



# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report

*Date:* September 19, 2018  
*Case No.:* **2017-003559ENV**  
*Project Title:* **3700 California Street**  
*Zoning:* RH-2 (Residential, House – Two Family) and RM-2 (Residential, Mixed – Moderate Density) Zoning Districts  
80-E and 40-X Height and Bulk Districts  
*Block/Lot:* Block 1015, Lots 001, 052, and 053; Block 1016, Lots 001–009; and Block 1017, Lots 027 and 028  
*Lot Size:* 213,733 square feet  
*Project Sponsor* Denise Pinkston, TMG Partners – 415.772.5900  
dpinkston@tmgpartners.com  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Jeanie Poling – 415. 575.9072  
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### INTRODUCTION

This notice provides a summary description of a proposed project for which the San Francisco Planning Department will be preparing an environmental impact report (EIR). This notice also identifies environmental issues anticipated to be analyzed in the EIR and provides the time and date on which written comments on the scope of the environmental analysis are due (see p. 21 for information on submitting comments). The comments received during the public scoping process will be considered during the preparation of the EIR for this project.

### PROJECT SUMMARY

The project sponsor, TMG Partners, proposes redevelopment on a portion of the current site of the California Pacific Medical Center (CPMC) campus at 3700 California Street in the Presidio Heights neighborhood of San Francisco. The project proposes demolition of five of the six existing hospital buildings on the project site, including a five-story accessory parking garage; demolition of a two-level, below-grade parking structure; renovation and adaptive re-use of a portion of the Marshal Hale hospital building at 3698 California Street to residential use; retention and renovation of the existing nine-unit residential building at 401 Cherry Street; and construction of 31 new residential buildings, including some accessory amenity spaces comprised of landscaped common areas and a resident fitness facility. With project development, the residential buildings on the project site would contain 273 dwelling units, including 14 single-family homes and 19 multi-family residential buildings with studios and one-, two-, three-, and four-bedroom units. The new development would reflect the design and scale of the existing neighborhood. The proposed project would be constructed on three blocks, with residential buildings ranging from three to seven stories (36 to 80 feet). With the exception of 12 of the 14 proposed single-family homes that would be on separate lots, all residential buildings would be situated above below-grade parking podiums on each block. A total of 416 parking spaces would be provided, consisting of 392 subterranean spaces in podiums and 24 private spaces located within the 12 single-family residences on separate lots. The proposed project would include shared onsite amenity space, comprised of a resident

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fitness facility, and approximately 86,200 square feet of private and common open space<sup>1</sup> areas for residents. The project sponsor is seeking Conditional Use Authorization and Planned Unit Development approval for height and certain planning code exceptions. The 14 existing parcels comprising the project site would be merged and subdivided into 16 parcels.

## PROJECT LOCATION AND SITE CHARACTERISTICS

The approximately 214,000-square-foot, irregularly shaped project site is in the Presidio Heights neighborhood of San Francisco (see **Figure 1**, p. 4). It encompasses 14 parcels on one entire block (Block 1016, Lots 001–009) and portions of two other blocks (Block 1015, Lots 001, 052, and 053, and Block 1017, Lots 027 and 028). The project site is bounded by Sacramento Street to the north, residential uses to the east, California Street to the south, and medical office and residential uses to the west (see **Figure 2**, p. 5). Cherry Street runs north/south in between project Blocks 1015 and 1016, while Maple Street runs north/south in between project Blocks 1016 and 1017. The project site is located on a south-facing hillside that slopes relatively steeply down to the south and gradually down to the west. As measured at the sidewalk, the ground surface elevation across the project site ranges from 254 feet San Francisco City Datum<sup>2</sup> at the northeast corner of the project site to 210 feet at the southwest corner, a grade change of 44 feet. From west to east, the three blocks that make up the project site are referred to herein as Block A, Block B, and Block C, respectively (see **Figure 3**, p. 6).

The project site is currently occupied by approximately 734,000 square feet of development within seven buildings, including approximately 622,000 square feet of hospital/medical office facilities associated with CPMC; a nine-unit, approximately 7,000-square-foot residential building; and approximately 105,000 square feet of enclosed parking area within two parking garages. These buildings range from three to eight stories (25 to 112 feet), with the most prominent building being the six-story hospital at 3700 California Street. The project site includes a total of 333 enclosed parking spaces and 106 surface parking spaces. Existing land uses on the project site, described below, are summarized in **Table 1** and shown in **Figures 2** and **3**, pp. 5 and 6.

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<sup>1</sup> “Common usable open space” is defined by Planning Code section 135(a) as “an area or areas designed for use jointly by two or more dwelling units (or bedrooms in group housing).”

<sup>2</sup> San Francisco City Datum establishes the City’s zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.

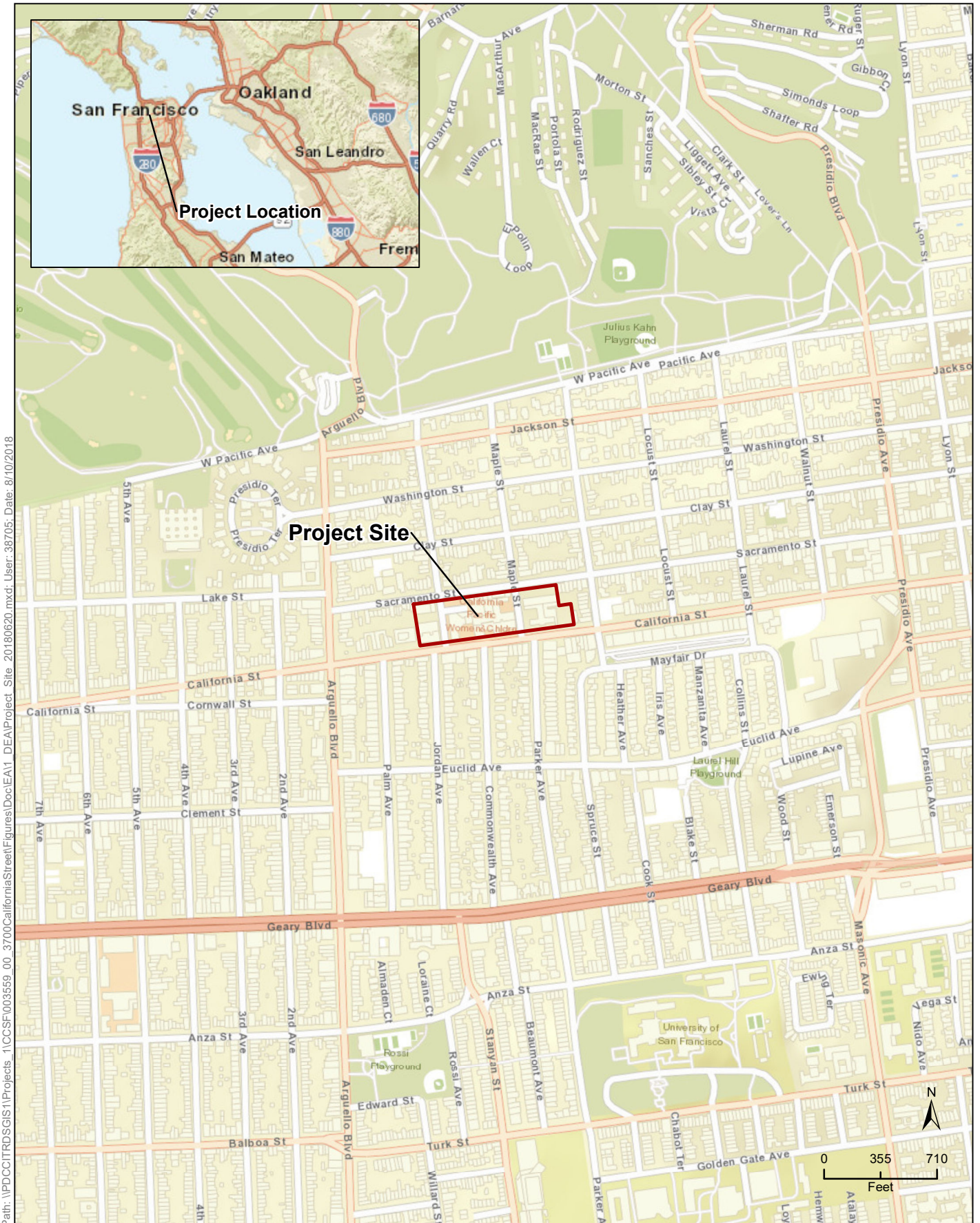
**TABLE 1. EXISTING LAND USES AT THE PROJECT SITE**

Address	Assessor's Block/Lot(s)	Building Square Footage	Zoning District	Height/Bulk District	Present Use
3905 Sacramento Street	1015/052	26,000	RH-2 <sup>a</sup>	40-X <sup>b</sup>	Medical office building
401 Cherry Street	1015/001	7,000	RH-2	40-X	Residential
460 Cherry Street	1015/053	88,000	RM-2	80-E <sup>c</sup>	Parking garage
3700 California Street	1016/002–009	360,000	RM-2 and RH-2 <sup>d</sup>	80-E	Hospital
3801 Sacramento Street	1016/001 and 002	69,000	RM-2	80-E	Outpatient/research
3773 Sacramento Street	1017/028	17,000 149,000	RM-2	80-E	Parking garage Hospital (vacant)
3698 California Street (Marshal Hale building)	1017/027 and 028	18,000	RM-2	80-E	Breast Health Center, Newborn Connections, Skilled Nursing Facility, Alzheimer's Residential Care, and other support services
Total hospital square footage		622,000			
Total parking square footage		105,000			
Total residential square footage		7,000			
<b>Total square footage</b>		<b>734,000</b>			

Source: California Pacific Medical Center, 2008 Institutional Master Plan, pp. 98–100.

Notes:

- RH-2: (Residential, House – Two Family).
- 40-X: Buildings within the 40-X district cannot exceed 40 feet in height and do not have a bulk limit.
- 80-E: Buildings within the 80-E district cannot exceed 80 feet in height. Building areas exceeding 65 feet in height have bulk limit dimensions of 110 feet (length) and 140 feet (diagonal).
- RM-2: (Residential, Mixed – Moderate Density); Lots 004–009 are located in the RH-2 zoning district.

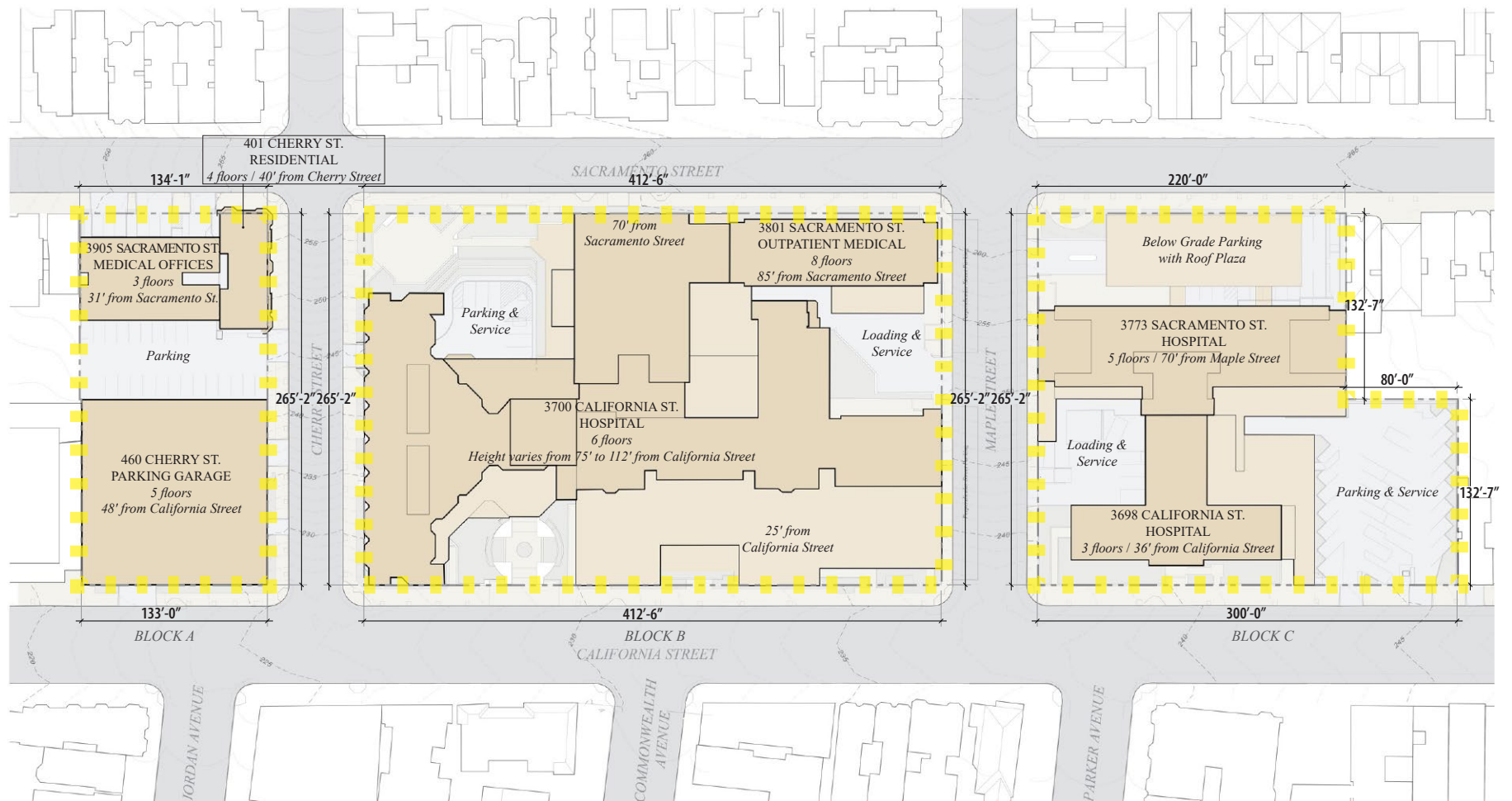


**Figure 1**  
**Project Site Location**

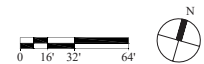








SOURCE: RAMSA. 2018. 3700 California Street, San Francisco, CA: EE Application—Revision. June.



■ ■ ■ Project Site

## PROJECT DESCRIPTION

The proposed project would demolish five of the six existing hospital buildings on the project site, including a five-story accessory parking garage; demolish the two-level, below-grade parking structure at 3773 Sacramento Street; renovate the existing nine-unit residential building at 401 Cherry Street; convert a portion of the Marshal Hale hospital building at 3698 California Street to residential use; and construct 31 new residential buildings and add accessory amenity spaces comprised of landscaped common areas and a resident fitness facility. As part of the hospital demolition, two existing generators would be removed. In total, the proposed project would include 273 residential units, comprised of nine existing units and 264 new units. The proposed project would construct or renovate approximately 618,200 square feet of residential uses and accessory amenity space on Blocks A, B, and C and excavate up to 75 feet below street level (approximately 61,800 cubic yards) for below-grade parking podiums totaling approximately 221,000 square feet of parking area. In addition, the proposed project would include approximately 86,200 square feet of private and common open space areas. **Figure 4**, p. 9, depicts the proposed site plan, while **Table 2** summarizes project characteristics by block and building. Overall, the project proposes to reduce the approximately 629,000 square feet of existing hospital/residential uses and 439 parking spaces to approximately 618,200 square feet of residential use with 416 parking stalls. A description of the development proposed on each block is provided below. Proposed building elevations on each block are shown in **Figure 5**, p. 11.

**TABLE 2. PROPOSED PROJECT CHARACTERISTICS**

Building <sup>a</sup>	Lot Area	Floors	Roof Height	Building Area (square feet)	Total Number of Units	Parking Spaces	Private Open Space	Common Open Space
<b>Block A</b>								
A1 (SFR)	2,500	3	40	5,200	1	2	1,100	n/a
A2 (SFR)	2,500	3	40	4,800	1	2	1,100	n/a
A3 (SFR)	2,500	3	40	4,800	1	2	1,300	n/a
A4 (SFR)	2,500	3	40	4,600	1	2	1,200	n/a
A5 (MF, existing)	2,800	4	40	7,000	9	in podium	n/a <sup>b</sup>	0
A6 (SFR)	5,000	3	40	5,900	1	2	2,900	n/a
A7 (MF)	17,600	5	65	61,200	29	57	4,600	2,900
<b>Block A Total</b>	<b>35,400</b>			<b>93,500</b>	<b>43</b>	<b>67</b>	<b>12,200</b>	<b>2,900</b>
<b>Block B</b>								
B3 (SFR)	2,500	3	46	4,500	1	2	1,100	n/a
B4 (SFR)	2,500	3	46	4,500	1	2	1,100	n/a
B5 (SFR)	2,500	3	46	4,500	1	2	1,100	n/a
B6 (SFR)	2,500	3	46	4,500	1	2	1,100	n/a
B1 (SFRH)	99,400	3	40	4,900	1	215	1,400	11,500
B2 (SFRH)		3	40	5,800	1		1,300	
B7 (MF)		7	80	48,200	26		2,200	
B8 (MF)		5	66	35,900	17		2,700	
B9 (MF)		5	66	35,000	14		3,500	
B10 (MF)		7	80	44,000	16		900	
B11 (MF)		5	58	21,200	10		700	
B12 (MF)		7	80	66,000	34		3,000	
B13 (MF)		3	40	10,400	4		1,000	
B14 (MF)		3	40	11,600	4		1,000	
B15 (MF)		3	40	11,600	4		1,000	
B16 (MF)		3	40	11,600	4		1,000	
B17 (MF)		3	40	11,600	4		1,000	
B18 (MF)		3	40	10,400	4		1,000	
<b>Block B Total</b>	<b>109,400</b>			<b>346,200</b>	<b>147</b>	<b>223</b>	<b>26,100</b>	<b>11,500</b>
<b>Block C</b>								
C1 (SFR)	3,400	3	38	5,500	1	2	1,500	n/a
C2 (SFR)	3,400	3	36	5,700	1	2	1,400	n/a
C3 (SFR)	3,100	3	42	5,700	1	2	1,100	n/a
C4 (MF)	59,100	5	58	50,400	22	120	4,000	19,000
C5 (MF)		7	80	59,200	27		5,700	
C6 (MF)		3	36	18,800	24		900	
C7(Amenity/MF)		3	50	28,700	4		n/a	
C8 (MF)		3	38	4,200	3		—	
<b>Block C Total</b>	<b>69,000</b>			<b>178,200</b>	<b>83</b>	<b>126</b>	<b>14,500</b>	<b>19,000</b>
<b>Proposed Project Total</b>	<b>213,800</b>			<b>618,200</b>	<b>273</b>	<b>416</b>	<b>52,800</b>	<b>33,400</b>

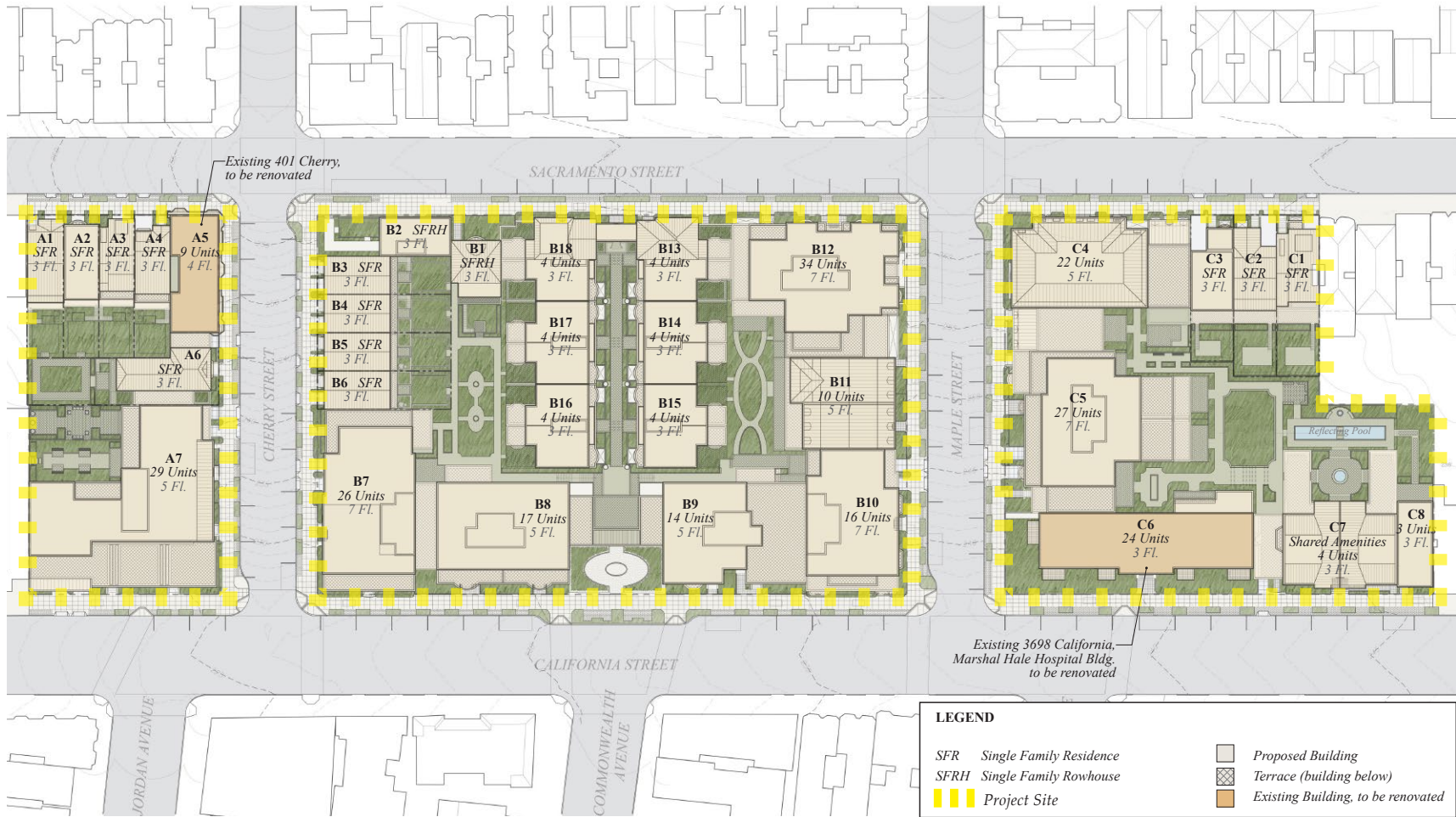
Note: Numbers may not sum due to rounding.

SFR = single family residence. MF = multi-family. SFRH = single-family rowhouse (on podium).

<sup>a</sup> Refer to **Figure 4** for building locations.

<sup>b</sup> Building A5 is an existing noncomplying structure.

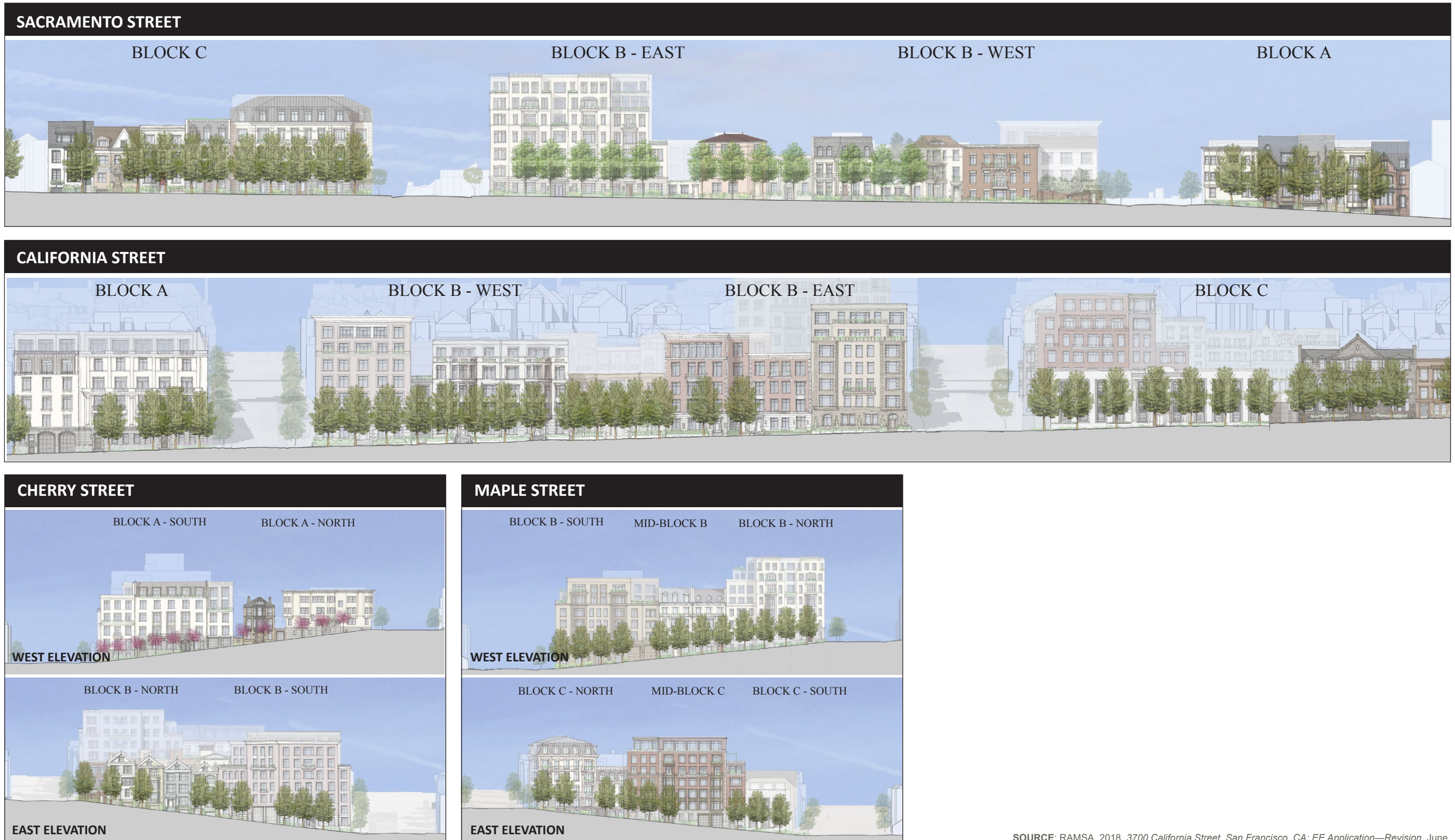




SOURCE: RAMSA. 2018. 3700 California Street, San Francisco, CA: EE Application—Revision. June.

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***Proposed Uses on Block A.*** Block A is bounded by Sacramento Street to the north, Cherry Street to the east, California Street to the south, and medical office and residential uses to the west. The project would demolish the medical office building at 3905 Sacramento Street and the parking garage at 460 Cherry Street on Block A. It would retain and renovate the nine-unit residential building at 401 Cherry Street (Building A5). Six new residential buildings would be constructed, comprised of both single-family and multi-family buildings and ranging in height from three stories (40 feet) in the northern portion of Block A to five stories (65 feet) in the southern portion of Block A. When accounting for rooftop appurtenances (e.g., stair, elevator, or mechanical penthouses), building heights would range from 42 to 75 feet. Along Sacramento Street and on Cherry Street (south of 401 Cherry Street), five three-story, single-family residences (Buildings A1, A2, A3, A4, and A6 on **Figure 4**, p. 9) with a height of 40 feet would be constructed on separate lots, with each lot providing two parking spaces and at least one Class 1<sup>3</sup> bicycle space. A five-story, 29-unit multi-family residential building (Building A7) would be constructed at the corner of California and Cherry streets; this building would have a height of 65 feet. Block A would be excavated up to 30 feet below ground surface to construct a two-level subterranean parking podium with 57 parking spaces and 65 Class 1 bicycles spaces. Approximately 12,200 square feet of private open space and 2,900 square feet of common open space for residents would be provided on Block A.

***Proposed Uses on Block B.*** Block B is bounded by Sacramento Street to the north, Maple Street to the east, California Street to the south, and Cherry Street to the west. The proposed project would demolish the two existing buildings on Block B and construct 18 new residential buildings ranging in height from three stories (40 feet) to seven stories (80 feet). When accounting for rooftop appurtenances (e.g., stair, elevator, or mechanical penthouses), building heights would range from 42 to 90 feet. The northwest and central portions of Block B would be occupied by three-story buildings, including six single-family residences (Buildings B1, B2, B3, B4, B5, and B6 on **Figure 4**, p. 9) and six three-story, multi-family buildings internally oriented along a central walkway (Buildings B13, B14, B15, B16, B17, and B18). Taller multi-family buildings would be located along the California Street and Maple Street frontages, including Buildings B7, B10, and B12, which would have a height of 80 feet (seven stories), and Buildings B8, B9, and B11, which would range in height from 58 to 66 feet (five stories). A total of 141 multi-family dwelling units would be provided on Block B. Block B would be excavated up to 75 feet below ground surface to create a two-level, below-grade parking structure that would include 215 parking spaces and 221 Class 1 bicycles spaces. The four single-family buildings on separate lots (B3, B4, B5, and B6) would each contain two parking spaces and at least one Class 1 bicycle parking space. Approximately 26,100 square feet of private open space and 11,500 square feet of common open space for residents would be provided on Block B.

***Proposed Uses on Block C.*** Block C is bounded by Sacramento Street to the north, residential uses to the east, California Street to the south, and Maple Street to the west. The proposed project would demolish all the buildings within the project site on Block C, save for renovation and adaptive reuse of the older portion of the Marshal Hale building at 3698 California Street (i.e., the portion fronting California Street). The proposed project would also demolish the two-level, below-grade parking structure at 3773 Sacramento Street. The project would construct seven new buildings ranging in height from three to seven stories (36 to 80 feet). When accounting for rooftop appurtenances (e.g., stair, elevator, or

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<sup>3</sup> Class 1 spaces are defined by Planning Code section 155.1(a) as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and Employees.”

mechanical penthouses), building heights would range from 38 to 90 feet. Uses fronting Sacramento Street would include three three-story, single-family residences (Buildings C1, C2, and C3 on **Figure 4**, p. 9) and a five-story, multi-family residential building (Building C4) with 22 units. Central to Block C would be a seven-story, 80-foot-tall multi-family residential building (Building C5) with 27 units. The rear wing and central connector portions of the Marshal Hale building at 3698 California Street would be demolished, and the older portion fronting California Street would be retained and renovated to provide 24 residential units across the building's three floors (Building C6). Two three-story buildings would front California Street east of Building C6: Building C7 would include four multi-family residential units as well as a shared amenities facility (i.e., fitness facility), and Building C8 would include three multi-family residential units. Block C would be excavated up to 17 feet below ground surface to create a two-level, below-grade parking structure that would include 120 parking spaces and 125 Class 1 bicycle spaces. The three single-family residences that would be located on separate lots (C1, C2, and C3) would each include two parking spaces and at least one Class 1 bicycle parking space. Approximately 14,500 square feet of private open space and 19,000 square feet of common open space would be provided for residents on Block C.

**Open Space.** The proposed project would include private open space areas that would be directly accessible from individual units, as well as common open space areas that would be accessible to all project residents. In total, the project would provide approximately 86,200 square feet of open space comprised of 52,800 square feet of private open space and 33,400 square feet of common open space. The project would not include publicly accessible open space.

**Parking, Bicycle, and Loading Facilities.** The proposed project would include vehicle and bicycle parking spaces for residents, Americans with Disabilities Act (ADA)–compliant vehicle parking spaces, and loading zones. A total of 416 parking spaces would be provided, including 392 subterranean spaces and 24 at-grade private spaces for single-family residences with two-car garages. The proposed project would provide 411 Class 1 bike storage spaces, 22 Class 2 bike storage spaces,<sup>4</sup> 13 spaces for cargo bikes, a bike repair station, and two to seven carshare spaces.<sup>5</sup> Multiple ingress and egress access points would be provided to the resident parking areas. Internal loading zones would be incorporated into the podium parking levels at Block B, accessible from Cherry Street and with an exit onto Maple Street. Block C would also have a loading space with ingress from California Street.

**Streetscape and Sidewalk Improvements.** The project proposes widening the existing 7.8-foot-wide sidewalks along the project's frontage on Maple Street and making appropriate sidewalk and street improvements on the perimeter of the project site. Proposed streetscape improvements would include enhanced sidewalk and entry paving, approximately 4,500 square feet of planting, light fixtures, sidewalk bulb-outs, bike racks, and new street trees. The project would remove 41 of the 77 existing street trees along the project site frontages and plant 68 new street trees, for a total of 104 street trees (27 net new street trees). The project would also include a new crosswalk with flashing lights across California Street from west of Commonwealth Avenue to east of Maple Street.

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<sup>4</sup> Class 2 bike storage spaces are defined by Planning Code section 155.1(a) as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

<sup>5</sup> The project would meet or exceed Planning Code carshare requirements, subject to approval of the Transportation Management Plan.



**Foundation and Excavation.** Development on Blocks A and C is anticipated to be constructed on a mat-supported pile foundation, while development on Block B would be constructed on a mat foundation. To accommodate the below-grade parking levels and foundation, the project would entail excavation to maximum depths of 13 feet on Block A; 75 feet on Block B; and 17 feet on Block C. The project would excavate a total of approximately 61,800 cubic yards of soil across Blocks A, B, and C, which would be hauled off-site. The project would not require impact pile driving.

**Construction.** Construction activities would include demolition of existing uses, site preparation and grading, excavation and shoring, building construction, and site finishing work. The duration of construction for the entire project is estimated to be a total of 41 months, with anticipated completion in 2024. It is anticipated that project construction would be conducted in three distinct phases by block, beginning at Block C and moving west, with the potential for construction phases to overlap. The exact construction schedule would be dictated by market conditions at the time of project construction. The EIR analysis will conservatively assume that project construction would be completed within the shortest potential timeframe and that construction phases would overlap. Construction would generally occur between the hours of 7:00 a.m. and 8:00 p.m., up to seven days a week. Limited construction may occur outside of those hours to minimize traffic disruption during improvements to public right-of-way. Staging of construction equipment would occur on the project site. If sidewalks are required for construction staging, pedestrian walkways would be constructed in the curb lanes.

## REQUIRED PROJECT APPROVALS

This section describes the approvals required for the proposed project.

### *Planning Commission*

- Adoption of findings under the California Environmental Quality Act (CEQA)
- Adoption of Findings of Consistency with the San Francisco General Plan and with priority policies of Planning Code section 101.1
- Conditional Use Authorization to permit development of buildings with heights in excess of 50 feet in an RM district and in excess of 40 feet in an RH district, all within the 80-E height and bulk district, as well as Planned Unit Development approval of rear yard modifications (Planning Code section 134), building front moderations (section 144.1), minor deviation from height measurement (sections 261 and 304(d)(6)), and projections over streets (section 136)
- Approval of a Transportation Demand Management Plan (Planning Code section 169) to provide a strategy for managing the transportation demands created by the project
- Approval of a Streetscape Plan (Planning Code section 138.1)

### *Board of Supervisors*

- Findings of consistency with the San Francisco General Plan for subdivision and changes to public streets and sidewalks
- Approval of Final Subdivision Map(s), including any dedications and easements for public improvements, and acceptance of public improvements, as necessary

### *Actions by other City Departments*

#### Department of Building Inspection

- Review and approval of demolition, grading, and building permits
- Night noise permit for work performed outside the normal 7 a.m. to 8 p.m. construction hours, if necessary

#### San Francisco Public Works

- Approval of the merger of 14 existing parcels and the subsequent subdivision into 16 new parcels
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping
- Approval of a permit to remove and plant street trees and partial waiver from Public Works Code section 806(d) to provide 30 fewer street trees than required
- Approval of construction within the public right-of-way (e.g., curb cuts, bulb-outs, sidewalk extensions, and new crosswalk)
- Approval of an encroachment permit or a street improvement permit for streetscape improvements
- Night noise permit for work performed in the public right-of-way outside the normal 7 a.m. to 8 p.m. construction hours, if necessary

#### San Francisco Municipal Transportation Agency

- Approval of modifications to on-street loading and other colored curb zones
- Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s)
- Approval of the placement of bicycle racks in the public right-of-way

#### San Francisco Public Utilities Commission

- Review and approval of the following:
  - Construction permit for non-potable water system
  - Plumbing plans and documentation for non-potable water reuse system per the Non-potable Water Ordinance
  - Erosion and sediment control plan per Public Works Code article 4.1
  - Changes to sewer laterals (connections to the City sewer system)
  - Changes to existing publicly owned fire hydrants, water service laterals, water meters, and/or water mains
  - Size and location of new fire, standard, and/or irrigation water service laterals
  - Post-construction stormwater design guidelines, including a stormwater control plan, in accordance with City's 2016 Stormwater Management Requirements and Design Guidelines
  - Project's landscape and irrigation plans per the Water Efficient Irrigation Ordinance and the San Francisco Public Utility Commission Rules & Regulations Regarding Water Service to Customers
  - Groundwater dewatering wells (if they are to be used during construction), per San Francisco Health Code article 12B (Soil Boring and Well Regulation Ordinance) (joint approval with the San Francisco Department of Public Health)

#### San Francisco Department of Public Health

- Review and approval of a site mitigation plan, in accordance with San Francisco Health Code article 22A (Maher Ordinance)

- Review and approval of a construction dust control plan, in accordance with San Francisco Health Code article 22B (Construction Dust Control Ordinance)
- Review and approval of design and engineering plans for a non-potable water reuse system and testing prior to issuance of Permit to Operate
- Review and approval of groundwater dewatering wells (if they are to be used during construction), (joint approval with the San Francisco Public Utilities Commission)

Actions by other Government Agencies

- Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) of individual air pollution sources, such as boilers (Bay Area Air Quality Management District)

## **SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES**

The proposed project could result in potentially significant environmental impacts. The San Francisco Planning Department will prepare an initial study and an EIR to evaluate the physical environmental effects of the proposed project. The initial study will assess both project-specific and cumulative impacts for all topics required under CEQA and will identify which environmental topic areas may be significantly impacted by the proposed project. As required by CEQA, the EIR will further examine those issues identified in the initial study to have potentially significant impacts, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce potentially significant environmental impacts to a less-than-significant level. The initial study will be published with the draft EIR, with a minimum 45-day public review period, and will be included as an appendix to the draft EIR.

Although subject to change during environmental analysis, it is anticipated that the EIR will address the following environmental topics: transportation and circulation, and air quality; it is anticipated that the initial study will address the following environmental topics: land use and planning, population and housing, cultural resources (including tribal cultural resources), noise, greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forestry resources. If, during environmental analysis, significant impacts are identified that cannot be mitigated to a less-than-significant level, the environmental topic will be addressed in the EIR and not in the initial study.

All topics are described briefly below. For all topics, whether included in the initial study or the EIR, the analysis will consider the impacts of the proposed project individually as well as cumulative impacts resulting from the project in combination with other past, present, or reasonably foreseeable future projects.

The project meets all of the requirements of a transit-oriented infill development project under Public Resources Code section 21099 (Senate Bill 743); therefore, aesthetics and parking will not be considered in determining if the project has the potential to result in significant environmental effects.

### ***Land Use and Planning***

The land use and planning analysis will describe existing land uses on the project site and in the vicinity and analyze whether the proposed project would physically divide an established community or result in



conflicts with San Francisco General Plan policies or other land use plans or policies that are adopted for the purpose of mitigating an environmental impact.

### *Population and Housing*

The population and housing analysis will include analysis of the potential impact of the proposed project related to population, employment, and housing.

### *Cultural Resources*

To assess historical resources considered under CEQA, a historic resources evaluation (HRE) has been prepared by a qualified consultant and independently evaluated by the San Francisco Planning Department's Preservation staff, who will prepare a historic resources evaluation response (HRER). The cultural resources analysis will summarize applicable portions of the HRE and HRER. If historic resources are identified on the project site, the cultural resources analysis will evaluate potential impacts on those resources and prescribe mitigation measures where feasible. In addition, the cultural resources analysis will address potential effects on tribal cultural resources, archeological resources, and human remains.

### *Transportation and Circulation*

The proposed residential uses would generate fewer vehicle trips and reduce vehicle miles traveled (VMT) compared to the existing hospital use. Transportation and circulation issues will be analyzed in accordance with the San Francisco Planning Department's Transportation Impact Analysis Guidelines for Environmental Review (October 2002), Planning Commission Resolution 19579 establishing VMT as the appropriate transportation review standard, and other planning department guidelines. The EIR will include an analysis of specific transportation impacts associated with the proposed project's trip generation characteristics and circulation plan. The EIR will also analyze transit conditions, traffic hazards, pedestrian and bicycle conditions, commercial/passenger loading, emergency vehicle access, and construction impacts.

### *Noise*

The noise analysis will evaluate the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts on nearby sensitive land uses will also be evaluated.

### *Air Quality*

The air quality analysis will address consistency of the proposed project with applicable air quality plans, the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants that may affect sensitive populations, as well as the potential for the proposed project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational criteria air pollutant emissions. The analysis will also summarize the results of a health risk assessment prepared to evaluate potential health effects of emissions from project construction.

### *Greenhouse Gas Emissions*

The greenhouse gas emissions analysis will address the consistency of the proposed project with the San Francisco Greenhouse Gas Reduction Strategy. The analysis will determine if the proposed project could result in greenhouse gas emissions that would result in a significant impact on the environment.

### *Wind and Shadow*

The wind analysis will evaluate the potential for the proposed project to alter pedestrian-level wind conditions in a manner that would substantially affect public areas. Based on a preliminary shadow fan analysis prepared by the San Francisco Planning Department, the project would not cast shadows on any City parks or publically accessible open space.

### *Recreation*

The recreation analysis will consider whether the proposed project would increase the use of existing parks or require the construction or expansion of parks and recreational facilities, which could have a physical effect on the environment.

### *Utilities and Service Systems*

The utilities and service systems analysis will consider potable water and wastewater treatment capacity and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water supply, wastewater treatment, and/or stormwater drainage facilities, and if so, whether that construction could result in adverse environmental effects.

### *Public Services*

The public services analysis will address whether existing public service providers (e.g., police and fire protection, schools, parks, or other public facilities) would be adversely affected by the proposed project so as to require new or physically altered facilities, the construction of which could result in adverse environmental effects.

### *Biological Resources*

The biological resources analysis will discuss existing biological resources or habitats that could be affected by the proposed project, such as trees or native resident or migratory bird species, and the potential for the proposed project to result in a substantial adverse effect on these biological resources or their habitats.

### *Geology and Soils*

The geology and soils analysis will evaluate whether the proposed project would exacerbate risks related to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. The analysis will also determine if the proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### *Hydrology and Water Quality*

The hydrology and water quality analysis will evaluate the potential of the proposed project to violate water quality standards or exceed waste discharge requirements or result in adverse effects on groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems. The analysis will also consider the potential of the proposed project to exacerbate risks associated with the placement of housing within an identified flood hazard area.

### *Hazards and Hazardous Materials*

The hazards and hazardous materials analysis will evaluate the potential for the proposed project to create a significant hazard to the public or the environment related to hazardous materials through the routine transport, use, or disposal of hazardous materials; the emission or release of hazardous material into soils or groundwater; or interference with an emergency response plan.

### *Mineral and Energy Resources*

The mineral and energy resources analysis will evaluate potential impacts of the proposed project related to existing mineral and energy resources.

### *Agricultural and Forestry Resources*

The agricultural and forestry resources analysis will evaluate the potential impacts of the proposed project on existing agricultural and forestry resources.

### *Other CEQA Issues*

The initial study and EIR analyses will identify feasible mitigation measures to lessen or reduce significant environmental impacts of the proposed project.

The EIR will also address other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts; significant irreversible impacts; any known controversy associated with environmental effects, mitigation measures, or alternatives; and issues to be resolved by the decision makers.

## **ALTERNATIVES**

Alternatives to be evaluated in the EIR for the proposed project will include, but not be limited to, a No Project Alternative, which assumes what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, considering CPMC's plans to relocate to a new Van Ness Campus in 2020; the analysis will also include one or more additional alternatives to address other significant impacts of the proposed project identified in the EIR. The alternatives considered and the analysis thereof will be based on the criteria of the State CEQA Guidelines, section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

## **FINDING**

**This project may have a significant effect on the environment and an EIR is required.** This determination is based on 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 EIR is to provide information about potential significant physical environmental impacts of the proposed project and identify possible ways to minimize the significant impacts. The EIR will also describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove a proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## PUBLIC SCOPING PROCESS

Written comments will be accepted until 5:00 p.m. on **October 19, 2018**. Written comments should be sent to **Jeanie Poling**, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or [jeanie.poling@sfgov.org](mailto:jeanie.poling@sfgov.org), and should reference the project title and case number provided on the front of this notice.

**State Agencies:** 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.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

September 19, 2018  
Date

for   
Lisa Gibson  
Environmental Review Officer