed hospital, mechanical screens, building setbacks on Levels 7, 14 and 15; and the extent of the subsurface levels proposed.

Figure 15: Cathedral Hill MOB – Proposed Sectional Diagram illustrates the proposed uses by floor. As shown in **Figure 16**: **Cathedral Hill MOB – Proposed Main Access Floor (Level 1)**, Level 1 would be the main access floor with a pedestrian entrance from Van Ness Avenue and a vehicular drop-off entry along Cedar Street. Level 1 would contain lobby, retail, and medical office space. Level 2 would contain education and conference space. Levels 3 through 9 would contain primarily medical offices. Screened mechanical equipment located on the roof above Level 9 would be set back from the building edge.

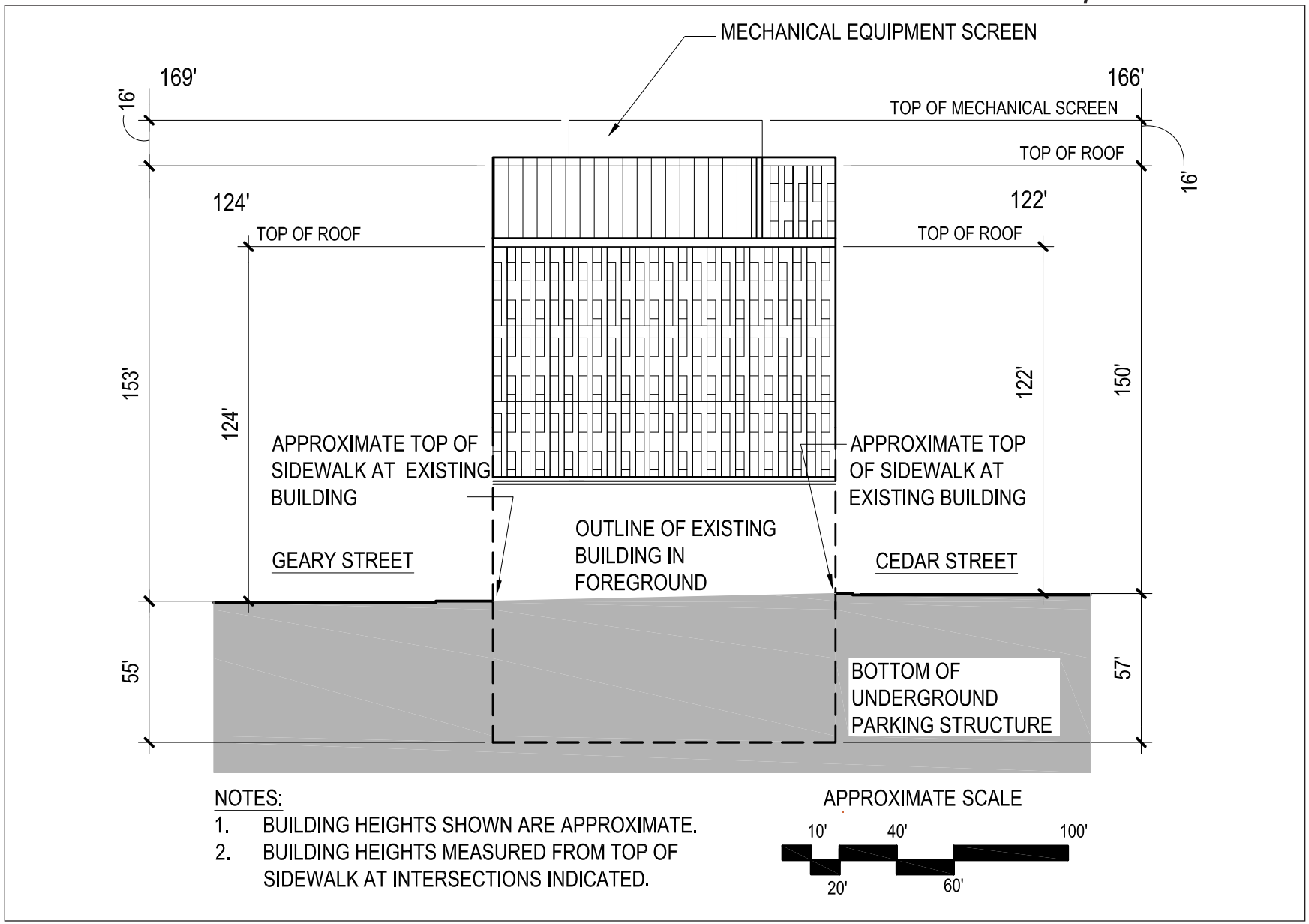
The Cathedral Hill MOB would contain seven (Levels B1 through B7) at- or below-grade parking levels that would provide 548 parking spaces. Parking level B1 would be below ground at Van Ness Avenue, but above ground further east, as the topography slopes downward from west to east along this block of Geary Street. The above-ground portion of Level B1 would include a loading dock with access from Cedar Street. Access to the Van Ness Avenue pedestrian tunnel from the Cathedral Hill MOB would be from Level B2. The proposed Cathedral Hill MOB would require excavation to a depth of about 79 feet for its subsurface spaces to the top of sidewalk at the corner of Van Ness Avenue and Cedar Street. Approximately 87,000 cubic yards of soil would be removed as part of the excavation.

Figure 11
Cathedral Hill MOB - Proposed North Elevation



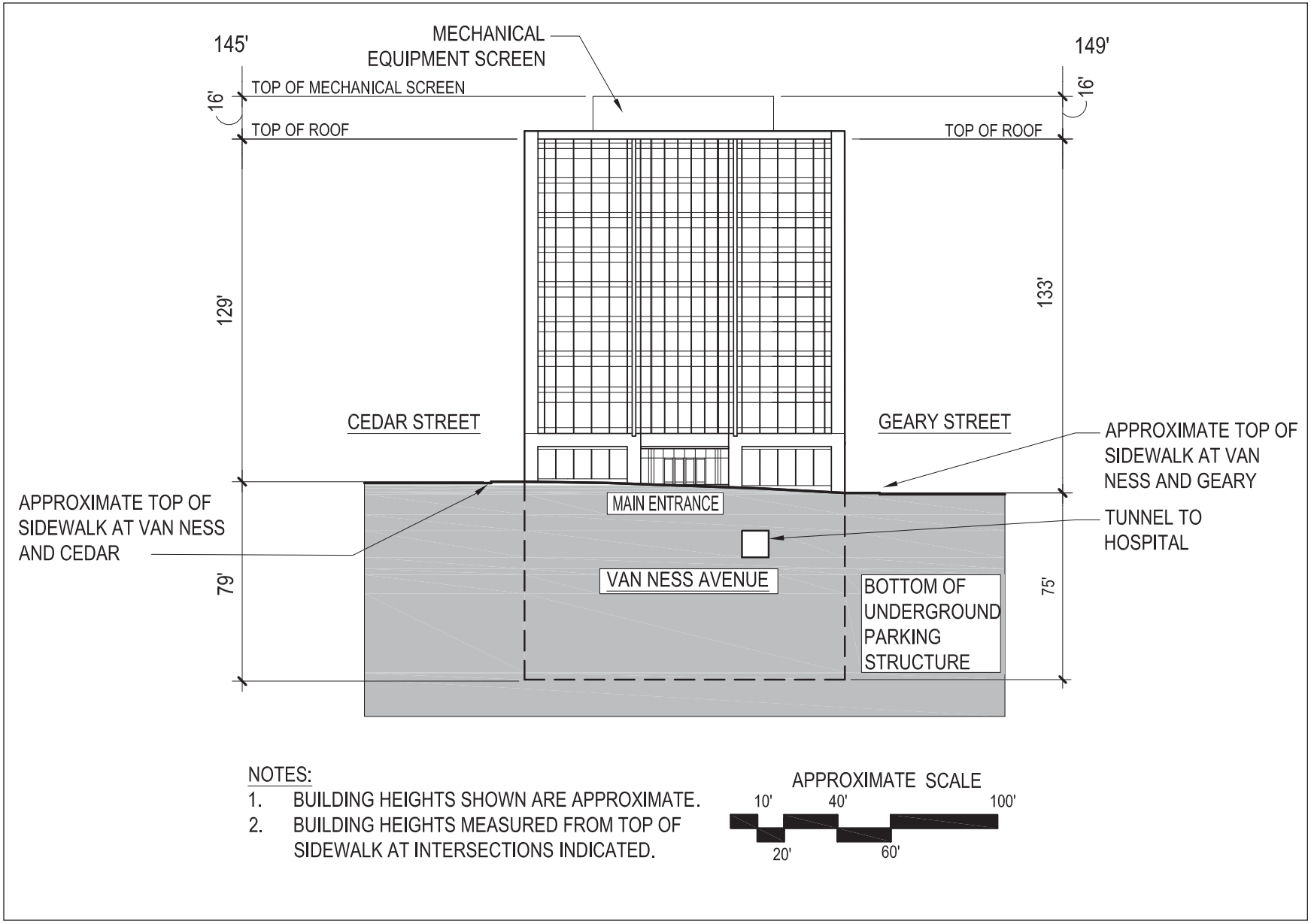
Source: Smith Group, April 2009

Figure 12
Cathedral Hill MOB - Proposed East Elevation



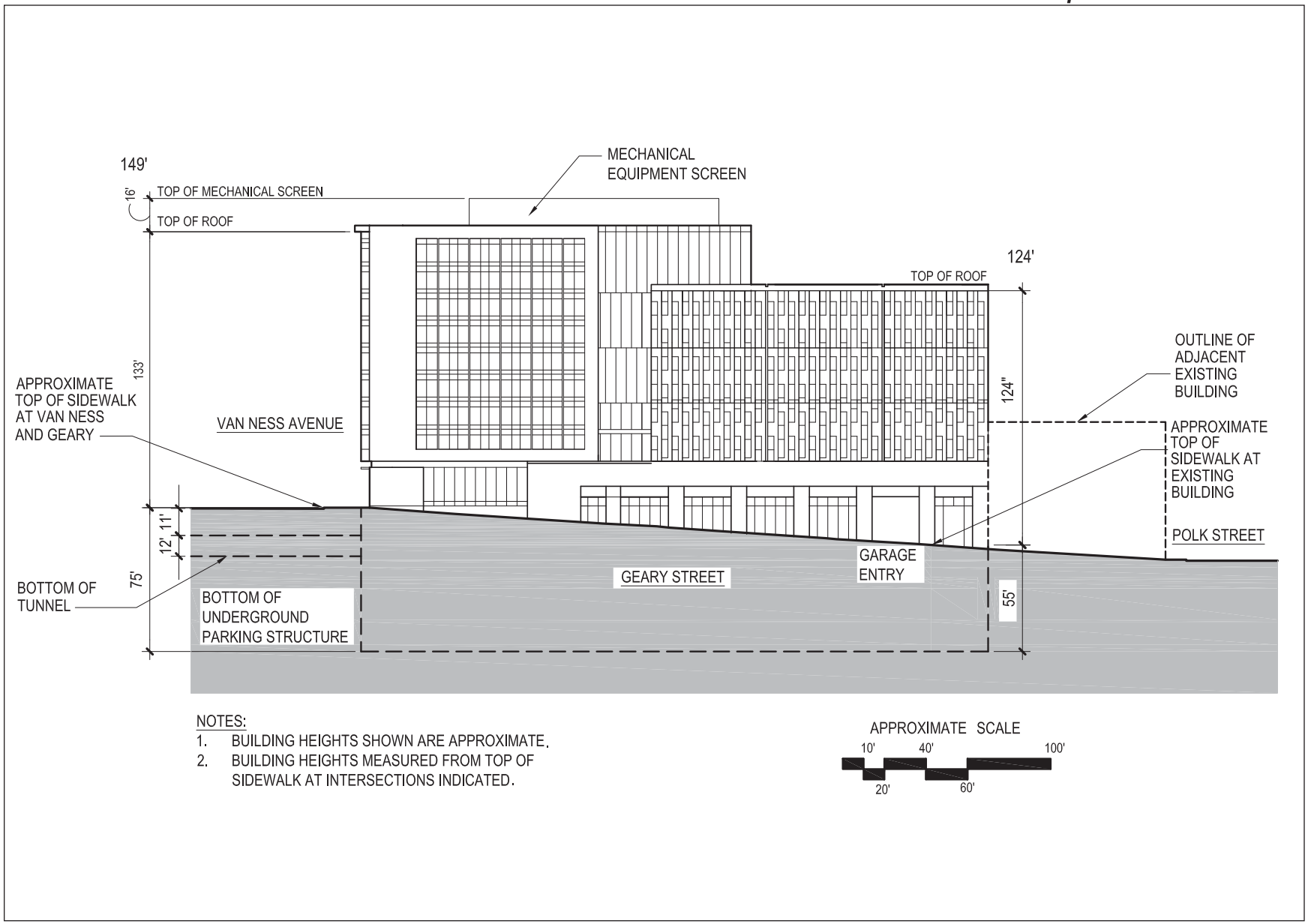
Source: Smith Group, April 2009

Figure 13
Cathedral Hill MOB - Proposed West Elevation



Source: Smith Group, April 2009

Figure 14
Cathedral Hill MOB - Proposed South Elevation



Source: Smith Group, April 2009

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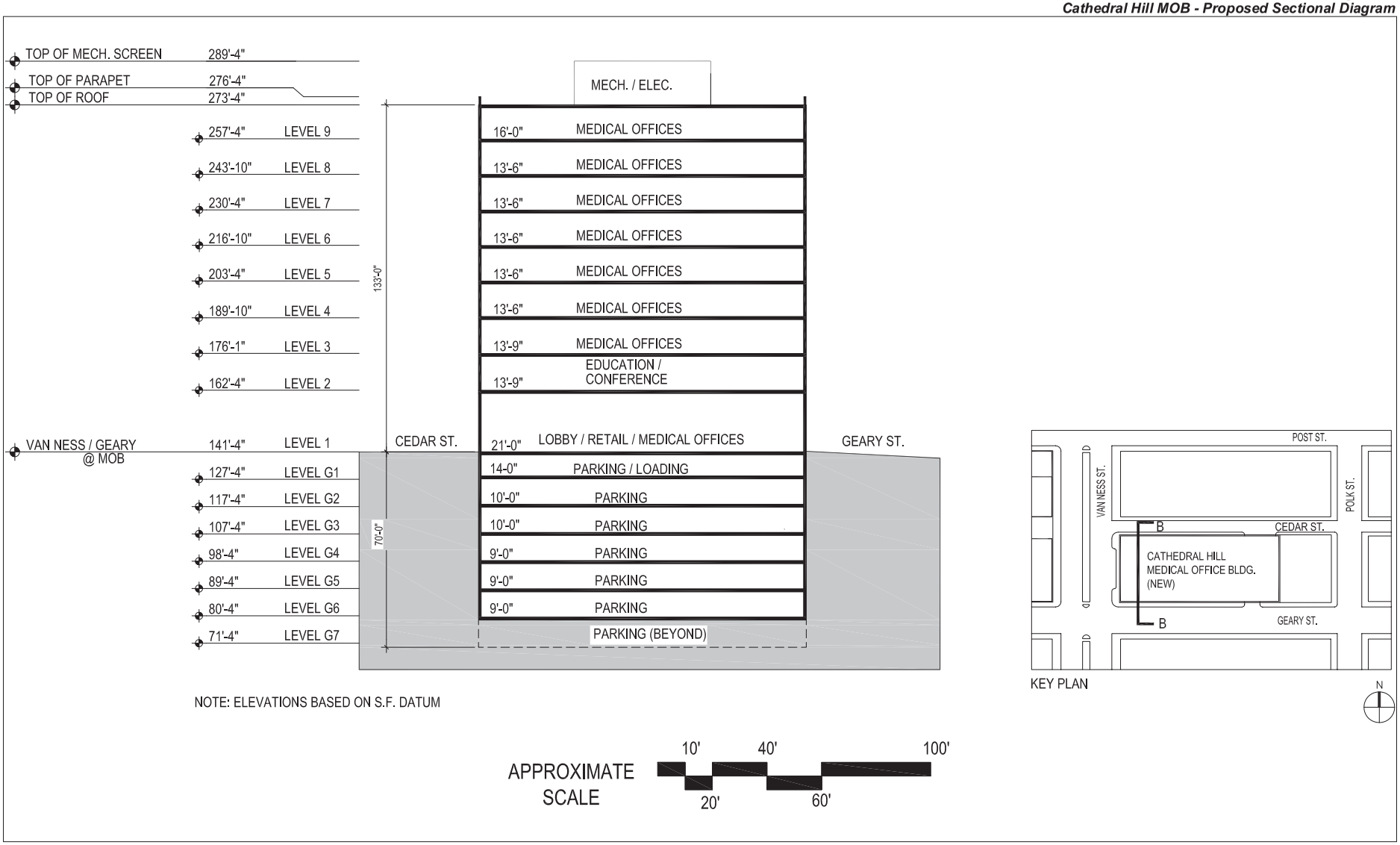
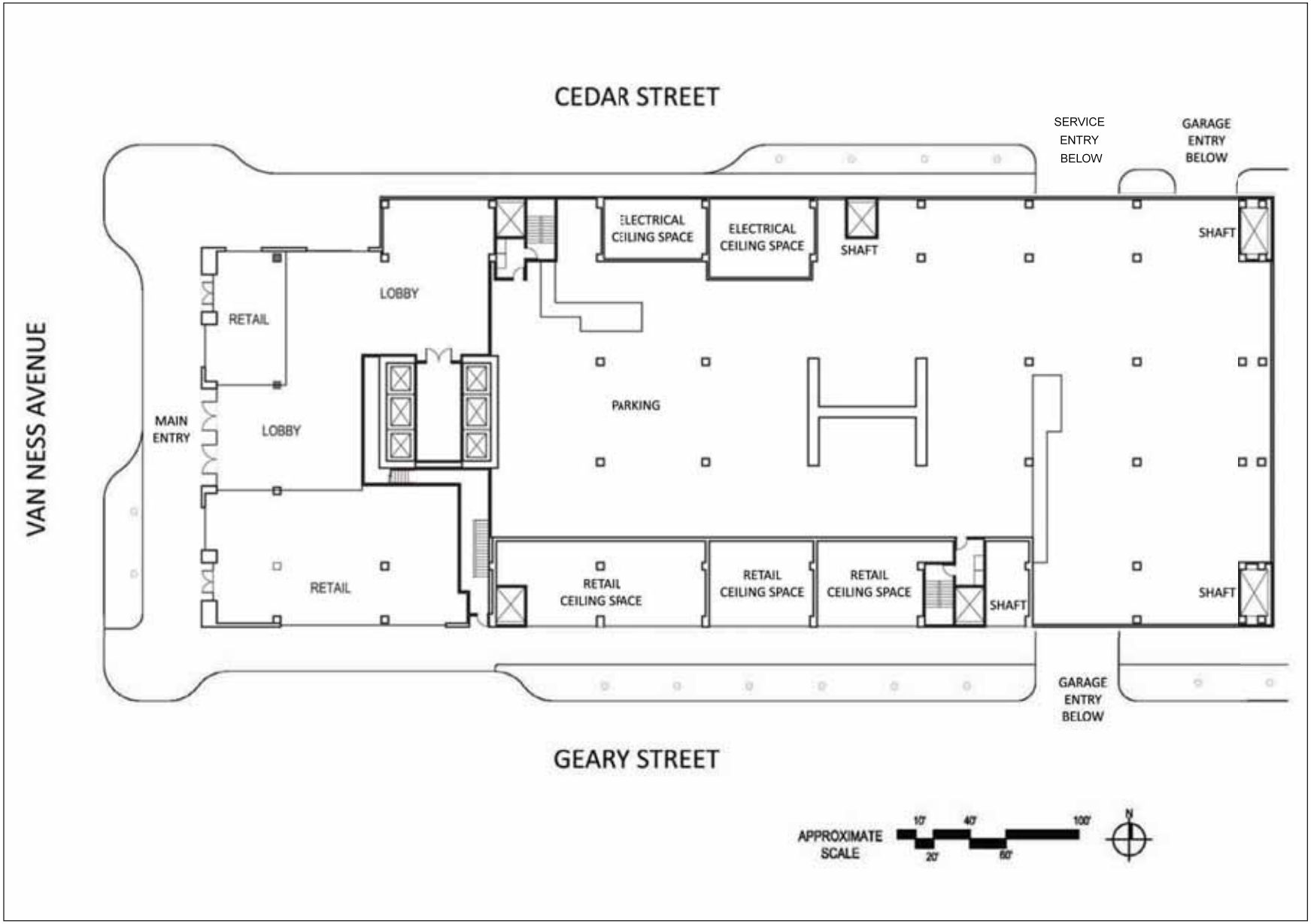
Figure 15
Cathedral Hill MOB - Proposed Sectional Diagram



Source: Smith Group, May 2009

Figure 15
Cathedral Hill MOB – Proposed Sectional Diagram 11x17 (back)

Figure 16
Cathedral Hill MOB - Proposed Main Access Floor (Level 1)



Source: Smith Group, April 2009

Table 3, p. 25, summarizes gross square footage of all uses within the proposed 495,579-gsf Cathedral Hill MOB. Space for medical-related uses would include 201,863 gsf of medical office space and 7,502 gsf of diagnostics and treatment space. Support uses would occupy about 1,936 gsf. The Cathedral Hill MOB would include 7,825 gsf of retail space, 2,904 gsf of education and conference space, and 3,800 gsf of lobby space. In total, the Cathedral Hill MOB would have about 28,600 gsf of building infrastructure (e.g., shafts, elevators, and stairways) distributed on all levels, 5,500 gsf of mechanical and electrical space, and 1,000 gsf of loading space. The proposed 548-space parking garage would occupy 234,649 gsf.

Proposed Van Ness Avenue Tunnel. The proposed Van Ness Avenue tunnel would connect the Cathedral Hill Hospital (at Level P3) to the Cathedral Hill MOB (at Level B2). The tunnel would be used by patients and visitors allowing them to cross Van Ness Avenue safely, particularly during inclement weather. It would also be used by doctors and staff, and for the movement of records and materials. The 124-foot-long tunnel would be ten feet wide by ten feet tall and would be constructed under Van Ness Avenue approximately 100 feet north of Geary Street. The tunnel floor would be located 20-30 feet below the Van Ness Avenue grade and would require the removal of approximately 2,400 cubic yards of soil.

Proposed 1375 Sutter MOB. CPMC purchased the Pacific Plaza Office Building in 2008 to secure medical office space for physicians that would need to locate in the immediate area of the new Cathedral Hill Hospital. CPMC-affiliated physician practices would occupy space in the building as existing tenants vacate. The facility would undergo a phased upgrade as existing tenants vacate the building and new physicians lease space in the building. New tenant improvements and new interior finishes would be proposed to meet the functional needs of contemporary medical office space. No substantial exterior changes other than on-going maintenance of the exterior plaster skin and window systems are anticipated. The building features a four-story central atrium that is open to the sky, and this would remain with the proposed project. No changes to the existing pedestrian and vehicular access to and from the building are anticipated.

As previously described under Existing Conditions, the 1375 Sutter Street site currently contains a 172-space, partially below-grade self-park garage. These parking spaces would be retained with the proposed project.

Cathedral Hill Campus Site Access

As previously described under Existing Conditions, the proposed Cathedral Hill Campus is bounded by major San Francisco streets. The four streets fronting the proposed hospital site create a clockwise-traffic pattern around the hospital site, as Franklin and Post Streets and Geary Boulevard are all one-way at this block (see **Figure 2**, p. 14). The proposed main vehicular access to the hospital would be from Geary Boulevard, with a new north-south drive-through that would connect Geary Boulevard to Post Street mid-block. Drivers would either descend to the 538-space parking garage or proceed to the non-emergency passenger drop-off area. The drive-through would provide separate and distinct entrances for the proposed acute

care and women and children's services. A separate vehicular access would also be provided from Post Street. The main pedestrian entrance would be from Van Ness Avenue.

The proposed Cathedral Hill Hospital Emergency Department vehicular entrance (located on Level 3) would be from Franklin Street and is intended to allow ambulances and cars to conveniently drop off patients inside the building. The proposed service vehicle and loading entrance would also be accessed from Franklin Street.

The proposed Cathedral Hill MOB site would have a similar clockwise-traffic pattern access around the project site. As Cedar Street is one-way eastbound, and Geary Street is one-way westbound, all vehicle entries on Geary Street and all loading dock entries on Cedar Street would be right turns. The main pedestrian entrance would be from Van Ness Avenue. The 1375 Sutter Street site is bordered by Sutter Street, which is one-way westbound; Franklin Street, which is one-way northbound; and Daniel Burnham Court, a two-way, mid-block street that runs along the rear of the building and connects Franklin Street to Van Ness Avenue. Pedestrian and vehicular access to the 1375 Sutter MOB site is currently along Sutter Street and Franklin Street and would remain the same with the proposed project.

Construction Schedule

Construction of Cathedral Hill Campus would begin in mid-2010 and end in late-2014. Construction schedules for all project-level buildings at each campus will be provided in the EIR.

Required Project Approvals

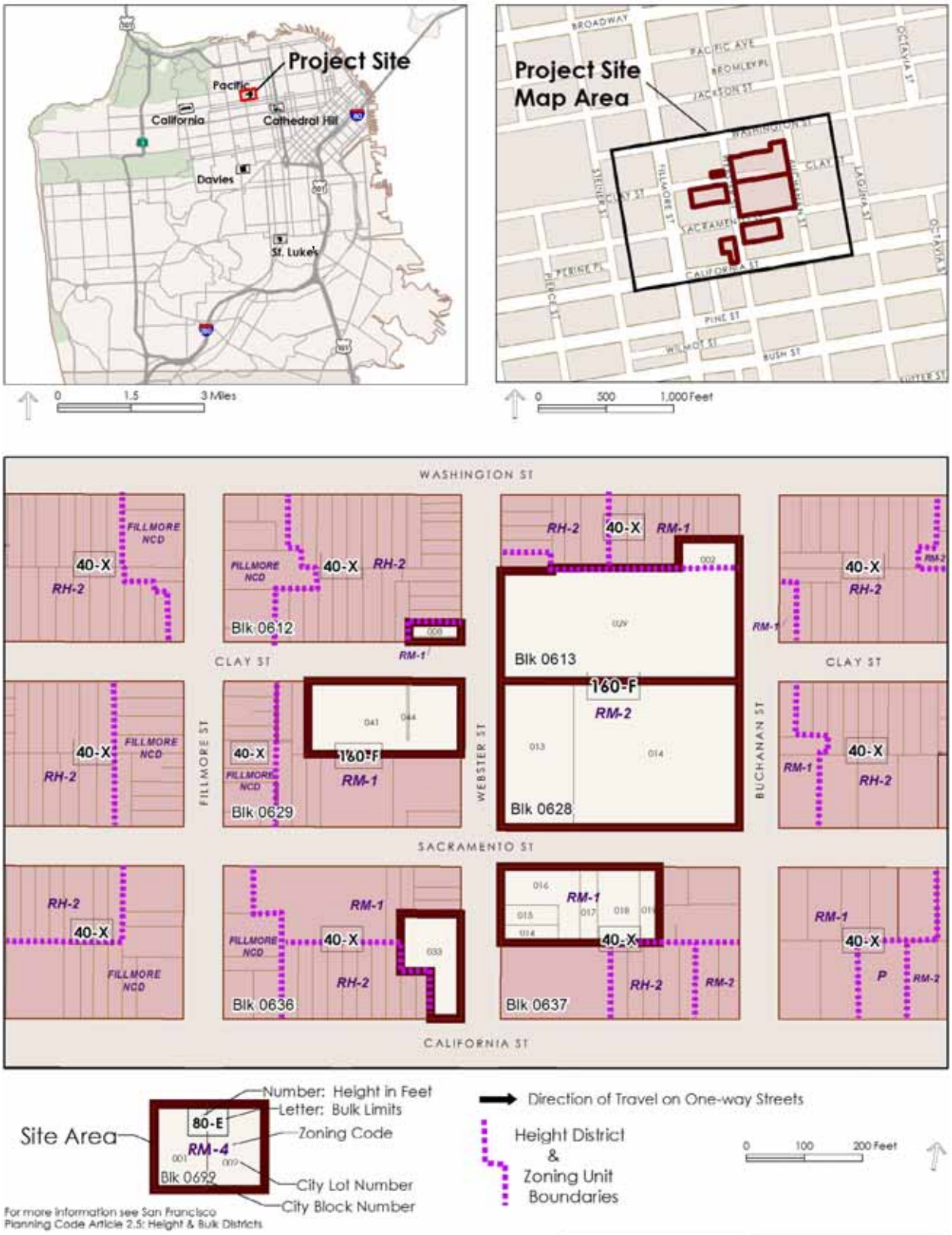
Required project approvals for all near-term (2010-2015) projects are discussed in a separate section following St. Luke's Campus section. **Table 12: Required Project Approvals**, pp. 117-120, summarizes entitlements necessary for the Cathedral Hill Hospital, Cathedral Hill MOB, Van Ness Avenue Tunnel, and 1375 Sutter MOB project components.

PACIFIC CAMPUS

Existing Conditions

The 4.6-acre Pacific Campus occupies several blocks in the Pacific Heights neighborhood (Assessor's Blocks 0612, 0613, 0628, 0629, 0636, and 0637). This campus is generally bounded by Clay Street to the north, Buchanan Street to the east, Webster Street to the west, and Sacramento Street to the south. **Figure 17: Pacific Campus Area** illustrates the campus location, Assessor's block and lot numbers, and existing zoning and height and bulk designation.

Figure 17
Pacific Campus Area



Sources: City & County of San Francisco - Department of Public Works GIS; EDAW, May 2009

As shown in **Figure 17** above, existing zoning on Pacific Campus is a mix of RM-1 and RM-2 (Residential-Mixed Districts, Low and Moderate Density). The portion of the campus bounded by Buchanan, Sacramento, and Webster streets is mainly zoned RM-2, and adjacent campus portions are mainly zoned RM-1.

Pacific Campus is located within the 40-X and 160-F Height and Bulk Districts. [11] The portion of the campus bounded by Buchanan, Sacramento, and Webster Streets is mainly located in the 160-F Height and Bulk District, and adjacent campus portions are mainly located within the 40-X Height and Bulk District. **Table 4: Pacific Campus – Existing Site Characteristics** summarizes, by block and lot, the existing Zoning and Height and Bulk Districts applicable to Pacific Campus. The base allowable FAR for Pacific Campus is 1.8 to 1. [12]

Pacific Campus is comprised of 15 buildings including the 2333 Buchannan Street Hospital, 2351 Clay Street (Stanford Building), medical offices, residential, and other uses. Details of the existing uses and buildings are further described below. **Figure 18: Pacific Campus – Existing Site Plan** illustrates the existing Pacific Campus site plan and its environs.

The most prominent buildings on Pacific Campus are the 2333 Buchanan Street Hospital building (Assessor's Block 0628, Lot 014 and Assessor's Block 0613, Lot 029) and the 2351 Clay Street building, also known as the Stanford Building (Assessor's Block 0628, Lot 014), located at and near the corner of Sacramento and Buchanan Streets. Both buildings are located within an RM-2 Zoning District and within a 160-F Height and Bulk District.

The 2333 Buchanan Street Hospital is approximately 300,800 gsf and its primary uses include approximately 88,734 gsf of inpatient care space, 67,789 gsf of diagnostics and treatment space, and 69,975 gsf of medical support. The nine-story 120-foot-tall (plus 16-foot-tall mechanical screen) hospital has 313 licensed beds, of which 298 are in use. The seven-story, 99-foot-tall, Stanford Building is approximately 142,608 gsf and is currently used for outpatient treatment.

The Stanford Building is connected by an elevated pedestrian bridge to the adjacent five-story 2100 Webster Street building (Pacific Professional Building). The 2100 Webster Street building (Assessor's Block 0628, Lot 013) is located at the corner of Sacramento and Webster Streets. This building is within the RM-2 Zoning District and the 160-F Height and Bulk District. The five-story, 80-foot-tall 2100 Webster Street building is approximately 232,554 gsf and its primary uses include approximately 111,000 gsf of medical office space and 97,824 gsf of office space. Other uses include diagnostics and treatment space, medical support, and retail space.

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[11] Per Section 260 of the San Francisco Planning Code, the "40-X" and "160-F" Height and Bulk Districts allow a maximum building height of 40 and 160 feet, respectively. Per Section 270, The 'F' bulk designation requires additional setbacks for portions of buildings above 80 feet in height.

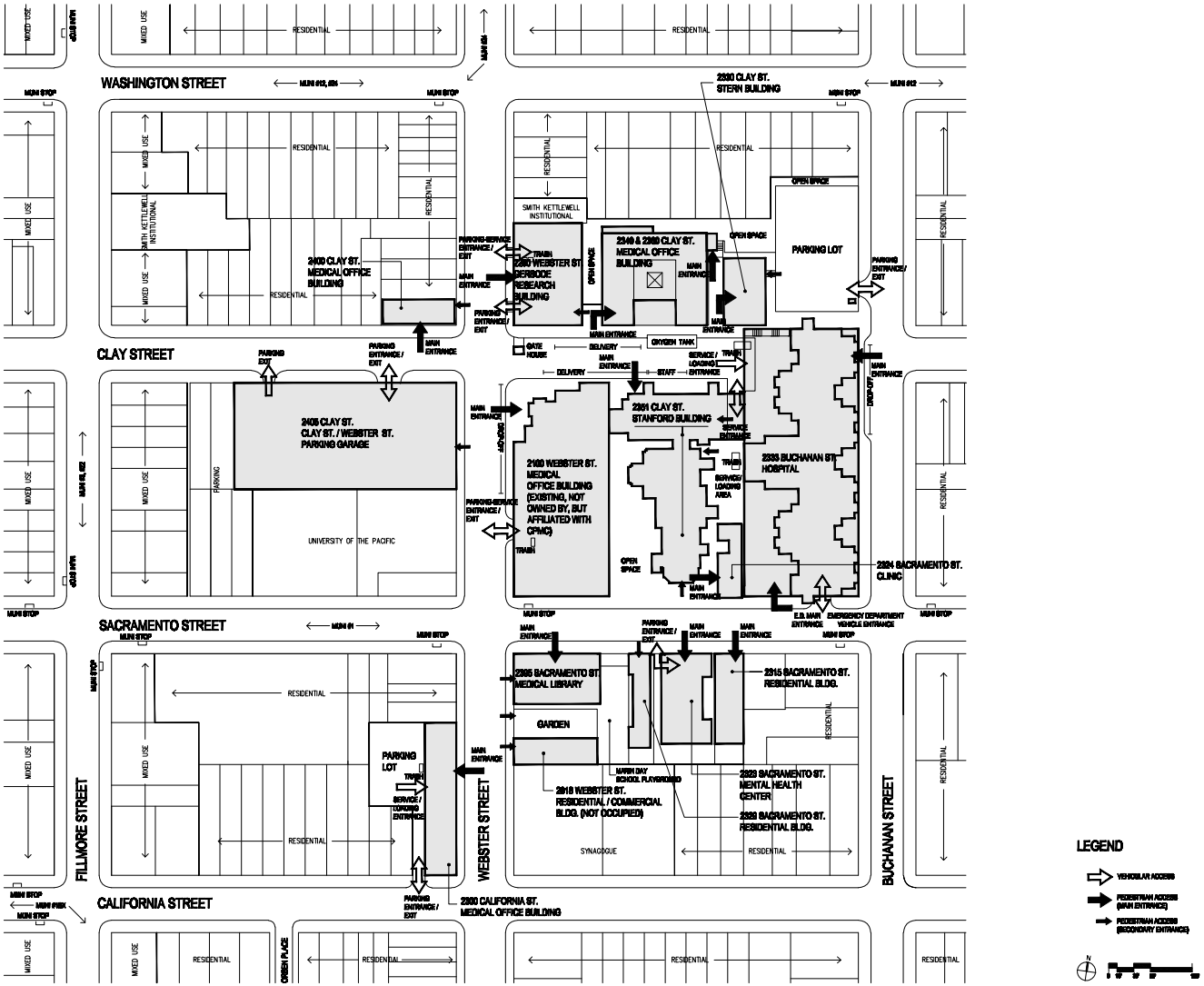
[12] The campus has an existing FAR of 3.75 to 1 through exemptions provided by previously approved Conditional Use authorizations.

Table 4
Pacific Campus – Existing Site Characteristics

Address	Assessor's Block / Lot	Building Gross Square Footage	Zoning District	Height / Bulk District	Present Use
2333 Buchanan Street	0628 / 014 & 0613 / 029	300,800	RM-2	160-F	Hospital
2315 Buchanan Street	0613 / 002	0	RM-2	160-F	Parking lot
2300 California Street	0636 / 033	27,655	RM-1	40-X	2300 California Street MOB
2330 Clay Street	0613 / 029	16,000	RM-2	160-F	Stern Office / Lab Building
2340-2360 Clay Street	0613 / 029	71,616	RM-2	160-F	2340-2360 Clay Street Annex MOB
2351 Clay Street	0628 / 014	140,144	RM-2	160-F	Stanford Building (outpatient treatment)
2400 Clay Street	0612 / 008	15,015	RM-1	40-X	2400 Clay Street MOB
2405 Clay Street	0629 / 044 & 041	150,876	RM-1	160-F	Clay Street / Webster Street parking garage
Clay Street Tunnel	0613 / 029	1,320	RM-2	160-F	Tunnel under former Clay Street right-of-way connecting Stanford Building and 2340-2360 Clay Annex MOB
2315 Sacramento Street	0637 / 019	10,220	RM-1	40-X	Apartment building
2324 Sacramento Street	0628 / 014	2,464	RM-2	160-F	2324 Sacramento Clinic
2323 Sacramento Street	0637 / 018	28,980	RM-1	40-X	Mental Health Center Building
2329 Sacramento Street	0637 / 017	16,950	RM-1	40-X	Apartment building used by families of patients
2395 Sacramento Street	0637 / 016	33,600	RM-1	40-X	Library
Library Garden	0637 / 015	0	RM-1	40-X	Garden for Library
2018 Webster Street	0637 / 014	5,300	RM-1	40-X	Vacant retail space
2100 Webster Street	0628 / 013	232,554	RM-2	160-F	Pacific Professional Building
2200 Webster Street	0613 / 029	63,840	RM-2	160-F	Gerbode Research Building
Totals	--	***1,117,334***	--	--	--

Source: California Pacific Medical Center, December 2008.

Figure 18
Pacific Campus - Existing Site Plan



Source: Smith Group, May 2009

Figure 18
Pacific Campus – Existing Site Plan 11x17 (back)

As shown in **Figure 17**, p. 46, on the portion of Pacific Campus north of Clay Street, between Webster Street and Buchanan Street, are (from east to west) 2330 Clay Street (Stern Building), 2340-2360 Clay Street (Annex Building MOB), and 2200 Webster Street (Gerbode Research Building). These three buildings occupy Assessor's Block 0613, Lot 029. [13] All three buildings are within an RM-2 Zoning District and within a 160-F Height and Bulk District. The three-story 51-foot-tall 2330 Clay Street building is approximately 16,000 gsf and primary uses include approximately 10,040 gsf of office space and approximately 5,020 gsf of medical support space. The seven-story, 76-foot-tall 2340-2360 Clay Street building includes a total of approximately 71,616 gsf and primary uses include approximately 56,969 gsf of medical office space and approximately 10,343 gsf of diagnostics and treatment space. The five-story, 60-foot-tall 2200 Webster Street Building is approximately 63,840 gsf and currently used for research.

On the portion of Pacific Campus south of Sacramento Street, between Webster and Buchanan Streets are (from east to west) the 2315 Sacramento Street Residential Building, 2323 Sacramento Street (Mental Health Center), 2329 Sacramento Street Residential Building, and 2395 Sacramento Street (Health Sciences Library). These buildings are on Assessor's Block 0637, Lots 019, 018, 017, and 016, respectively. These buildings are within the RM-1 Zoning District and within the 40-X Height and Bulk District. The three-story, 47-foot-tall 2315 Sacramento Street Residential Building is currently vacant and contains six residential units, totaling approximately 10,220 gsf. The three-story, 20-foot-tall 2323 Sacramento Street is approximately 28,980 gsf and currently used for 18 inpatient beds and outpatient mental health care. The four-story, 40-foot-tall 2329 Sacramento Street Residential Building is approximately 16,950 gsf and currently contains 12 residential dwelling units. The 2329 Sacramento Street building is currently used by families of patients. The three-story, 48-foot-tall Health Sciences Library at 2395 Sacramento Street is approximately 33,600 gsf and is designated as Landmark No. 115 under Article 10 of the Planning Code.

Further south on Webster Street, on the same block (Block 0637), on Lots 014 and 015, are 2018 Webster Street (5,300-gsf, three-story, 54-foot-tall Victorian building), which was once used for retail but is now vacant; and an empty lot, used as a garden for the Health Sciences Library. The 2018 Webster Street building and the garden are within the RM-1 Zoning District and within the 40-X Height and Bulk District.

Across Webster Street (i.e., facing the Health Sciences Library and 2018 Webster Street) is the 2300 California Street Medical Office Building (2300 California Street MOB), a 27,655-gsf, three-story, 40-foot-tall building on Assessor's Block 0636, Lot 033. The 2300 California Street MOB is within the RM-1 Zoning District and within the 40-X Height and Bulk District. Its primary uses include approximately 15,852 gsf of medical office space, 8,061 gsf of parking, and 1,861 gsf of retail space.

At the southwest corner of Webster and Clay Streets is a parking garage at 2405 Clay Street (Clay Street / Webster Street Parking Garage), on Assessor's Block 0629, Lots 041 and 044. The

[13] A tunnel connects 2351 Clay Street and 2340-2360 Clay Street.

Clay Street / Webster Street Parking Garage is within the RM-1 Zoning District and the 160-F Height and Bulk District. This 411-space parking garage is approximately 150,876 gsf and about 30 feet tall, as measured from Webster Street.

On the northwest corner of Clay and Webster Streets is the 2400 Clay Street Medical Office Building (2400 Clay Street MOB) on Assessor's Block 0612, Lot 008. This building is within the RM-1 Zoning District and within the 40-X Height and Bulk District. In addition to medical offices, the approximately 15,015-gsf, three-story, 39-foot-tall 2400 Clay Street MOB building houses the Maas Plastic Surgery Clinic, a non-CPMC clinic that leases space from CPMC. In addition to the structured parking at 2405 Clay Street, there are several surface parking lots owned by CPMC, including the parking lot north of the 2333 Buchanan Street Hospital (about 18,000 gsf and 32 parking spaces), the former Clay Street Hill parking lot (about 29,500 gsf [not shown in **Figure 18**]), the 2300 California Street parking lot (about 8,061 gsf and 41 parking spaces), and the parking associated with the 2315 Sacramento Street Residential Building (about 4,320 gsf and 11 parking spaces). Pacific Campus provides approximately 930 off-street parking spaces. CPMC also leases an additional 400 parking spaces at the Japan Center Garage (1610 Geary Boulevard) for use by Pacific Campus staff.

Pacific Campus has a total of three off-street loading spaces along Clay Street between Webster and Buchanan Streets that are shared by some of the buildings on the campus (e.g., 2333 Buchanan Street and 2351 Clay Street). Pacific Campus buildings south of Sacramento Street do not have off-street loading spaces.

Local Streets Network at Pacific Campus. Pacific Campus occupies several blocks in the Pacific Heights neighborhood and is generally bounded by Clay Street to the north, Buchanan Street to the east, Webster Street to the west, and California Street to the south. California Street connects to the north-south Park Presidio Boulevard/Highway 1, a major arterial street approximately two miles west of the campus, which in turn links to U.S. Highway 101 just south of Golden Gate Bridge. U.S. 101 is approximately two miles to the southeast of Pacific Campus and is accessible via Van Ness Avenue. The campus is accessible both by public transit and automobile from the west and east of the campus by California Street, and from the north and south primarily by Fillmore Street, Webster Street and Buchanan Street.

The campus is bounded mainly by residential uses. One block west of the campus is a neighborhood commercial district. Local streets around the campus, such as Clay Street to the north, Buchanan Street to the east, Webster Street to the west, and Sacramento Street to the south are residential streets and not major thoroughfares. The segment of Clay Street between Buchanan Street and Webster Street was vacated and sold to CPMC by the City in 1969.

Pacific Campus is served by Muni. Pacific Campus serves as the main hub for CPMC's inter-campus shuttle system that provides visitors and employees with service between other CPMC campuses and Civic Center BART/Muni Station.

Proposal at Pacific Campus

Under the proposed CPMC Long Range Development Plan, Pacific Campus would be converted to the primary outpatient care campus for the north of Market Street area. The following describes proposed near-term (2010-2015) and long-term (Beyond 2015) project components at Pacific Campus. **Figure 19: Pacific Campus – Proposed Site Plan** illustrates the proposed plan for this campus. **Table 5A: Pacific Campus – Project Summary Table** and **Table 5B: Pacific Campus – Project Summary Table** - provides a detailed description of existing and proposed buildings and uses at Pacific Campus, respectively.

Near Term (2010-2015)

By mid-2010, the 12-unit residential structure at 2329 Sacramento Street (about 16,950 gsf) would be renovated and improved for CPMC-related housing needs such that it could be used to house families of patients and / or CPMC staff.

Long Term (Beyond 2015)

After completion of the proposed Cathedral Hill Hospital at the end of 2014, the acute care and emergency department functions at the existing 2333 Buchanan Street Hospital would be transferred to the proposed Cathedral Hill Hospital. This transfer of services would permit the interior renovation and conversion of the existing 300,800-gsf 2333 Buchanan Street Hospital into an Ambulatory Care Center (ACC), while other portions of the hospital remain in use. No changes to the exterior of the 2333 Buchanan Street Hospital are expected as a result of converting it into an ACC.

In 2016, when the ACC conversion is expected to be substantially completed, CPMC would relocate uses currently in 2340-2360 Clay Street (Annex Building MOB), 2200 Webster Street (Gerbode Research Building), and 2351 Clay Street (Stanford Building) to the ACC. The proposed ACC would have outpatient care (about 23,184 gsf), diagnostic and treatment services (about 116,448 gsf), and Alzheimer's residential care (about 32,405 gsf). Medical support services (about 56,604 gsf), hospital administration (about 11,742 gsf), cafeteria (about 6,858 gsf), and lobby (about 5,384 gsf) would make up the remainder of the major uses in the ACC.

The vacant building at 2018 Webster Street (formerly retail use) would be converted to administrative offices (about 5,300 gsf) for the Institute for Health and Healing (IHH) by 2017. [14] CPMC would then demolish the existing 2340-2360 Clay Street, 2200 Webster Street, and 2351 Clay Street buildings that are located adjacent to each other, and the Clay Street Tunnel. [15]

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[14] Founded in 1994, IHH was the first integrative medicine clinic certified by the State of California. The IHH at Pacific Campus is one of the largest integrative medical facilities in the nation, staffed with over 40 practitioners and doctors practicing more than 35 holistic therapies.

[15] The Clay Street Tunnel is located under the former Clay Street right-of-way connecting the Stanford Building and the 2340-2360 Clay Street Annex MOB.

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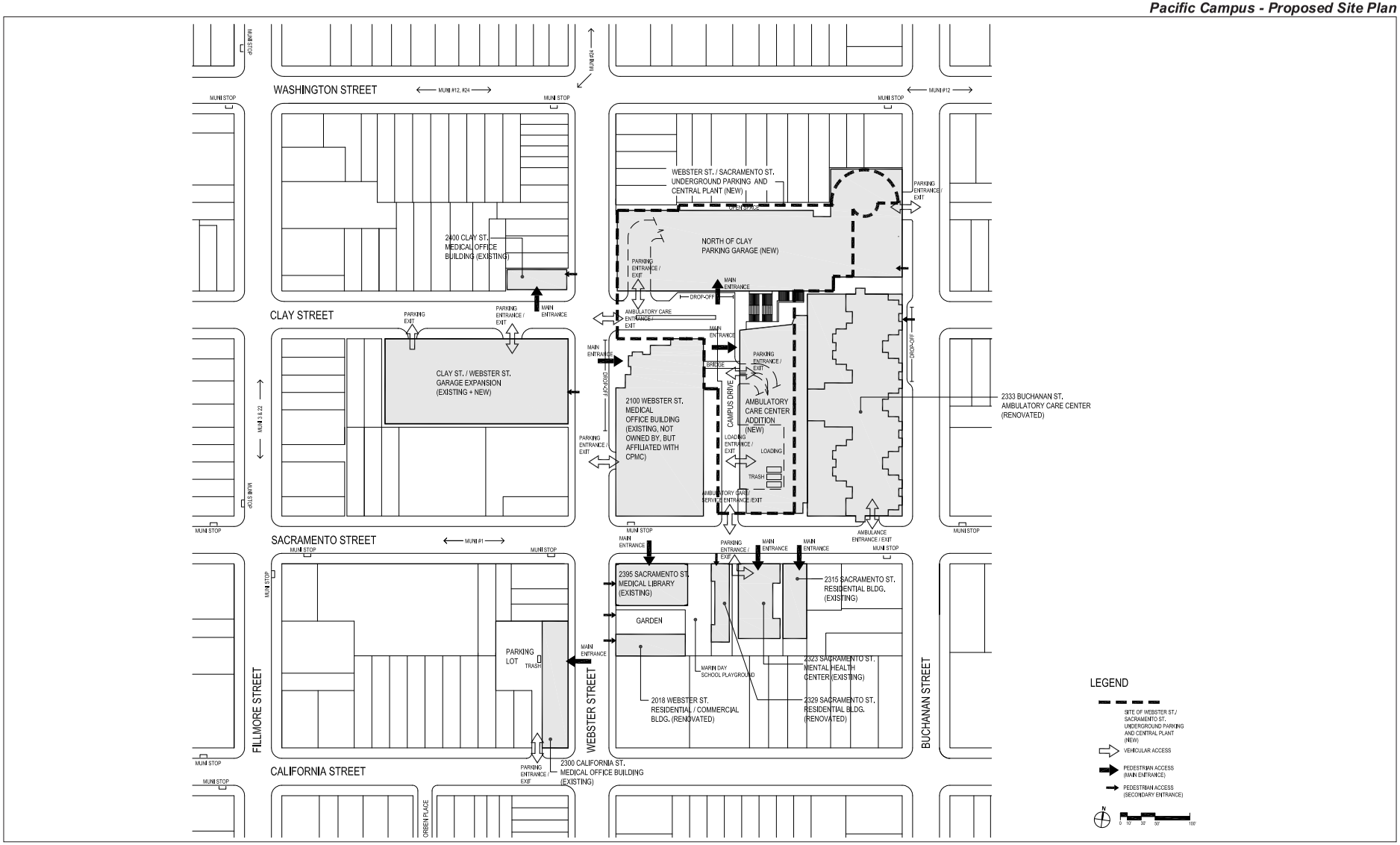
Figure 19
Pacific Campus - Proposed Site Plan



Source: Smith Group, December 2008

Figure 19
Pacific Campus – Proposed Site Plan 11x17 (back)

Table 5a
Pacific Campus - Project Summary

	Renov.	Demo	Demo	Demo	Renv/ Addn	Renov.	Retain	Demo	Demo	Retain	Retain	Renov.	Retain	Demo	Retain	Retain	
	2333 Buchanan Hospital	2330 Clay St.	2351 Clay St.	2324 Sacramento	2405 Clay	2018 Webster	2300 California	2340-2360 Clay	2200 Webster	2395 Sacramento	2323 Sacramento	2329 Sacramento	2400 Clay	Clay Street Tunnel	2315 Sacramento	2100 Webster	
Category Gross Square Footage (GSF)	Pacific Hospital	Stern Building	Stanford Building	Clinic	Clay / Webster Parking Garage	2018 Webster St. (vacant)	2300 California St.	Annex Bldg MOB	Gerbode Research Building	Library	Mental Health Center	2329 Sacramento Residential Building	Maas Clinic Plastic Surgery	Clay Street Tunnel	2315 Sacramento Residential	Pacific Professional Building	Existing Uses - Total
Residential	-	-	-	-	-	-	-	-	-	-	-	16,950	-	-	10,220	-	27,170
Hotel	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
Retail	2,365	-	-	-	-	5,300	1,861	-	-	-	-	-	-	-	-	2,749	12,275
Office	-	10,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,040
Medical Office	-	-	-	-	-	-	15,852	56,969	-	-	-	-	15,015	-	-	97,824	185,660
Light Industrial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parking - Structured	-	-	-	-	150,876	-	8,061	-	-	-	-	-	-	-	-	111,000	269,937
Medical Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Hospital Administration	3,679	-	19,315	-	-	-	-	-	516	-	-	-	-	-	-	-	23,510
Cafeteria	4,127	-		-	-	-	-	-	-	-	-	-	-	-	-	-	4,127
Education / Conference	4,171	-	5,371	-	-	-	-	-	-	22,840	-	-	-	-	-	-	32,382
Inpatient Care	88,734	-	-	-	-	-	-	-	-	-	17,267	-	-	-	-	-	106,001
Skilled Nursing Care	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outpatient Care	-	-	36,937	-	-	-	-	-	-	-	9,508	-	-	-	-	-	46,445
Diagnostics & Treatment	67,789	-	19,882	-	-	-	-	10,343	-	-	-	-	-	-	-	5,588	103,602
Emergency Department	12,424	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12,424
Support	69,975	5,020	39,733	-	-	-	-	-	-	-	830	-	-	-	-	4,090	119,648
Research	-	-	-	2,100	-	-	-	-	57,851	-	-	-	-	-	-	-	59,951
Res'l Alzheimers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lobby	3,100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,583	5,683
Building Infrastructure	17,540	941	18,283	364	-	-	1,881	4,304	2,232	3,093	1,375	-	-	1,320	-	2,930	54,263
Central Plant	19,870	-	623	-	-	-	-	-	-	-	-	-	-	-	-	-	20,493
Mechanical & Electrical Floors	7,026	-	-	-	-	-	-	-	3,241	7,667	-	-	-	-	-	5,790	23,724
Loading	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total GSF	300,800	16,001	140,144	2,464	150,876	5,300	27,655	71,616	63,840	33,600	28,980	16,950	15,015	1,320	10,220	232,554	1,117,335
Dwelling Units	-	-	-	-	-	-	-	-	-	-	-	12	-	-	6	-	18
Hotel Rooms	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parking Spaces - Structured	-	-	-	-	411	-	-	-	25	-	11	-	-	-	-	400	847
Parking Spaces - Surface	32	-	-	-	-	-	41	-	-	-	-	-	-	10	-	-	83
Loading Spaces	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
Number of Buildings	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
Height of Buildings	120	51	99	-	30	54	40	76	60	48	20	40	39	-	47	80	-
Number of Stories	9	3	7	-	4	3	3	7	5	3	3	4	3	-	3	5	-
Stories Underground	3		1	-	-	-	1	-	-	-	-	1	-	1	1	4	-

[1] As measured pursuant to Section 260 of the Planning Code.

Source: CPMC, December 2008

Table 5A
Pacific Campus – Project Summary Table 11x17 (back)

Table 5b
Pacific Campus - Project Summary

Category Gross Square Footage (GSF)	Existing Uses to be Retained	Renovation 2333 Buchanan - ACC	Renovation 2329 Sacramento Medical Residences	Renovation 2018 Webster St.	Renv/ Addn Clay / Webster Parking Garage	Total Renovations	New Webster/ Sacramento Underground Parking	New Ambulatory Care Center Addition	New North-of-Clay Parking Garage	New Construction Total	Project Totals
Residential	10,220	-	16,950	-	-	16,950	-	-	-	-	27,170
Hotel	-	-	-	-	-	-	-	-	-	-	-
Retail	4,610	2,102	-	-	-	2,102	-	-	4,620	4,620	11,332
Office	-	-	-	5,300	-	5,300	-	-	-	-	5,300
Medical Office	155,496	-	-	-	-	-	-	79,200	-	79,200	234,696
Light Industrial	-	-	-	-	-	-	-	-	-	-	-
Parking - Structured	119,061	-	-	-	226,314	226,314	149,330	-	307,090	456,420	801,795
Medical Center	-	-	-	-	-	-	-	-	-	-	-
Hospital Administration	-	11,742	-	-	-	11,742	-	-	-	-	11,742
Cafeteria	-	6,858	-	-	-	6,858	-	-	-	-	6,858
Education / Conference	22,840	1,637	-	-	-	1,637	-	2,586	-	2,586	27,063
Inpatient Care	-	-	-	-	-	-	-	-	-	-	-
Skilled Nursing Care	-	-	-	-	-	-	-	-	-	-	-
Outpatient Care	-	23,184	-	-	-	23,184	-	21,000	-	21,000	44,184
Diagnostics & Treatment	5,588	116,448	-	-	-	116,448	-	27,000	-	27,000	149,036
Emergency Department	-	-	-	-	-	-	-	-	-	-	-
Support	4,090	56,604	-	-	-	56,604	-	14,400	6,300	20,700	81,394
Research	-	-	-	-	-	-	-	-	-	-	-
Res'l Alzheimers	-	32,405	-	-	-	32,405	-	-	-	-	32,405
Other	-	-	-	-	-	-	-	-	-	-	-
Lobby	3,383	5,384	-	-	-	5,384	-	2,400	5,050	7,450	16,217
Building Infrastructure	9,279	17,540	-	-	-	17,540	-	32,500	-	32,500	59,319
Central Plant	-	19,870	-	-	-	19,870	17,250	-	-	17,250	37,120
Mechanical & Electrical Floors	13,457	7,026	-	-	-	7,026	-	19,000	-	19,000	39,483
Loading	-	-	-	-	-	-	-	6,830	-	6,830	6,830
Total GSF	348,024	300,800	16,950	5,300	226,314	549,364	166,580	204,916	323,060	694,556	1,591,944
Dwelling Units	18	-	-	-	-	-	-	-	-	-	18
Hotel Rooms	-	-	-	-	-	-	-	-	-	-	-
Parking Spaces - Structured	400	-	-	-	561	561	269		623	892	1,853
Parking Spaces - Surface	41	-	-	-	-	-	-	-	-	-	41
Loading Spaces	-	-	-	-	-	-		4	-	4	4
Number of Buildings	4	1	1	1	1	4	1	1	1	3	11
Height of Buildings	-	119[1]	40[1]	54[1]	60[1]	-	-	138[1]	85[1]	-	-
Number of Stories	-	9	4	3	6	-	-	9	6	-	-
Stories Underground	-	3	1	-	-	-	2	-	-	-	-

[1] As measured pursuant to Section 260 of the Planning Code.

Source: CPMC, December 2008

Table 5B
Pacific Campus – Project Summary Table 11x17 (back)

The demolition of 2351 Clay Street would accommodate the proposed ACC Addition (discussed below) by 2020 and the proposed new street, Campus Drive, which would provide vehicular access to Pacific Campus from Sacramento Street, in addition to the existing vehicular access from Webster Street. The resulting vacant site would be excavated to construct a "T"-shaped, two-level, 22-foot-deep, approximately 166,580-gsf underground parking structure joining Webster and Sacramento Streets. This structure, the proposed Webster Street / Sacramento Street Underground Parking Garage, would require the removal of approximately 176,000 cubic yards of soil. The structure would provide about 269 parking spaces and would be completed by 2018.

Around 2018, CPMC proposes to construct two new buildings on the northern portion of main campus: the approximately 204,916-gsf Ambulatory Care Center Addition (ACC Addition) and the North-of-Clay Above-ground Parking Garage, both anticipated to be completed in 2019. The 138-foot-tall, nine-story ACC Addition would be built above the proposed Webster / Sacramento Streets Underground Parking Garage where the 2351 Clay Street (Stanford Building) and 2324 Sacramento Street Clinic are currently located.

The ACC Addition would be located immediately west of the proposed 2333 Buchanan Street ACC building. The proposed 2333 Buchanan Street ACC building and the ACC Addition would both be nine-stories and would be connected at the three lower floors, with no connection on the upper floors. The ACC Addition would allow additional access to the Webster Street / Sacramento Street Underground Parking Garage from the proposed Campus Drive. The ACC Addition would include loading space, a lobby, and various medical spaces. [16]

Construction of the ACC addition would require the removal of approximately 5,000 cubic yards of soil, in addition to the approximately 176,000 cubic yards of soil required for the Webster Street / Sacramento Street Underground Parking Garage, because its footprint would be different and larger than the buildings currently occupying this space. Please see **Figure 19** for the proposed site plan.

The proposed 323,060-gsf North-of-Clay Aboveground Parking Garage would be constructed above the proposed Underground Parking Garage on the campus area currently occupied by 2200 Webster Street, 2340-2360 Clay Street, 2330 Clay Street, and the Buchanan Street parking lot. The six-story, 70-foot-tall, plus 15-foot-tall mechanical screen, [17] North-of-Clay parking garage would contain about 623 parking spaces. This parking would be available on the six floors and the roof. Since North-of-Clay Aboveground Parking Garage building would be constructed above the proposed Webster / Sacramento Streets Underground Parking Garage and would fit entirely within the footprint of the Underground Parking Garage, no additional excavation would be required. Combined, the Webster Street / Sacramento Street Underground Parking Garage and North-of-Clay Aboveground Parking Garage would provide a total of about 892 new parking spaces at Pacific Campus by 2020.

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[16] These may include education and conference space, outpatient space, support space, diagnostic and treatment space, medical offices and outpatient care, and mechanical space.

[17] The height of the North-of-Clay Parking Garage is as measured from Webster Street.

CPMC proposes additional above-ground and underground parking to meet the proposed future needs of the campus. Based on future demand, two additional floors of structured parking containing about 150 spaces would be added to the existing, four-level, 411-space Clay Street / Webster Street Parking Garage at 2405 Clay Street. The Clay Street / Webster Street Parking Garage is located at the southwest corner of Webster and Clay Streets on the western side of Pacific Campus. With the two-story addition, the renovated structure would be about 60 feet in height. Two floors of the Clay Street / Webster Street Parking Garage are currently 40 feet below grade, as measured from Webster Street. Upon completion by 2020, the renovated parking structure would contain a total of about 226,314 gsf and 561 parking spaces. Since this addition would be constructed on top of the existing garage, no additional excavation would be required. No changes are proposed for the remaining buildings on Pacific Campus: the 2400 Clay Street MOB; the 2100 Webster Street MOB; the 2300 California Street MOB; or the 2323 Sacramento Street building (Mental Health Center). The Mental Health Center would continue to operate as an inpatient and outpatient facility with 18 inpatient beds.

Pacific Campus Site Access

In the near term (2010-2015), site access to Pacific Campus would not change. As shown in **Figure 19**, p. 55, for long-term (Beyond 2015) projects, there are several new or relocated access points proposed for the existing and new buildings and parking garages via California, Buchanan, Sacramento, Webster, and Clay Streets.

The proposed Campus Drive would provide the primary means of vehicular access to the proposed ACC Addition, North of Clay Parking Garage, and the Webster Street / Sacramento Street Underground Parking Garage. Vehicular traffic could enter and exit Campus Drive from either Webster Street at the end of Clay Street, or from Sacramento Street, mid block between Buchanan and Webster Streets.

The main entrance and passenger drop-off on Buchanan Street would be relocated to a new entrance from a proposed internal driveway with access from Sacramento Street for the converted ACC. Passenger drop-off areas would be located along Campus Drive, Webster Street, and Buchanan Street (near the ACC Addition, 2100 Webster Street MOB, and 2333 Buchanan ACC facilities), as shown in **Figure 19**, p. 55. The ambulance entrance to certain buildings or main campus would remain on the north side of Sacramento Street near the Buchanan Street intersection. Four off-street loading docks would be located on Campus Drive near the service entrance / exit on Sacramento Street.

The Pacific Heights area is served by Muni. Pacific Campus serves as the main hub for CPMC's inter-campus shuttle system that provides visitors and employees with service between other CPMC campuses and the Civic Center BART/Muni Station, and would continue to operate as the main hub in the near-term until uses from Pacific Campus are transferred to Cathedral Hill Campus.

Construction Schedule

Renovation of 2329 Sacramento Street would occur in 2010. Construction of the long-term (Beyond 2015) Pacific Campus project components, renovation of the existing hospital into the ACC building is expected to begin in 2014 and be completed by the end of 2016. Construction of the ACC Addition, parking facilities, and other projects would begin after 2016 and are anticipated to be completed by 2020. A more detailed construction schedule for the proposed long-term projects at Pacific Campus would be determined at the time each site-specific project is developed and designed. As discussed above, long-term project components would be subject to separate project-specific environmental review under CEQA.

Required Project Approvals

Required project approvals for all near-term (2010-2015) projects are discussed in a separate section following St. Luke's Campus section and summarized in **Table 12: Required Project Approvals** (see pp. 117-120). Except for the proposed renovation of the 12-unit residential structure at 2329 Sacramento Street, all proposed project components at Pacific Campus would be long-term (Beyond 2015), program-level projects. Once the inpatient care functions at Pacific Campus are relocated to the Cathedral Hill Hospital, the remaining medical center uses at Pacific Campus would require a Planning Code text amendment and Conditional Use authorization to continue to operate without inpatient care. Project approvals necessary for long-term (Beyond 2015) projects would be determined at the time they are proposed and designs are submitted.

CALIFORNIA CAMPUS

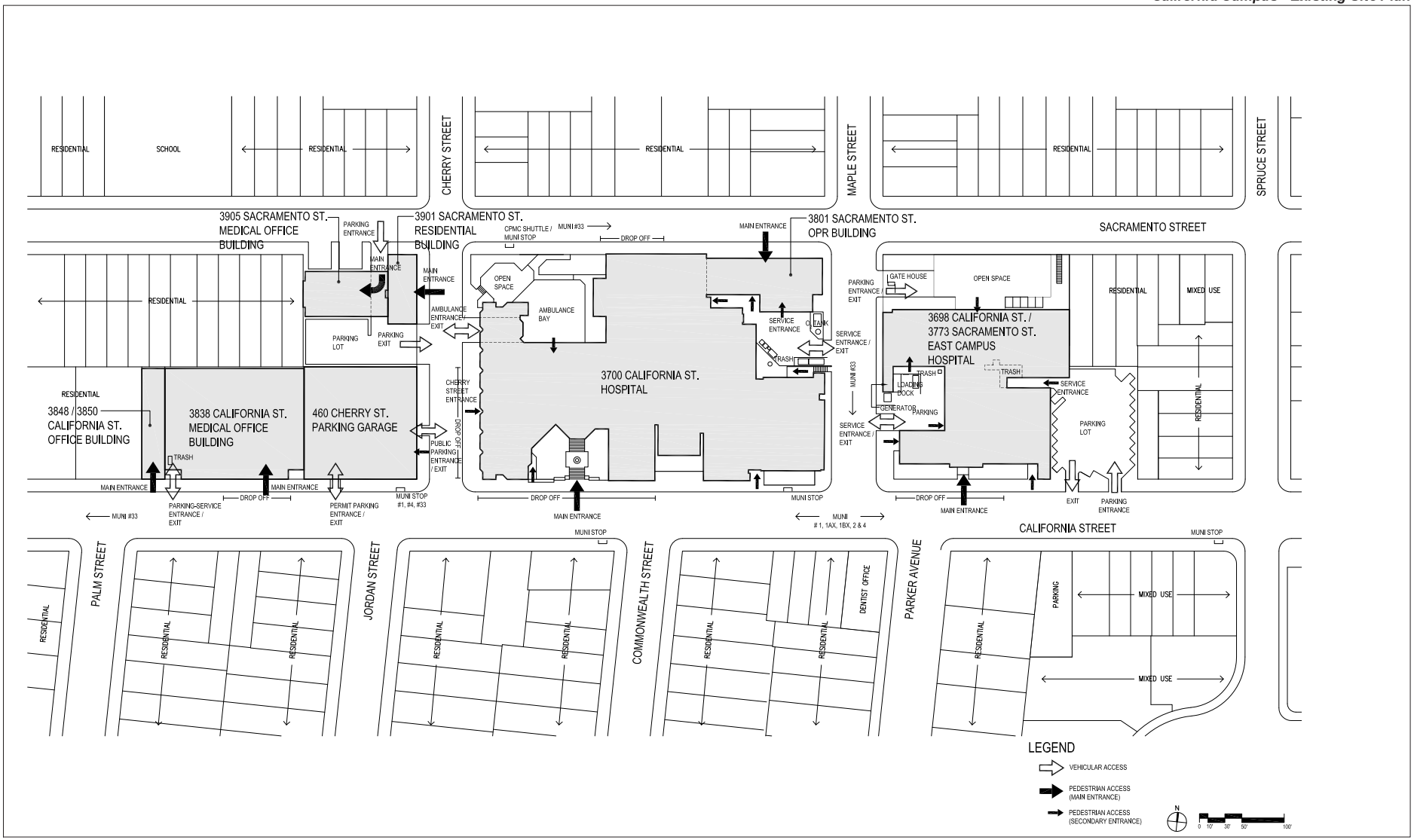
Existing Conditions

The 4.9-acre California Campus, in the Presidio Heights neighborhood, is located on one entire block and portions of two other blocks (Assessor's Blocks 1015, 1016, and 1017). California Campus is bounded by Sacramento Street to the north, Maple Street to the east, Cherry Street to the west, and California Street to the south. **Figure 20: California Campus Area** illustrates the campus location, Assessor's block and lot numbers, and existing zoning and height and bulk designation. **Figure 21: California Campus – Existing Site Plan** illustrates the existing California Campus site plan and its environs.

Figure 20
California Campus Area

Sources: City & County of San Francisco - Department of Public Works GIS; EDAW, May 2009

Figure 21
California Campus - Existing Site Plan



Source: Smith Group, April 2009

Figure 21
California Campus – Existing Site Plan 11x17 (back)

As shown in **Figure 20** above, California Campus is zoned primarily RM-2 (Residential-Mixed Districts, Moderate Density), the exception being the northwest portion of the campus that is zoned RH-2 (Residential, House District – Two Family). California Campus is located mainly in the 80-E Height and Bulk District, the exception being the northwest portion of the campus that is located in the 40-X Height and Bulk District.[18] **Table 6: California Campus – Existing Site Characteristics** summarizes, by block and lot, the existing Zoning and Height and Bulk Districts applicable on California Campus. The base allowable FAR limit for California Campus is 1.8 to 1.[19] California Campus is comprised of nine existing buildings. The most prominent building on California Campus is the 3700 California Street Hospital (Assessor's Block 1016, Lots 002-009), it is zoned RM-2 and is located in the 80-E Height and Bulk District.

This six-story, 91-foot-tall, 360,157-gsf hospital includes as its primary uses approximately 78,388 gsf of diagnostics and treatment space,[20] 94,425 gsf of medical support, 77,452 gsf of inpatient care space, and 33,111 gsf of outpatient care space. The hospital is licensed for 400 beds, of which 242 are in use.

Adult acute care or emergency department operations at California Campus were closed in 1994 and consolidated at Pacific Campus. A pediatric emergency department was opened at California Campus in October 2008.

The former Marshall Hale Hospital building at 3698 California Street (Assessor's Block 1017, Lots 027 and 028) is across Maple Street from the 3700 California Street Hospital. This four-story, 60-foot-tall 167,079-gsf facility includes skilled nursing care (about 26,935 gsf), diagnostics and treatment space (about 61,356 gsf), support space (about 19,742 gsf), and the Alzheimer's Residential Care Unit (about 15,802 gsf).

As shown in **Figure 21** above, the existing 3773 Sacramento Street parking garage (Assessor's Block 1017, Lot 028) is immediately to the east and attached to the 3698 California Street building. The 3773 Sacramento Street parking garage is a 17,000-gsf, 36-space underground parking facility that is one level below grade. Both the 3698 California Street building and the 3773 Sacramento Street parking garage are zoned RM-2 and located in the 80-E Height and Bulk District.

[18] Per Section 260 of the San Francisco Planning Code, the "80-E" and "40-X" Height and Bulk Districts allows maximum building heights of 80 feet and 40 feet, respectively. Per Section 270, the 'E' bulk designation requires additional setbacks for portions of buildings above 65 feet in height.

[19] The California Campus was built prior to the adoption of the base allowable FAR limit and has an existing FAR of 3.13 to 1.

[20] Includes the Prenatal Diagnosis Center, the expanded Neonatal Intensive Care Unit, and additional pediatric services, including the Pediatric Unit, Intensive Care Unit (ICU) and Pediatric Emergency Department.

Table 6
California Campus – Existing Site Characteristics

Address	*Assessor's Block/ Lot*	*Building Gross Square Footage*	*Zoning District*	*Height / Bulk District*	*Present Use*
3698 California Street	1017 / 028 & 027	167,079	RM-2	80-E	Breast Cancer Center, Skilled Nursing Facility
3700 California Street	1016 / 002, 003, 004, 005, 006, 007, 008, & 009	360,157	RM-2	80-E	Hospital
3801 Sacramento Street	1016 / 001 & 002	69,111	RM-2	80-E	Outpatient / Research
460 Cherry Street	1015 / 053	88,400	RM-2	80-E	Parking Garage
3838 California Street	1015 / 054	204,000	RM-2	80-E	Medical Office Building
3848 / 3850 California Street	1015 / 016	4,890	RM-2	80-E	Office
3905 Sacramento Street	1015 / 052	25,600	RH-2	40-X	Medical Office Building
3773 Sacramento Street	1017 / 028	17,000	RM-2	80-E	Parking Garage
3901 Sacramento Street	1015 / 001	8,300	RH-2	40-X	Residential
Total	**--**	***957,536***	**--**	**--**	**--**

Source: California Pacific Medical Center, December 2008.

On the portion of California Campus west of Cherry Street are five existing buildings (from east to west): the 3901 Sacramento Street Residential Building, 3905 Sacramento Street MOB, 460 Cherry Street parking garage, 3838 California Street MOB, and 3848 / 3850 California Street building (Assessor's Block 1015, Lots 001, 052-054, and 016 respectively). Of these five structures located to the west of Cherry Street, the 3901 Sacramento Street Residential Building and 3905 Sacramento Street MOB are zoned RH-2 and located in the 40-X Height and Bulk District. The remaining three properties (460 Cherry Street parking garage, 3838 California Street MOB, and 3848 / 3850 California Street Office Building are zoned RM-2 and located in the 80-E Height and Bulk District.

The four-story, 38-foot-tall 3901 Sacramento Street building (Lot 001) is located at the corner of Sacramento and Cherry Streets. This is an eight-unit, multi-family residential building of approximately 8,300 gsf.

The three-story plus basement, 40-foot-tall 3905 Sacramento Street MOB (Lot 052) located immediately west of 3901 Sacramento Street consists of approximately 26,500 gsf of MOB space.

The 460 Cherry Street parking garage (Lot 053) is located on the corner of California and Sacramento Streets. This six-story, 51-foot-tall, above-ground parking structure is approximately 88,400 gsf and contains 290 parking spaces.

West of 460 Cherry is the nine-story, 103-foot-tall 3838 California Street MOB (Lot 054) The building includes about 78,868 gsf of medical office space, about 2,400 gsf of diagnostic and treatment space, about 3,332 gsf of support space, about 2,000 gsf of mechanical and electrical space. In addition, there is an approximately 105,000 gsf, 120 space three story underground parking garage. West of the 3838 California Street MOB is 3848 / 3850 California Street (Lot 16). The three-story, 37-foot-tall building includes approximately 4,890 gsf of office space.

In addition to the underground parking at 3838 California Street and the structured parking at 460 Cherry Street and 3773 Sacramento Street described above, there are two surface parking lots on the campus; an 81-space parking lot east of 3698 California Street (about 13,230 square feet); and a 25-space parking lot south of the 3905 Sacramento Street MOB (about 6,372 gsf).

A service entrance is located between the 3700 California Street Hospital and 3801 Sacramento Street, with access from Maple Street. The 3698 California Street building has an off-street loading area with two loading spaces, also accessed from Maple Street. Loading areas are shown on **Figure 21**, p, 65.

Vehicular access to campus parking lots and parking garages is provided via California, Cherry, Maple, and Sacramento Streets. Two off-street loading docks / service entrances are located along and accessed from Maple Street, while a third off-street loading dock is accessed from the east side of 3698 California Street via the surface parking lot. There are five passenger drop-off zones along California, Cherry, and Sacramento Streets. The ambulance entrance and bays to

the existing hospital are accessed from Cherry Street and shown on **Figure 21**, p.65. Pedestrian access to the campus is mainly from California Street.

Local Streets Network at California Campus. California Campus is accessed from Sacramento Street to the north, Maple Street to the east, Cherry Street to the west, and California Street to the south. California Street connects to the north-south Park Presidio Boulevard/Highway 1, a major arterial street approximately one mile west of the campus, which in turn links to U.S. 101 just south of Golden Gate Bridge. U.S. 101 is approximately three miles to the southeast and accessible via Van Ness Avenue. The campus is accessible both by public transit and automobile from the west and east of the Campus by California Street, and from the north and south primarily by Arguello Boulevard. Secondary north-south access is provided via Presidio Avenue four blocks to the east of the campus, which also provides access to U.S. 101, Highway 1 and the north and south Bay area.

California Campus is bounded by residential uses. Local streets around the campus, such as Sacramento Street to the north, Maple Street to the east, and Cherry Street to the west are residential streets and not major thoroughfares.

California Campus is served by Muni. In addition, this Campus is served by the CPMC inter-campus shuttle system with service between California Campus and Pacific Campus.

Proposal at California Campus

The following describes proposed near-term (2010-2015) and long-term (Beyond 2015) project components. **Table 7: California Campus – Project Summary Table** provides a detailed description of the existing and proposed uses, respectively, at California Campus.

Near Term (2010-2015)

No substantial changes are proposed at California Campus in the near term. No demolition or alteration of existing structures is proposed.

Long Term (Beyond 2015)

After the proposed Cathedral Hill Hospital opens in January 2015, all inpatient functions in the 3700 California Street Hospital at California Campus would be transferred to Cathedral Hill Campus. CPMC plans to sell California Campus as early as possible following the relocation of inpatient functions, and to lease back space for certain CPMC-operated medical uses and programs from the buyer of California Campus property until approximately 2020. These CPMC uses and programs would remain on campus until the proposed Pacific Campus Ambulatory Care Center (ACC) and Ambulatory Care Center Addition (ACC Addition) are expected to be completed (in 2016 and 2020, respectively), at which time Pacific Campus would absorb almost all remaining CPMC-related uses at California Campus. Thus, it is expected that by 2020 almost all CPMC-related use of California Campus would cease.

Table 7
California Campus - Project Summary

Category Gross Square Footage (GSF)	**3698 California Street (Marshall Hale)**	**3700 California Street Hospital**	**3801 Sacramento OPR**	**460 Cherry Parking Garage**	**3838 California MOB**	**3848/3850 California Offices**	**3905 Sacramento MOB**	**3773 Sacramento Parking Garage**	**3901 Sacramento Residential Building**	**Existing Uses - Total**	**Existing Uses to be Retained in 3838 Cal MOB after 2020**
Residential	-	-	-	-	-	-	-	-	8,300	8,300	-
Hotel	-	-	-	-		-	-	-	-	-	-
Retail	-	4,943	-	-	1,500	-	-	-	-	6,443	-
Office	-	-	-	-		4,890	-	-	-	4,890	-
Medical Office	-	-	-	-	78,868	-	25,600	-	-	104,468	-
Light Industrial	-	-	-	-		-	-	-	-	-	-
Parking - Structured	-	-	-	88,400	105,000	-	-	17,000	-	210,400	-
Medical Center	-	-	-	-	-	-	-	-	-	-	-
Hospital Administration	6,953	15,569	2,231	-	-	-	-	-	-	24,753	-
Cafeteria	-	4,064	-	-	-	-	-	-	-	4,064	-
Education / Conference	13,936	5,850	-	-	-	-	-	-	-	19,786	-
Inpatient Care	-	77,452	-	-	-	-	-	-	-	77,452	-
Skilled Nursing Care	26,935	-	-	-	-	-	-	-	-	26,935	-
Outpatient Care	6,211	33,111	30,263	-	-	-	-	-	-	69,585	-
Diagnostics & Treatment	61,356	78,388	-	-	2,400	-	-	-	-	142,144	2,400
Emergency Department	-	-	-	-	-	-	-	-	-	-	-
Support	19,742	94,425	13,797	-	3,332	-	-	-	-	131,296	
Research	-	-	5,587	-	-	-	-	-	-	5,587	-
Residential Alzheimers	15,802	-	-	-	-	-	-	-	-	15,802	
Other	-	-	-	-	-	-	-	-	-	-	-
Lobby	1,166	4,890	-	-	900	-	-	-	-	6,956	-
Building Infrastructure	9,645	24,251	7,497	-	10,000	-	-	-	-	51,393	-
Central Plant	-	2,361	-	-	-	-	-	-	-	2,361	-
Mechanical & Electrical Floors	4,356	14,853	8,253	-	2,000	-	-	-	-	29,462	-
Loading	977	-	1,483	-	-	-	-	-	-	2,460	-
Total GSF	167,079	360,157	69,111	88,400	204,000	4,890	25,600	17,000	8,300	944,537	2,400
Dwelling Units	25 beds	-	-	-	-	-	-	-	8	8	-
Hotel Rooms	-	-	-	-	-	-	-	-	-	-	-
Parking Spaces - Structured	-	7	-	290	120	-	-	36	-	453	-
Parking Spaces - Surface	81	-	-	-	-	-	25		-	106	-
Loading Spaces	2	1	-	-	-	-	-	-	-	3	-
Number of Buildings	1	1	1	1	1	1	1	1	1	9	-
Height of Buildings	60	91	99	51	103	37	40	-	38	-	-
Number of Stories	4	6	7	6	9	3	3	below grade	4	-	-
Stories Underground	-	1	2	-	3	-	1	1	-	-	-

Source: CPMC, December 2008

Table 7
California Campus – Project Summary Table 11x17 (back)

A small amount of CPMC-operated space related to the medical offices (primarily outpatient imaging and blood drawing) would be leased from the buyer of California Campus property indefinitely at the 3838 California Street MOB. No demolition or new construction is proposed for California Campus.

Construction Schedule

None proposed.

Required Project Approvals

Required project approvals for all near-term (2010-2015) projects are discussed in a separate section following St. Luke's Campus section and summarized in **Table 12: Required Project Approvals** (see pp. 117-120). Near-term project approval would require a Planning Code text amendment and CU authorization to continue the previously approved medical center use without inpatient care. No long-term projects requiring approval actions are anticipated at California Campus.

DAVIES CAMPUS

Existing Conditions

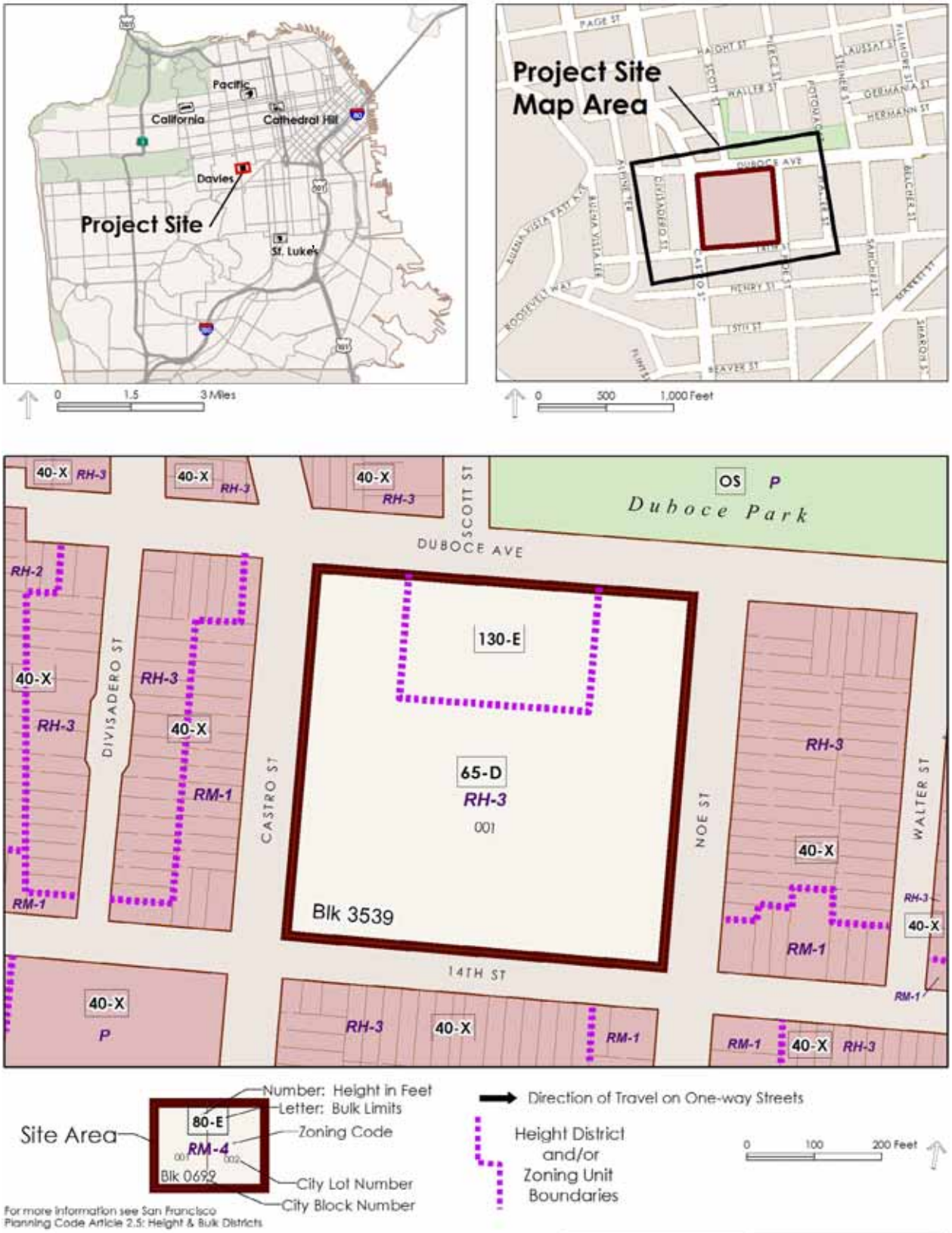
The 7.2-acre Davies Campus, in the Duboce Triangle neighborhood, is located on one lot (Assessor's Block 3539, Lot 001) that occupies an entire city block. The Campus is bounded by Duboce Avenue to the north, Noe Street to the east, Castro Street to the west, and 14th Street to the south. **Figure 22: Davies Campus Area** illustrates the campus location, assessor's block and lot number, and existing zoning and height and bulk designation.

The project site slopes downward to the east along Duboce Avenue and 14th Street. Noe Street and Castro Street, the east and west borders of Davies Campus, are relatively flat. There is an approximately 61-foot change in grade from Castro Street (west) to Noe Street (east) along Duboce Avenue; and approximately 80-foot grade change from Castro Street (west) to Noe Street (east) along 14th Street.

The entire Davies Campus is zoned RH-3 (Residential – House, Three Family) and is within the 130-E and 65-D Height and Bulk Districts as shown in **Figure 22**.[21] The base allowable FAR for Davies Campus is 1.8 to 1. Davies Campus is comprised of four existing buildings: the Davies Hospital North Tower, the Davies Hospital South Tower, the 45 Castro Street Medical Office Building (45 Castro MOB), and the Castro Street / 14th Street Parking Garage. **Figure 23: Davies Campus – Existing Site Plan** illustrates the existing Davies Campus site plan and its environs. **Table 8: Davies Campus – Existing Site Characteristics** summarizes existing uses and other characteristics of the various Davies Campus buildings described below.

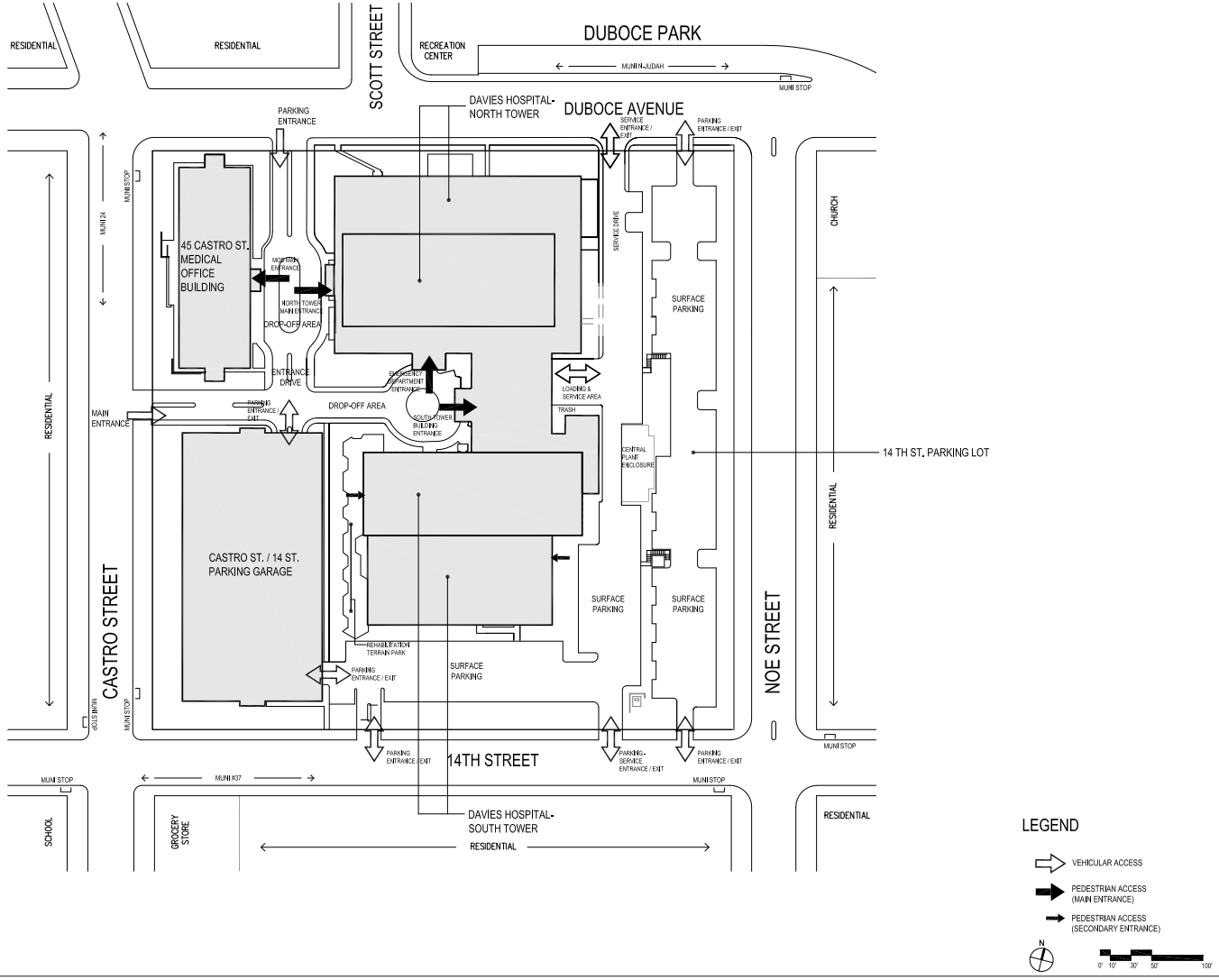
[21] Per Section 260 of the San Francisco Planning Code, the "130-E" and "65-D" Height and Bulk Districts allow maximum building heights of 130 and 60 feet, respectively. Per Section 270, the 'E' and 'D' bulk designations require additional setbacks for portions of buildings above 65 feet and 40 feet in height, respectively.

Figure 22
Davies Campus Area



Sources: City & County of San Francisco - Department of Public Works GIS; EDAW, May 2009

Figure 23
Davies Campus - Existing Site Plan



Source: Smith Group, May 2009

Figure 23
Davies Campus – Existing Site Plan 11x17 (back)

Table 8
Davies Campus – Existing Site Characteristics

Address	*Assessor's Block/ Lot*	*Building Gross Square Footage*	*Zoning District*	*Height / Bulk District*	*Present Use*
45 Castro Street	3539 / 001	62,934	RH-3	65-D	Medical Office Building
Davies Hospital North Tower	3539 / 001	187,808	RH-3	130-E	Hospital
Davies Hospital South Tower [22]	3539 / 001	136,666	RH-3	65-D	Hospital
Castro Street and 14th Street Parking Garage	3539 / 001	112,608	RH-3	65-D	Parking Garage
Total	**--**	***500,016***	**--**	**--**	**--**

Source: California Pacific Medical Center, December 2008.

Davies Hospital. Davies Campus is recognizable by the Davies Hospital North and South Towers. There are currently 311 licensed beds in the Davies Hospital (North Tower and South Tower, combined), of which about 190 are in use.

The approximately 187,808-gsf, 66-foot-tall North Tower is primarily used for inpatient care, diagnostic and treatment space, education and conference space, and support; it also has an acute care or emergency department. The North Tower has five above-ground stories as measured from the lobby entrance on the west side of the building on Entrance Drive (Lobby Level through Level 4 and four below-ground levels (Levels A through D, Level D being the lowest). [23] The North Tower extends approximately 57 feet below ground as measured from Entrance Drive. The North Tower is within the RH-3 Zoning District and within the 130-E Height and Bulk District.

To comply with the "life safe" requirement of SB 1953 (see Project Background section, pp. 6-9 above) following a major seismic event, CPMC completed a seismic upgrade of the Davies Hospital North Tower in 2007 under the direction of the OSHPD, which regulates all inpatient facilities. The building now meets current seismic requirements through 2030. Some interior renovations of this building are currently underway for the North Tower.

[22] For the purposes of this environmental review, the Rehabilitation Center is considered part of the Davies Hospital South Tower.

[23] Existing floors of the Davies Hospital North Tower are illustrated below under Proposal at Davies Campus (see Figure 29: Davies Campus – Proposed Sectional Diagram, p. 91.

The approximately 136,666-gsf, 66-foot-tall South Tower contains skilled nursing, outpatient care, and diagnostic and treatment space. The South Tower has three above-ground and two below-ground stories, as measured from Entrance Drive. The lowest level of the South Tower extends approximately 31 feet below ground as measured from Entrance Drive. The South Tower is within an RH-3 Zoning District and within a 65-D Height and Bulk District.

A portion of the South Tower is at times referred to in other CPMC documents as the Rehabilitation Center, but for the purposes of the EIR, the Rehabilitation Center is included within the South Tower. A semi-enclosed rehabilitation terrain park, designed to provide physical therapy features in a semi-outdoor environment for Rehabilitation Center patients, was completed in November 2007. This terrain park is located in the existing sunken landscaped area between the Castro Street / 14th Street parking garage and the Davies Hospital South Tower.

45 Castro Street MOB. The 62,934-gsf, 67-foot-tall building is currently used for physicians' offices. The building has four above-ground and one below-ground levels as measured from Duboce Avenue. The below-ground story of this building extends approximately 13 feet below grade as measured from Duboce Avenue and contains mechanical and electrical uses. The 45 Castro Street MOB is within an RH-3 Zoning District and within a 65-D Height and Bulk District.

Castro Street / 14th Street Parking Garage. The three-story, 112,608-gsf, 283-space parking garage is located east of the North and South Towers at the intersection of Castro and 14th Streets and it is accessible from both these streets as well as from Duboce Avenue.

Surface Parking. In addition to the structures described above, Davies Campus has surface parking lots to the east and south of the North and South Towers (see **Figure 23** for existing surface parking locations). The surface parking lots contain a total of 207 parking spaces at the corner of Noe Street and Duboce Avenue. The surface parking lots are accessible from 14th Street and Duboce Avenue

Local Streets Network at Davies Campus. Davies Campus is immediately adjacent to Castro Street, a major thoroughfare. Market Street, a major east-west thoroughfare, is located several blocks south and east of Davies Campus (see **Figure 22** for major thoroughfares in proximity to Davies Campus). U.S. 101 is approximately one mile to the east of Davies Campus and accessible via Market Street. Interstate 280 is located approximately two and a half miles to the east of this campus and is accessible via 16th Street. The campus is accessible both by public transit and automobile from the west and east via Duboce Avenue and 14th Street, and from the north and south primarily via Castro and Noe Streets.

The campus is bounded by residential uses. Local streets around the campus, such as Duboce Avenue to the north and Noe Street to the east are mainly residential streets and not major thoroughfares. Fourteenth Street to the south is a secondary east-west thoroughfare.

Davies Campus is served by Muni. In addition, this campus is served by the CPMC inter-campus shuttle system with service between Davies Campus and Pacific Campus.

Proposal at Davies Campus

The following describes proposed near-term (2010-2015) and long-term (Beyond 2015) project components. **Figure 24: Davies Campus – Proposed Site Plan** illustrates both proposed near-term and long-term development at Davies Campus. **Table 9: Davies Campus – Project Summary Table**, contains a detailed description of existing and proposed buildings and uses at Davies Campus. Under the CPMC Long Range Development Plan, Davies Campus would focus on neurosciences and the complementary areas of rehabilitation and skilled nursing.

Near Term (2010-2015)

Proposed Neuroscience Institute. The proposed 51,000-gsf Neuroscience Institute building would be constructed on the portion of Davies Campus currently occupied by the 207-space surface parking lot at the corner of Noe Street and Duboce Avenue**.** The completion of the Neuroscience Institute by 2012 would allow the consolidation of complementary neuroscience departments, including neuroscience / neurosurgery, microsurgery, and acute rehabilitation at Davies Campus.

The proposed four-story building would be 40 feet in height as measured by San Francisco Planning Code methodology from its midpoint along Noe Street. However as measured from Noe Street, the Neuroscience Institute would be 57 feet tall up to the top of the fourth floor due to the on-site grade change. An elevator penthouse would rise an additional five feet above the fourth floor and would be visible along the Duboce Avenue frontage. The first three stories of this building would be rectangular in plan. The fourth story would be set back roughly 22 feet from the third-story roof line along the Noe Street frontage, set back about 124 feet from the Davies Hospital North Tower and set back about 128 feet from the Duboce Avenue property line. The proposed building would have an entrance near Duboce Park.

As shown in **Figure 25: Davies Campus Neuroscience Institute – Proposed North Elevation,** the building would be about 40 feet in height to the top of the parapet at the fourth floor as measured from the centerline of the fourth floor façade from Duboce Avenue. As shown in **Figure 26: Davies Campus Neuroscience Institute – Proposed East Elevation,** the building would be about 57 feet in height to the top of the parapet at the fourth floor as measured from the centerline of the east façade from Noe Street. As shown in **Figure 27: Davies Campus Neuroscience Institute – Proposed West Elevation,** the building would be about 44 feet in height to the top of the parapet as measured from the centerline of the fourth floor façade from Castro Street. As shown in **Figure 28: Davies Campus Neuroscience Institute – Proposed South Elevation,** the building would be about 51 feet in height to the top of the parapet at the elevator as measured from the centerline of the east façade from 14th Street.

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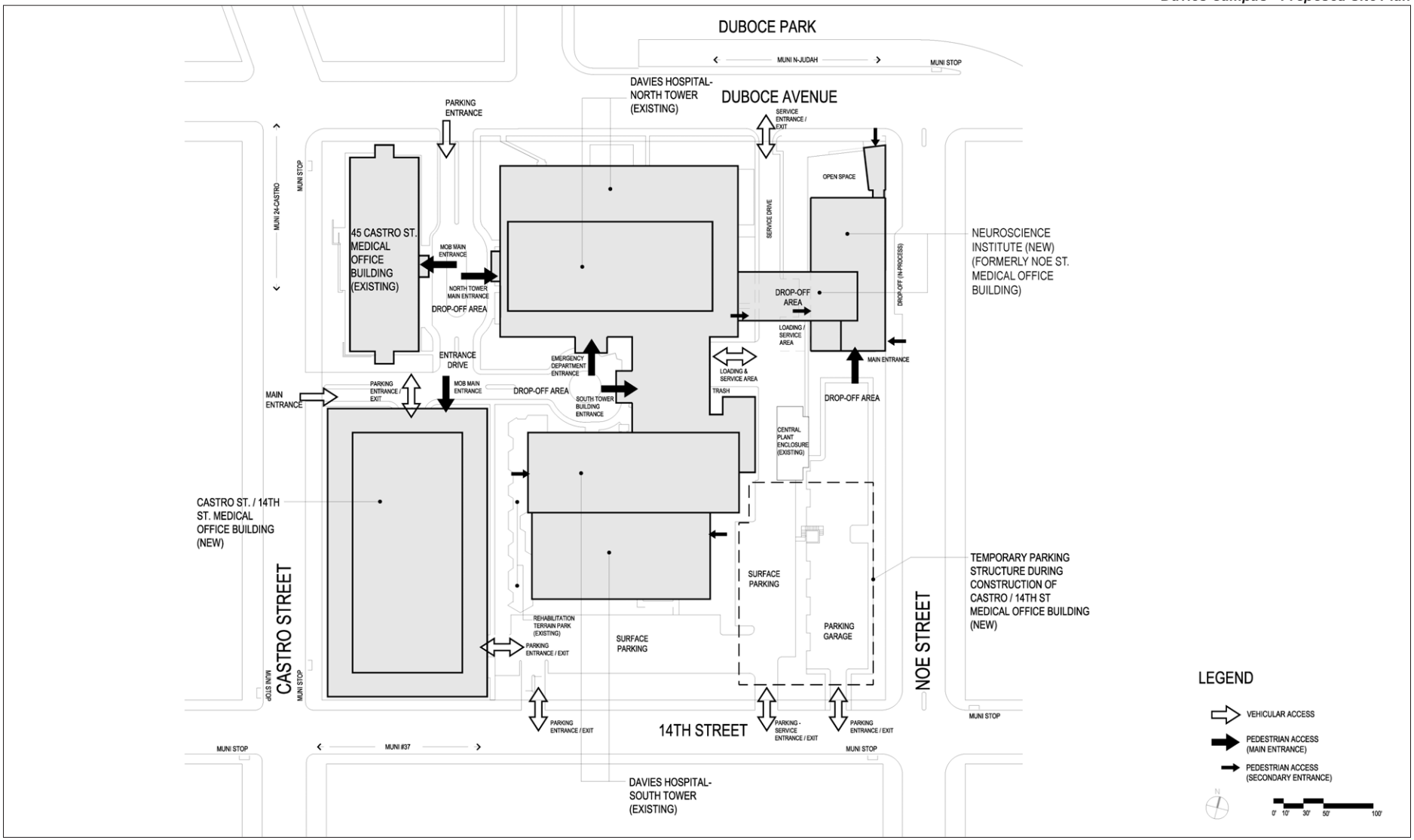
Figure 24
Davies Campus - Proposed Site Plan



Source: Smith Group, December 2008

Figure 24
Davies Campus – Proposed Site Plan 11x17 (back)

Table 9
Davies Campus - Project Summary

Category Gross Square Footage (GSF)	Retain North & South Tower	Retain 45 Castro MOB	Demo Castro / 14th Parking Garage[2]	Existing Uses - Total	Existing Uses to be Retained - Total	New Construction Neuroscience Institute[1]	New Construction Castro / 14th MOB	New Construction Total	Project Totals
Residential	-	-	-	-	-	-	-	-	-
Hotel	-	-	-	-	-	-	-	-	-
Retail	752	-	-	752	752	1,000	-	1,000	1,752
Office		-	-	-	-	-	-		-
Medical Office	11,764	62,934	-	74,698	74,698	17,800	60,000	77,800	152,498
Light Industrial	-	-	-	-	-	-			-
Parking - Structured	-	-	112,608	112,608	-	-	184,000	184,000	184,000
Medical Center	-	-	-	-	-	-	-	-	-
Hospital Administration	33,175	-	-	33,175	33,175	-	-	-	33,175
Cafeteria	5,599	-	-	5,599	5,599	-	-	-	5,599
Education / Conference	5,350	-	-	5,350	5,350	-	-	-	5,350
Inpatient Care	86,159	-	-	86,159	86,159	-	-	-	86,159
Skilled Nursing Care	22,265	-	-	22,265	22,265	-	-	-	22,265
Outpatient Care	30,574	-	-	30,574	30,574	-	-	-	30,574
Diagnostics & Treatment	49,017	-	-	49,017	49,017	24,000	-	24,000	73,017
Emergency Department	3,755	-	-	3,755	3,755	-	-	-	3,755
Support	49,748	-	-	49,748	49,748	-	-	-	49,748
Research		-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-
Lobby	1,478	-	-	1,478	1,478	4,000	1,500	5,500	6,978
Building Infrastructure	4,229	-	-	4,229	4,229	-	14,400	14,400	18,629
Central Plant	16,064	-	-	16,064	16,064	-	-	-	16,064
Mechanical & Electrical Floors	4,545	-	-	4,545	4,545	3,300	5,000	8,300	12,845
Loading	-	-	-	-	-	-	-	-	-
Total GSF	324,474	62,934	112,608	500,016	387,408	50,100	264,900	315,000	702,408
Dwelling Units	-	-	-	-	-	-	-	-	-
Hotel Rooms	-	-	-	-	-	-	-	-	-
Parking Spaces - Structured[2]	-	-	283	283	-	-	490	490	490
Parking Spaces - Surface	207	-	-	207	143	-	-	-	143
Loading Spaces	3	-	-	3	3	1	-	1	4
Number of Buildings	2	1	1	4	3	1	1	2	5
Height of Buildings	66	67	-	-	-	40[3]	45[3]	-	-
Number of Stories	5 (N) 3 (S)	4	3	-	-	4	3	-	-
Stories Underground	4 (N) 2 (S)	1	-	-	-	-	4	-	-

[1] The Neuroscience Institute, formerly the Noe Street MOB, was proposed in Planning Dept. Case No. 2004.0603E; it has now been incorporated into the Long Range Development Plan Project.

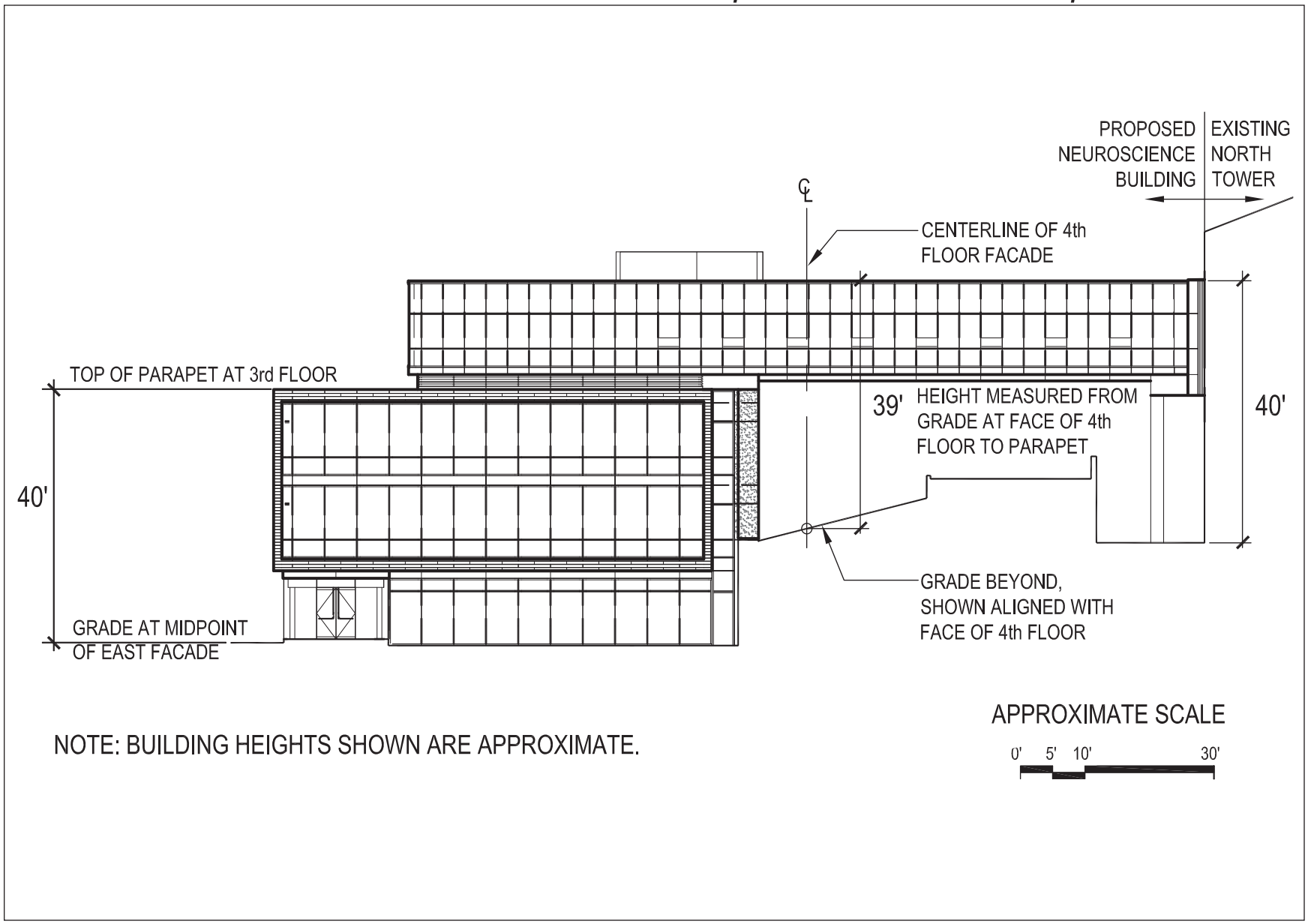
[2] During the Construction of the Castro Street / 14th Street MOB, 283 spaces would be provided in the temporary garage.

[3] As measured pursuant to Section 260 of the Planning Code.

Source: CPMC, December 2008

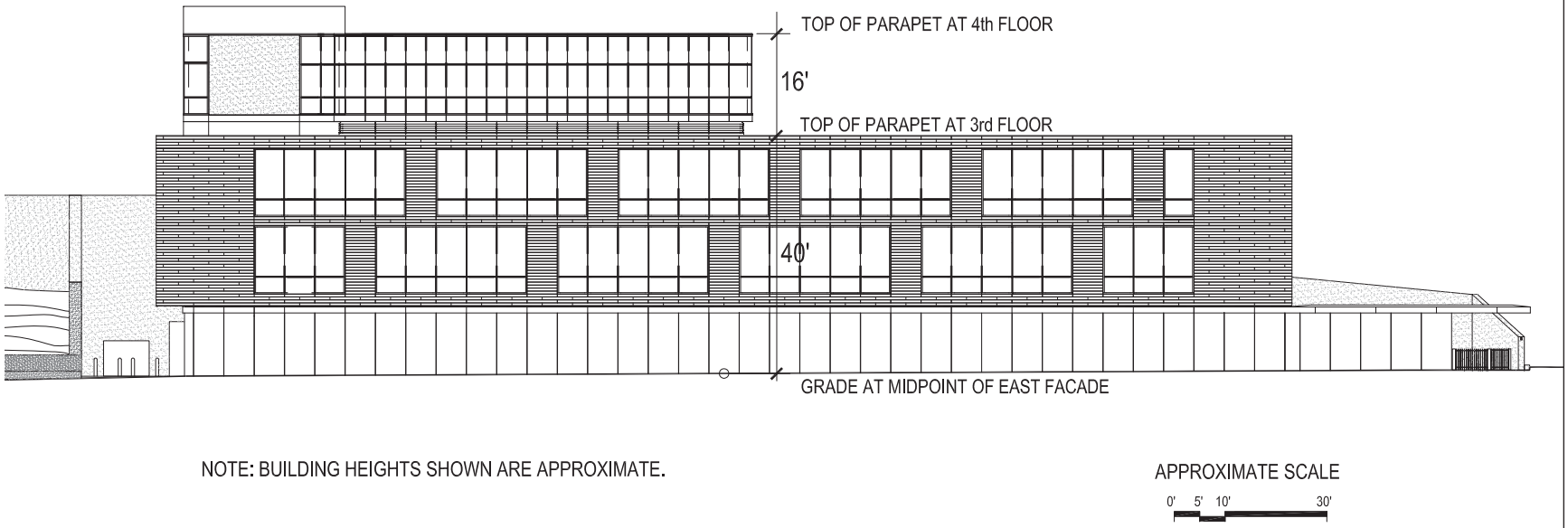
Table 9
Davies Campus – Project Summary Table 11x17 (back)

Figure 25
Davies Campus Neuroscience Institute - Proposed North Elevation



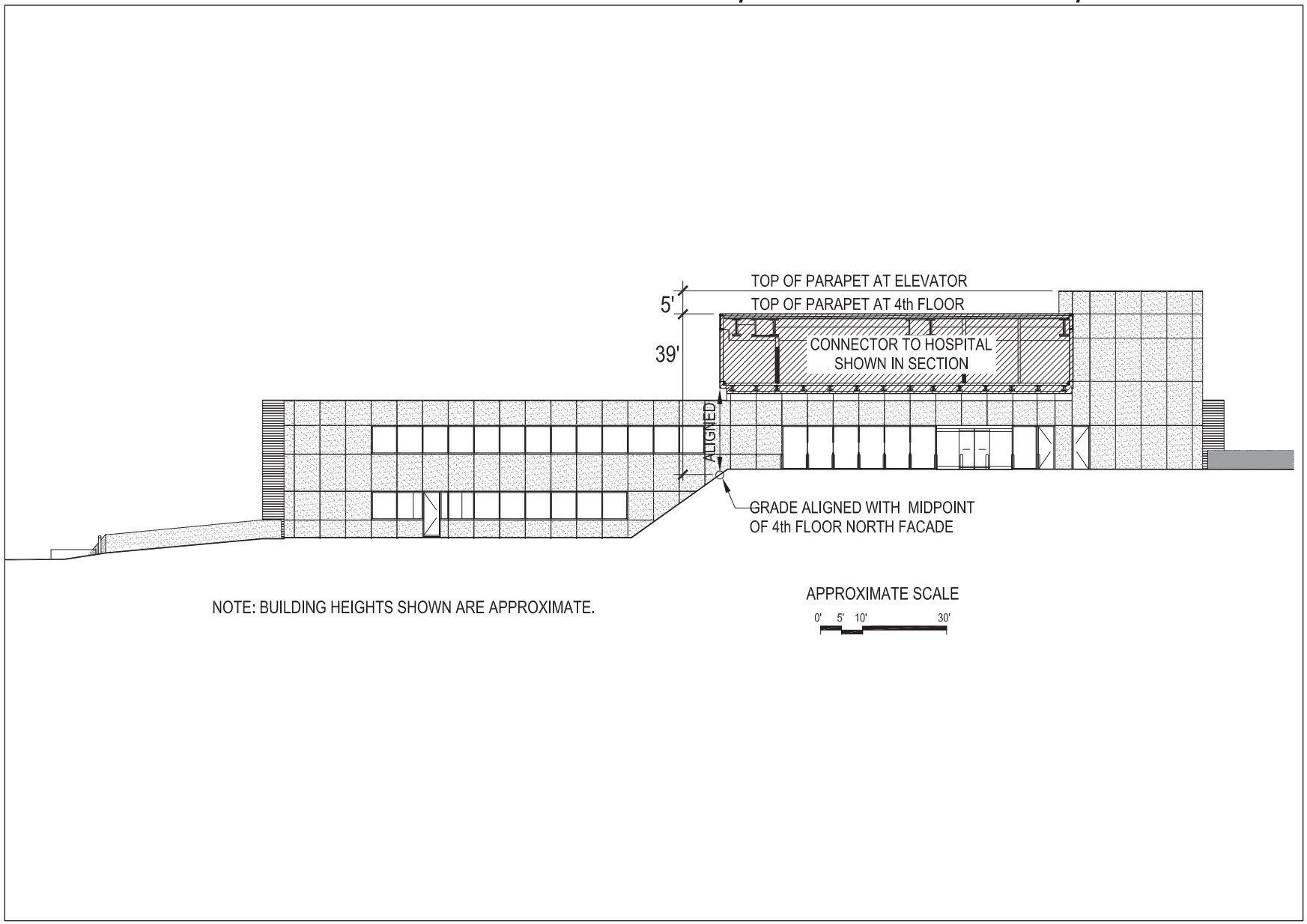
Source: Smith Group, April 2009

Figure 26
Davies Campus Neuroscience Institute - Proposed East Elevation



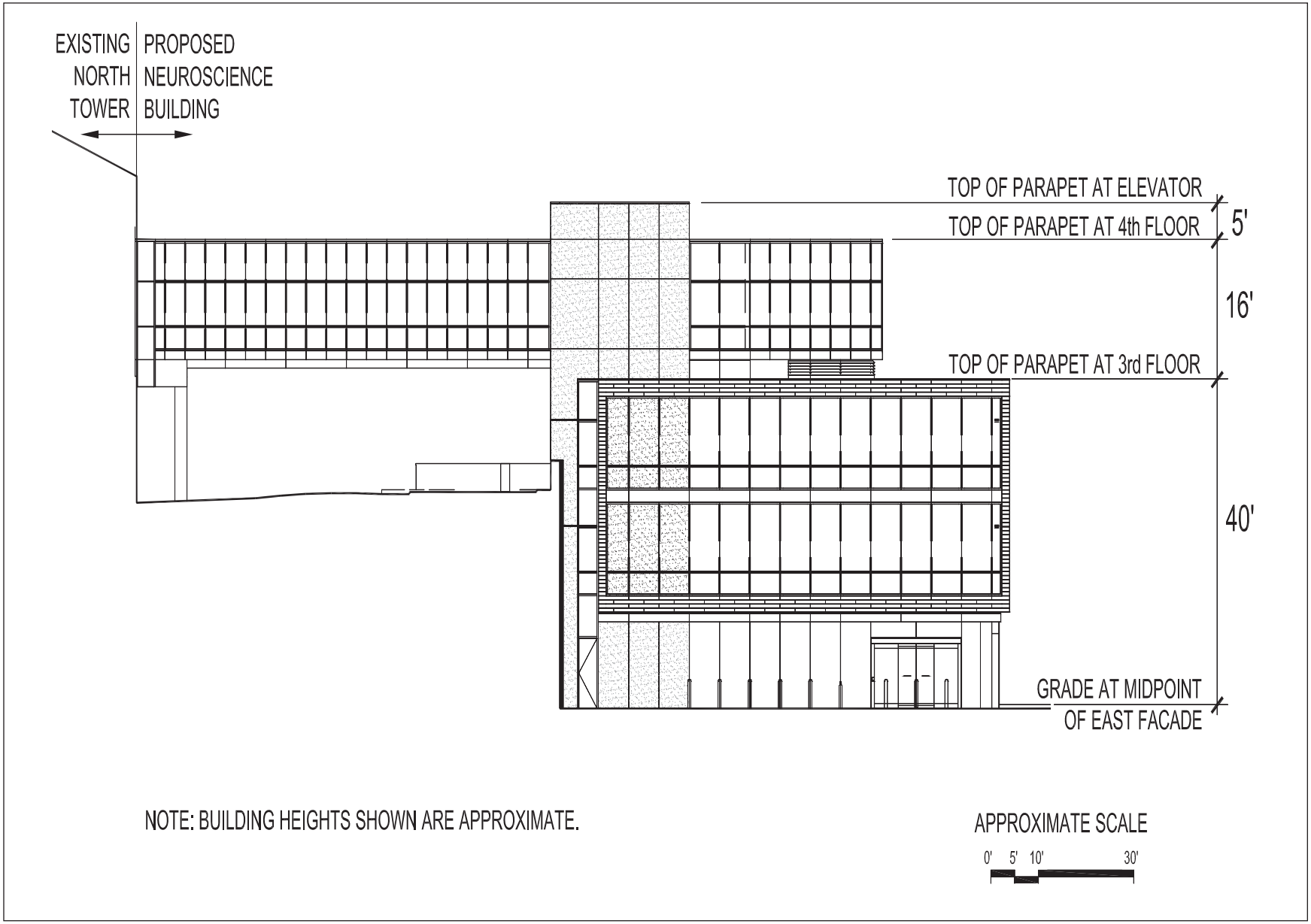
Source: Smith Group, April 2009

Figure 27
Davies Campus Neuroscience Institute - Proposed West Elevation



Source: Smith Group, April 2009

Figure 28
Davies Campus Neuroscience Institute - Proposed South Elevation



Source: Smith Group, April 2009

In addition to building heights for each elevation, **Figures 25-28**, above illustrate the varied roof line of the building. **Figures 25-28** also show the proposed Neuroscience Institute would range from 44 to 61 feet in height from the midpoint of the north façade to the midpoint of the east façade, respectively. Construction of the proposed Neuroscience Institute would require cutting into the on-site slope and removal of about 6,000 cubic yards of soil.

Figure 29: Davies Campus – Proposed Sectional Diagram illustrates proposed uses by floor. As shown in **Figure 30: Davies Campus Neuroscience Institute – Main Access (Level 1)**, Level 1 would be the main access floor with pedestrian entrance from 14th Street to the Neuroscience Institute and would contain the lobby, diagnostics and treatment, medical offices, and hospital-oriented retail. Level 2 would contain medical offices. Level 3 would contain diagnostic and treatment uses, as well as vehicle access from Service Drive. Level 4 would contain outpatient care and would connect to the Davies Hospital North Tower Level A via a corridor above Service Drive, as shown in **Figure 29**.

Table 9, p. 83, summarizes gross square footage of all uses proposed at Davies Campus, including the proposed Neuroscience Institute. The proposed building would have approximately 24,000 gsf of diagnostics and treatment space (including an electroencephalography (EEG) clinic and a neuromuscular clinic), about 17,800 gsf of medical office space, and about 4,000 gsf of lobby space. In addition, there would be about 1,000 gsf of retail space for a pharmacy and 3,300 gsf of mechanical space.

Existing uses in the North and South Towers would remain with development of the proposed project. The existing North Tower would continue to be used for inpatient care, with the focus on neuroscience-related treatment, microsurgery, and rehabilitation post-surgery. The existing emergency department and skilled nursing would remain at the campus. The existing South Tower would continue to be used for skilled nursing, outpatient care, and diagnostic and treatment space. No new parking is proposed in the near-term.

Long-Term (Beyond 2015)

Proposed Castro Street / 14th Street MOB. The existing 283-space garage at Castro and 14th Streets would be demolished and a second medical office building (Castro Street / 14th Street MOB) would be constructed on the parking garage site by 2020 to meet the future need for medical office space at this campus (see **Figure 24**, p. 81). The proposed 264,900-gsf, 45-foot-tall, three-story Castro Street / 14th Street MOB would contain medical offices, building infrastructure, lobby space, and mechanical and electrical spaces. In addition, the proposed Castro Street / 14th Street MOB would include four below-ground parking levels totaling 184,000 gsf and 409 parking spaces.

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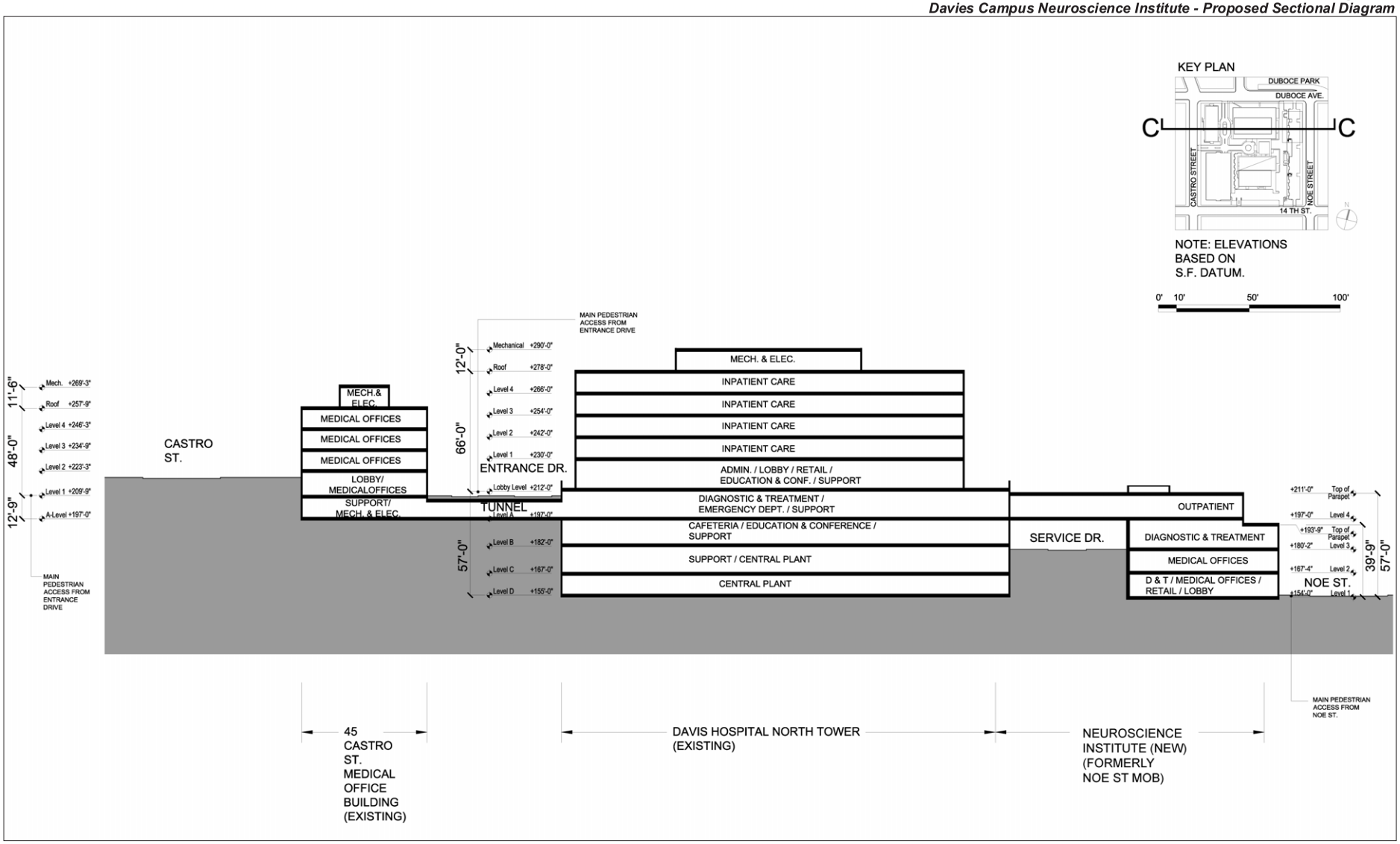
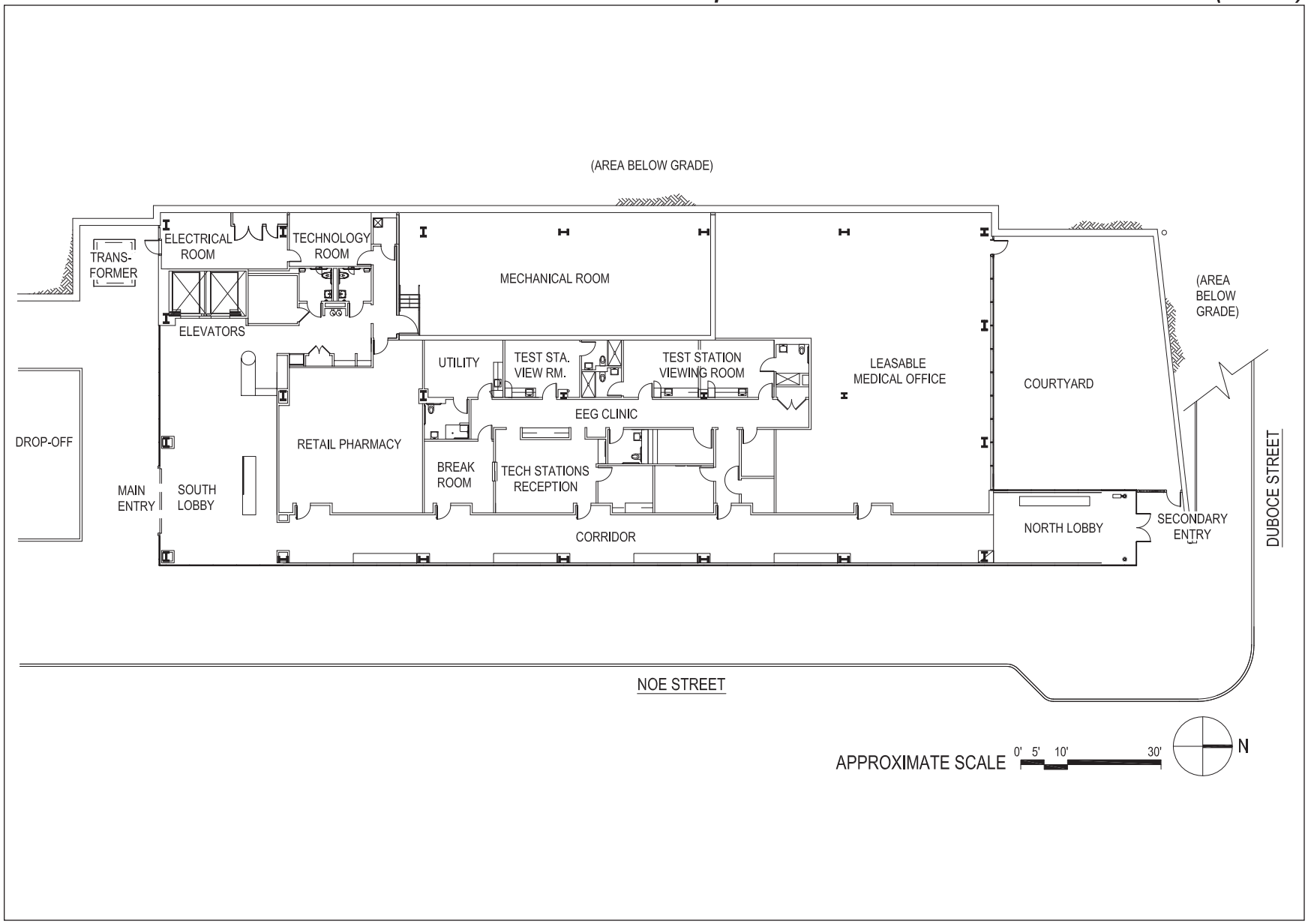
Figure 29
Davies Campus Neuroscience Institute - Proposed Sectional Diagram



Source: Smith Group, May 2009

Figure 29
Neuroscience Institute – Proposed Sectional Diagram 11x17 (back)

Figure 30
Davies Campus Neuroscience Institute - Main Access Floor (Level 1)



Source: Smith Group, April 2009

In order to provide parking for Davies Campus during demolition of the existing parking structure and construction of the new Castro Street / 14th Street MOB from 2018 to 2020, a temporary parking structure for 283 spaces would be constructed on the southeast corner of the campus. This temporary parking structure would be accessed from 14th Street, where the 14th Street surface parking lot is currently located. The temporary parking structure would be constructed prior to the demolition of the existing Castro Street / 14th Street parking structure and dismantled after the completion of the Castro Street / 14th Street MOB in 2020.

After the proposed CPMC Long Range Development Plan is implemented and the retrofit work at Davies Campus is completed by 2020, there would be about 201 licensed and 186 in-use beds at this campus.

Davies Campus Site Access

In the near term (2010-2015), construction of the Neuroscience Institute would result in a new passenger drop-off area at the south end of this building along Noe Street. All existing site access including vehicular, parking and passenger drop-off areas would not change. Site access to the Davies Hospital South Tower and Emergency Department located in the Davies Hospital North Tower would continue to be from the main entrance off of Castro Street and the parking entrance from Duboce Avenue, as shown in **Figure 24**, p.81. For long-term (Beyond 2015) projects, vehicular site access to the Castro Street / 14th Street MOB would be from the main entrance off of Castro Street and the parking entrance from 14th Street. Pedestrian site access to the Castro Street / 14th Street MOB would be from Entrance Drive.

Davies Campus is served by Muni bus and light rail lines. In addition, this campus is served by the CPMC inter-campus shuttle system with service between Davies Campus and Pacific Campus.

Construction Schedule

Construction of the proposed Neuroscience Institute would begin in mid-2010 and end in mid-2012. A more detailed construction schedule for the proposed long-term projects at Davies Campus would be determined at the time each site-specific project is developed and designed. As discussed above, long-term project components would be subject to separate project-specific environmental review under CEQA.

Required Project Approvals

Required project approvals for all near-term (2010-2015) projects are discussed in a separate section following St. Luke's Campus section (see p.115). **Table 12: Required Project Approvals** summarizes entitlements necessary for the Neuroscience Institute (see pp.117-120).

ST. LUKE'S CAMPUS

Existing Conditions

Located in the Mission neighborhood, the 3.6-acre St. Luke's Campus is comprised of eight structures that occupy one block (Assessor's Block 6575, Lots 001 and 002). This block is bounded by Cesar Chavez Street to the north, Valencia Street to the east, San Jose Avenue to the west, and Duncan Street to the south. [24] In addition, the campus also contains a surface parking lot west of San Jose Avenue that occupies a portion Assessor's Block 6576, Lot 001. This block is generally bounded by Cesar Chavez Street to the north, San Jose Avenue to the east, Guerrero Street to the west, and 27th Street to the south. **Figure 31: St. Luke's Campus Area** illustrates the location, Assessor's block and lot numbers, and existing zoning and height and bulk designations.

The entire St. Luke's Campus is zoned RH-2 (Residential-House, Two Family). The existing hospital and seven other buildings on this campus are located in a 105-E Height and Bulk District. [25] The surface parking lot at the northwest portion of this campus is located in a 65-A Height and Bulk District. [26] The base allowable FAR for St. Luke's Campus is 1.8 to 1. [27]

Figure 32: St. Luke's Campus – Existing Site Plan illustrates the existing St. Luke's Campus and its environs. **Table 10: St. Luke's Campus – Existing Site Characteristics** summarizes existing uses and other characteristics of campus buildings described below.

The northern half of St. Luke's Campus slopes downward from west to east near Guerrero Street towards San Jose Avenue and Valencia Street, and slopes downward to the north from 27th Street to Cesar Chavez Street. There is an approximately seven-foot change in grade on the site between Guerrero Street (west) and Valencia Street (east); and an approximately nine-foot change in grade from 27th Street (south) to Cesar Chavez Street (north).

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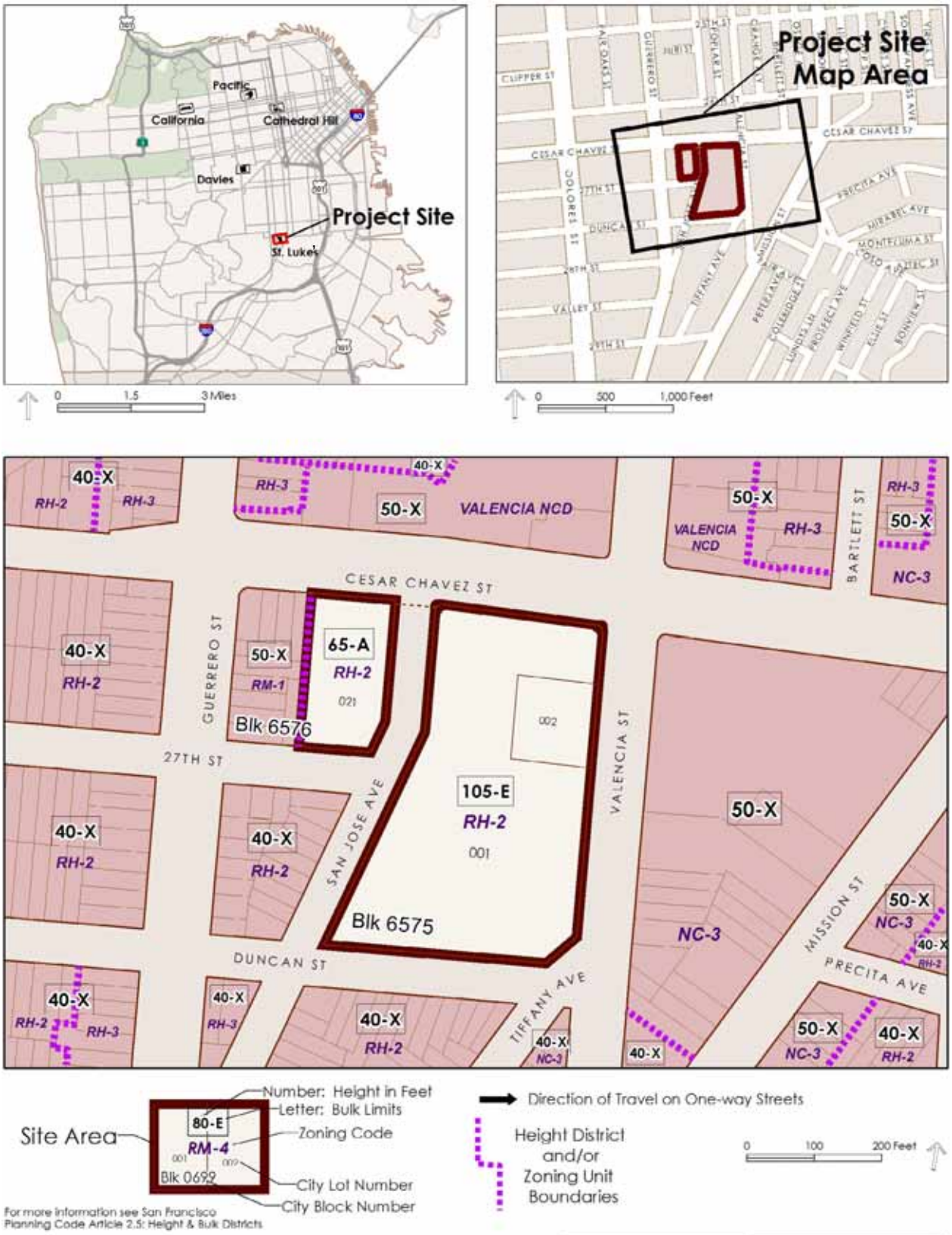
[24] "Eight structures" include six buildings, a parking garage, and the MRI trailer. See **Table 10 St. Luke's Campus – Existing Site Characteristics** for further clarification.

[25] Per Section 260 of the San Francisco Planning Code, the "105-E" Height and Bulk District allows a maximum building height of 130 feet. Per Section 270, the "E" bulk designation requires additional setbacks for portions of buildings above 65 feet in height.

[26] Per Section 260 of the San Francisco Planning Code, the "65-A" Height and Bulk District allows a maximum building height of 65 feet. Per Section 270, the "A" bulk designation requires additional setbacks for portions of buildings above 40 feet in height.

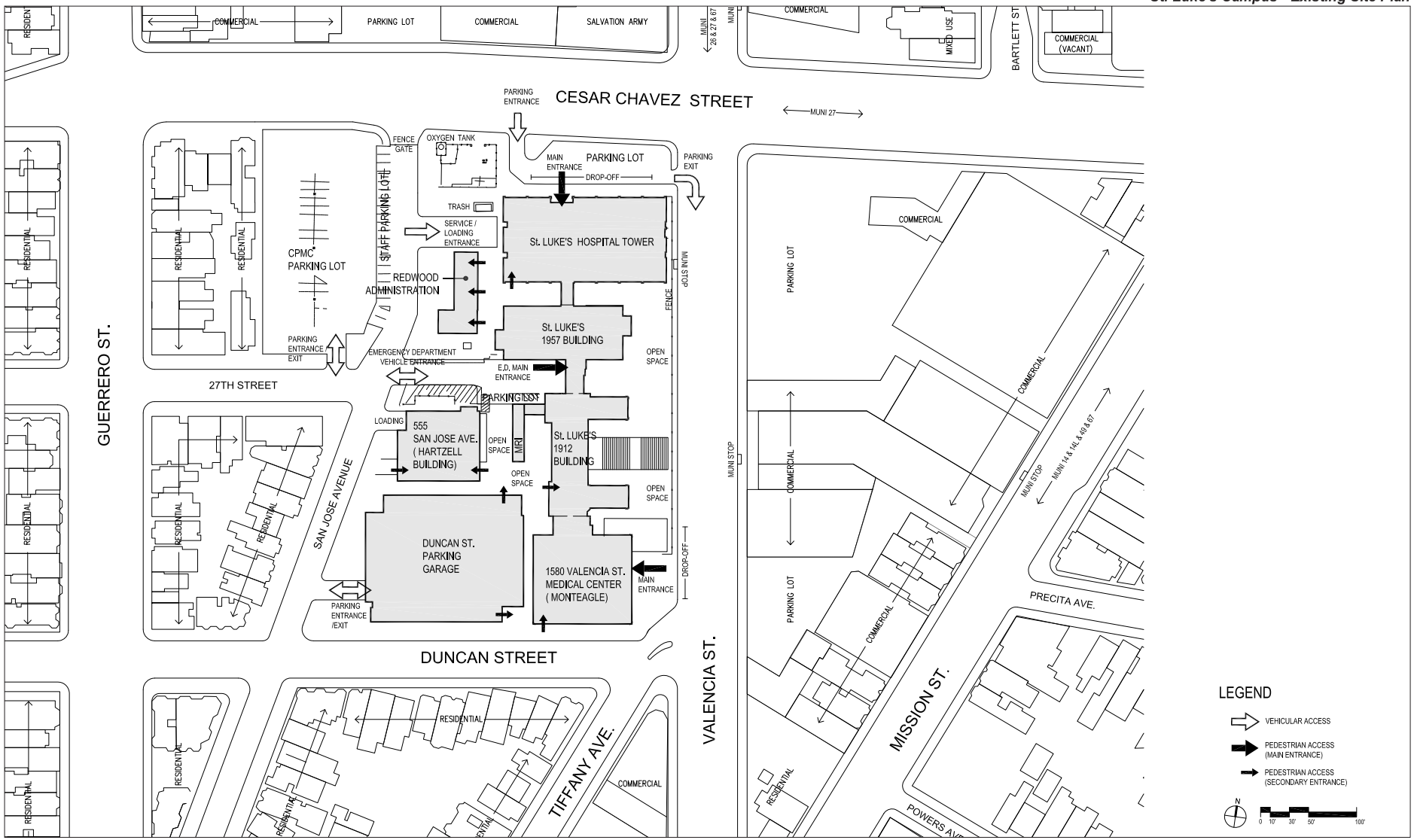
[27] Through past approvals, the St. Luke's Campus has an existing FAR of 2.3 to 1.

Figure 31
St. Luke's Campus Area



Sources: City & County of San Francisco - Department of Public Works GIS; EDAW, May 2009

Figure 32
St. Luke's Campus - Existing Site Plan



Source: Smith Group, May 2009

Figure 32
St. Luke's Campus – Existing Site Plan 11x17 (back)

Table 10
St. Luke's Campus – Existing Site Characteristics

Address	*Assessor's Block / Lot*	*Building Gross Square Footage*	*Zoning District*	*Height / Bulk District*	*Present Use*
3555 Cesar Chavez – St. Luke's Hospital Tower	6575 / 001	197,983	RH-2	105-E	Hospital
St. Luke's 1957 Building	6575 / 001	31,724	RH-2	105-E	Emergency Department, Surgery, Diagnostics
St. Luke's 1912 Building	6575 / 001	26,280	RH-2	105-E	Administration
Redwood Administration Building	6575 / 001	2,400	RH-2	105-E	Administration
1580 Valencia – Monteagle Medical Center	6575 / 001	90,005	RH-2	105-E	Medical Offices, Clinic space, Outpatient Care
555 San Jose Avenue – Hartzell Building	6575 / 001	18,506	RH-2	105-E	Leased to Samuel Merritt School of Nursing; Support, Offices, Education
MRI Trailer	6575 / 001	1,600	RH-2	105-E	Diagnostics
Duncan Street Parking Garage	6575 / 001	83,370	RH-2	105-E	Parking (214 spaces)
Total [28]	--	***451,868***	--	--	--

Source: California Pacific Medical Center, December 2008.

[28] CPMC also currently leases about 10,134 gsf of space off-campus in the buildings at 1640 and 1650 Valencia Street for a pediatric and women's clinic. This leased space is temporary and is not part of the St. Luke's Campus.

As shown on **Figure 32** above, along the Valencia Street frontage, from north to south are the St. Luke's Hospital Tower, the 1957 Building, the 1912 Building, and the Monteagle Medical Center. The Redwood Administration Building is located west of the St. Luke's Hospital Tower and the 1957 Building. The 555 San Jose Avenue Building (Hartzell Building) is located west of the 1912 Building and the Duncan Street Parking Garage is located west of the Monteagle Medical Center Building. All three of these buildings (Redwood Administration, Hartzell, and Duncan Street Parking Garage) also front San Jose Avenue. A portable structure, the MRI Trailer, is located in the center of St. Luke's Campus, between the 1912 Building to the east and the Hartzell Building to the west. A surface parking lot is located to the north of the MRI Trailer.

Built in 1970, the most prominent building on St. Luke's Campus is the St. Luke's Hospital Tower (3555 Cesar Chavez Street), which is located near the northeast corner of the campus. The 12-story, 158-foot-tall (plus mechanical screen) hospital tower is 197,983 gsf and includes approximately 52,089 gsf of inpatient space, approximately 25,637 gsf of skilled nursing space, and 51,540 gsf of administrative support space. The hospital is licensed for 229 beds, which includes 150 beds for acute care and 79 beds for sub-acute care and skilled nursing.

The four-story, 53-foot-tall 1957 Building is approximately 31,724 gsf, and includes the Emergency Department (about 7,060 gsf), diagnostics and treatment space (about 14,124 gsf), and support space (about 3,516 gsf).

The four-story, 53-foot-tall 1912 Building is approximately 26,280 gsf, and includes hospital administration (4,114 gsf), outpatient care (i.e., Diabetes Center [4,201 gsf]), diagnostics and treatment (7,081 gsf), hospital support (9,421 gsf), and the chapel.

The Monteagle Medical Center (1580 Valencia Street) occupies the southeastern corner of the campus at the intersection of Valencia and Duncan Streets. The eight-story, 102-foot-tall medical center is approximately 90,005 gsf and includes medical office space (49,717 gsf), outpatient space (1,549 gsf), diagnostics and treatment space (15,815 gsf), and support space (5,781 gsf).

The Redwood Administration Building is a portable building. This one-story, 12-foot-tall building contains 2,400 gsf of space dedicated entirely to hospital administration.

CPMC leases the Hartzell Building (555 San Jose Avenue) to the Samuel Merritt School of Nursing, which is not part of CPMC. The two-story, 34-foot-tall building accommodates 18,506 gsf of office and educational uses related to the nursing school. The one-story, 12-foot-tall MRI Trailer provides 1,600 gsf of space for diagnostics and treatment.

St. Luke's Campus provides a total of 338 parking spaces, which are located in one parking structure and two surface parking lots. Located in the southwestern corner of the campus, the approximately 83,370-gsf, two-story, 28-foot-tall Duncan Street Parking Garage contains 214 off-street parking spaces. The 31,000-square-foot San Jose Avenue Surface Parking Lot, located along San Jose Avenue between Cesar Chavez and 27th Streets, contains 111 parking spaces and

is open to the public. A smaller surface parking lot at the northeastern corner of Cesar Chavez and Valencia Streets contains 13 parking spaces and is restricted to physician use only.

CPMC also operates the St. Luke's Healthcare Center (SLHCC), which includes pediatric and women's care clinics, the midwives program, and offices for State-mandated social workers. The SLHCC currently leases 10,134 gsf of off-campus space at 1640-1650 Valencia Street just one block south of St. Luke's Campus at the intersection of Valencia and Duncan Streets. This building is not part of St. Luke's Campus.

Several buildings on St. Luke's Campus are connected to one another. The St. Luke's Hospital Tower, 1957 Building, 1912 Building, and the Monteagle Medical Center connect north to south through internal corridors at various levels. The MRI Trailer is connected via an enclosed passageway to the 1912 Building.

Local Streets Network at St. Luke's Campus. St. Luke's Campus is bordered by or in the vicinity of major thoroughfares including Cesar Chavez Street, Mission Street, and South Van Ness Avenue. U.S. 101 is approximately one mile east of the campus and is accessible via Cesar Chavez Street. The campus is accessible both by public transit and automobile from the west and east via Cesar Chavez Street, and from the north and south primarily via Valencia Street, Guerrero Street, Mission Street, and South Van Ness Avenue.

The campus is bounded by neighborhoods to the south and west, and by a mix of residential and commercial districts to the north and east. Local residential streets around the campus include Duncan Street to the south, Tiffany Street to the southeast, and 27th Street to the west.

St. Luke's Campus is served by Muni, and the campus is located four blocks (0.5 miles) south of the 24th Street BART Station. St. Luke's Campus is also served by the CPMC inter-campus shuttle system, with service to and from Davies Campus.

Proposal at St. Luke's Campus

The following describes proposed near-term (2010-2015) and long-term (Beyond 2015) project components. **Figure 33: St. Luke's Campus – Proposed Site Plan** illustrates the proposed plan for the campus. **Table 11: St. Luke's – Project Summary Table** contains a detailed description of existing and proposed buildings and uses at St. Luke's Campus.

Near Term (2010-2015)

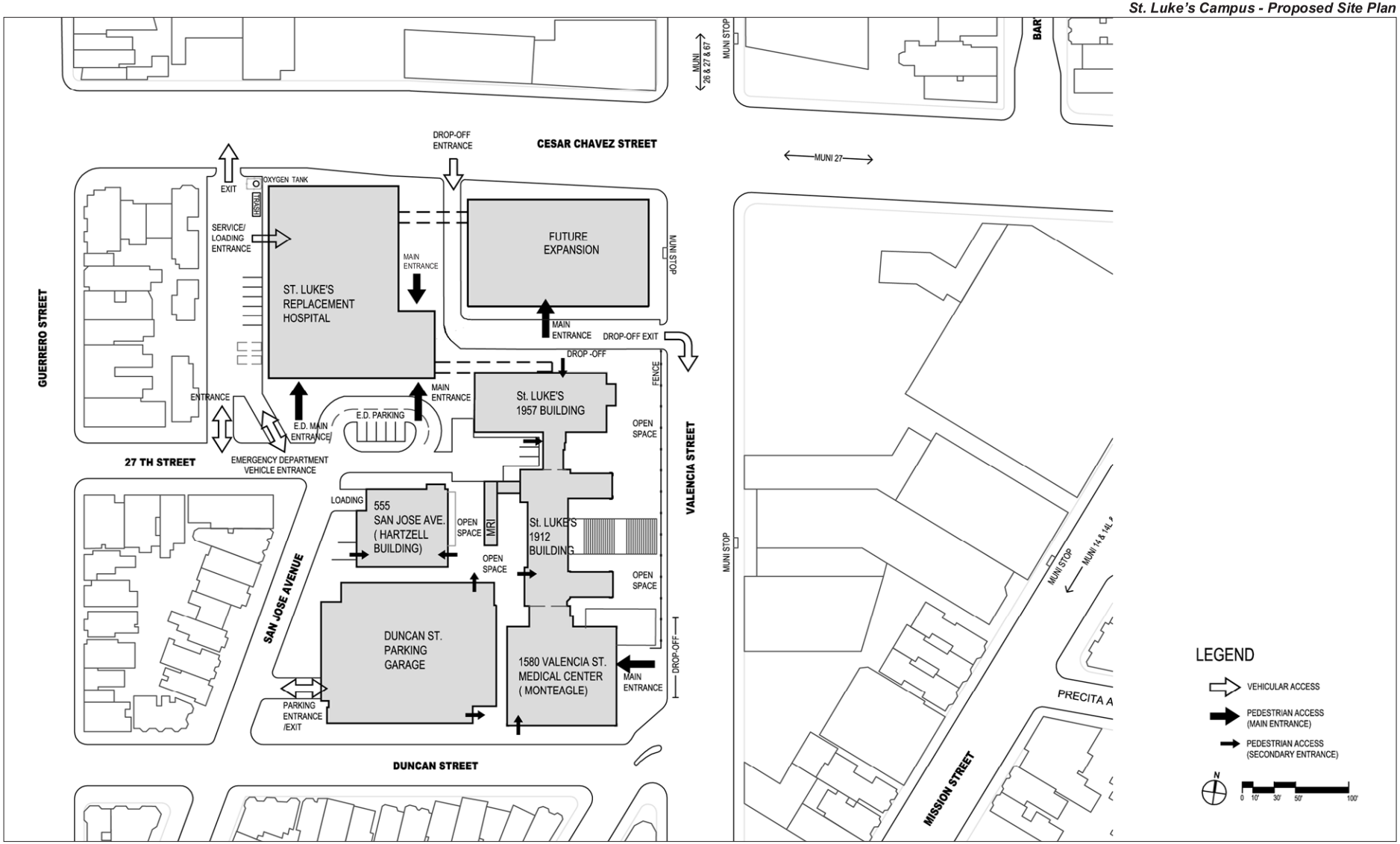
The CPMC Long Range Development Plan would result in the construction of the 145,000-gsf, seismically compliant St. Luke's Replacement Hospital, adjacent to and west of the existing St. Luke's Hospital Tower. Specifically, the replacement hospital would occupy the site of the existing 111-space surface parking lot along San Jose Avenue, between Cesar Chavez and 27th Streets. A portion of the new replacement hospital would also be constructed across a section of San Jose Avenue, between the 1957 Building and the existing surface parking lot to the west of San Jose Avenue.[29] This proposed hospital would replace the existing St. Luke's Hospital Tower by 2014.

The replacement hospital would be a state-of-the-art medical facility and is expected to provide more efficient delivery of ancillary and support services, as well as better coordination of and access to patient care. After completion of the replacement hospital, the existing hospital tower would be decommissioned and demolished (Beyond 2015).

The new six-story St. Luke's Replacement Hospital would be 114 feet in height based on the San Francisco Planning Code methodology for measurement. However, because the lot is sloped, the structure would vary in height relative to where it is viewed from. St. Luke's Campus slopes downward to the east and north. For instance, as shown in **Figure 34: St. Luke's Replacement Hospital – Proposed North Elevation,** the hospital would be about 118 feet in height to the top of the roof parapet as measured at the site's northeast corner from the top of sidewalk on Cesar Chavez Street. As shown in **Figure 35: St. Luke's Replacement Hospital – Proposed East Elevation,** the hospital would be about 114 feet in height to the top of the mechanical screen as measured at the site's northeast corner from the top of sidewalk on Cesar Chavez Street. As shown in **Figure 36: St. Luke's Replacement Hospital – Proposed West Elevation**, the building height would be approximately 114 feet to the top of the mechanical screen when measured at the site's northwest corner from the top of sidewalk on Cesar Chavez Street. As shown in **Figure 37: St. Luke's Replacement Hospital– Proposed South Elevation,** the hospital would be about 102 feet in height to the top of the roof parapet as measured at the site's southeast corner from the top of sidewalk on 27th Street.

[29] The project, as proposed, would require the City to vacate this section of San Jose Avenue.

Figure 33
St. Luke's Campus - Proposed Site Plan



Source: Smith Group, December 2008

Figure 33
St. Luke's Campus – Proposed Site Plan 11x17 (back)

Table 11
St. Luke's Campus - Project Summary

Category Gross Square Footage (GSF)	Demo St. Luke's Hospital Tower	Renovate St. Luke's 1957 Building[1,2]	Retain St. Luke's 1912 Building	Retain 1580 Valencia (Monteagle)	Retain MRI Trailer	Demo Redwood Admin Building	Retain Duncan St. Parking Garage	Retain 555 San Jose (Hartzell)	Existing Uses - Total	Existing Uses to be Retained[2]	New Replacement Hospital	New Expansion Building	Project Totals
Residential	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel	-	-	-	-	-	-	-	-	-	-	-	-	-
Retail	873	-	-	1,648	-		-	-	2,521	1,648	-	-	1,648
Office	-	-	-	-	-	2,400	-	8,974	11,374	8,974	-	-	8,974
Medical Office	-	-	-	49,717	-	-	-	-	49,717	49,717	-	-	49,717
Light Industrial	-	-	-		-	-	-	-	-	-	-	-	-
Parking - Structured	-	-	-	-	-	-	83,370	-	83,370	83,370	-	100,000	183,370
Medical Center	-	-	-	-	-	-	-	-	-	-	-	-	-
Hospital Administration	1,865	1,459	4,114	-	-	-	-	-	7,438	5,573	2,000		7,573
Cafeteria	3,471	-	-	-	-	-	-	-	3,471	-	1,800		1,800
Education / Conference	9,107	1,559	-	-	-	-	-	286	10,952	1,845	-		1,845
Inpatient Care	52,089	-	-	-	-	-	-	-	52,089	-	76,800		76,800
Skilled Nursing Care	25,637	-	-	-	-	-	-	-	25,637	-	-	-	-
Outpatient Care	1,315	-	4,201	1,549	-	-	-	-	7,065	5,750	-	88,500	94,250
Diagnostics & Treatment	17,234	14,124[2]	7,081	15,815	1,600	-	-	-	55,854	24,496[2]	17,500		41,996
Emergency Department	-	7,060[2]	-	-	-	-	-	-	7,060	- [2]	12,000		12,000
Support	51,540	3,516	9,421	5,781	-	-	-	2,927	73,185	42,829[2]	14,000		56,829
Research	6,668	-	-	-	-	-	-		6,668	-	-		-
Other		-	-	-	-	-	-		-	-	-		-
Lobby	1,384	-	442	870	-	-	-	196	2,892	1,508	2,500	1,500	5,508
Building Infrastructure	26,053	3,579	1,021	10,257	-	-	-	892	41,802	15,749	14,400	30,000	60,149
Central Plant	-	-	-	-	-	-	-	-	-	-	3,000	-	3,000
Mechanical & Electrical Floors	-	427	-	4,368	-	-	-	5,111	9,906	9,906	-	-	9,906
Loading	747	-	-	-	-	-	-	120	867	120	1,000	-	1,120
Total GSF	197,983	31,724	26,280	90,005	1,600	2,400	83,370	18,506	451,868	251,485	145,000	220,000	616,485
Dwelling Units	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel Rooms	-	-	-	-	-	-	-	-	-	-	-	-	-
Parking Spaces - Structured	-	-	-	-	-	-	214	-	214	214	-	300	514
Parking Spaces - Surface	13	111[1]	-	-	-	-	-	-	124	10	-	-	10
Loading Spaces	2	-	-	-	-	-	-	-	2	2	-	-	2
Number of Buildings	1	1	1	1	1	1	1	1	8	6	-	1	7
Height of Buildings	158	52	53	102	12	12	28	34	-	-	114[3]	98[3]	-
Number of Stories	12	4	4	8	1	1	2	2	-	-	-	5	-
Stories Underground	1	-	-	1	-	-	-	1	-	-	-	4	-

[1] The 111 surface parking spots associated with the St. Luke's 1957 Building are located across San Jose Avenue.

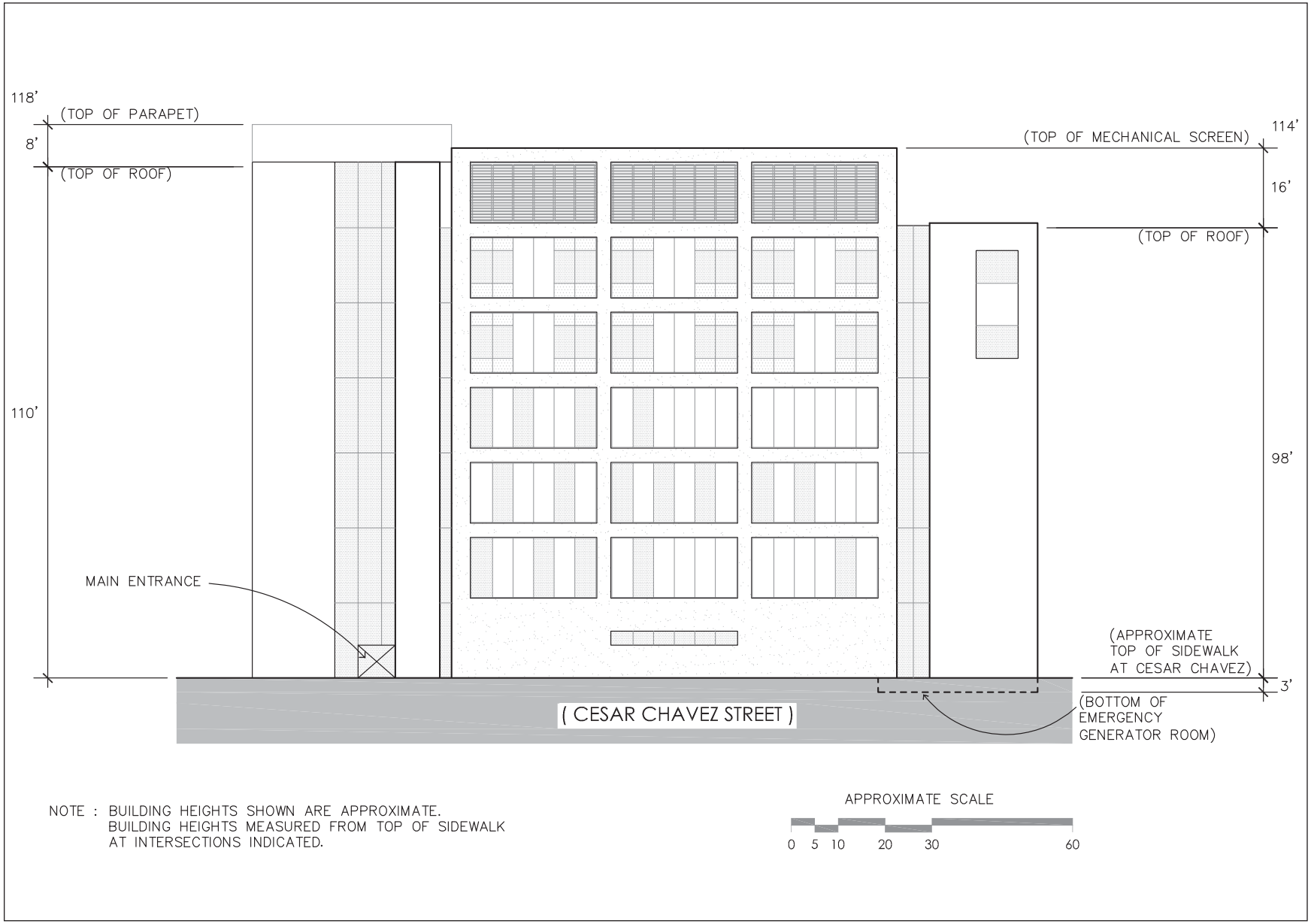
[2] The project proposes to transfer existing emergency department (7,060 gsf), and diagnostics and treatment uses (14,124 gsf) in the 1957 Building and replace them with support uses. The 21,184 gsf total is accounted for in 42,829 gsf of support use under existing uses to be retained.

[3] As measured pursuant to Section 260 of the Planning Code.

Source: CPMC, December 2008

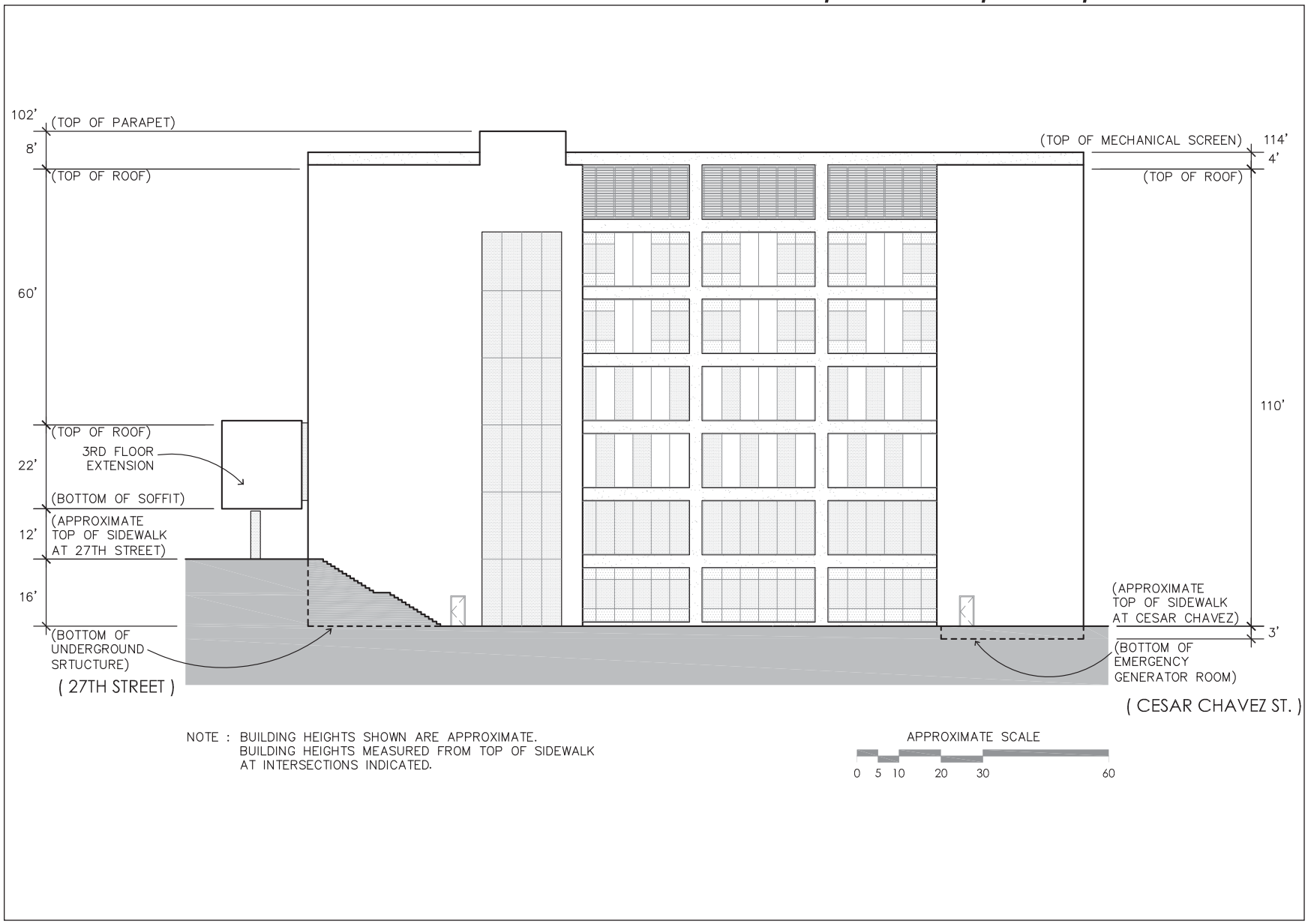
Table 11
St. Luke's Campus Project Summary Table 11x17 (back)

Figure 34
St. Luke's Replacement Hospital - Proposed North Elevation



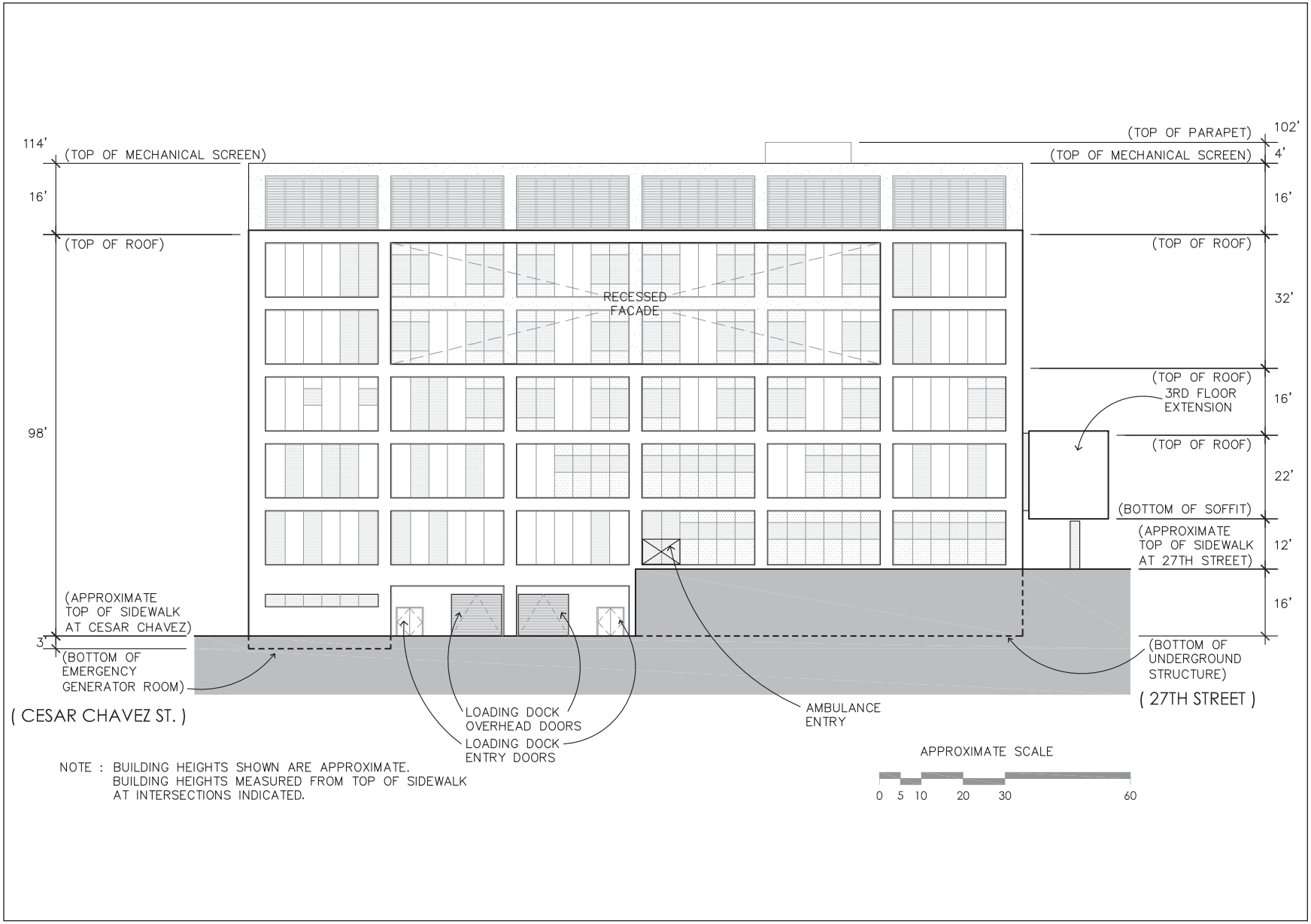
Source: CPMC, April 2009

Figure 35
St. Luke's Replacement Hospital - Proposed East Elevation



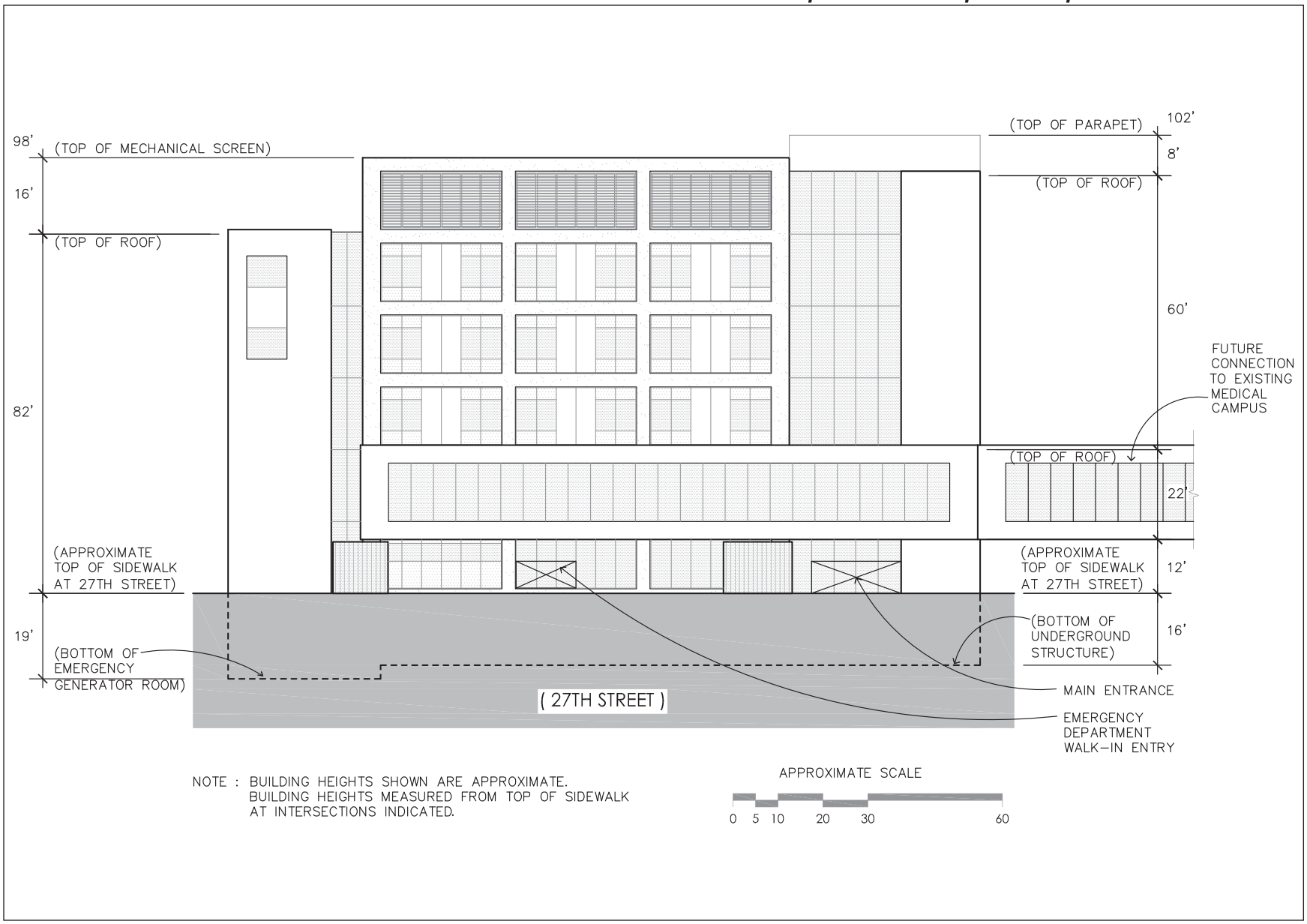
Source: CPMC, April 2009

Figure 36
St. Luke's Replacement Hospital - Proposed West Elevation



Source: CPMC, April 2009

Figure 37
St. Luke's Replacement Hospital - Proposed South Elevation



Source: CPMC, April 2009

Figures 34-37 above, also illustrate the varying roof line of the building, parapets, and mechanical equipment that would be screened and setback from the edge of the building. **Figure 38: St. Luke's Replacement Hospital – Proposed Stacking Diagram** illustrates the proposed uses and number of beds by floor. Level 1 would contain off-street loading, mechanical and electrical, hospital support, and lobby uses. The off-street loading area would be on the west side of the building and would include two truck loading docks and two spaces for dumpsters. Level 1 would be the main access floor, with a pedestrian entrance located on a one-way driveway with ingress from Cesar Chavez Street and egress onto Valencia Street.

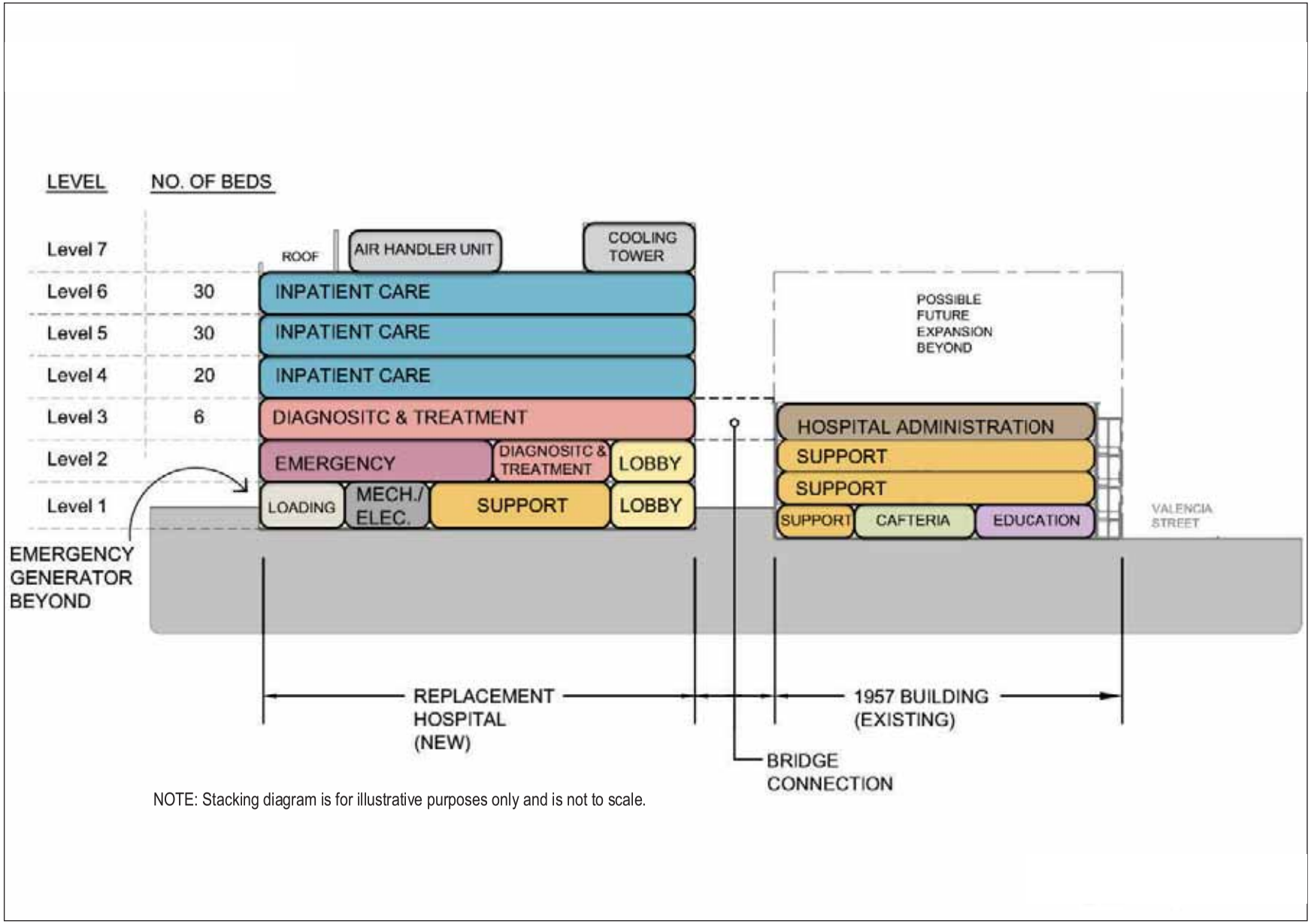
Level 2 would contain the lobby, diagnostic and treatment space, and the Emergency Department. The ambulance drop-off area would have a two-vehicle ambulance bay adjacent to the Emergency Department on the south side of the hospital. **Figure 39: St. Luke's Replacement Hospital – Proposed Main Access Floor (Level 2)** depicts a more detailed floor plan of the main entrance and other features at Level 2**.** Site access for pedestrians and emergency, service, and patients vehicles are discussed below under "Proposed St. Luke's Campus Site Access".

Level 3 would contain primarily diagnostic and treatment facilities. In addition, Level 3 would contain six inpatient beds. Levels 4 through 6 would contain inpatient care, with 20 beds on Level 4, 30 beds on Level 5, and 30 beds on Level 6. The replacement hospital would contain a total of 86 licensed (and in-use) beds upon opening in 2014, in response to anticipated patient volume at the campus.

Once completed, the 145,000-gsf replacement hospital would provide approximately 76,800 gsf of inpatient care, 17,500 gsf of diagnostics and treatment facilities, and a 12,000-gsf Emergency Department. Other uses would include hospital administration (about 2,000 gsf), cafeteria (about 1,800 gsf), support facilities (about 14,000 gsf), lobby (about 2,500 gsf), and loading area (about 1,000 gsf). In addition, the St. Luke's Replacement Hospital would have about 3,000 gsf of central utility plant space and about 14,400 gsf of building infrastructure (e.g., shafts, elevators, and stairways), distributed among all the building levels.

As part of the near-term project, nearly all of the existing 31,724-gsf 1957 Building would undergo interior renovations, including structural and cosmetic upgrades. The existing Emergency Department and operating rooms in the 1957 Building would be decommissioned and the building renovated to accommodate non-acute hospital support uses. This renovated building would connect to the replacement hospital at Level 3. The St. Luke's 1912 Building would be renovated to accommodate non-clinical uses in the future. No changes are proposed for the remaining buildings on St. Luke's Campus, such as the 1580 Valencia Street Building, the MRI Trailer, the Duncan Street Parking Garage, and the 555 San Jose Street Building.

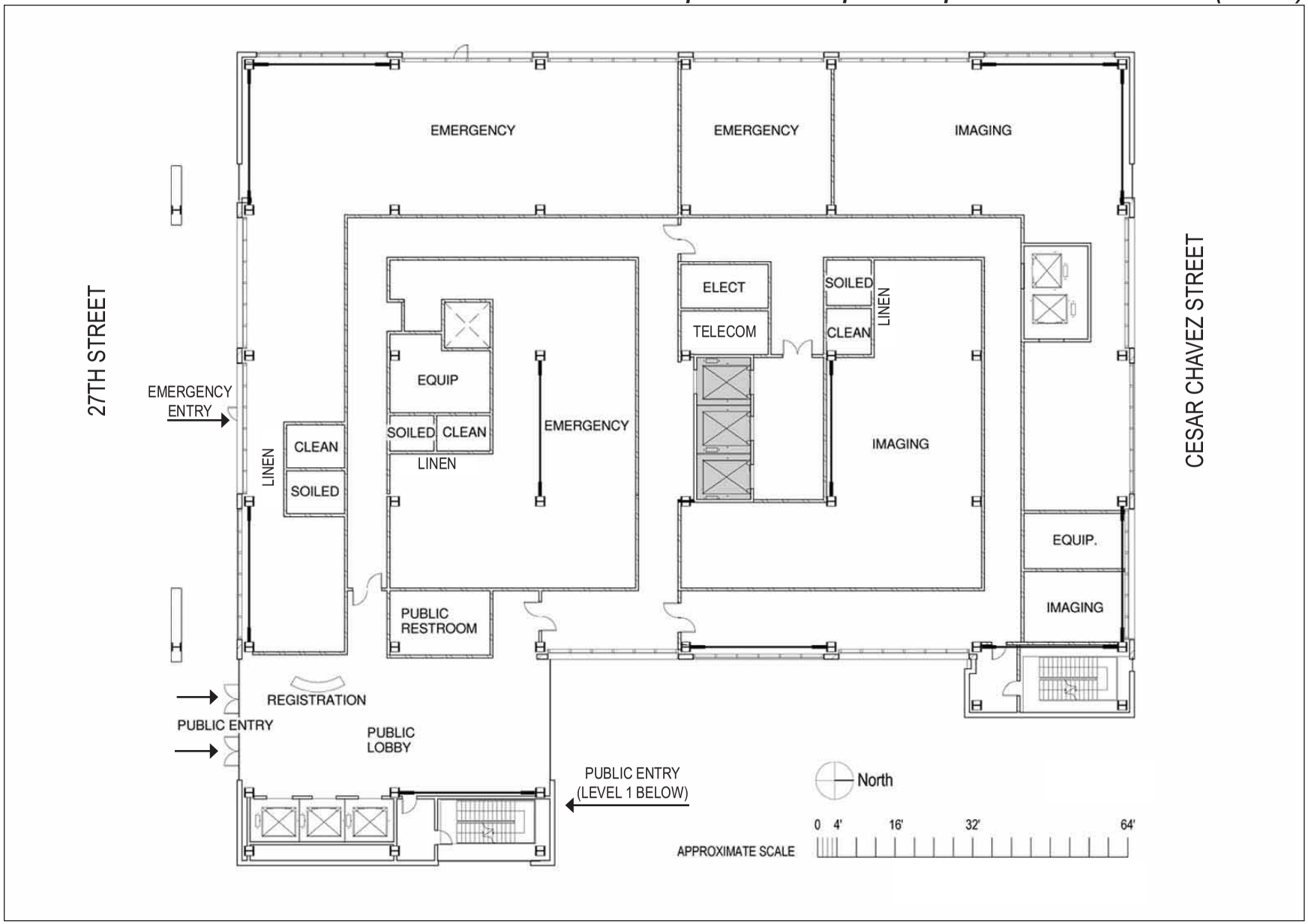
Figure 38
St. Luke's Replacement Hospital - Proposed Stacking Diagram



NOTE: Stacking diagram is for illustrative purposes only and is not to scale.

Source: CPMC, April 2009

Figure 39
St. Luke's Replacement Hospital - Proposed Main Access Floor (Level 2)



Source: CPMC, April 2009

The proposed replacement hospital would require excavation up to a depth of 19 feet, which would require removal of about 9,000 cubic yards of soil.

Long Term (Beyond 2015)

After demolition of the existing 12-story hospital tower (Beyond 2015), a new 220,000-gsf, five-story plus basement future expansion building would be constructed at the site of the existing tower. The future expansion building is expected to be occupied by 2020. The height of the future expansion building would be about 98 feet, based on the San Francisco Planning Code methodology for measurement. Uses in the future expansion building are unknown at this time. For purposes of the EIR analysis, it is conservatively assumed that the future expansion building would include outpatient care (about 88,500 gsf), lobby space and building infrastructure (about 31,500 gsf), and below-ground parking (about 100,000 gsf).

Based on assumed future use (i.e., outpatient care), the future expansion building would contain four below-ground parking levels that would provide approximately 300 parking spaces, Some of this parking would replace surface parking removed for construction of the replacement hospital. The four below-ground parking levels would require excavation up to approximately 45 feet below grade. It is estimated that about 40,000 cubic yards of soil excavation would be required to accommodate the future expansion building and its below-ground parking.

St. Luke's Campus Site Access

In the near-term (2010-2015) and as shown in **Figure 33**, p. 103, the main entrance of the replacement hospital would be from Cesar Chavez Street. Passenger drop-off to the main entrances of the replacement hospital, future expansion building, and the renovated 1957 Building would be from a one-way driveway with ingress from Cesar Chavez Street and egress onto Valencia Street. The existing passenger drop-off area in front of the Monteagle Building on Valencia Street would be retained with project development. The Duncan Street Parking Garage would continue to be accessed from San Jose Avenue near its intersection with Duncan Street.

The proposed Emergency Department would be located in the southern portion of the replacement hospital. Vehicular ingress and egress to the Emergency Department's parking lot would be from 27th Street near its terminus with San Jose Avenue, with additional egress only onto Cesar Chavez Street.

Service vehicles would access the loading area from San Jose Avenue / 27th Street and exit onto Cesar Chavez Street. The replacement hospital's primary loading dock would be located within the Emergency Department parking lot, with an additional loading dock at the Hartzell Building (555 San Jose Avenue).

In the long-term (Beyond 2015) and as shown in **Figure 33**, p. 103, the future expansion building's main entrance would be located on its southern side; pedestrian access to the main entrance would be from Valencia and Cesar Chavez Streets. The future expansion building would share vehicular and passenger drop-off areas with the replacement hospital.

Construction Schedule

Construction of the proposed St. Luke's replacement hospital would begin in mid-2010 and end in late 2013. A more detailed construction schedule for the proposed St. Luke's future expansion building would be determined at the time the application and designs for that long-term project are submitted to the San Francisco Planning Department. As discussed above, long-term project components would be subject to separate project-specific environmental review under CEQA.

Required Project Approvals

Required project approvals for all near-term (2010-2015) projects are discussed below. **Table 12: Required Project Approvals,** pp. 117-120, summarizes entitlements necessary for the St. Luke's replacement hospital.

REQUIRED PROJECT APPROVALS

Near-term (2010-2015) projects would require the following actions under existing zoning regulations and ordinances:

CATHEDRAL HILL CAMPUS

Table 12: Required Project Approvals, pp. 117-120, summarizes approvals necessary for the near-term development proposals for Cathedral Hill Hospital, Cathedral Hill MOB, and 1375 Sutter MOB. There are no long-term proposals for Cathedral Hill Campus.

PACIFIC CAMPUS

Except for the proposed renovation of the 12-unit residential structure at 2329 Sacramento Street, all proposed project components at Pacific Campus would be long-term (Beyond 2015), program-level projects. Once the inpatient care functions at Pacific Campus are relocated to the Cathedral Hill Hospital, the remaining medical center uses at Pacific Campus would require a Planning Code text amendment and CU to continue operation without inpatient care. **Table 12: Required Project Approvals,** pp. 117-120, summarizes near-term approvals required at Pacific Campus. Entitlements required for program-level projects would be identified at the time they are proposed and these long-term development projects would be subject to separate project-specific environmental review under CEQA.

CALIFORNIA CAMPUS

No substantial changes are proposed at California Campus in the near term. As noted earlier, CPMC plans to sell California Campus following the relocation of inpatient functions, and to lease back space for certain CPMC-operated medical uses and programs from the buyer of California Campus property until approximately 2020. Similar to Pacific Campus, once the inpatient care functions at California Campus is relocated, the remaining medical center uses at California Campus would require a Planning Code text amendment and CU to continue operation without inpatient care. **Table 12: Required Project Approvals,** pp. 117-120, summarizes near-term approvals required at California Campus. Entitlements required for any future proposed change in use at California Campus would be identified at the time it is proposed and would be subject to separate project-specific environmental review under CEQA

DAVIES CAMPUS

Table 12: Required Project Approvals, pp. 117-120, summarizes approvals required for the proposed near-term development, the Neuroscience Institute. Entitlements required for long-term, program-level projects would be identified at the time they are proposed and these long-term development projects would be subject to a separate project-specific environmental review under CEQA.

ST. LUKE'S CAMPUS

Table 12: Required Project Approvals, pp. 117-120, summarizes approvals required for the proposed near-term development, St. Luke's replacement hospital. Entitlements necessary for the long-term, program-level St. Luke's future expansion building would be identified at the time it is proposed. The long-term development proposal would be subject to separate project-specific environmental review under CEQA.

Table 12
Required Project Approvals

Project	*Relevant Entitlement Code Sections*		*Current Code Restriction / Requirement*	*Approval Required and Approval Body in Italic*
Cathedral Hill Campus				
Cathedral Hill Campus	**General Plan (GP) Amendment for Van Ness Area Plan – (VNAP)**	GP VNAP, Map 1 (Generalized Land Use and Density Plan)	7.0:1 FAR	Creation of VNAP Subarea 1a from Geary Boulevard to Post Street to allow for institutional use and an FAR of 11.3:1. *Planning Commission and Board of Supervisors*
		GP VNAP, Map 2 (Height and Bulk Districts)	130-V Height / Bulk	Creation of VNAP Subarea 1a from Geary Boulevard to Post Street to allow for a 265-V Height/Bulk District. *Planning Commission and Board of Supervisors*
		GP VNAP, Map 4 (Urban Design Element)	Permitted Height: 161-260 feet	Potential GP Amendment to allow for development of the hospital up to 400 feet in height under the VNAP (Urban Design Element) *Planning Commission and Board of Supervisors*
	General Plan Referral	Finding of General Plan consistency, as modified.		Lot Merger on hospital and Cathedral Hill MOB sites. Encroachment permits for the subsurface right-of-way for the proposed Van Ness tunnel, subsurface facilities in street right-of-way, and sidewalk widening. *Planning Commission, Department of Public Works, Board of Supervisors, and Caltrans-District 4*

Project	*Relevant Entitlement Code Sections*		*Current Code Restriction / Requirement*	*Approval Required and Approval Body in Italic*
Cathedral Hill Campus (cont.)	**Planning Code Text / Map Change**	Planning Code (PC) § 243- Van Ness SUD	Allows hospital, medical center or other medical institution with inpatient care and office uses.	Creation of the Van Ness Medical Use Subdistrict: proposed PC § 243(d) to allow for MOB (outpatient care) and rear yard, setback, and FAR modifications. [However, the proposed Planned Unit Development (PUD) could also accommodate this PC modification and the creation of a Medical Subdistrict may not be needed.] *Planning Commission and Board of Supervisors*
		Zoning Map No. SU02, PC § 302	VN SUD and RC-4	Revision to Zoning Map SU02 for the creation of the Van Ness Medical Use Subdistrict. [However, this could also be accommodated with the proposed PUD and the creation of a Medical Subdistrict may not be needed.] *Planning Commission and Board of Supervisors*
Cathedral Hill Hospital Only	**Planning Code Text / Map Change**	Height/Bulk Map No. 2H, PC § 302	130-V	Height and Bulk reclassification to 265-V. *Planning Commission and Board of Supervisors*
	Planning Code Authorizations	PC § 303 CU and § 204.5 Non-Accessory Parking	Hospital provides 538 parking spaces where 161 (PC, via square footage method); or 34 (PC, via number of rooms method) are required. Maximum accessory parking is 150% of this requirement. Maximum of 243 spaces vs. 538 provided.	CU authorization required under PC § 157 to allow for parking in addition to what is allowed under accessory parking. 538 parking spaces are proposed for the hospital. The maximum number of parking spaces allowed under PC is 243 spaces. *Planning Commission*

Project	*Relevant Entitlement Code Sections*		*Current Code Restriction / Requirement*	*Approval Required and Approval Body in Italic*
Cathedral Hill MOB Only	**Planning Code Authorizations**	PC § 303 CU, PC § 253.2, over 40 feet in Van Ness SUD, PC § 253, over 40 feet in a Residential District, PC §243(c)(8)(H), and PC §154(b), off-street loading space requirement.	Finding of compliance of MOB with above text / code changes. 130' building in Van Ness SUD, 130′ buildings in RC-4 Districts, and minimum off-street loading space dimension of 35′ in length, 12′ wide and 14' high.	CU authorization for a PUD to allow MOB use, buildings over 40 feet in the Van Ness SUD and a residential district, demolition and conversion of residential use, and an exception from the minimum off-street loading space dimension. *Planning Commission*
		PC § 320, 321, Office Allocation		Prop M- Office allocation findings. *Planning Commission*
Van Ness Pedestrian Tunnel				Encroachment permits for subsurface right-of-way for Van Ness tunnel. *Caltrans and Board of Supervisors*
1375 Sutter Street MOB	**Planning Code Authorizations**	PC § 303 CU, PC § 150 Off-street parking requirement, PC § 159(c) Off-street parking required not on same lot.	Under PC § 150- Off-street parking requirement is 279 parking spaces	CU authorization required for excess parking at hospital to accommodate parking deficiency at 1375 Sutter MOB and for modification to the independently accessible parking requirement to allow for valet parking at 1375 Sutter Street MOB. *Planning Commission*
Pacific Campus				
	Planning Code Text Amendment/ Planning Code Authorizations	PC § 209.3(a), Institutions in Residential Use Districts; PC § 303 CU	Hospital, medical center or other medical institution are permitted as a CU in a Residential District; if inpatient care is primary use	Planning Code text amendment to PC § 209.3(a), and CU authorization to continue previously approved medical center use without inpatient care. *Planning Commission and Board of Supervisor*

Project	*Relevant Entitlement Code Sections*		*Current Code Restriction / Requirement*	*Approval Required and Approval Body in Italic*
California Campus				
	Planning Code Text Amendment/ Planning Code Authorizations	PC § 209.3(a), Institutions in Residential Use Districts; PC § 303 CU	Hospital, medical center or other medical institution are permitted as a CU in a Residential District, if inpatient care is primary use	Planning Code text amendment to PC § 209.3(a), and CU authorization to continue previously approved medical center use without inpatient care. *Planning Commission and Board of Supervisor*
Davies Campus				
Neuroscience Institute	**Planning Code Authorizations**	PC § 303 CU PC § 304 PUD	PUD required for projects over 50,000 gsf	CU authorization to modify existing PUD and to allow for rear yard exception and exception from independently accessible off-street parking requirements to allow for valet parking. *Planning Commission*
St. Luke's Campus				
St. Luke's Replacement Hospital	**GP Amendment (Urban Design Element)**	GP Urban Design Element, Map 4 (Height)	88 feet maximum height	GP Amendment to allow height to exceed 88 feet. *Planning Commission and Board of Supervisors*
	General Plan Referral	Finding of General Plan consistency, as modified.		Vacation and sale of San Jose Avenue and lot merger. *Planning Commission, Department of Public Works, Board of Supervisors, and Caltrans-District 4*
	Planning Code Text and Map Change	Height and Bulk Map-7H, PC § 302	65-A Height / Bulk	Height and Bulk reclassification to 100-120 feet. *Planning Commission and Board of Supervisors*
	Planning Code Authorizations	§ 303 CU, PC § 304 PUD, PC § 209.3 (a), PC § 123, 134, PC § 253, 270	1.8:1 FAR, 25% rear yard requirement. 65-A; 105-E Height/Bulk Districts	CU authorization to modify existing PUD to allow for medical uses in RH-2 District, exceptions to FAR, rear yard requirements, and Height and Bulk restrictions for buildings over 40 feet in RH-2 District. *Planning Commission*

Source: California Pacific Medical Center, March 2008.

POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. As required by CEQA, the EIR will examine those effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce environmental effects to less-than-significant levels. The EIR will evaluate several alternatives, including a No Project Alternative and one or more project alternatives. The comments received during the scoping period will be considered during preparation of the EIR. Previously submitted comments should be resubmitted, if applicable, for consideration during the NOP comment period. The EIR will address the proposed project's impacts related to land use, aesthetics, population and housing, cultural resources, transportation and circulation, noise, air quality, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology, soils and seismicity, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agriculture resources. The environmental issues to be addressed in the EIR are described below.

LAND USE AND LAND USE PLANNING

The EIR will evaluate the consistency of the proposed development on each campus with applicable land use plans and policies, the proposed changes to existing land use(s), as well as potential land-use conflicts and impacts of the project to surrounding land use character.

AESTHETICS

The EIR will analyze potential impacts of the proposed development to scenic vistas, public and private views, existing visual character, as well as adverse effects from light and glare.

POPULATION AND HOUSING

The EIR will analyze potential impacts related to population, employment, and housing that would result from proposed development on each campus.

CULTURAL AND PALEONTOLOGICAL RESOURCES

At each campus, the project would include the demolition of existing buildings and removal of paved areas and landscaping, and construction of new structures in their place. The area and depth of excavation would vary by campus. The EIR will identify existing historical resources on each campus, per the City's CEQA Review Procedures for Historic Resources, and will identify potential historic resources in the vicinity of each campus. The EIR will analyze the direct physical impacts from alteration or demolition of any identified on-site historic architectural resources, as well as the project's construction-related impacts to off-site resources in adjacent and nearby areas. This is because potentially significant resources exist on and / or near all of the campuses. In addition, the EIR will analyze potential impacts to both prehistoric and historic archaeological and paleontological resources at each campus.

TRANSPORTATION AND CIRCULATION

The EIR will evaluate potential impacts to traffic, circulation, intersection operation, parking and freight loading, public transit, and pedestrian and bicycle conditions that would result from proposed development on each campus. In addition, the EIR will analyze short-term, construction-related transportation impacts resulting from development of the project.

NOISE

The EIR will evaluate the noise compatibility of existing and proposed land uses on each campus. It will discuss both the project's long-term operational noise impacts and short-term construction-related noise impacts on the surrounding areas for each campus, including for any identified noise-sensitive receptors in the project vicinity.

AIR QUALITY

The EIR will analyze consistency of the proposed land uses with applicable air quality plans. The EIR will also evaluate project-specific air quality effects, including long-term operational and short-term construction-related impacts; analyze greenhouse gas (GHG) emissions; and air quality issues related to new development built in close proximity to high-volume traffic corridors.

WIND AND SHADOW

The EIR will evaluate potential wind impacts of proposed development on each campus as required by the Planning Code. For each campus, the EIR will also evaluate the potential shadow impacts of proposed development on each campus on the surrounding area, including shadow effects on public open spaces regulated under Section 295 of the Planning Code.

RECREATION

The EIR will assess the adequacy of the City's existing parks and open space facilities to determine whether the proposed project would result in an increased use of parks and/or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated. Furthermore, the EIR will evaluate whether project implementation would require new or expanded park and recreational facilities and whether construction of such facilities could result in adverse physical effects to the environment.

UTILITIES AND SERVICE SYSTEMS

The EIR will analyze the adequacy of water and sewer infrastructure in the area to provide both potable water and sewage treatment needs of the proposed project, including increased stormwater drainage and the disposal of solid waste. The EIR will assess whether the proposed development on each campus would require the construction of new water, wastewater

treatment, and/or stormwater drainage facilities, and whether the construction of these could result in adverse environmental effects.

PUBLIC SERVICES

The EIR will assess the adequacy of existing public services (e.g., schools, police and fire protection, etc.) for serving the proposed project. The analysis will determine whether project implementation would result in an increased demand for services, in turn, resulting in an inability of service providers to maintain adequate levels of service (e.g., fire and police department response times), and/or whether the project would require new or expanded facilities, thereby resulting in significant environmental impacts related to public services.

BIOLOGICAL RESOURCES

All four existing CMPC campuses, as well as the proposed CMPC campus, are located in developed urban areas with a long history of human occupation. Therefore, it is unlikely that any sensitive species are present on the existing and proposed CPMC campuses. However, the EIR will use existing campus information and field work and discuss the effect of the project on the biological resources present at each campus, including flora and fauna. Removal of mature trees will be described. Proposed tree removal will be considered relative to the San Francisco Tree Ordinance, as applicable.

GEOLOGY, SOILS, AND SEISMICITY

The EIR will assess potential geology, soils, and seismicity impacts of the proposed development on each campus. The EIR will discuss the findings of existing and new geotechnical analyses prepared for the proposed development on each campus, and disclose geotechnical feasibility and any other geotechnical considerations related to the proposed development on each campus.

HYDROLOGY AND WATER QUALITY

The EIR will assess potential hydrology and water quality impacts of the proposed development on each campus. The EIR will assess impacts to existing water quality and hydrology from project-related short-term grading and construction activities on each campus, as well as quantitatively analyze potential changes in stormwater runoff resulting from project implementation.

HAZARDS AND HAZARDOUS MATERIALS

The EIR will assess potential hazards and hazardous materials impacts of the proposed development on each campus. The EIR will discuss possible on-site soil and groundwater contamination, potential exposure to hazardous building materials from demolition activities, transportation and use of hazardous materials, fire hazards, and emergency response plans,

based on the Phase I and II Environmental Site Assessments and database review prepared for each of the existing and proposed CPMC campuses.

OTHER ISSUES

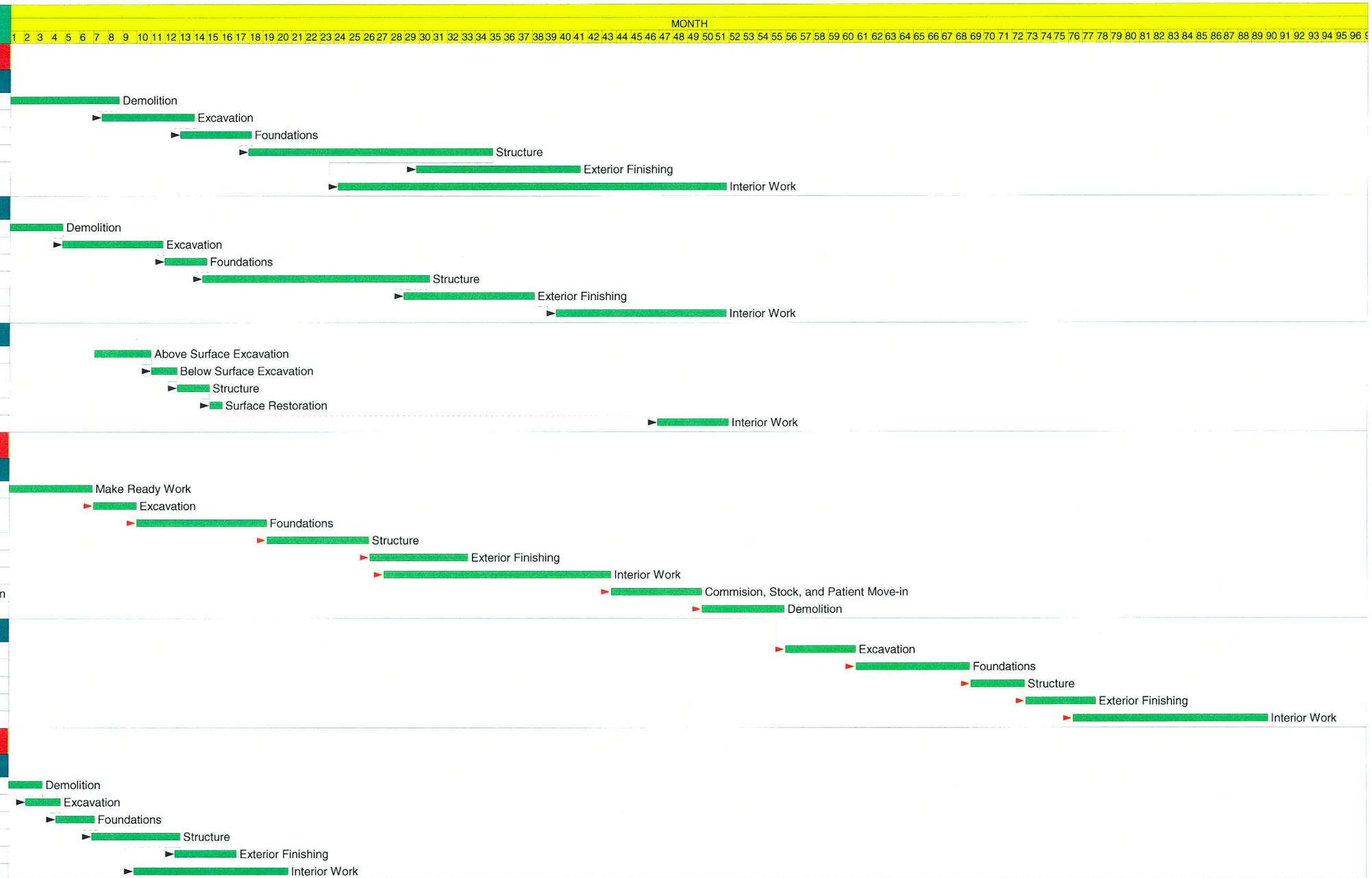
The EIR will briefly discuss potential effects related to mineral / energy resources and agricultural resources. At full buildout, the CPMC Long Range Development Plan would result in a substantial increase in building square footage at all existing and proposed CPMC campuses, other than California Campus. The new and renovated buildings on each of the campuses would employ current energy conservation measures, and several older, less energy efficient buildings would be demolished, so that the proposed development on each of the campuses would likely be more energy efficient. The EIR will estimate the net change in electricity use and natural gas consumption with the proposed development, renovation, and conversion of facilities at each of the campuses, and it will assess whether project-related anticipated increases in energy use would be large or wasteful. In addition, the EIR will also include a discussion of mandatory sections, as required by CEQA (e.g., growth inducement and cumulative impacts). Project-related cumulative impacts will also be discussed under each of the environmental topic sections in the EIR.

APPENDIX B

CONSTRUCTION SCHEDULE

CATHEDRAL HILL, ST. LUKE'S, AND DAVIES CAMPUSES

Act ID	Description
Cathedral Hill	
Hospital	
CHH1000	Demolition
CHH1100	Excavation
CHH1200	Foundations
CHH1300	Structure
CHH1400	Exterior Finishing
CHH1500	Interior Work
Medical Office Building	
CHMOB1000	Demolition
CHMOB1100	Excavation
CHMOB1200	Foundations
CHMOB1300	Structure
CHMOB1400	Exterior Finishing
CHMOB1500	Interior Work
Tunnel	
CHTL1000	Above Surface Excavation
CHTL1100	Below Surface Excavation
CHTL1200	Structure
CHTL1300	Surface Restoration
CHTL1400	Interior Work
St. Luke's	
Hospital	
STL1000	Make Ready Work
STL1100	Excavation
STL1200	Foundations
STL1300	Structure
STL1400	Exterior Finishing
STL1500	Interior Work
STL1600	Commision, Stock, and Patient Move-in
STLMOB1000	Demolition
Medical Office Building	
STLMOB1100	Excavation
STLMOB1200	Foundations
STLMOB1300	Structure
STLMOB1400	Exterior Finishing
STLMOB1500	Interior Work
Davies	
Neuroscience Institute	
DAVNI1000	Demolition
DAVNI1100	Excavation
DAVNI1200	Foundations
DAVNI1300	Structure
DAVNI1400	Exterior Finishing
DAVNI1500	Interior Work



PROJECT SCHEDULES

Project name	EIR ALL CAMPUS ...
Page number	1A
Data date	03JAN11
Run date	11MAR10

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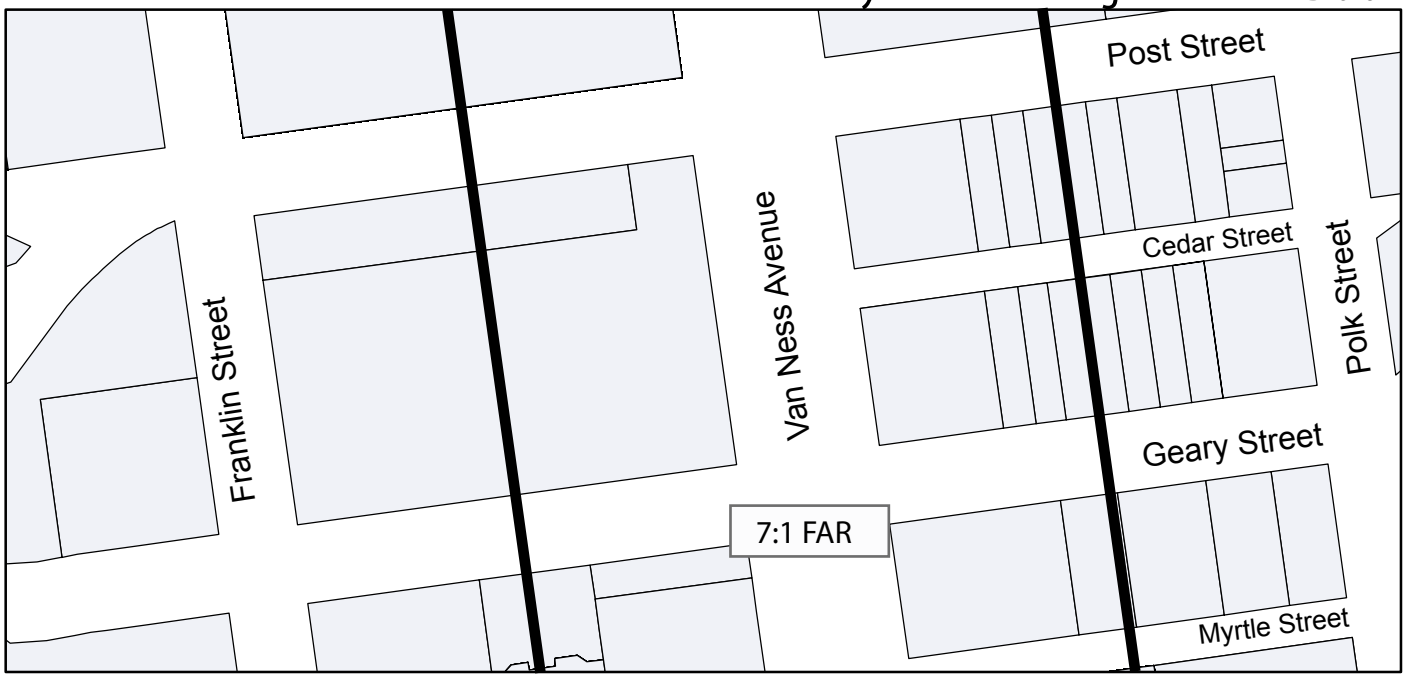
APPENDIX C

REQUESTED AMENDMENTS TO THE GENERAL PLAN AND ZONING MAPS

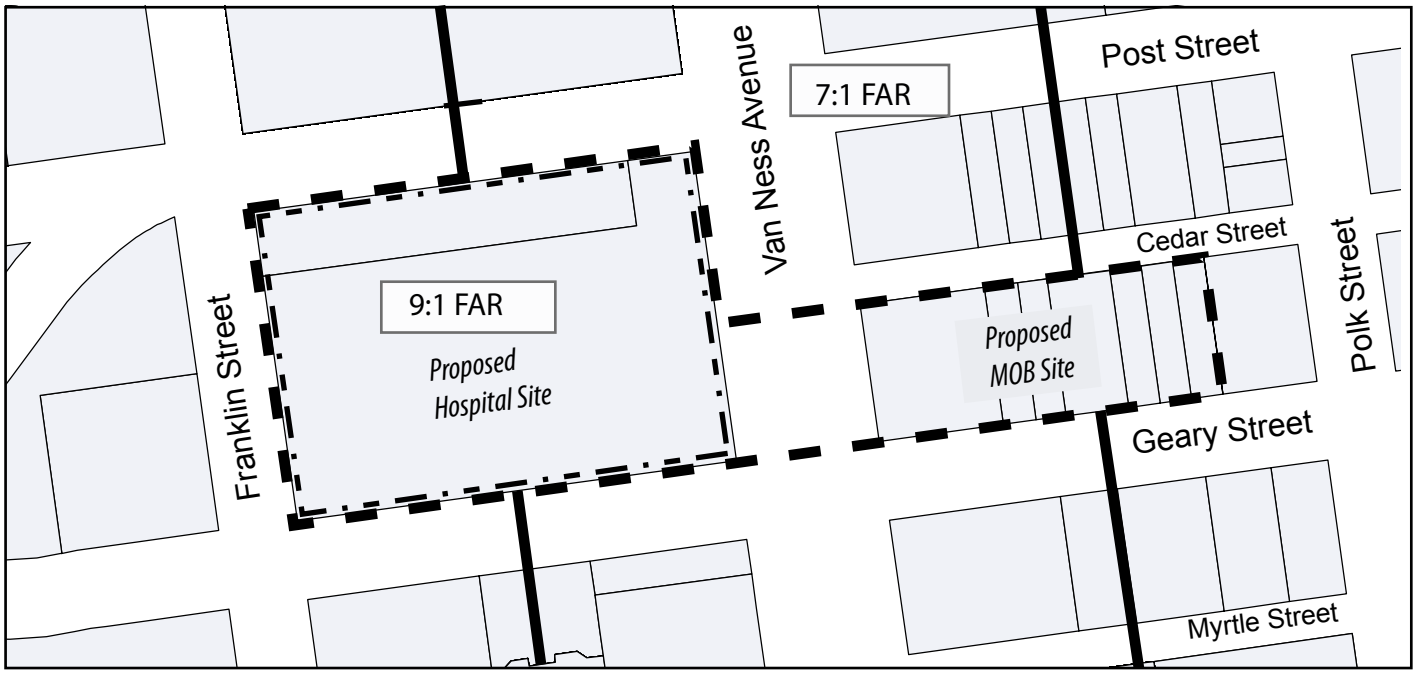
Van Ness Area Plan, Map 1

Generalized Land Use and Density Plan - Existing

Draft



Generalized Land Use and Density Plan -PROPOSED



0 200 400 Feet

Existing Land Use and Density Boundaries

Proposed Subarea 4 Boundary

Proposed FAR Boundary

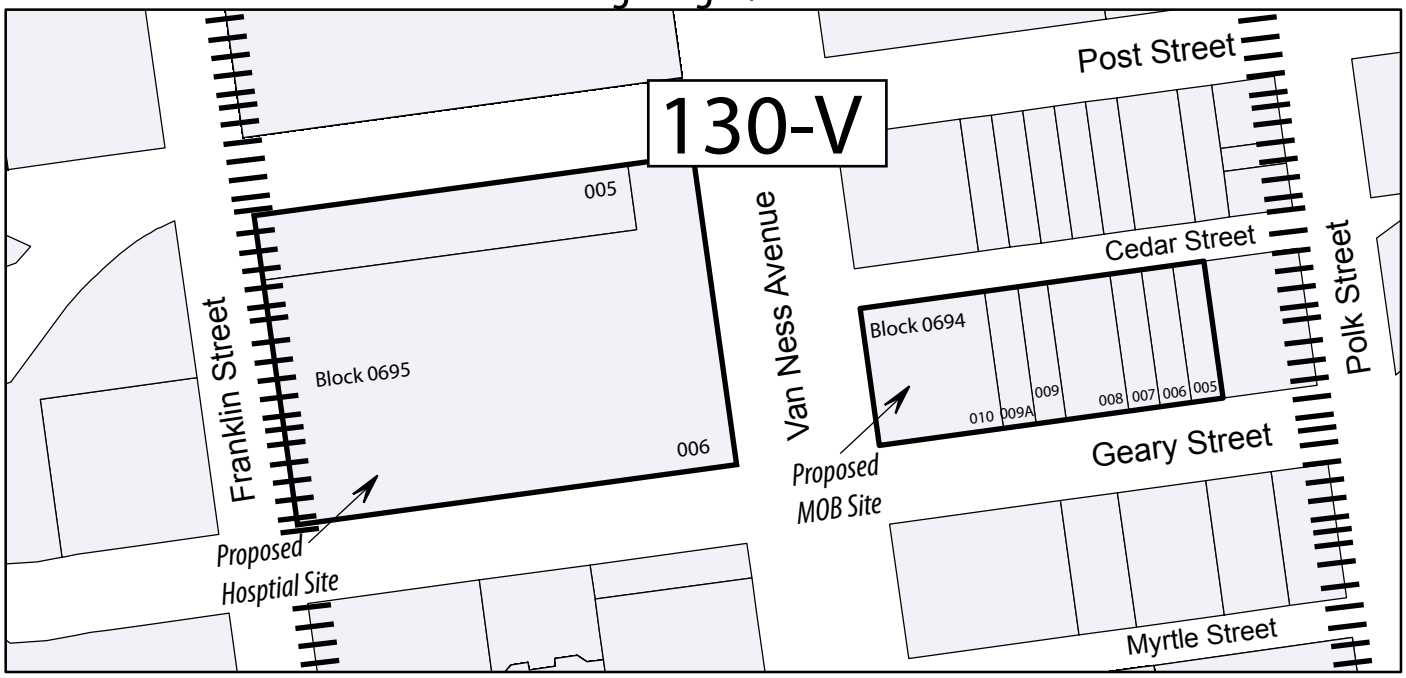
The proposal is to amend Map 1 in the Van Ness Area Plan to show the proposed Subarea 4 Medical Center District and to modify the existing FAR from 7: 1 to 9: 1 (TBD) in the Subarea 4 Medical Center District.

N

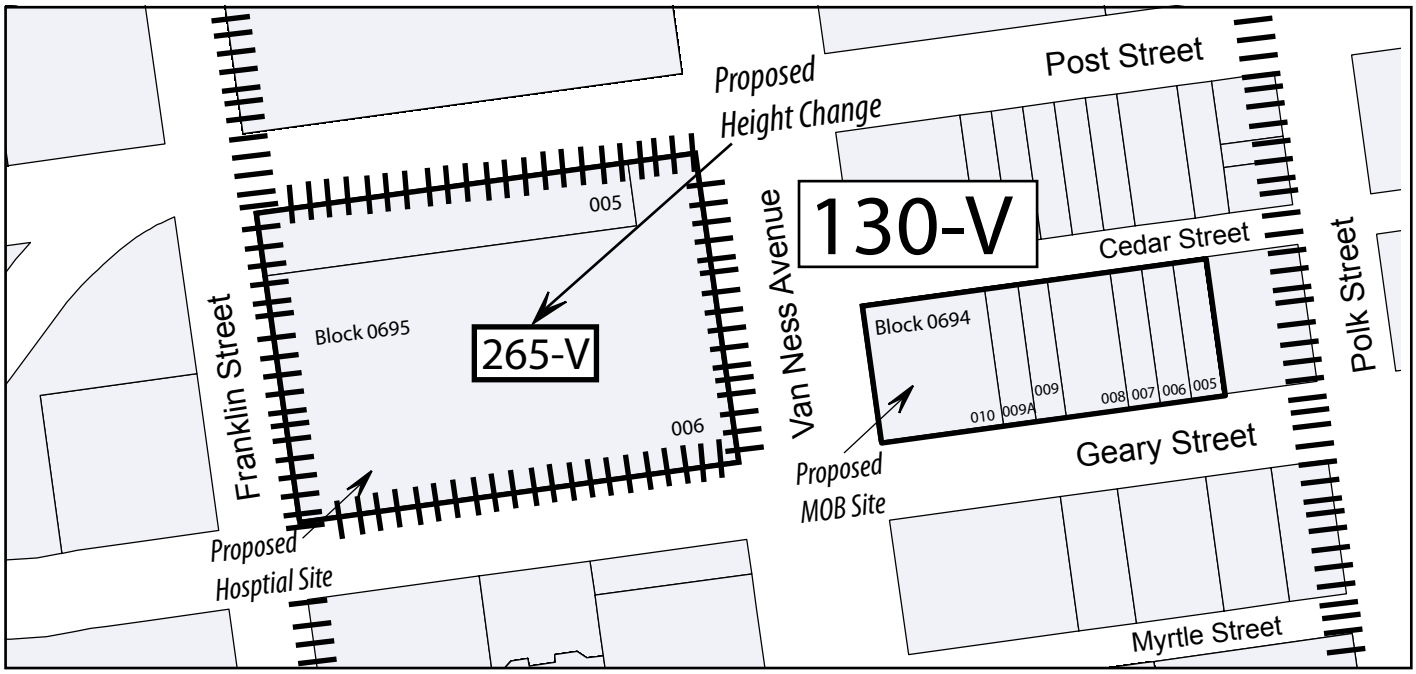
Sources: City and County of San Francisco, ESRI
The Marchese Company, May 2010

Van Ness Area Plan Map 2

Existing Height/Bulk



Proposed Height/Bulk



0 200 400 Feet

Approximate Scale

Height/Bulk Boundaries

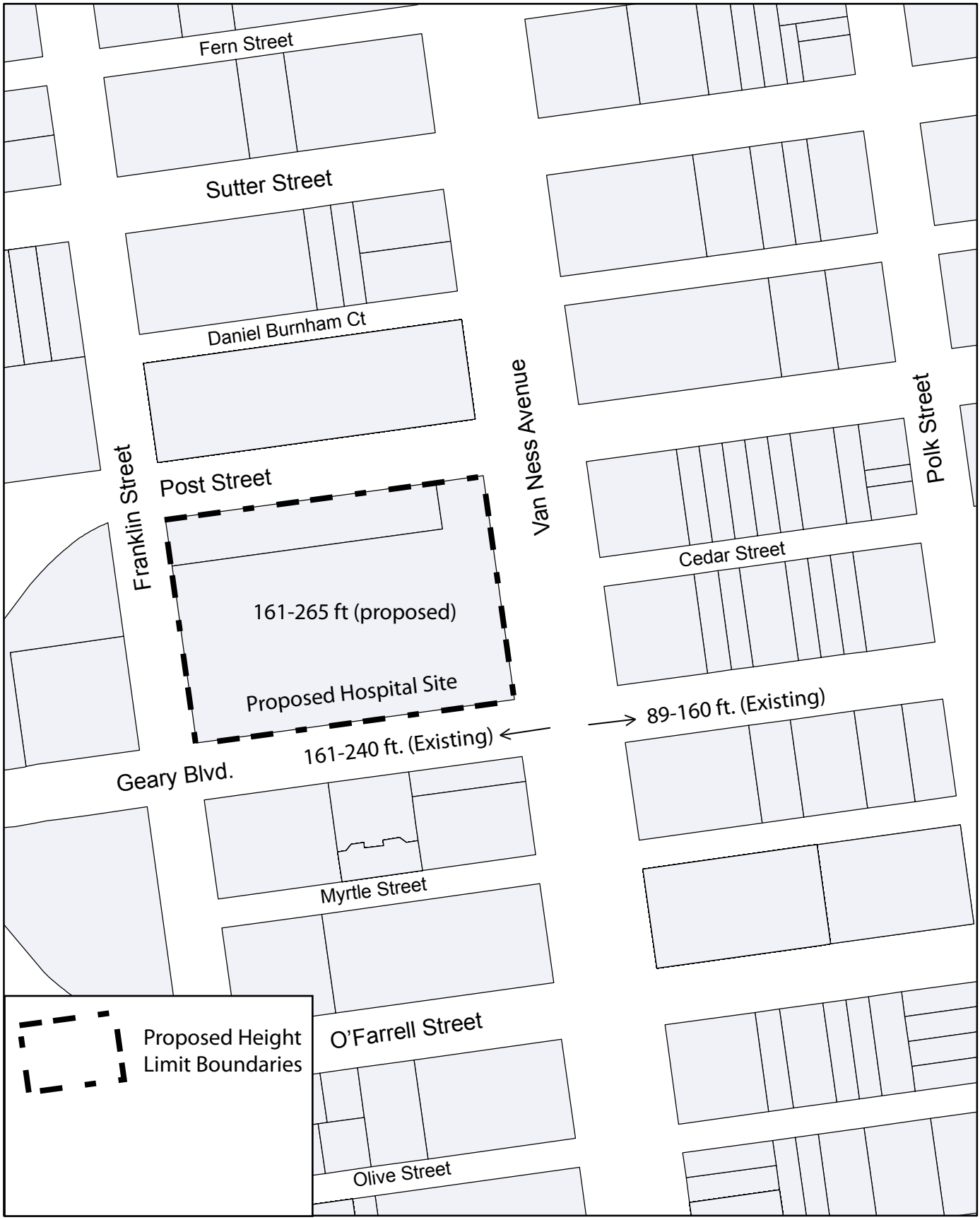
130-V Height (in feet) / Bulk Limits

The proposal is to amend the Van Ness Area Plan height limit on the block bounded by Van Ness Ave., Geary Blvd., Franklin St., and Post St. from 130 ft. to 265 ft.

N

Sources: City and County of San Francisco, ESRI
The Marchese Company, May 2010

Proposed General Plan Urban Design Height
Map 4



0 75 150 300 FEET

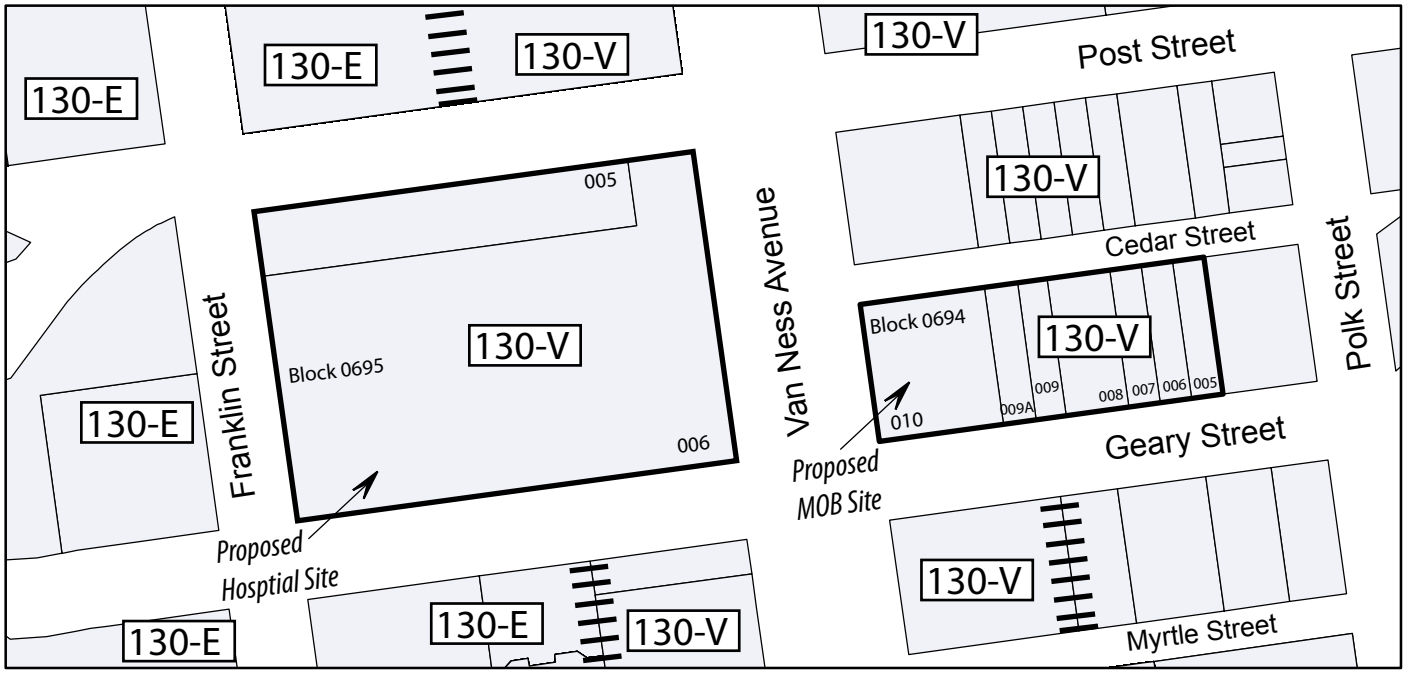
N

December 2009

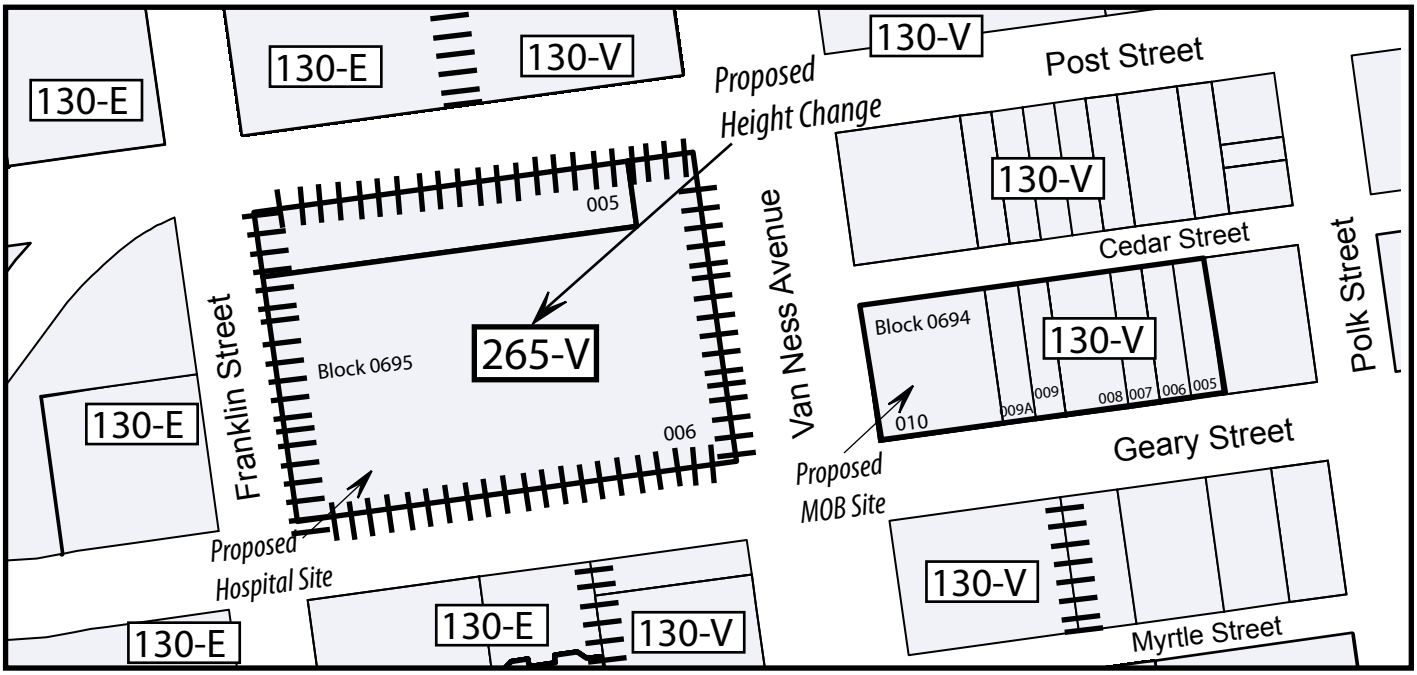
Source: City and County of San Francisco, The Marchese Company

Planning Code Height/Bulk Map
Sheet HT02

Existing Height/Bulk



Proposed Height/Bulk



0 200 400 Feet

Height/Bulk Boundaries

130-V Height (in feet) / Bulk Limits

The proposal is to amend the Planning Code height limit on the block bounded by Van Ness Ave, Geary Blvd., Franklin St., and Post St. from 130 ft. to 265 ft.

N

Sources: City and County of San Francisco, ESRI
The Marchese Company, May 2010

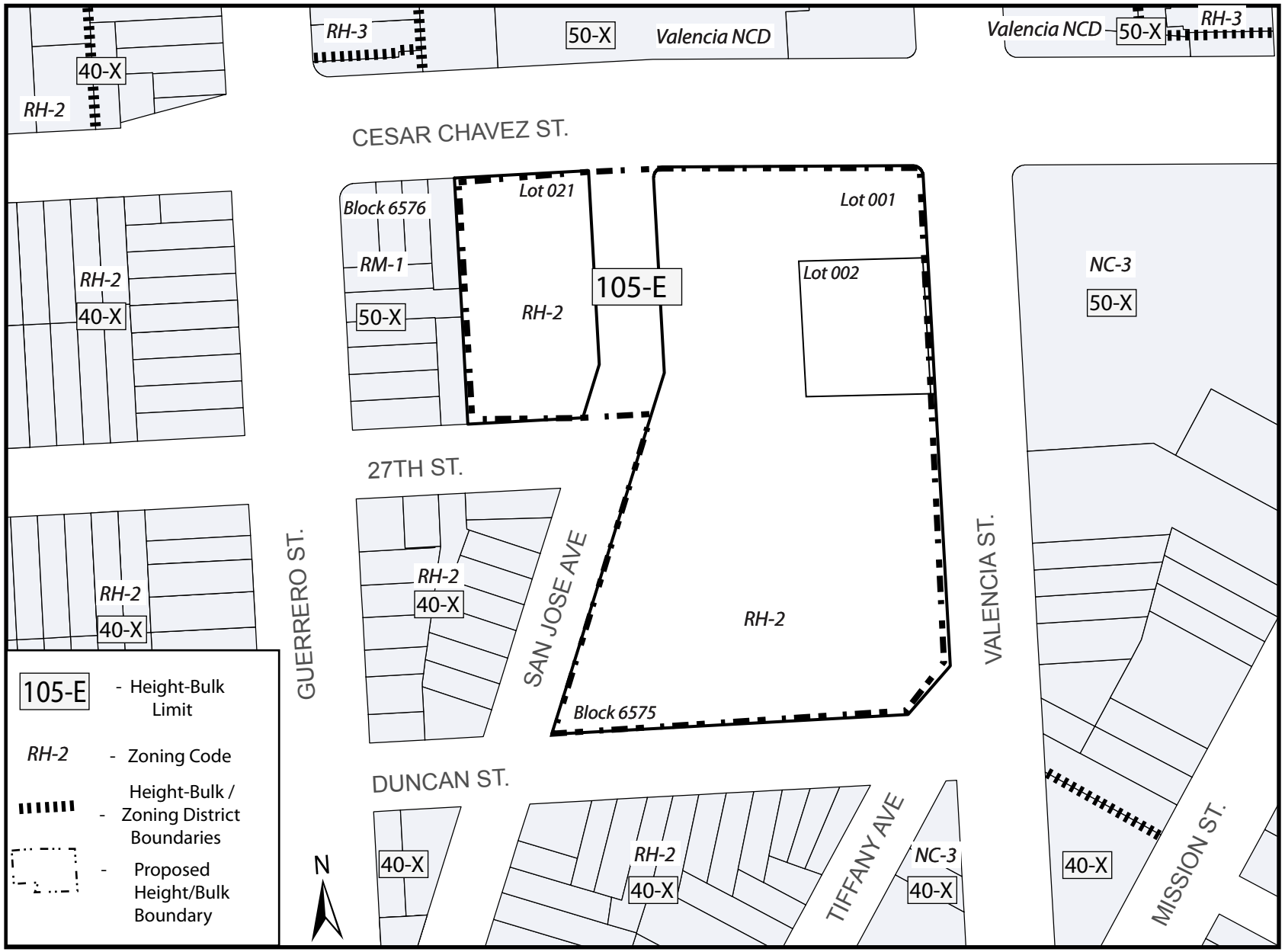
Van Ness Special Use Distirct
Zoning Map SU02

0 75 150 300 FEET

N

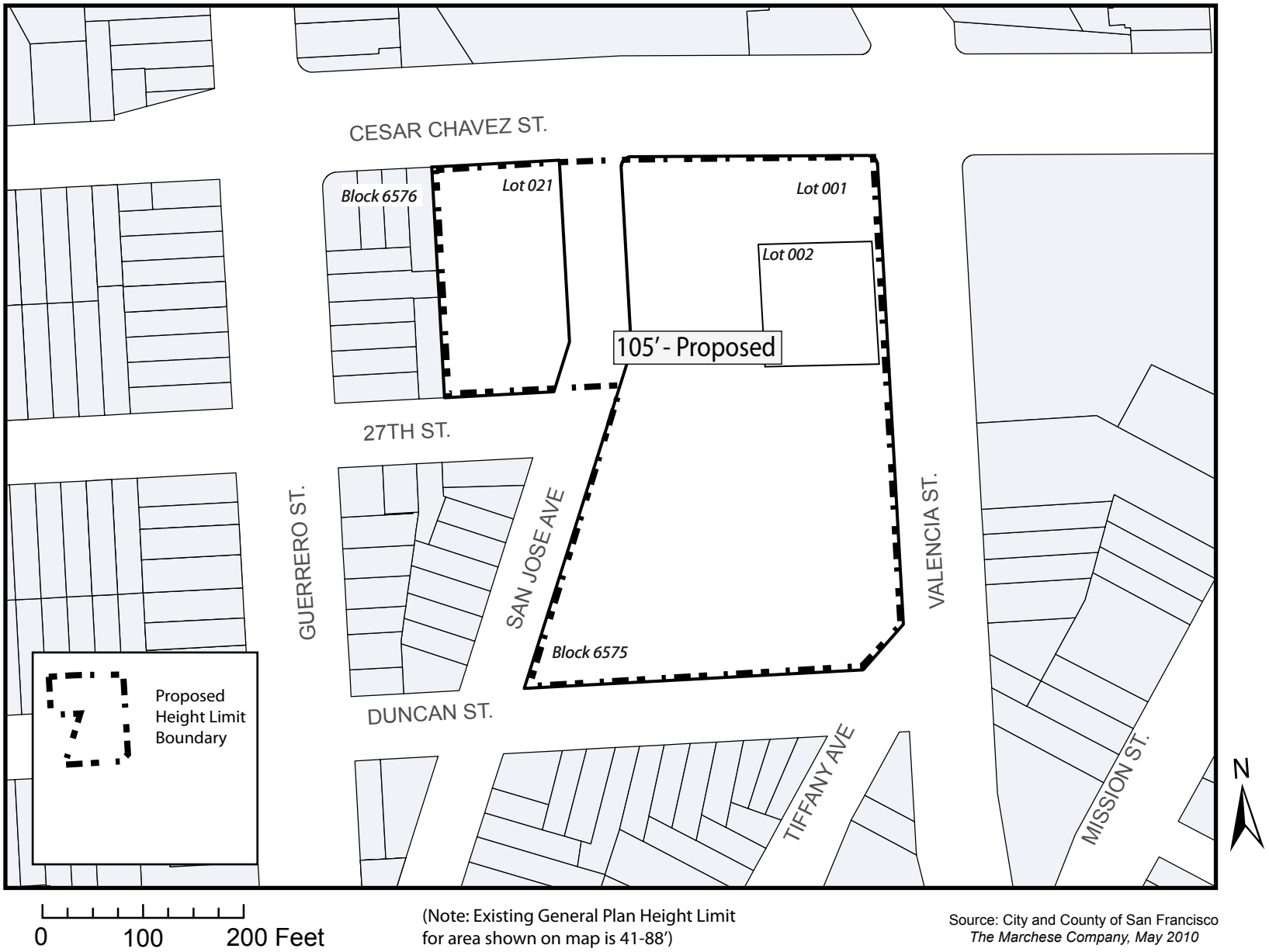
Source: City and County of San Francisco
The Marchese Company, March 2010

PROPOSED HEIGHT AND BULK MAP HT07



Source: City and County of San Francisco
The Marchese Company, 10.5.2009

PROPOSED GENERAL PLAN URBAN DESIGN HEIGHT - MAP 4



(Note: Existing General Plan Height Limit for area shown on map is 41-88')

Source: City and County of San Francisco
The Marchese Company, May 2010