55 LAGUNA MIXED USE PROJECT

Draft Environmental Impact Report

Planning Department Case No. 2004.0773E
State Clearing House No. 2005062084

Draft EIR Publication Date: January 27, 2007
Draft EIR Public Hearing Date: March 8, 2007
Draft EIR Public Comment Period: March 12, 2007

PLANNING DEPARTMENT

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DATE: January 27, 2007

TO: Distribution List for the 55 Laguna Mixed Use Project EIR

FROM: Paul Maltzer, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 55 Laguna Mixed Use Project (Case No. 2004.0773E)

This is the Draft of the Environmental Impact Report (EIR) for the 55 Laguna Mixed Use Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document entitled "Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments, along with copies of the letters received and a transcript of the public hearing. The Comments and Responses document may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses document have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR, in Adobe Acrobat format on a compact disk (CD), to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy.

Thank you for your interest in this project.

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Draft Environmental Impact Report

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CHAPTER I
Summary

This chapter is a summary of the findings of the Draft Environmental Impact Report (EIR) prepared by the San Francisco Planning Department for the 55 Laguna Mixed Use Project. This chapter includes mitigation and improvement measures to reduce or avoid potentially significant impacts of the proposed project, and presents alternatives to the proposed project.

A. Project Description

Project setting

The 5.8-acre project site is located north of Market Street on two city blocks (Block 857, Lots 1 and 1a; and Block 870, Lots 1, 2, and 3) bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west in the Hayes Valley neighborhood of San Francisco at the former University of California Berkeley Extension Campus. The project site is within the P (Public) Zoning District, and the 80-B and 40-X Height and Bulk Districts. The land owner is the Regents of the University of California, who propose to ground lease the project site to the project sponsors, A.F. Evans Development, Inc. and openhouse.

The project site slopes steeply from the northwest to the southeast, generally from an elevation of about 170 feet above sea level (asl) at the corner of Buchanan and Haight Streets, to an elevation of about 90 feet asl at the corner of Hermann and Laguna Streets, for a total elevation change of about 80 feet. The site is terraced into two areas forming the upper and lower parking lots; the upper terrace which parallels Buchanan Street, and the lower terrace which parallels Laguna Street.

The site contains five existing buildings totaling about 120,000 square feet (sq. ft.), four of which were used until 2003 by the University of California (UC) –Berkeley as an extension campus and by the French-American International School (FAIS). These unoccupied buildings include Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall. The fifth building, located on the southwestern corner of the site at the intersection of Hermann and Buchanan Streets, is a two story dental clinic approximately 18,000 sq. ft. in size that is currently occupied by the University of California San Francisco (UCSF) Dental School.

The four buildings other than the UCSF dental clinic were constructed between 1924 and 1935 and generally exhibit the Spanish Colonial Revival style of architecture. The dental clinic, a two-story building, was constructed in the 1970s, and is still in use. The remainder of the site is

occupied by 278 off-street parking spaces contained in three lots on two terraced levels. The upper lot provides parking for the UCSF dental clinic, while the two lower level lots provide daytime parking for UCSF employees who work at other UCSF locations off-site.

The project site is surrounded primarily by residential and institutional land uses. Multi-family residential buildings ranging from two to seven stories in height and single-family attached row houses ranging from two to three stories in height are the predominant uses on the streets immediately surrounding the project site. Institutional uses in the immediate vicinity include the Walden House Adolescent Facility, located along Haight Street across from Woods Hall Annex, the University of California San Francisco AIDS Health Project building, located to the east of the project site on Laguna Street across from Richardson Hall, and the U.S. Mint, which sits atop a rocky promontory at the intersection of Buchanan and Hermann Streets to the northwest of the project site. Commercial uses in the project vicinity primarily occur along Market Street, about half a block from the southeastern corner of the project site.

Project Characteristics

The project sponsors, AF Evans Development, Inc. and openhouse, propose to construct a mixed-use development at the site. The proposed project would include approximately 430,800 sq. ft. of residential space, up to 5,000 occupied sq. ft. of retail space, approximately 10,000 sq. ft. of community facility space, and approximately 127,360 sq. ft. of parking in seven new buildings and four underground garages on the project site. A total of up to 450 residential units would be constructed in seven new buildings and three rehabilitated buildings (Woods Hall, Woods Hall Annex, and Richardson Hall). The total number of residential units would include 85 units of senior housing targeted to the lesbian, gay, bisexual, and transgender (LGBT) senior community ("openhouse") in one building with approximately 66 studios and one bedroom units, and 19 two-bedroom units. The proposed 365 units on the remainder of the project site would include approximately 304 studio and one bedroom units and 61 two and three bedroom units. Not less than 15 percent of all units would be reserved for low or moderate income households, in compliance with the City's Affordable Housing Program (Planning Code Section 315, *et. seq*., as amended in August 2006). Ground-floor retail would be located at the corner of Laguna and Hermann Streets in the ground floor (Laguna Street) level of the renovated Richardson Hall. The community space would be located in the existing Richardson Hall auditorium and the second floor of the East Wing of Richardson Hall.

Six of the proposed seven new buildings would be four stories or approximately 40 to 50 feet in height, while the seventh building (henceforth called the openhouse building), would be eight stories or approximately 85 feet in height. The openhouse building would be located at the intersection of Laguna and Waller Streets and extend into the middle of the site. This building would be operated by openhouse, an organization serving the needs of the lesbian, gay, bisexual, and transgender (LGBT) senior population. Openhouse would also provide social, educational, and health services to the LGBT senior community, including both residents of the openhouse building and others not residing on-site from space on the ground floor of the openhouse building and in the ground floor level of Richardson Hall.

According to the project sponsor, all new buildings would be designed to complement the architectural character of the existing buildings and the surrounding neighborhood, and the variation of building heights is intended to relate to the size and scale of other buildings in the Hayes Valley neighborhood and to take into consideration the existing topography. The project would also include new landscaping as well as several types of open space. Private and common open spaces would be provided through patios, decks and porches at individual units and courtyards within the U-shaped entrances of the proposed buildings. The project site would also offer a privately owned though publicly accessible open space extending from the upper terrace at the intersection of Waller and Buchanan Streets through the site to the corner of Waller and Laguna Streets, effectively re-introducing Waller Street through the site as publicly accessible open space (henceforth referred to as Waller Park). The two new interior streets (Micah Way and Lindhardt Lane) would also be privately owned though publicly accessible through the site. Other privately owned though publicly accessible open spaces would be behind Woods Hall, as well as a widened sidewalk area for retail frontage at the corner of Laguna and Hermann Streets. Upper Waller Park would include a large lawn area, a storm water runoff basin and fountain, benches, and trees and would take advantage of the steep slope of the project site by providing a scenic overlook with views of the Bay and downtown San Francisco. Lower Waller Park would include hardscape and softscape areas with trees, benches, grassy areas and potentially built-in seating on the slope, overlooking the end of Waller Park. Street trees would be planted along all four exterior streets as well as along all internal streets. The project would include landscaping throughout in the form of trees and shrubs. A large Canary Palm behind Woods Hall, called the "Sacred Palm" by former San Francisco State students, and one other large palm tree would be boxed, stored during construction and replanted in upper Waller Park after construction. A new approximately 2,000 sq. ft. community garden accessible to the public would be provided at the north end of Lindhardt Lane behind Woods Hall.

The rehabilitation of Woods Hall, Woods Hall Annex, and most of Richardson Hall would be primarily restricted to the interior of these buildings, without substantial alterations to their exterior facades or rooflines, with the possible exception of new entrances from the interior courtyards and new windows in Woods Hall and/or Woods Hall Annex on the façade facing Haight Street. The portion of Richardson Hall that is located along Laguna Street, containing the existing auditorium space, and a retaining wall along Laguna Street would be renovated to accommodate the proposed program including community use of the auditorium and ground-floor retail space at the corner of Laguna and Hermann Streets. The retail spaces would be accessible through new openings created in the existing retaining wall. The sidewalk at the intersection of Laguna and Hermann Streets would also be widened in this location.

A portion of Richardson Hall which includes the single-story administration wing facing Laguna Street near Waller Street would be demolished to accommodate the proposed openhouse building, which would be separated from the remaining portions of Richardson Hall by a staircase and breezeway. Middle Hall would be demolished to accommodate a proposed residential building fronting Buchanan Street, and stepping down the interior slope of the site. The existing retaining wall along Laguna Street between Waller and Haight Streets would also be demolished to accommodate a new residential building facing Laguna Street. The approximately 18,000-square-

foot UCSF dental clinic would remain unaltered in its current location at the corner of Hermann and Buchanan Streets and would continue to operate as a dental clinic. Parking spaces for the clinic (now in a surface lot) would be relocated to below-grade parking.

The project would provide a total of approximately 352 on-site parking spaces,[1] of which 334 spaces would be located in four below-grade parking garages between one to three levels deep, and approximately 18 spaces would be on-street parallel parking spaces provided along the two new interior streets through the project site (Micah Way and Lindhardt Lane). The four parking garages and surface spaces would include approximately 10 spaces for car share organizations, 22 handicapped accessible spaces, and 51 spaces for the exclusive use of the dental clinic (15 on-street spaces and 36 off-street spaces in a separate underground garage next to the dental clinic). Of the approximately 18 on-street parallel parking spaces, 15 would be for the use of the dental clinic during the day and for the residents at night; the remaining three spaces would be for residential uses only. The residential parking spaces would include car storage opportunities for residents who own cars but would only use them occasionally. Parking fees would be charged to residents who choose to store their car on site, but would not be charged to those who do not have a car, nor would the parking fees be included in the residents' base rental payments. About 104 secure, on-site bike parking spaces would be available throughout the site for use by residents, and additional sidewalk bicycle racks would be available for visitor bicycle parking.

The primary vehicular entrance into the site would be along Laguna Street at Waller Street in the location of the current entrance to the former UC Extension Campus. A new interior private drive court would be constructed at the former Waller Street right-of-way, just west of Laguna Street, to provide a vehicular access point to the large below-grade parking garage. Pedestrians would be able to walk through the length of the former Waller Street right-of-way to reach Buchanan Street via the proposed Waller Park improvements detailed above. The proposed new north-south street within the project site, Micah Way, would be a two-way interior private street providing vehicle ingress and egress onto the site from Laguna Street at the approximate midpoint between Haight and Waller Streets. The proposed new east-west street, Lindhart Lane, would also be a two-way interior private street providing vehicle ingress from and egress onto the site from Hermann Street; vehicles exiting onto Hermann Street would be restricted to a right turn only, enforced through the use of signage. Micah Way and Lindhart Lane would provide direct access to three parking garages on the site as well as to at-grade parallel parking spaces along these new interior streets.

The project would require a change in the zoning district from P (Public) to (1) either RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial Transit Moderate Scale Mixed-Use), new zoning classifications proposed for the vicinity of the project in the draft Market-Octavia Area Plan or (2) should the new Market-Octavia Area Plan zoning classifications not be adopted prior to project approval, to a Mixed-Use Special Use District incorporating the major provisions of the proposed RTO and NCT-3 zoning classifications. The dental clinic would remain in a P zoning district. The project would also require an adjustment in the height and bulk

[1] Note that the number of parking spaces has increased by 67 parking spaces compared with the project description provided in the Initial Study, published on May 6, 2006 (see Appendix A).

designations of the site from 40-X and 80-B to 40-X, 50-X and 85-X. The proposed project would also require an amendment to the *San Francisco General Plan* to allow the change from a public/institutional use designation to residential mixed-use designations, and to allow an increase in building heights. No other zoning changes would be required.

The project site is within the boundaries of the draft Market and Octavia Area Plan (Plan) which proposes to maintain the existing P zoning and existing 40-X and 80-B height and bulk limits on the project site until the project is evaluated pursuant to this EIR. The Plan calls for reuse of UC Berkeley Laguna Campus to balance the provision of housing (especially affordable housing) with land for public uses and reintegration of the site within the neighborhood. The Market and Octavia Plan has not been finalized or adopted, although the Plan is going through environmental review and it is expected to be adopted in early 2007.

Project construction would occur in three overlapping phases, spanning from early 2008 to early 2011, lasting approximately 36 months. The project site is expected to be fully occupied by 2013. The proposed project would excavate to a depth of between 12 to 20 feet for the construction of the underground parking garages and would remove approximately 40,000 cubic yards of soil. The proposed buildings would be constructed on a concrete mat foundation that would not require pile driving but may require rock hammering. Most construction materials, storage, and construction worker parking would be provided on-site.

B. Main Environmental Effects

Land Use, Plans, and Policies (P. III.A-1)

This section presents a discussion of existing land uses and zoning at the project site and vicinity and describes how the proposed project could change the physical arrangement of land uses on the project site, to the extent that such changes have an adverse impact on the character of the site's vicinity. In addition, the proposed zoning change from the site's existing P (Public) Use District to the project's proposed RTO (Residential Transit Oriented) and NCT-3 (Neighborhood Commercial Transit Moderate Scale Mixed-Use) Use Districts or a Mixed-Use Special Use District is analyzed in this section to the extent that the proposed rezoning could result in significant adverse physical land use changes at the site or in its vicinity.

Existing land uses on the project site includes five existing buildings totaling about 120,000 square feet (sf), four of which were used by the University of California, Berkeley as an extension campus and by the French-American International School (FAIS) until 2003. Four of the five buildings, including Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall, are currently unoccupied. The fifth building is a two story dental clinic approximately 18,000 square feet in size that is currently occupied by the University of California San Francisco (UCSF) Dental School. The remainder of the site is occupied by 278 off-street parking spaces contained in three lots; one lot on the upper terrace is accessed from Buchanan Street and is located between the dental clinic and Woods and Middle Halls, and the other two lots on the lower terrace are accessed from Laguna Street and are located between Richardson Hall and

Woods Hall Annex. These lots currently provide daytime parking for University of California San Francisco and CPMC Davies employees who work at other locations off-site.

Multi-family residential buildings ranging from two to seven stories in height and single-family attached row houses ranging from two to three stories in height are the predominant uses on the streets immediately surrounding the project site. Institutional uses are also located in the immediate project vicinity. Commercial uses in the project vicinity primarily occur along Market Street, about half a block from the southeastern corner of the project site.

The project site is in a P (Public) District and an 80-B and a 40-X Height and Bulk District. A P district is applicable to land owned by a governmental agency that is in some form of public use, including open space. Principal permitted uses in P districts include structures and uses of the City and County of San Francisco as well as other governmental agencies, including accessory nonpublic uses, when in conformity with the General Plan and the provisions of other applicable codes, ordinances, and regulations (Planning Code Section 234.1[b]). Certain uses are conditionally permitted in a P District, such as schools, childcare, social services, religious institutions, parking, open recreation and horticulture, and public facilities and utilities. Residential uses are not permitted in P districts except for dormitories or other housing owned and operated by a permitted governmental, educational, or religious institution. As the proposed mixed use project would not be permitted in a P district, the project applicant proposes to seek rezoning of most of the project site from P to both RTO and NCT-3 or to a Mixed-Use Special Use District to accommodate the project's proposed uses (the dental clinic site would not require an amendment to the plan or a rezoning, as this area would remain within its current P zoning district designation).

The proposed project would alter the site's institutional character, consisting of relatively low-density development and large areas of surface parking, by transforming it to allow for moderate density residential uses up to 450 units, community-serving space, ground-floor retail use, parking, and open space. In order to accommodate the project's proposed mix of uses, Middle Hall and the Administration Wing of Richardson Hall would be demolished, and the remainder of Richardson Hall, Woods Hall and the Woods Hall Annex would be adaptively reused, primarily for housing. All of the site's existing, surface parking lots would be replaced with new, in-fill housing. The project would construct seven new buildings, two of which would front on the site's Buchanan Street frontage, two along the site's Laguna Street frontage, and the remaining three fronting internal portions of the site.

The project would reestablish Waller Street as a publicly accessible pedestrian street that would create distinct northern and southern portions of the project block. Waller Street would run through the central portion of the site and would divide it roughly in half; Waller Street would break down the project site to blocks similar in size to the city blocks surrounding it. The proposed internal streets of Lindhardt Lane and Micah Way would additionally break down the project site into smaller residential blocks, allowing further penetration of the site by pedestrians and vehicles. Along its western frontage, the project would construct Waller Park, a publicly accessible open space that would provide a landscaped turf area lined with public seating. A stairway would lead down from the park's scenic overlook to the newly-established eastern stub of Waller Street.

The proposed project would generally reflect, and be compatible with, the surrounding neighborhood's existing medium-density residential land uses. Similar to the existing land use pattern, the proposed project would locate taller buildings nearer Market Street and shorter buildings closer to the lower-scale residential uses along the site's Haight, Hermann, and Buchanan Street frontages. Project buildings would be three to eight stories in height. New buildings along Buchanan Street would be four stories in height, while new buildings along Laguna Street would range from four to eight stories. New buildings on the interior of the site would be four stories in height. The tallest building, at eight stories or a maximum of 85 feet in height, would be the proposed openhouse building. This building would be located at the intersection of Waller and Laguna Streets near the site's southeast corner, and about 300 feet from Market Street. The height and bulk of this building would be substantially greater than the predominantly three-story residential buildings in the project vicinity, but would be generally similar in size to the seven-story (80 feet tall), multi-family apartment buildings at 1900 Market Street, and 16 and 50 Laguna Street. The proposed four story buildings on the project site would be approximately one story higher than the predominately three-story buildings along the site's perimeter streets, such as Buchanan, Haight, and Laguna Streets. Building heights on the project site would generally conform to the site's slope by stepping down the hill to reveal the site's natural topography.

The proposed inclusion of the openhouse building, specifically targeted for LGBT seniors, would be a compatible with the surrounding neighborhood' s residential uses, as well as with the community-serving uses of the LGBT Community Center, located approximately one-half block from the project site.

The proposed project would require a change in the zoning district from P (Public) to RTO (Residential Transit-Oriented) and NCT-3 (Neighborhood Commercial Transit Moderate Scale Mixed-Use), new zoning classifications for the vicinity proposed by the Draft Market and Octavia Neighborhood Plan, except for the dental clinic, which would remain in a P zoning district. Should the new Market-Octavia Area Plan zoning classifications not be adopted prior to project approvals, the project application would seek rezoning of most of the project site to a Mixed-Use Special Use District incorporating the major provisions of the proposed RTO and NCT-3 zoning classifications. Height and bulk designations would also be required to be changed from 40-X and 80-B to 40-X, 50-X, and 85-X. The proposed project would also require an amendment to the *San Francisco General Plan* to allow the change from a public/institutional use designation to a residential mixed-use designation. The rezoning that would occur as part of the project would result in a loss of publicly zoned land at the project site which has been in some form of public use for over 150 years. In its place, the proposed RTO and NCT-3 or Mixed-Use Special Use District zoning classifications would allow for the mix of residential, community facility and commercial retail uses to be developed on the project site, while providing some public accessibility to and through the site (e.g., Waller Park).

This change in zoning would reduce the amount of publicly zoned land in the site's vicinity, eliminating approximately 5.8 acres of P-zoned properties out of about 30 P-zoned acres in the Market & Octavia Neighborhood Plan Area, or about 19 percent. This amount is considered to be

a relatively small loss in light of the amount of P-zoned properties which would continue to be available for public use, including nearby parks (e.g., Koshland Park, Duboce Park, Hayes Green, etc.), and would not be affected by the proposed project.

Public accessibility of the project site is currently limited, given that the project site buildings are vacant and locked, nor does it have useable amounts of open space for public gatherings, given that most of the open space is used for surface parking by UCSF staff only (i.e., no public parking). Public accessibility of the site was also limited during its previous use as a school, except for access by UC and FAIS students, faculty, staff, or during special events. The proposed project would allow a greater degree of public access to the site than exists currently, or had existed previously during its use as a school, considering the publicly accessible Waller Park that would be constructed along Buchanan Street, the proposed reopening of the former Waller Street right-of-way allowing pedestrian travel through the site, and the community garden behind Woods Hall, as well as the proposed 10,000 square feet of community space in Richardson Hall that would provide additional public access to the project site.

The proposed rezoning of the site would allow medium-density residential, community facility, and commercial retail uses that are generally considered to generate fewer physical environmental impacts compared with other, more intensive or institutional-type land uses, which sometimes, but not always, result in greater physical environmental impacts. As the proposed project would not allow land uses that are generally considered to have higher levels of physical environmental impacts, the change in zoning from P to RTO/NCT-3 or a Mixed-Use Special Use District could be viewed by decision-makers as having a less-than-significant impact on the environment.

In summary, the proposed project would alter the site's institutional character including surface parking by providing housing, community facility space, ground-floor commercial retail, parking and open space in a transit-oriented, mixed-use residential neighborhood. Not less than 15 percent of the units would be reserved for low or moderate income households. The project would adaptively reuse some existing buildings as well as construct new buildings at a scale generally consistent with the surrounding neighborhood. Building heights on the project site would be within the range of heights within the surrounding neighborhood. The project would reestablish Waller Street and further integrate the site into the surrounding neighborhood by removing the site's existing retaining wall. The project would also eliminate the site's surface parking use and create usable public open space where there is currently none. Given these changes, it cannot be concluded that the project would have a substantial adverse impact on the existing character of the vicinity, and thus land use impacts would be less than significant.

Visual Quality and Urban Design (P. III.B-1)

This section describes the visual character of the site and the surrounding neighborhood, followed by a discussion of the visual quality and urban design effects of the project in relation to its surroundings. Computer-generated visual massing studies provided in the section illustrate existing and potential conditions within select view corridors from representative public vantage points.

The project site is occupied by five buildings which are generally no taller than two stories (25 to 45 feet) in height,[2] surface parking, and minimal landscaping. All of the former UC Extension buildings on the site were constructed between 1924 and 1935 as the campus of the San Francisco State Teachers College (now San Francisco State University), and generally exhibit the Spanish Colonial Revival style of architecture with red tile roofs and stucco siding. The Dental Clinic, a two-story building, was constructed in 1973 in a contemporary style of architecture. The project site slopes steeply downward from its highest elevation at the corner of Buchanan and Haight Streets (170 feet above sea level), to its lowest elevation at the corner of Hermann and Laguna Streets (90 feet above sea level), in a northwest to southeast direction. This topography provides some long-distance views to the east from the higher elevations of the site along Buchanan Street.

The visual setting of the project area is varied, reflecting the unique visual characteristics of the project area's topography, street grids, public open spaces, and surrounding Hayes Valley/Upper Market neighborhood. The project area is located in a relatively dense and urbanized portion of central San Francisco. Building size and style vary within this pattern; most are two to three stories in height, however, some residential buildings on the immediate periphery of the project site are seven stories or about 80 feet in height, including four apartment buildings at the corners of Market/ Hermann/Laguna Streets (1900 Market Street/15 Hermann Street), Buchanan and Haight Street (300 Buchanan Street), Buchanan and Hermann Street (78 Buchanan Street), and Laguna and Waller Streets (50 Laguna Street). A mix of older and contemporary residential buildings with ground-floor retail is also prevalent throughout the neighborhood.

The project site is visible primarily from publicly accessible areas immediately adjacent to the project site given the dense, urban character of the vicinity, and the relatively mid-rise character of the buildings on the project site. Only partial views of the project site are available, as intervening buildings and/or topography obscure views of the site as a whole. As such, only portions of the project site can be seen from certain vantage points, and the site cannot generally be viewed in its entirety as a cohesive unit.

In terms of visual character, the proposed project would result in the removal of visual elements with neutral or low aesthetic value, including surface parking lots, remnant landscape elements, blank street-level retaining walls and chain link fencing. The project would replace these elements with new infill mixed-use residential development between four and eight stories in height, while retaining and rehabilitating most of the visually prominent (and potentially historic) structures on the project site. The proposed project would be a continuation of dense and urban visual character currently found in the project area, including those in the Upper Market and Hayes Valley neighborhoods. Although future buildings on the project site would be larger in footprint and taller than many of the existing buildings in the immediate vicinity, increases in building height and mass would not, in themselves, result in a significant adverse change with regard to visual quality. As discussed in the setting section, several mid-rise apartment buildings abut the immediate periphery of the project site, located at 1900 Market Street, 78 and

[2] Although only two full stories in height, Richardson Hall, at the corner of Laguna and Hermann Streets, is about 45 feet tall due to the sloping topography of the site, the building's high basement level, and high-ceiling interior auditorium space.

300 Buchanan Street, 50 Waller Street, and 16 and 50 Laguna Street. The proposed new construction would be compatible in bulk and scale with these buildings, including the proposed eight-story openhouse building. Street-level uses, especially near the intersection of Market/Laguna/Hermann Streets, would be enlivened with new retail uses and generous amounts of glazing, wider sidewalks, and new street trees, where none currently exist on the project site.

With the retention and rehabilitation of most of the existing buildings, which generally frame the periphery of the project site, and new construction behind and adjacent to these existing buildings, the overall character of the site would appear more intensely developed than under current conditions. However, given the urbanized vicinity, this visual change would not substantially degrade the existing visual character of the area, as the new buildings would be compatible in scale with adjacent and nearby development.

Future building designs would be developed pursuant to the city's General Plan and urban design controls and guidelines imposed by the proposed Market and Octavia Neighborhood Plan. The increase in development density and height on the project site, while noticeable, would not substantially degrade the existing visual character of the site or its surroundings.

In terms of views, implementation of the proposed project could alter existing views from public viewpoints since new residential and mixed-use buildings and new landscaped open space would be developed within the site. Despite the new uses that would be constructed, the proposed project would not have a substantial adverse effect on scenic views or vistas, nor would the project damage important scenic resources. Under project conditions, the majority of views of the project site from primary view corridors would not substantially change from existing conditions.

The most prominent visual change from existing conditions would be the replacement of the single-story Administration Wing of Richardson Hall with the eight-story, 85-foot-tall openhouse building, which would be clearly visible in midrange views of the site, when looking in a northwesterly direction from the intersection of Laguna/Hermann/Market Streets. While larger and taller than the building it would replace, the proposed openhouse building would not substantially degrade or obstruct publicly accessible scenic views. This building would be a visible new silhouette against the sky, but would be minimally intrusive, and generally in scale with other surrounding uses, such as the seven-story apartment complex at the corner of Waller and Laguna Streets immediately opposite Laguna Street from the project site.

As noted above, the topography of the project site slopes steeply downward from its highest elevation at the corner of Buchanan and Haight Streets to its lowest elevation at the corner of Hermann and Laguna Streets. The openhouse building would be constructed along Laguna Street near the site's lowest elevation, with the hill behind it providing a visual backdrop to this taller building when looking in a westerly direction. Other views of proposed four-story residential development would be visible along the peripheral streets of Laguna, Haight, and Buchanan Streets, generally replacing views of parking lots, chain link fencing, or retaining walls at these locations.

Another prominent visual change would be from Buchanan Street looking east, as views of the proposed project, primarily four-story residential uses, would replace views of the upper parking lot and chain link fencing in this area. Views through the project site along the Waller Street right-of-way would continue to be available under project conditions, although with the addition of the publicly accessible Waller Park and associated landscape improvements. Partial easterly views of the First Baptist Church in the distance would continue to be available, as would partial views of the SOMA neighborhood, and framed by new buildings on the project site. Partial long-distance easterly views of the Oakland-Berkeley Hills and Mt. Diablo would continue to be available under project conditions from the Buchanan/Waller intersection, and along other east-west streets that function as view corridors, such as Hermann and Haight Streets, while other long-distance easterly views would be obscured by new construction on the project site, particularly the new residential uses along Buchanan Street. Views through the site would be framed by new residential uses to either side of Waller Park, compared with more panoramic views which are currently available from this area, primarily due to the fact that only surface parking lots exist in this location with no buildings to obstruct these long-range views. The proposed project would intensify development at the site, and would partially obstruct distant views of SOMA and the East Bay from this viewpoint, but would not substantially degrade scenic resources. Moreover, the proposed project would replace foreground views of surface parking with residential development, landscaping, and open space. The project would replace surface parking with infill development that would be generally consistent in scale with the surrounding neighborhood, and on balance, the partial loss of some long-range views, when taken together with replacement of surface parking by a new moderately scaled residential units, landscaping, and a publicly accessible open space, would not be considered significant in a highly urbanized context.

In summary, implementation of the proposed project would result in changes to existing views immediately surrounding the project site boundaries. These changes would occur as a result of changes to land use (different types of buildings would be visible on the project site); changes in building heights (taller buildings would be constructed on the project site compared to existing conditions); and the construction of new buildings on sites currently occupied by surface parking lots. Implementation of the proposed project would not result in a substantial adverse effect on scenic views of the area from public vantage points. Thus, impacts related to views would be considered less than significant.

Implementation of the proposed project would not substantially damage scenic resources, nor substantially degrade the existing visual character of the project site or its surroundings, nor would it generate substantial new light or glare that would adversely affect views or other properties. Thus, impacts to visual quality would be considered less than significant.

Transportation, Circulation and Parking (P. III.C-1)

This section analyses the project's effects on transportation and circulation, including intersection operations, transit demand and impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts. This section summarizes the transportation study prepared for the proposed project.[3]

The project would generate about 4,745 new person trips per day, with 3,315 residential-generated person trips and 1,430 retail- and community facility-generated person trips. Of these, about 652 person trips would occur in the p.m. peak hour, with 526 person trips generated by the residential uses and 126 person trips generated by the retail and community facility uses. The project would generate about 206 new p.m. peak-hour vehicle trips. The proposed project would also generate an increase of about 280 transit trips and 112 "other" (walk, bicycle, motorcycle, taxi, etc.) trips in the weekday p.m. peak hour.

All of the study intersections currently operate at level of service (LOS) D or better during the p.m. peak hour for existing conditions. Under existing plus project conditions, the net increase to traffic volumes associated with the project would result in minor delays at the study intersections, but are not expected to change the LOS at any of the study intersections. Therefore, the project would cause no significant traffic impacts.

Under cumulative (2025) traffic conditions, the LOS at all study intersections is expected to operate at LOS D or better under 2025 conditions, except the signalized intersections of Market/Octavia Streets, Market/Church/14th Streets, and Market/Laguna/Hermann/Guerrero Streets, which would operate unsatisfactorily at LOS E. However, the proposed project's traffic contribution to these intersections would not materially affect overall LOS performance at the affected intersections, and would not represent a considerable contribution to 2025 Cumulative Conditions. Therefore, the project would not have a significant cumulative traffic impact at these intersections.

In terms of transit impacts, the proposed project would generate about 280 new transit trips during the p.m. peak hour. Transit trips to and from the project were assigned to the nearby Muni bus lines, including the 6-Parnassus, 7-Haight, and 71-Haight/Noriega, the Muni fixed rail lines including the K, L, M and N, with a portion of these trips assigned to connect to regional transit providers such as Golden Gate Transit, BART, Golden Gate Ferry Service, AC Transit, SamTrans, and Caltrain. The addition of the project-generated trips would not substantially increase the peak-hour capacity utilization of bus lines within a quarter mile radius of the project site (for the north/south, east/west and Market Street corridors). The capacity utilization for all three line groups would remain similar to those under existing conditions (i.e., would increase by no more than two percent), and in general would operate with available capacity to accommodate additional passengers. As such, the proposed project would have no significant impact on transit service.

[3] Wilbur Smith Associates, *55 Laguna Street – Transportation Study*, April 14, 2006, with parking analysis amendments. Available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, in Project File 2004.0773E.

In terms of parking impacts, the project would provide a total of 352 parking spaces, including 301 spaces available for the proposed residential uses, and 51 spaces reserved for the existing dental clinic. Of the 301 spaces, 10 spaces would be designated for car share organizations and 22 spaces would be handicapped-accessible spaces. The estimated peak parking demand would exceed the 301 spaces that the project would provide (an unmet midday demand of 65 spaces, and an unmet evening demand of 143 spaces).[4] The project's unmet demand would increase the project area's parking occupancy during the weekday midday from the current 86 percent to 90 percent. During evening hours, public on-street parking in the study area is currently about 93 percent of capacity, with about 110 spaces available to accommodate additional demand. As a result, not all of the evening unmet demand would be accommodated in the immediate vicinity of this site, and drivers of about 33 vehicles would have to find parking elsewhere or resort to other travel mode alternatives.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. As such, San Francisco does not consider parking supply as part of the permanent physical environment, and parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is an environmental impact, there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. As a result, the proposed project's unmet evening demand for parking would not be considered a significant impact on the environment.

In terms of pedestrian impacts, the project is expected to generate new pedestrian traffic in the area. In addition, project-generated transit trips would begin as pedestrian trips traveling to the appropriate transit stop. Existing pedestrian volumes were observed to be low operating at free-flow conditions during the weekday PM peak period. New pedestrian trips generated by the project would be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions. Therefore, the project's impacts to the pedestrian network would be less than significant.

[4] Based on the *Market & Octavia Plan EIR Transportation Study,* due to parking supply constraints in the local area, parking demand rates may be somewhat lower as compared to the standard rates assumed in the *2002 Transportation Guidelines.*

In terms of bicycle impacts, the project would be required to provide about 104 bicycle parking spaces per Code requirements. Though bicycle storage facilities have not yet been completely designed, it is anticipated that about 104 bicycle parking spaces would be provided throughout the project site within each of the garages, and would therefore meet this Code requirement. The project would provide adequate bicycle parking and would not interfere with existing bicycle facilities and/or plans. The project's impact to bicycle circulation would be less than significant.

In terms of freight loading and service impacts, the project would be required to provide a total of three off - street loading spaces. The project proposes one off-street loading space for the senior housing use in a loading dock located in the underground garage with access from Laguna Street. The project sponsor would seek an exception for the other two off - street loading requirements and would instead seek up to three on-street (curb) loading spaces from the Department of Parking and Traffic. The project would generate a loading/service demand of about 15 trucks per day, includes mail delivery, maintenance, deliveries, and move-in/move-out activities. These daily truck trips correspond to an average demand for less than one loading space during both an average and peak hour of loading activities. It is anticipated that most of deliveries would occur between normal business hours, 8:00 AM to 5:00 PM. The provision of three on-street loading spaces rather than two off-street spaces at a single location would meet the project's expected loading, service, and delivery needs. As such, the project would have a less than significant impact on loading and service access.

In terms of construction traffic impacts, the maximum number of workers at the height of construction is anticipated to be approximately 185 on-site personnel. Temporary parking demand for construction workers' vehicles (expected to be accommodated on the project site) and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. It is anticipated that construction-related trucks would access the project site via the established truck route on Fell Street, which would be accessed to and from U.S. 101 and I-80 via the Market/Octavia on- and off-ramps. Haul routes would be subject to the City's approval. It is anticipated that no regular travel lanes or Muni bus stops would need to be closed or relocated during the construction duration. Construction-related impacts to transportation, circulation, and parking would be temporary and would be a less-than-significant impact.

Air Quality (P. III.D-1)

This section discusses the potential impacts of the proposed project on the local and regional air quality, primarily due to increased motor vehicle trips to and from the project site. Construction-phase air emissions were determined in the Initial Study to be less than significant (see Appendix A), and are therefore not discussed in the Air Quality section of the EIR.

To evaluate operational-phase emissions, the Bay Area Air Quality Management District (BAAQMD) recommends that local agencies use the threshold of 80 pounds per day to identify significant increases in emissions of reactive organic compound (ROG), nitrous oxide (NO_X), particulate matter greater than 10 microns in size (PM-10), or 550 pounds per day of carbon monoxide (CO) from individual development projects. An exceedance of any pollutant would be

considered a significant impact. BAAQMD also recommends that cumulative air quality effects be discussed with reference to the consistency of a project to the regional Clean Air Plan.

The project would result in an increase in criteria air pollutant emissions from a variety of emissions sources, including stationary sources (e.g., water heaters and landscape maintenance) and mobile on-road sources (e.g., automobile and truck trips). The proposed project would result in approximately 1,480 new vehicle trips per day by 2013. However, project-related mobile emissions in the year 2013 would not exceed the 80 lb significance thresholds for NOx, PM-10, ROG, or the 550 lb significance threshold for CO (determined to be 17.8 lbs. 16.5 lbs., 35.2 lbs., and 258.6 lbs., respectively). Therefore, the operational impact of project emissions from increase in vehicular trips and area sources of the project would be less than significant.

The project-related traffic was also analyzed for potentially creating areas with high concentrations of carbon monoxide concentrations around stagnation points such as major intersections and heavily traveled and congested roadways. To evaluate "hot spot" potential, a microscale impact analysis was conducted adjacent to four intersections in the vicinity of the project site most impacted by project traffic. The intersections chosen were based on their level of service and the percentage contribution of project traffic. The analysis demonstrated that no exceedances of CO would occur in the vicinity of all four analyzed intersections under any of the traffic scenarios (existing, existing plus project, and cumulative). Therefore, the effect of the project on local carbon monoxide standards would be less than significant both at the project specific level and in the 2025 cumulative scenario.

In 2005, the California Air Resources Board (ARB) published its Air Quality and Land Use Handbook. Based on studies that show health risk from traffic generated pollutants evident within 500 feet of major roadways (particularly for downwind receptors), and that exposure to traffic-generated pollutants—particularly diesel particulate—is greatly reduced at approximately 300 feet. ARB recommends in the Handbook that local agencies avoid siting new sensitive land uses within 500 feet of a freeway [or] urban roads with more than 100,000 vehicles/day. The project would be located over 500 feet west of both Octavia Boulevard and the Highway 101 freeway ramps (which have the capacity for more than 100,000 vehicles/day), and is upwind from both the boulevard and the ramps during prevailing west and northwest winds. Therefore, it is not anticipated that residents of the proposed project would be adversely affected by diesel particulate emissions from the Octavia Boulevard or the Highway 101 freeway ramps, and the project would not result in a significant effect with regards to the diesel-related health impacts.

In terms of cumulative air quality impacts, the BAAQMD recommends that a consistency determination be made between the project and the District's *2005 Ozone Strategy*, which is based on ABAG population projections for San Francisco. The *2005 Ozone Strategy* assumes a greater level of development than currently forecast by the Planning Department. Therefore, upon implementation of the 2005 Ozone Strategy, development in San Francisco, including the proposed project, would be within the growth projections forecast by the plan. As such, the proposed project would have a less-than-significant impact on cumulative air quality in the Bay Area.

Historic Architectural Resources (P. III.E-1)

This section evaluates the potential impacts on historical architectural resources that could result from the proposed project. A summary of the site's history and the findings of effect use information from a technical historical resources study prepared by Page & Turnbull for the project site in 2005, [5] as well as a memorandum from the Planning Department's technical specialist. [6]

The project site has been in some form of public use for over 150 years, for such uses as a Protestant Orphan Asylum (1854 – 1867); the State Normal School (1867-1899); San Francisco State Normal School (1899-1921); San Francisco State Teacher's College (1921-1935) San Francisco State College (1935-1957); the University of California, Berkeley, Extension Center, San Francisco (1957-2002); and FAIS (1973-2003).

The four oldest buildings on the project site were constructed between 1924 and 1935 during the site's use as the San Francisco State Teacher's College, and generally exhibit the Spanish-Colonial Revival style of architecture. These include Middle Hall and the Administration Wing of Richardson Hall (formerly known as the Kindergarten Training Building, both constructed in 1924), Woods Hall (1927), Richardson Hall (1930) and Woods Hall Annex (1935). The first three buildings were designed by State Architect George B. McDougall and his staff at the Department of Public Works. Richardson Hall was designed by W.B. Daniels at the Department of Public Works, and Wood Hall Annex was built with assistance from the Works Progress Administration (WPA). An interior mural was added to northern wall of the eastern staircase of Woods Hall in 1936 by artist Reuben Kadish, which still exists today. By 1957, San Francisco State College moved its facilities to a new campus at Lake Merced, and the site was acquired by Regents of the University of California for use as an extension campus. Many of the building's interiors were altered at this time to accommodate the new academic uses, and the site was terraced to provide surface parking lots where numerous older wood frame buildings had once stood. The University of California added only one building to the campus, the Dental Clinic, in 1973.

The project site buildings and the campus as a whole were evaluated for their potential historical significance under the California Register of Historic Resources (CRHR) criteria. Page & Turnbull and a Planning Department preservation technical specialist found that Richardson Hall, Woods Hall, and Woods Hall Annex are individually significant for listing in the CRHR under Criterion 1 (Events) and Criterion 3 (Architecture). Under Criterion 1, the campus and individual buildings are representative of broad patterns of events relating to the history of state normal schools in California. Additionally, Woods Hall Annex is significant under Criterion 1 as an example of an early WPA project in San Francisco. Under Criterion 3, the campus and individual buildings are architecturally significant because they embody the characteristics of the Spanish Colonial Revival architectural style and are the work of a master architect, State Architect George B. McDougal. The Planning Department also determined that the campus comprises a

5 Page & Turnbull, Inc., *U.C.B Laguna Extension Campus Historic Resource Study (December, 2005).* Available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, in Project File 2004.0773E.

6 San Francisco Planning Department, Memorandum: *Historic Resource Evaluation Response,* from Mark Luellen to Rana Ahmadi, May 25, 2006.

potential historic district, and that Richardson Hall, Woods Hall, Woods Hall Annex, and Middle Hall are contributors to that district, as are the extant landscape features from the period of significance (1921 to 1955), including the concrete retaining wall facing Laguna Street. In summary, all buildings on the project site which include Richardson Hall, Woods Hall, and Woods Hall Annex, and Middle Hall qualify as 'historical resources' for CEQA purposes, despite varying levels of physical integrity. These buildings, as well as remnant landscape features dating from 1921 – 1955 and the retaining wall along Laguna and Haight Streets, would contribute to a potential campus historic district that also qualifies as a 'historical resource' for CEQA purposes. The existing parking lots and associated landscaping would not contribute to a potential campus historic district, and therefore would not qualify as 'historical resources' for CEQA purposes. Finally, the Dental Clinic would not qualify as a 'historical resource' for CEQA purposes.

The proposed project would demolish the one-story Administration Wing of Richardson Hall and a small structure that connects to the Auditorium Wing of Richardson Hall, replacing it with the proposed eight-story openhouse building intended to serve the LGBT senior community. Richardson Hall as a whole, including the Administration Wing and the connector structure, appears individually eligible for listing in the California Register, and would be a contributor to a potential campus historic district despite the varying integrity of its constituent parts. The demolition of the Administration Wing and connecting structure would cause a substantial adverse change to a historic resource because it would eliminate significant, character-defining features of the building, such as the exterior stucco walls, clay tile roof, windows, and tile window surrounds. The demolition of these portions of Richardson Hall would alter the building's overall historical significance, particularly since the Administration Wing (the former San Francisco State Teacher's College Kindergarten Training Building) would be demolished and replaced with new construction. Therefore, the partial demolition of Richardson Hall would cause a significant adverse impact to a historic resource.

The proposed project would demolish all of Middle Hall and replace it with new residential units approximately 40 feet in height that would step down the sloped terrain in this location. Although Middle Hall was found to have some degree of compromised integrity due to later additions, the Planning Department found that the building retains enough of the character-defining features of the Spanish Colonial Revival style of architecture to contribute to a potential campus historic district (see discussion below about effects to the potential historic district). Demolition of a potential historic district contributor would constitute a significant impact to a historical resource because it would eliminate those character-defining features that contribute to the significance of the potential district, including the building's stucco walls, tile roof, steel roof trusses, and multi-pane window sashes. Therefore, the demolition of Middle Hall would cause a significant adverse impact to a historic resource.

The proposed project would construct seven new buildings between four and eight stories in height, primarily clustered toward the center of the site. While the designs of proposed new residential buildings appear to be differentiated from the old, they may not be fully compatible with the historic buildings on the site in terms of materials, massing, scale, and design, given that only preliminary designs of the new buildings are available. The project would also introduce two

new private streets into and through the site; 'Lindhardt Lane' and 'Micah Way.' The new roadways through the site would open up areas that were historically, and are currently, an internally focused campus. The project would additionally eliminate potential historic district contributors, including Middle Hall (see discussion above), a portion of the retaining wall along Laguna and Haight Streets from Waller to Haight Streets, as well as some ornamental landscaping which may date to the period of significance (1921 – 1955). The Planning Department additionally found that, "The new construction would not comply with four out of ten of the *Secretary of the Interior's Standards for Rehabilitation* (Standards 1, 2, 9, and 10) because the new structures may impact the spatial relationships, including the internally-focused 'quadrangle' design that characterizes the existing campus."

Although the project sponsor has hired a qualified historical architect to be involved in the design process to ensure the compatibility and differentiation of the new structures with the existing buildings and neighboring buildings, for purposes of conservative analysis, the site may no longer be eligible as a potential campus historic district after completion of the proposed project. This would result in a significant impact to historic resources under CEQA, because the setting of the potential historic district would be substantially altered.

Mitigation measures to reduce the impacts to the Administration Wing of Richardson Hall, Middle Hall, and the campus as a whole are described in Section C, below, and in Section IV, Mitigation Measures, of the EIR. These measures, however, would not mitigate the impact to historic resources to a less-than-significant level, and the impact would remain significant and unavoidable. Only selection of a project alternative, described in Section VI, Alternatives, would reduce the impacts of proposed project to a less-than-significant level.

Renovations to Richardson Hall, Woods Hall, and Woods Hall Annex would primarily occur on the interior of these structures where few character-defining features remain, resulting in a less-than-significant impact to historic resources. The rehabilitation of the interior of Woods Hall Annex, specifically, would not have an impact on the Reuben Kadish Mural, which would either remain in place, or would be relocated to a publicly-accessible space by the deceased artist's descendant and legal owner (Ruth Kadish). This latter effort would not be part of the proposed project, but rather, would be negotiated between, and implemented by, UC and its legal owner. All other WPA-era works of art at the project site would remain in place to the extent they can be relocated, including the "Angel" mural above a doorway within Richardson Hall.

The proposed project would not have an adverse effect on off-site historic resources, including contributors to the potential Hayes Valley Historic District or San Francisco Landmarks in the immediate vicinity, because the visual impact of the changes to the campus would not be detrimental to the historic districts or individual resources. The new construction would be compatible with the existing neighborhood scale and urban form and would not impact the character-defining features of the off-site resources. As such, the proposed project would have a less-than-significant impact upon the setting of adjacent historic resources.

Population and Housing (P. III.F-1)

The project would introduce housing to a site where currently none exists. Based on average residential occupancy of 1.85 persons per dwelling in the project's census tract, the proposed project is anticipated to accommodate about 833 new residents on the project site, which would result in a population increase of approximately 14 percent within Census Tract 168.[7] At about 5.8 acres, the project's residential density would be about 144 persons per acre, slightly higher than the average density of 107 persons per acre in the residential census blocks immediately surrounding the project site.

While 833 additional residents at the project site is a gross estimate based on census tract information, the actual number of residents may be somewhat less, when considering the unit type, unit mix, as well as the LGBT senior housing population, who would typically be singles or couples without children. Of the total 450 residential units, the proposed 365 non-senior residential units on the project site (approximately 304 studio and one bedroom units and 61 two and three bedroom units) would house about 609 persons.[8] The openhouse senior housing component would have 85 units, (approximately 66 studios and one bedroom units, and 19 two bedroom units), housing approximately 147 seniors. Based on residential unit type and mix, this could result in a total on site population of approximately 756 residents. The actual on-site population figure would likely fall somewhere between 756 and 833, reflecting both the project's physical capacity and the average person per unit in the project's census tract. For conservative purposes, however, the larger of the two numbers has been assumed for this population and housing analysis.

While the proposed project would result in localized population growth at the project site, its population effects would not be considered substantial in the context of the surrounding urban neighborhood or in the context of the city as a whole. The project's residential density would fall within the range of densities in the surrounding census blocks; project density, relative to the size of its site, would be greater than residential densities of the predominately small-scale, fine-grain single- and multi-family uses to its east (e.g., along blocks along Buchanan and Webster Streets); similar in density to other existing residential developments nearby (e.g., the Church Street Apartments at Church and Hermann Streets); and lower than the relative densities of multi-family apartment buildings located adjacent to the site's perimeter (e.g., 300 Haight Street, 55 Hermann Street, and 1900 Market Street). Thus, it cannot be concluded that the project would directly or indirectly induce substantial population growth that could have adverse physical effects on the environment, and therefore the project's population effects are considered less than significant.

In terms of housing effects, the project's density would be 78 dwelling units (DU) per net acre[9], slightly higher than the average density of 60 dwelling units (DU) per net acre found in the residential census blocks immediately surrounding the project site. While the project's density

7 The project's proposed 450 dwelling units are multiplied by 1.85 which is the average persons per unit in this census tract to yield an estimated 833 inhabitants. The project's population increase of 14 percent is calculated by dividing 833 residents by the census tract's population of 6,101 persons in 2000.

8 Assumes 1.5 persons per studio/one bedroom unit, and 2.5 persons per two and three bedroom unit.

9 Density is calculated by dividing the project's proposed 450 dwellings by the site's 5.80 acres, which yields 78 DU/acre.

would be greater than that of the predominately smaller-scale uses to its east (e.g., on the block between Hermann to Waller and from Steiner to Fillmore with approximately 48 DU/acre); it would be slightly less than other existing residential developments nearby (e.g., the Church Street Apartments at Church and Hermann Streets at 93 DU/acre) as well as the 7-story, multi-family apartment buildings located adjacent to the site's perimeter (e.g., 300 Haight Street, 55 Hermann Street, and 1900 Market Street).

The proposed project would not displace residents or employees, as no residents or employees currently reside or work at the project site. The UCSF dental clinic would continue to operate under project conditions as it does under existing conditions, and would not displace the approximately 67 faculty and staff who currently work at the clinic. Under future conditions, the project would generate 28 employees who would staff the proposed community facility use and about 14 employees who would work at the project's proposed retail/commercial use, for a total of approximately 42 new onsite employees.[10] Some of these new employees could be accommodated by the proposed new residential units on-site or could be accommodated by other housing opportunities in the neighborhood which is predominately residential. Because the project would not displace housing or people, its effects related to displacement are considered less than significant.

Landmark and Significant Trees (P. III.G-1)

The San Francisco Board of Supervisors adopted new legislation in 2006 in the form of amendments to existing city ordinances that would require a special permit from the Board to remove trees designated as "landmark" trees, not only on public property, but anywhere within the territorial limits of the City and County of San Francisco including private properties.[11] Under the legislation, the criteria for designating a landmark tree include such considerations as age, size, shape, species, location, historical association, or visual quality. No trees on the project site are currently designated as landmark trees. There are several large, healthy trees on the project site that may be candidates for landmark designation upon further evaluation. Two Canary Island palm trees and two large fig trees located on the lower south end parking lot against Richardson Hall could have landmark status due to their size, age, and possible cultural significance. The large Canary Palm behind Woods Hall, specifically, was called the "Sacred Palm" by former UC Extension students, and was a symbol of the student community. This tree in particular may meet the landmark tree criteria for historical association and/or visual quality. A number of other trees on the site that is less likely to have landmark status but still have substantial size include five redwoods, two sycamores, a Monterey cypress, and a Chinese elm. According to the biological assessment, the overall health of the majority of trees on site is good, but several trees show signs of stress.

[10] The project's employment generation estimates are conservative, based on trip generators included in the project's transportation study. The number of prospective project employees is calculated based on the San Francisco Planning Department's *Transportation Guidelines for Environmental Review* (October 2002), which for office use assumes 1 employee per 350 square feet.

[11] Approved amendments to the San Francisco Public Works Code, Sections 802 - 811, File No. 051458, January 17, 2006.

The proposed project would remove all of the trees on the project site, with the exception of the "Sacred Palm" and another large palm tree, both of which would be boxed, stored during construction and replanted in upper Waller Park after construction. If one or more trees on the property were to be officially designated as "landmark" trees at some point in the future, and such trees would be removed as part of the project, a tree removal permit from the Board of Supervisors would be required.

"Significant" trees are defined by the new legislation as being greater than 12 inches in diameter, or greater than 20 feet tall, or have a canopy greater than 15 feet, and are within 10 feet of a public right-of-way. There are approximately 27 trees on the project site that meet these criteria, and are therefore considered "significant" trees. Most, if not all, of these trees would be removed as part of the project, and as such, a tree removal permit from the Department of Public Works would be required prior to their removal. In accordance with the permit, the project sponsor would replace all significant trees removed from the site with new trees. Implementation of the requirements of the tree removal permit(s) would create a less-than-significant impact to "landmark" or "significant" trees on the project site.

Growth Inducement and Other CEQA Topics (P. III.H-1)

Growth inducement under CEQA considers the ways in which proposed and foreseeable project activities could encourage and facilitate other activities that would induce economic or population growth in the surrounding environment, either directly or indirectly. The Initial Study (see Appendix A) concluded that the project would not displace a large number of people or create a substantial demand for additional housing, but would contribute to the overall cumulative growth of the Hayes Valley area. This EIR section summarizes the findings in Section G, Population and Housing (also described above) and concludes that the project would allow additional population growth, but not to a significant level.

Other CEQA topics included in this section describes the difference between the Initial Study, published on May 6, 2006 for this project, and the Planning Department's recently adopted new Initial Study Checklist, consistent with Appendix G of the CEQA Guidelines. The new checklist includes some new topic areas that are generally not relevant within San Francisco and would not to involve any potential environmental impacts resulting from the proposed project.

C. Mitigation Measures from the EIR

Mitigation Measure HR-1. HABS-Level Recordation

A common strategy for the mitigation of historical resources that would be lost as part of the proposed project is through documentation and recordation of the resource(s) prior to their demolition using historic narrative, photographs and/or architectural drawings. While not required for state or local resources, such efforts often comply with the federal standards provided by the National Park Service's Historic American Building Survey (HABS). As such, the project sponsor shall document the existing exterior and interior conditions of the Administration Wing

of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus according to HABS Level II documentation standards. According to HABS Standards, Level II documentation consists of the following tasks:

- *Drawings*: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar. Many copies of drawings of the project site buildings are known to exist, as they were cited in the Page & Turnbull report.

- *Photographs*: Black and white photographs with large-format negatives should be shot of exterior and interior views of the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus. Historic photos, where available, should be reproduced using large-format photography, and all photographs should be printed on archival (acid-free) fiber paper. Many historic photos of the site are known to exist, as they were cited in the Page & Turnbull report.

- *Written data*: A report should be prepared that documents the existing conditions of the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus, as well as the overall history of the California normal school and the site of San Francisco State University. Much of the historical and descriptive data used in preparation of the Page & Turnbull report can be reused for this task.

Documentation of the former UC Extension site shall be submitted to the following repositories:

- Documentation report and one set of photographs and negatives shall be submitted to the History Room of the San Francisco Public Library.

- Documentation report should be submitted to the Northwest Information Center of the California Historical Resources Information Resources System

- Documentation report, one set of photographs, original drawings, and rehabilitation drawings should be sent to the Environmental Design Archives in the College of Environmental Design, University of California, Berkeley.

- Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Planning Department for review prior to issuance of any permit that may be required by the City and County of San Francisco for demolition of Middle Hall or the Administration Wing of Richardson Hall.

- Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Landmarks Preservation Advisory Board.

Mitigation Measure HR-2. Interpretative Display

An additional form of mitigation shall include the installation of permanent interpretative display at the former UC Laguna Extension campus to describe to the general public the long and significant history of the site as an early California normal school and as the original site of San Francisco State University, as well as its WPA-era associations. Components of this

mitigation program could include a permanent kiosk within or near the proposed Waller Park that would contain historic photographs and plans, and descriptive text. Alternatively, these elements could be placed in a publicly-accessible gallery/exhibition space on the interior of one of the historic buildings, such as the 10,000 square feet of community space proposed within Richardson Hall. Historic photos, plans, and text developed from the HABS-level recordation could be used for this interpretive display. The design for the interpretive display should be submitted to the San Francisco Landmarks Preservation Advisory Board for review and approval prior to final installation.

These mitigation strategies would not fully reduce the aforementioned significant adverse impact to a less-than-significant level. CEQA Section 15126.4 (b) (2)states that 'In some circumstances, documentation of a historical resource, by way of historic narrative, photographs and/or architectural drawings, as a mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.' As such, even with implementation of the aforementioned mitigation measures demolition of the Administration Wing of Richardson Hall, Middle Hall, and Laguna Street retaining wall would be considered a significant unavoidable impact on the environment. Section VI, Alternatives, describes project alternatives that would avoid the significant impacts of the proposed project.

D. Mitigation Measures from the Initial Study

Mitigation Measure 1 – Construction Air Quality

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation and construction activities; sprinkle unpaved exterior construction areas with water at least twice per day, or as necessary; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition excavation and construction at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. All paved access roads, parking area, and any paved areas used for staging shall be swept daily.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2 – Avian Survey

The project sponsor shall complete all demolition activities, including ground clearing, grading, and removal of trees or shrubs, during the non-breeding season (August 1 through January 31). If this is determined to be infeasible, a qualified wildlife biologist shall conduct preconstruction/demolition surveys of all potential special-status bird nesting habitat in the vicinity of the buildings to be demolished no more than two weeks in advance of any demolition activities that would commence during the breeding season (February 1 through July 31). Depending on the survey findings, the following actions shall be taken to avoid potential adverse effects on nesting raptors and other nesting birds:

1. If active nests of special-status birds are found during the surveys, a no-disturbance buffer zone shall be created around active nests until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through coordination with the California Department of Fish and Game (CDFG), taking into account factors such as the following:

    a. Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;

    b. Distance and the amount of vegetation or other screening between the project site and the nest;

    c. Sensitivity of individual nesting species and behaviors of the nesting birds.

2. If preconstruction/demolition surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required.

3. Preconstruction/demolition surveys are not required during the non-breeding season (August 1 through January 31) for demolition activities including ground clearing, grading, and removal of trees or shrubs.

4. Furthermore, demolition and/or construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). However, if trees and shrubs are to be removed during the breeding season, the trees and shrubs shall be surveyed for nests prior to their removal, according to the survey and protective action guidelines 1a though 1c, above.

5. Nests initiated during demolition or construction activities are presumed to be unaffected by the activity, and a buffer is not necessary.

6. Destruction of active nests of special-status birds and overt interference with nesting activities of special-status birds shall be prohibited.

7. Trees and shrubs that have been determined to be unoccupied by nesting special-status birds may be removed as long as they are located outside of any buffer zones established for active areas.

Mitigation Measure 3 – Hazards

The project sponsor shall prepare and implement a Soil Management Plan (SMP) and a Health and Safety Plan (HSP), both of which are described below.

1. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific soil management plan. Specific information to be provided in the plan would include soil-handling procedures that segregate Class I from Class II or III fill material and isolate fill material from the underlying native soil. The plan would also include procedures for on-site observation and stockpiling of excavated soils during construction, soil sampling for focused waste classification purposes, and legal disposal at an appropriate disposal facility. In the event that the soil were characterized as a hazardous waste according to State or Federal criteria, the soil shall be disposed of at a Class I disposal facility. Soil classified as a non-hazardous waste could be disposed of at a Class II or III disposal facility in accordance with applicable waste disposal regulations.

2. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific health and safety plan. The health and safety plan shall meet the requirements of federal, state and local environmental and worker safety laws. Specific information to be provided in the plan includes identification of contaminants, potential hazards, material handling procedures, dust suppression methods, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment to be used during construction to verify health and safety of the workers and the public, measures to protect public health and safety, and emergency response procedures.

Mitigation Measure 4 – Archaeology

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with, a) the project archaeological research design and treatment plan (Archeo-Tec, *Final Archaeological Research Design and Treatment Plan for the Laguna Hill Project, San Francisco, California*, July 2005 at the direction of the Environmental Review Officer (ERO), and b) in instances of any inconsistency between the requirements of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirement of the latter shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be

extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) and (c).

Archeological Testing Program

The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

b. A data recovery program shall be implemented, unless the ERO determines that the archaeological resources is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program

If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the

expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program

The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.

- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.

- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report*. Description of proposed report format and distribution of results.

- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report

The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

E. Alternatives to the Proposed Project

This section identifies alternatives to the project and discusses the environmental effects associated with the alternatives in comparison with the proposed project. Project decision-makers could adopt an alternative instead of the proposed project if that alternative would substantially lessen or avoid significant environmental impacts identified for the project and that alternative is determined feasibly to meet most of the project objectives. The determination of feasibility would be made by City decision-makers.

No Project Alternative

Description

This alternative would entail no changes to the project site. The former UC buildings on the project site would remain locked and vacant as they are currently, with the exception of the UC Dental Clinic, which would continue to operate as a UCSF facility. The parking areas in the center of the site would remain used for UC and CPMC Davies parking purposes only, as under current conditions. All other portions of the site would remain off-limits to the general public. This alternative assumes that UC would perform minimal maintenance on the vacant buildings for safety and security purposes, but would not make wholesale improvements or renovations to them.

The University would have the option of selling the property under the No Project Alternative, pursuant to the Stull Act (California Public Contracts Code §§ 10511-10513), which regulates the sale of surplus University of California property. The Stull Act requires that surplus property be sold via closed bid to the highest bidder. Under this alternative, the purchaser could seek entitlements from the City for its preferred use of the property, and the environmental impacts of that proposed use would be analyzed at that time.

Impacts

The No Project Alternative would result in no substantial changes to the project site. This alternative would avoid or reduce all of the potentially significant operational and construction-relate impacts of the proposed project. In terms of land use, plans, and policies, the project site would remain under its current P-zoning under the No Project Alternative. However, since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would not avoid any significant impacts to land use, plans, or policies. This alternative would not provide the same level of public access to or through the site as under the proposed project, as neither Waller Park nor the reopening of the Waller Street right-of-way to pedestrian traffic would occur. The existing land uses, which are essentially limited to surface parking for UC and CPMC Davies staff, would continue under this alternative.

No changes to the existing amount of PM peak hour traffic or number of parking spaces would occur under the No Project Alternative. Although PM peak hour trips would be substantially less

under this alternative than under the proposed project, this alternative would not avoid or reduce any significant traffic impacts under project or cumulative scenarios, as none were identified. Similarly, air quality effects from vehicular emissions would be substantially less under the No Project Alternative than under the proposed project, although this alternative would not avoid or reduce any significant air quality impacts, as none were identified under the proposed project. The No Project Alternative would have no impacts with respect to visual quality and aesthetics, as no new construction would occur on the project site, and on-site and off-site views would be the same as under current conditions. This alternative would not avoid or reduce any significant visual impacts, as none were identified under the proposed project.

The No Project Alternative would avoid the significant project impacts to historic resources because this alternative would retain the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and the internally focused campus feeling of the site, all of which are considered historic resources under CEQA. While some level of minimal building maintenance is assumed under this alternative, the historic resources on the project site could continue to deteriorate as they are currently. Continued deterioration of historic resources could be considered a significant impact, depending of the level of maintenance and security that UC would provide for the project site buildings. Although continued deterioration may occur, the No Project Alternative would avoid the impacts of wholesale demolition of Middle Hall, the Administration Wing of Richardson Hall, and the Laguna Street retaining wall. This alternative would also avoid the potentially significant impacts of new construction immediately adjacent to on-site historic resources, which may not be fully incompatible with the historic resources, and therefore could disqualify the site from consideration as a potential historic district. As such, even with continued deterioration of the existing buildings, the No Project Alternative would have a reduced impact to historic resources, on balance, than would the proposed project.

No impacts to population or housing are anticipated under this alternative, as no new housing or increase in population on the project site would occur. This alternative would not avoid any significant impacts to population or housing, as none were identified under the proposed project. There would be no impacts to landmark and significant trees under the No Project Alternative, as no tree removal would occur. However, this alternative would not avoid any significant impacts to landmark trees, as no trees on the project site have been officially designated as such.

This alternative would avoid the construction-related impacts described in the Initial Study, such as generation of construction-period air quality impacts, potential disturbance of nesting birds during construction, potential public and worker exposure to hazardous soils or building materials during building demolition and subsurface excavation, and accidental damage to potentially significant archaeological resources due to subsurface excavation. Unlike the proposed project, the No Project Alternative would not require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources.

Preservation Alternative

Description

This alternative would retain all buildings on the site for renovation and adaptive reuse, including Richardson Hall, Middle Hall, Woods Hall, Woods Hall Annex, as well as the retaining wall along Laguna Street. This alternative would construct new in-fill residential uses in a manner similar to the proposed project, yet at a reduced size and density; up to 332 residential units (about 79 senior housing units and approximately 253 non-senior units) and approximately 335 parking spaces. Similar to the proposed project, this alternative would provide 10,000 sq. ft. of community space, to be located entirely within Middle Hall, and up to 5,000 sq. ft. of retail, to be located at the basement (ground floor) level of Richardson Hall. This alternative would result in six new buildings, compared to the proposed project's seven. In order to preserve the proposed historic district's internally focused campus feeling, this alternative would restrict vehicular access through the site by eliminating the through streets (Lindhardt Lane and Micah Way), as shown in the proposed project. The parking garage access driveways would be at Laguna and Waller Streets, as well as on Hermann and Buchanan Streets. This alternative would also keep the retaining wall along Laguna Street. The proposed openhouse building would be constructed in a new courtyard immediately behind Richardson Hall, and would be eight stories or approximately 80 feet in height. All other new buildings would be between three to four stories, or a maximum of approximately 40 feet in height, consistent the site's existing 80-B and 40-X Height and Bulk District. All existing historic buildings would be upgraded for ADA and seismic code compliance, and all renovations efforts would be consistent with the guidance provided by the *Secretary of the Interior's Standards for Rehabilitation*. Middle Hall, specifically, would be retained for use as a community space. Finally, the UCSF Dental Clinic would also be retained for use in its current configuration under this alternative.

Impacts

The Preservation Alternative would replace the current land uses on the project site, which include surface parking for UC faculty and staff, with a residential mixed-use development generally similar to the proposed project, but at a reduced residential density, and with a reduction in automobile and pedestrian access through the site. Similar to the proposed project, the Preservation Alternative would require a zoning amendment from (P) Public, to RTO/NCT-3 or a Mixed-Use Special Use District to allow construction of a private mixed-use residential facility on the site. However, since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would likewise not result in any significant impacts to land use, plans, or policies. Unlike the proposed project, the Preservation Alternative would not require an adjustment to the existing Height and Bulk District, as the proposed building heights under this alternative would be within the site's existing 80-B and 40-X Height and Bulk District.

In terms of visual and aesthetic resources, the Preservation Alternative would be relatively similar to the proposed project with respect to changes to on and off-site views. The primary differences in visual effect would be apparent along Laguna Street: because the Preservation Alternative

would retain the single-story Administration Wing of Richardson Hall, the eight-story openhouse building would be set back about 100 feet from the Laguna Street property line under this alternative, whereas under the proposed project, the openhouse building would be constructed to the property line. This would result in less visual change in the view from Market/Laguna/ Hermann Streets, from Laguna and Waller Streets, and from Laguna and Haight Streets. Similar to the proposed project, the Preservation Alternative would also have no significant impacts with respect to visual and aesthetic resources.

The Preservation Alternative would generate approximately 154 PM peak hour vehicular trips.[12] This is approximately 25 percent fewer PM peak hour trips than would be generated by the proposed project (206), primarily because the total number of residential units would be reduced from 450 to 332. Although the number of PM peak hour trips would be less than the proposed project, this alternative would not avoid or reduce any significant traffic impacts under project or cumulative scenarios, as none were identified under the proposed project. Similarly, air quality effects from vehicular emissions would be less than the amount generated by the proposed project. However, this alternative would not avoid or reduce any significant air quality impacts, as none were identified under the proposed project.

The Preservation Alternative would reduce the project impacts to historical resources to a less-than-significant level. This alternative would retain all buildings that the Planning Department has identified as being individually eligible for listing on the California Register of Historical Resources (CRHR), including Richardson Hall in its entirety, Woods Hall and Woods Hall Annex, as well as the contributors to a potential campus historic district, which include Middle Hall, the retaining wall along Laguna Street, and much of the associated landscaping from the period of significance (1921 to 1955). By eliminating the through-streets as part of the proposed project (Lindhardt Lane and Micah Way), retaining the internally focused feeling of the campus, and reducing the overall scale and density of the development from 450 residential units to 332 units (a 26 percent reduction in density), this alternative would additionally reduce the project impacts to the site as a potential campus historic district to a less-than-significant level. Planning Department preservation staff concurred that the proposed Preservation Alternative would generally avoid the significant impacts to historic resources. While not required, implementation of proposed Mitigation Measures HR-1 and -2 (HABS-Level Recordation and Public Interpretation) could still be implemented under the Preservation Alternative to further reduce the potential impacts to historic resources of this alternative, as there would still remain some level of impact to the potential historic district through the introduction of adjacent new construction, as well as changes to the interiors of existing historic buildings.

With regard to population and housing, the Preservation Alternative would generate approximately 614 new residents on the project site, a reduction of about 218 inhabitants, or about 26 percent, compared with the proposed project. This alternative would result in a population increase of approximately 10 percent within Census Tract 168, compared with the

[12] Wilbur Smith Associates, *55 Laguna Street – DEIR Alternatives Analysis*, memo, July, 2006.

proposed project's 14 percent increase.[13] Although the on-site population of the project site would increase from zero to approximately 614, this alternative would not avoid any significant impacts to population or housing, as none were identified under the proposed project.

Potential impacts to landmark and significant trees would be similar to the proposed project, given the level of development that would occur on the project site, potentially removing "landmark" trees on the site, were any trees to be formally designated as such. Similar to the proposed project, the Preservation Alternative would require a tree removal permit to remove any trees that were formally designated as "landmark" trees or which meet the criteria for "significant" trees. Also similar to the proposed project, this alternative would retain the so-called "Sacred Palm." This alternative would not avoid any significant impacts to "landmark" trees, as no trees on the project site have been officially designated as such.

The Preservation Alternative would not avoid the construction related impacts of the proposed project described in the Initial Study, as the level of construction activities under this alternative would be only slightly reduced. Similar to the proposed project, the Preservation Alternative would require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources. As with the proposed project, implementation of these mitigation measures would reduce construction effects to a less-than-significant level.

New College of California/Global Citizen Center Concept Plan

Description

This Alternative would retain the project site under its existing P (Public) Zoning District and 80-B and 40-X Height and Bulk District, retain and reuse all existing historic buildings on the project site, and construct new in-fill residential and non-profit commercial uses, parking and open space uses. This alternative assumes that a private, non-profit educational institution in partnership with a non-profit green business organization, such as the New College of California and the Global Citizen Center (NC/GCC), would construct a new mixed used campus on the project site. The NC/GCC would either purchase the subject property from the University of California in conformance with the Stull Act[14] or ground lease the property from the University. As proposed by the NC/GCC,[15] the New College would be accommodated primarily within the existing buildings of Richardson Hall, Middle Hall, Woods Hall, and Woods Hall Annex. These buildings would be reused for educational and community serving purposes, and would undergo

[13] The alternative's proposed 332 dwelling units are multiplied by 1.85 which is the average persons per unit in this census tract to yield an estimated 614 inhabitants. The alternative's population increase of 10 percent is calculated by dividing 614 residents by the census tract's population of 6,101 persons in 2000.

[14] Stull Act (California Public Contracts Code §§ 10511-10513) regulates the sale of surplus University of California property. The Stull Act requires that surplus UC property be sold via closed bid to the highest bidder.

[15] New College of California and Global Citizen Center, *Preservation/Open Space/Public Use Alternative, Laguna Hill Residential Project EIR*, May 15, 2005. On October 10, 2006, New College submitted an Abbreviated Institutional Master Plan (IMP) to the Planning Department. The IMP indicates that New College does not now anticipate actively pursuing this Alternative. Global Citizen Center has also ceased efforts to pursue this Alternative.

seismic and ADA upgrades. Most of the GCC's programs would be in three new buildings to be constructed toward the center of the site, totaling approximately 227,000 square feet of new construction. The GCC buildings would be between two-to-four stories in height above parking. The GCC facilities would include the following uses: commercial office for nonprofit organizations and socially responsible Green Enterprises, supportive tenant and community services including a business incubator and a multi-media production studio, event and meeting venues for conferences and lectures, exhibition space for educational installations, a Green action center, and a mix of Green retail goods and services. The NC/GCC alternative plan would accommodate 243 total parking spaces, including 51 spaces for the Dental School, 12 spaces for car share organizations, 65 for a daycare facility, and 115 spaces to be shared by the NC/GCC. Similar to the proposed project, a pedestrian path would reestablish the former Waller Street right-of-way through the site, from Buchanan Street to Laguna Street.

Impacts

The New College of California/Global Citizen Center Concept Plan Alternative as proposed by NC/GCC would replace the current land uses on the project site, which include surface parking for UC faculty and staff, with a variety of land uses including a college campus, student housing, non-profit commercial uses, parking and open space uses, although at a reduced scale and density when compared with the proposed project. Unlike the proposed project, this alternative would not require a change in zoning from (P) Public, to RTO/NCT-3 or a Mixed-Use Special Use District to allow construction of this alternative on the site, as institutional and educational uses are permitted under P-zoned sites with a conditional use permit. However, general office, retail, and other such commercial uses are not permitted in a P use district. Therefore, this alternative assumes that the non- institutional office, retail, exhibit, food-related, etc. components of the NC/GCC proposal would be considered by the Zoning Administrator to be integral parts of and accessory to the NC/GCC project. If the Zoning Administrator were to determine otherwise, this alternative would require rezoning of the site to permit the non-institutional uses, similar to the proposed project.

Since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would not avoid any significant impacts to land use, plans, or policies. Similar to the proposed project, the proposed building heights under this alternative would be generally within the site's 80-B and 40-X Height and Bulk District. This alternative may require an adjustment to the proposed 40-foot height limit, as proposed new buildings A and B would be up to 45 feet in height, depending on their final design.

In terms of visual and aesthetic resources, the New College of California/Global Citizen Center Concept Plan Alternative would retain all existing buildings on the site and construct three new buildings between three and four stories in height, while providing more mid-block open space than the proposed project. This alternative would appear less visually intensive compared with the proposed project's seven new buildings between four and eight stories in height. Views of and through the site would be less altered compared to the proposed project, given this alternative's

reduced density and scale. Similar to the proposed project, this alternative would reintroduce the former Waller Street right-of-way as a publicly accessible pedestrian way through the site and provide publicly accessible open space. Given the project site's urbanized setting and general lack of significant on- or off-site views, this alternative would have no significant impacts with respect to visual and aesthetic resources. This alternative would not reduce any significant impacts to visual or aesthetic resources of the proposed project, as none were identified.

The New College of California/Global Citizen Center Concept Plan Alternative would generate approximately 618 PM peak hour vehicular trips.[16] This is three times the amount of traffic that would be generated by the proposed project (206), primarily given the relatively large amount of non-profit office and retail uses that would be included in this alternative (approximately 121,600 square feet) compared to the proposed project's 5,000 square feet of retail, as well as nearly twice the number of employees, students, faculty, and staff who would access the site on a daily basis (a maximum of 1,650 compared to the proposed project's 833 residents and 14 retail employees). The amount of PM peak hour vehicular trips may result in higher delays at local intersections compared to the proposed project, including those which are currently operating at LOS D. Parking on the project site would be reduced from the existing 278 parking spaces to approximately 243 spaces, a difference of about 35 spaces. This alternative would provide approximately 109 fewer parking spaces than the proposed project (352). This reduction in the number of parking spaces, plus increase in parking demand compared to the proposed project, may create a higher unmet weekday demand than the proposed project (during both the midday and evening periods).

Air quality effects from vehicular emissions would be about three times greater under this alternative than under the proposed project given the greater amount of vehicular traffic, although this alternative would not result in significant air quality effects.

The New College of California/Global Citizen Center Concept Plan Alternative would reduce the project-level impacts to buildings that the Planning Department has determined to be historic resources to a less-than-significant level by retaining all buildings that are individually eligible for listing on the CRHR, including Richardson Hall in its entirety, Woods Hall and Woods Hall Annex, as well as the contributors to a potential campus historic district, including Middle Hall. Similar to the proposed project, this alternative would adaptively reuse and seismically retrofit the existing buildings on the project site. This alternative would, however, eliminate the retaining wall along Laguna Street between Waller Street and Haight Street, considered to be a contributor to the potential historic district, and replace it with a proposed building. While this district contributor would be eliminated, the overall internally-focused feeling of the potential campus historic district would be generally retained under this alternative. As the building designs have not been finalized under this alternative, it is also unknown whether they would be architecturally compatible with the historic resources on the project site. In general, however, this alternative would reduce the project impacts to the individually eligible buildings and the site as a potential campus historic district to a less-than-significant level. While not required, Mitigation Measures HR-1 and -2 (HABS-Level Recordation and Public Interpretation) could still be implemented

[16] Wilbur Smith Associates, *55 Laguna Street – DEIR Alternatives Analysis*, memo, July, 2006.

under this alternative to further reduce the potential impacts to historic resources of this alternative, as there would still remain some level of impact to the potential historic district through the introduction of adjacent new construction, as well as changes to the interiors of existing historic buildings.

With regard to population and housing, the New College of California/Global Citizen Center Concept Plan Alternative would generate approximately 90 new student residents on the project site, a reduction of about 714 inhabitants, or about 90 percent, compared with the proposed project. Overall population on the site, including those living on and commuting to and from the site would increase from zero under existing conditions to approximately 1,650, including the 90 student residents described above, approximately 1,050 commuter students, about 94 faculty and staff, and approximately 415 employees of the various commercial and retail uses on site. While not all students or staff would be on the site at all times, for conservative purposes, it is estimated that that this alternative would accommodate a maximum occupancy of 1,650 persons on the project site. This would be about twice the population on-site as the proposed project, although most of the site occupancy under this alternative would occur during the daytime. No significant impacts to population or housing are anticipated.

Potential impacts to landmark and significant trees would be similar to the proposed project, given the level of development that would occur on the project site, potentially removing "landmark" or "significant" trees on the site, were any trees to be formally designated as such. Similar to the proposed project, this alternative would require a tree removal permit to remove any trees that were formally designated as "landmark" or which meet the criteria as "significant" trees. Also similar to the proposed project, this alternative would retain the so-called "Sacred Palm." This alternative would not avoid any significant impacts to "landmark" trees, as no trees on the project site have been officially designated as such.

The New College of California/Global Citizen Center Concept Plan Alternative would not avoid the construction related impacts of the proposed project described in the Initial Study, although the level of construction activities under this alternative would be somewhat reduced compared to the proposed project. Similar to the proposed project, this alternative would require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources. As with the proposed project, implementation of these mitigation measures would reduce construction effects to a less-than-significant level.

CHAPTER II
Project Description

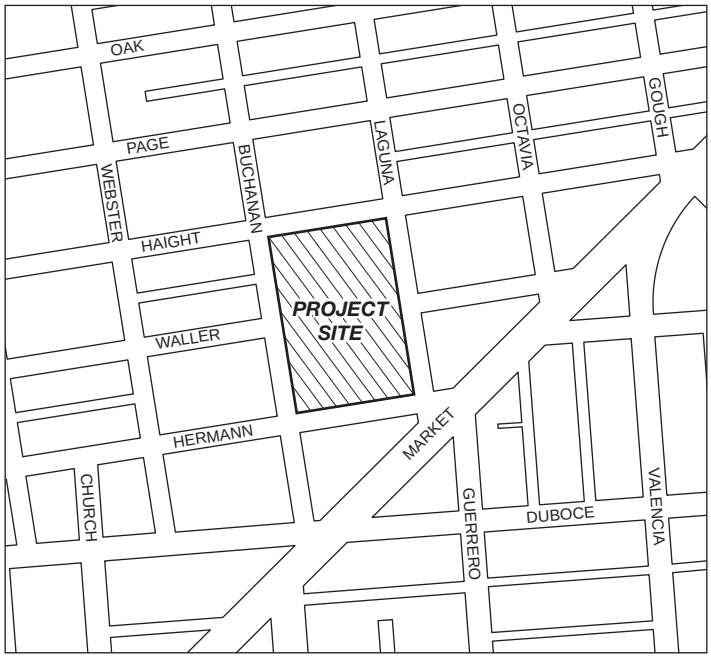
A. Site Location

The 5.8-acre project site is located north of Market Street on two city blocks (Block 857, Lots 1 and 1a; and Block 870, Lots 1, 2, and 3) bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west (see Figure 1) in the Hayes Valley neighborhood of San Francisco at the former University of California Berkeley Extension Campus. The project site is within the P (Public) Zoning District, and the 80-B and 40-X Height and Bulk Districts. The land owner is the Regents of the University of California, who propose to ground lease the project site to the project sponsors, A.F. Evans Development, Inc. and openhouse. The sponsors propose to construct a mixed-use development at the site.

The site contains five existing buildings totaling 119,910 square feet (sq. ft.), four of which were used until 2003 by the University of California (UC) –Berkeley as an extension campus and by the French-American International School (FAIS). These now-unoccupied buildings include Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall. The fifth building, located on the southwestern corner of the site at the intersection of Hermann and Buchanan Streets, is a two story dental clinic approximately 18,000 sq. ft. in size that is currently occupied by the University of California San Francisco (UCSF) Dental School.

The project site slopes steeply downward from northwest to southeast and is divided into two terraces. The majority of the existing buildings occupy the periphery of the site on the upper and lower terraces, with surface parking generally in the center of the site (see Figure 2). All of the former UC Extension buildings on the site were constructed between 1924 and 1935 as the campus of the San Francisco State Teachers College (now San Francisco State University), which traded the property to the University of California when it relocated to its current campus on 19th Avenue in the 1960s.

The four buildings other than the UCSF dental clinic generally exhibit the Spanish Colonial Revival style of architecture with red tile roofs and stucco siding. Woods Hall, constructed in 1926, is a two-story L-shaped building located at the northwestern corner on the upper terrace of the site along Buchanan and Haight Streets. Attached to Woods Hall is Woods Hall Annex, a two-story building constructed in 1935, located along Haight Street and positioned on the lower terrace. Richardson Hall, constructed in 1924 and 1930, is a one- and two-story, L-shaped building located on the lower terrace of the site at the corner of Hermann and Laguna Streets.



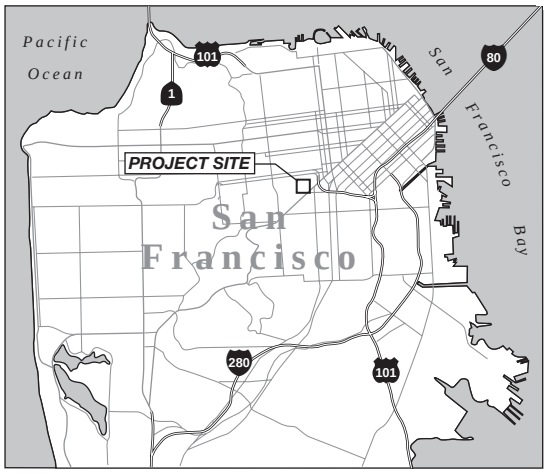


Figure 1 Project Location

SOURCE: ESA

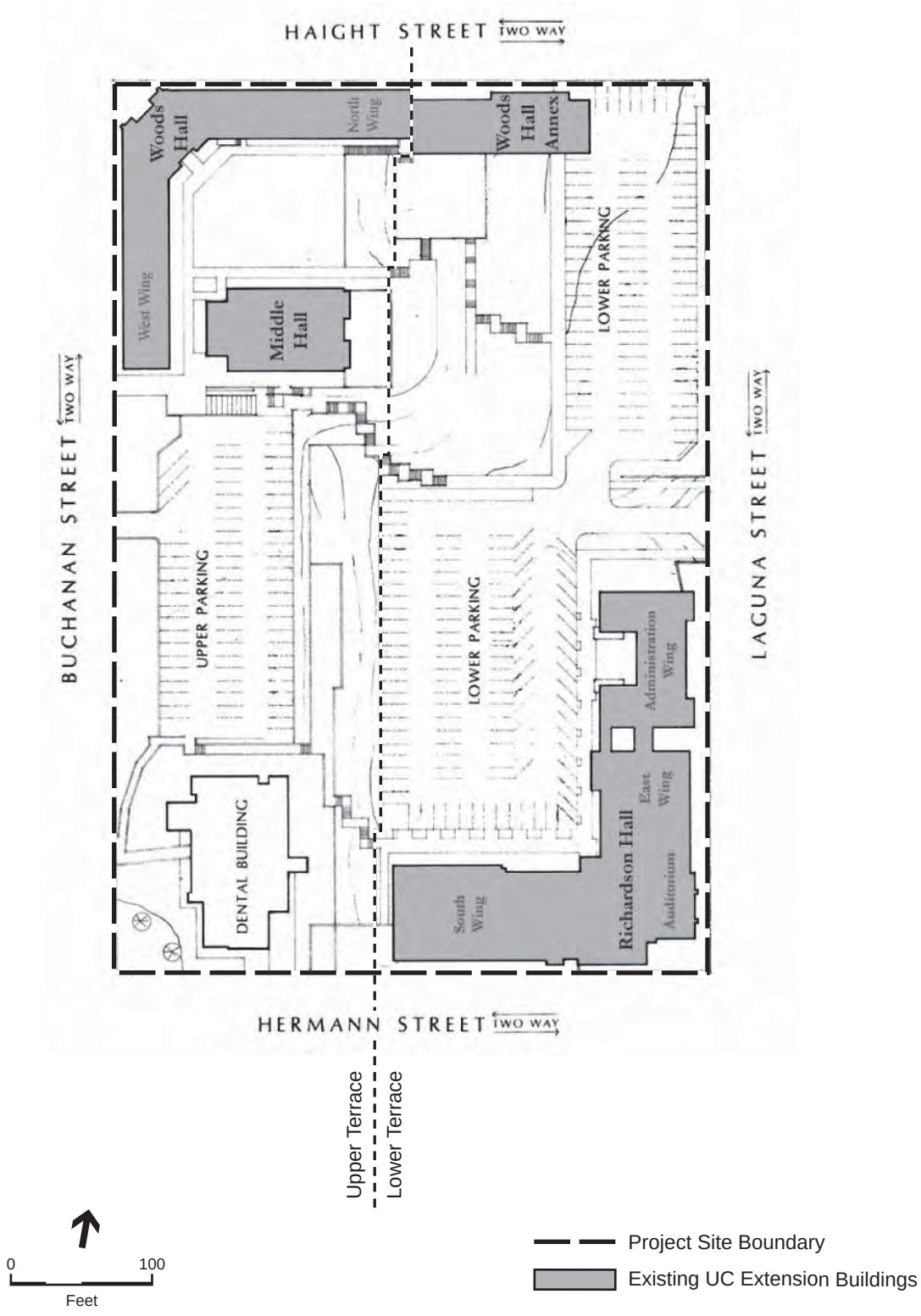


Figure 2 Existing Site Plan

SOURCE: Page & Turnbull, Inc., 2004

Within Richardson Hall on its Laguna Street elevation is a two-story auditorium and an attached single-story administration building. Middle Hall, originally built as a gymnasium in 1924 with classroom and office space added later, is a one-and-a-half- to two-and-a-half-story building located behind (east of) the west wing of Woods Hall. The dental clinic, a two-story building, was constructed in the 1970s, and is still in use.

The remainder of the site is occupied by 278 off-street parking spaces contained in three lots. One parking lot is located on the upper terrace between the dental clinic and Woods and Middle Halls, accessed from Buchanan Street. This lot has about 50 spaces, which are currently used primarily by the dental clinic. The remaining 228 parking spaces are contained within two lots on the lower terrace accessed from Laguna Street; one lot is behind Richardson Hall and the other is located in the northeastern section of the project site at the corner of Haight and Laguna Streets. These lots currently provide daytime parking for University of California San Francisco employees who work at other UCSF locations off-site.[1] Some parking spaces on the project site are also leased to employees at California Pacific Medical Center (CPMC), Davies Campus.

The project site is surrounded primarily by residential and institutional land uses. Multi-family residential buildings ranging from two to seven stories in height and single-family attached row houses ranging from two to three stories in height are the predominant uses on the streets immediately surrounding the project site. Institutional uses in the immediate vicinity include the Walden House Adolescent Facility, located along Haight Street across from Woods Hall Annex, the University of California San Francisco AIDS Health Project building, located to the east of the project site on Laguna Street across from Richardson Hall, and the U.S. Mint, which sits atop a rocky promontory at the intersection of Buchanan and Hermann Streets to the northwest of the project site. Commercial uses in the project vicinity primarily occur along Market Street, about half a block from the southeastern corner of the project site.

B. Project Characteristics

The proposed project would include approximately 430,800 sq. ft. of residential space, up to 5,000 occupied sq. ft. of retail space, approximately 10,000 sq. ft. of community facility space, and approximately 127,360 sq. ft. of parking in seven new buildings and four underground garages on the project site (see Table 1 and Figures 3 and 4). Two of the existing buildings and most of a third, including Woods Hall, Woods Hall Annex, and approximately three-fourths of Richardson Hall, would be rehabilitated to house the new residential and community uses. All of Middle Hall and one-fourth of Richardson Hall would be demolished to accommodate the project. The portion of Richardson Hall that would be demolished is the single-story administration wing facing Laguna Street. A total of up to 450 residential units would be constructed in the seven new buildings and the renovated Woods Hall, Woods Hall Annex, and Richardson Hall.

[1] Personal Communication, Kevin Hufferd, UC Berkeley, to Ruthy Bennett, AF Evans, Inc., October 25, 2006.

TABLE 1
PROJECT COMPONENTS BY USE AND SIZE

Use	Approximate Size (sq. ft.)
Residential	430,800 – 450 units
Community Facility	10,000
Retail	5,000
Parking	127,360 – 352 spaces
Total	**573,160**

SOURCE: Van Meter Williams Pollack (VMWP), LLP., 2006

This would include 85 units of senior housing targeted to the lesbian, gay, bisexual, and transgender (LGBT) senior community ("openhouse") in one building (approximately 66 studios and one bedroom units, and 19 two-bedroom units), and 365 units on the remainder of the project site (approximately 304 studio and one bedroom units and 61 two and three bedroom units) for a total of 450 residential units. Not less than 15 percent of the units would be reserved for low or moderate income households, in compliance with the City's Inclusionary Affordable Housing Program (Planning Code Section 315, *et. seq*., as amended in August 2006).

Ground-floor retail (possibly including a café with outdoor seating) would be located at the corner of Laguna and Hermann Streets in the ground (Laguna Street) level of the renovated Richardson Hall. The community space would be located in the existing Richardson Hall auditorium and the East Wing of Richardson Hall on the second floor. The new buildings would be designed to complement the architectural character of the existing buildings and the surrounding neighborhood. The proposed new buildings would be four to eight stories in height. New buildings along Buchanan Street would be four stories while new buildings along Laguna Street would between four and eight stories (see Figure 5, Laguna, Buchanan, and Hermann Street Elevations, and Figure 6, Haight Street Elevation and Waller Park North and South Elevations). The tallest building, at eight stories or a maximum of 85 feet in height, would be located at the southwest intersection of Laguna and Waller Streets and extend into the middle of the site. This building would be operated by openhouse, an organization serving the needs of the lesbian, gay, bisexual, and transgender (LGBT) senior population (henceforth called the openhouse building). Openhouse would also provide social, educational, and health services to the LGBT senior community, including both residents of the openhouse building and others not residing on-site, on the ground floor of the openhouse building and in the ground floor of Richardson Hall. According to the project sponsor, this variation of building heights is intended to relate to the size and scale of other buildings in the Hayes Valley neighborhood and to take into consideration the existing topography. Some of the new buildings would also feature individual stoops and bay windows along the street frontages and internal walkways to promote an active pedestrian environment.

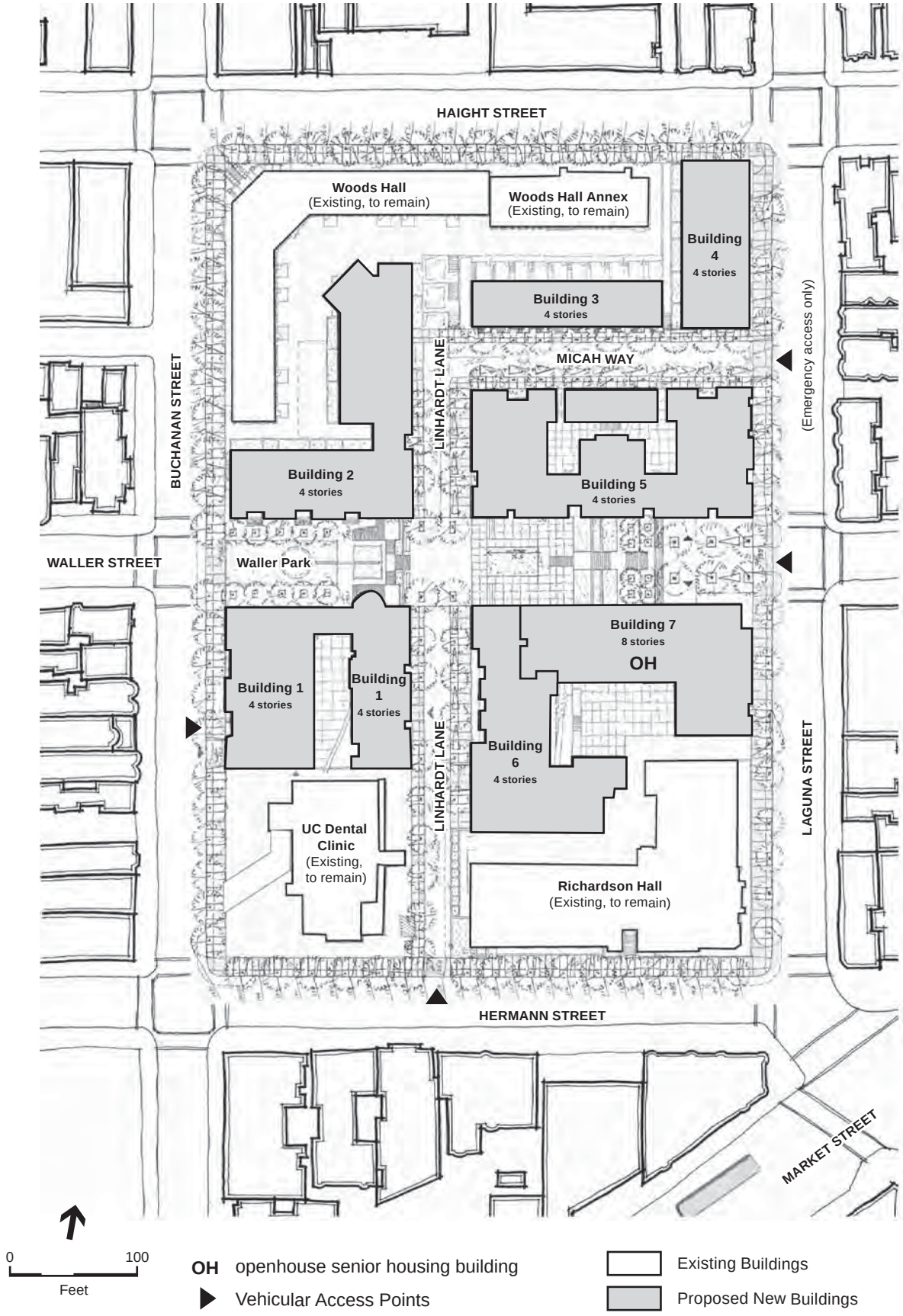


Figure 3 Proposed Site Plan

SOURCE: Van Meter Williams Pollack, LLP, 2006

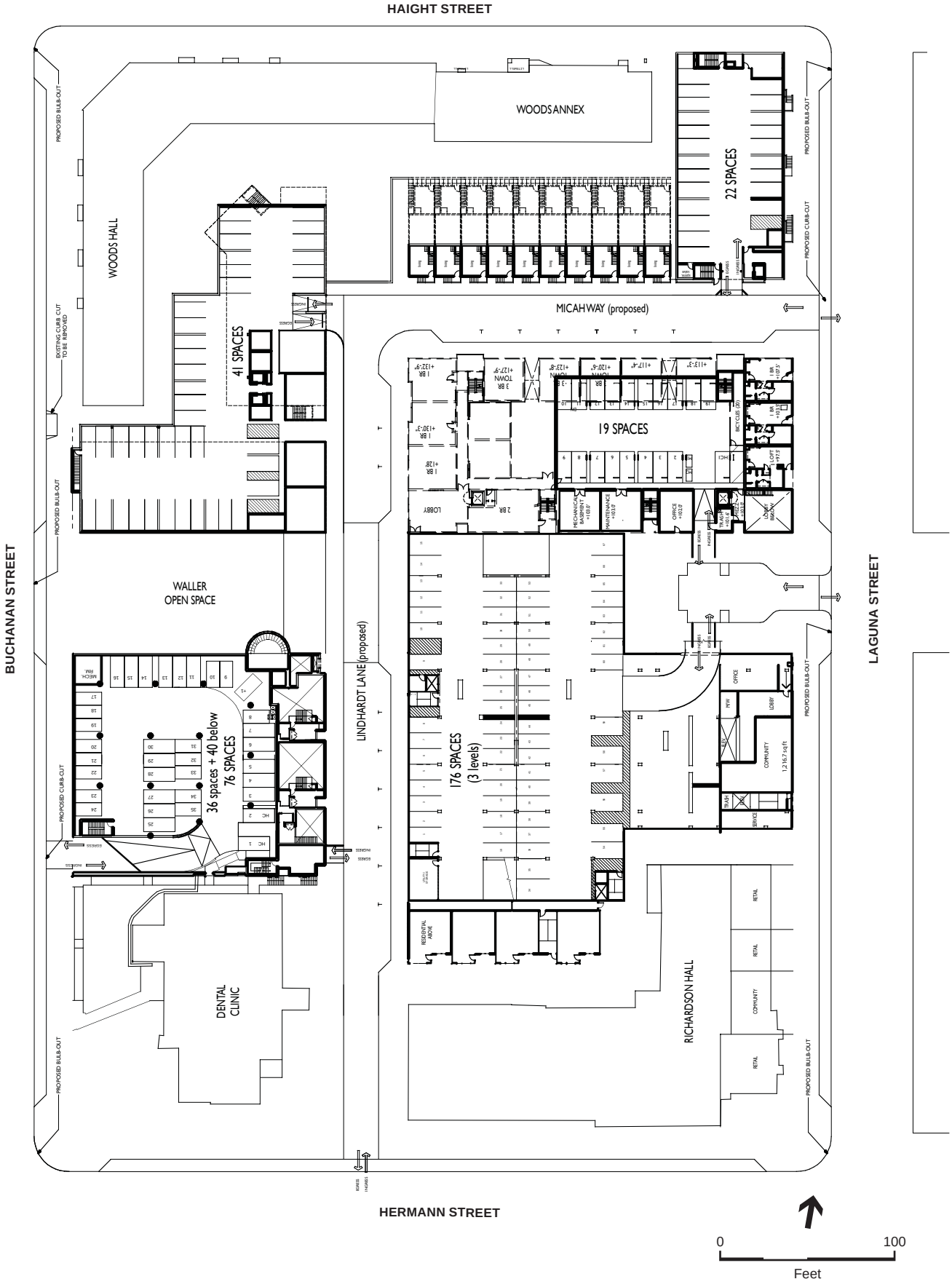


Figure 4 Underground Parking Plan

SOURCE: Van Meter Williams Pollack, LLP, 2006

The project would also include new landscaping as well as several types of open space. Private and common open spaces would be provided through patios, decks and porches at individual units and courtyards within the U-shaped entrances of the proposed buildings. The project site would also offer a privately owned though publicly accessible open space extending from the upper terrace at the intersection of Waller and Buchanan Streets through the site to the corner of Waller and Laguna Streets, effectively re-introducing Waller Street through the site as publicly accessible open space (referred to as Waller Park henceforth). Two new alleys (Micah Way and Lindhardt Lane) would also be privately owned though publicly accessible through the site. Other privately owned though publicly accessible open spaces would be behind Woods Hall, as well as a widened sidewalk area for retail frontage at the corner of Laguna and Hermann Streets. Upper Waller Park would include a large lawn area, a storm water runoff basin and fountain, benches, and trees and would take advantage of the steep slope of the project site by providing a scenic overlook with views of the Bay and downtown San Francisco. Lower Waller Park would include hard and soft scape areas with trees, benches, grassy areas and potentially built-in seating on the slope, overlooking the end of Waller park. Street trees would be planted along all four exterior streets as well as along all internal streets. The project would include landscaping throughout in the form of trees and shrubs. A large Canary Palm behind Woods Hall, called the "Sacred Palm" by former San Francisco State students, and one other large palm tree would be boxed, stored during construction and replanted in upper Waller Park after construction. A new approximately 2,000 sq. ft. community garden accessible to the public would be provided at the north end of Lindhardt Lane behind Woods Hall.

Rehabilitation of Woods Hall, Woods Hall Annex, and most of Richardson Hall would be primarily restricted to the interior of these buildings, without substantial alterations to their exterior facades or rooflines, with the possible exception of new entrances from the interior courtyards and new windows in Woods Hall and/or Woods Hall Annex on the façade facing Haight Street. The portion of Richardson Hall that is located along Laguna Street, containing the existing auditorium space, and a retaining wall along Laguna Street would be renovated to accommodate the proposed program including community use of the auditorium and ground-floor retail space at the corner of Laguna and Hermann Streets. The retail spaces would be accessible through new openings created in the existing retaining wall. The sidewalk at the intersection of Laguna and Hermann Streets would also be widened in this location.

The portion of Richardson Hall to be demolished would be the single-story administration wing which sits atop the retaining wall facing Laguna Street near Waller Street. The proposed openhouse building would be constructed in the general location of the administration wing of Richardson Hall, and would be separated from the remaining portions of Richardson Hall by a staircase and breezeway. In addition, Middle Hall would be demolished to accommodate the proposed program. The existing retaining wall along Laguna Street between Waller and Haight Streets would also be demolished. The approximately 18,000-square-foot UC dental clinic would remain unaltered in its current location at the corner of Hermann and Buchanan Streets and would continue to operate as a dental clinic. Parking spaces for the clinic (now in a surface lot) would be relocated to below-grade parking.

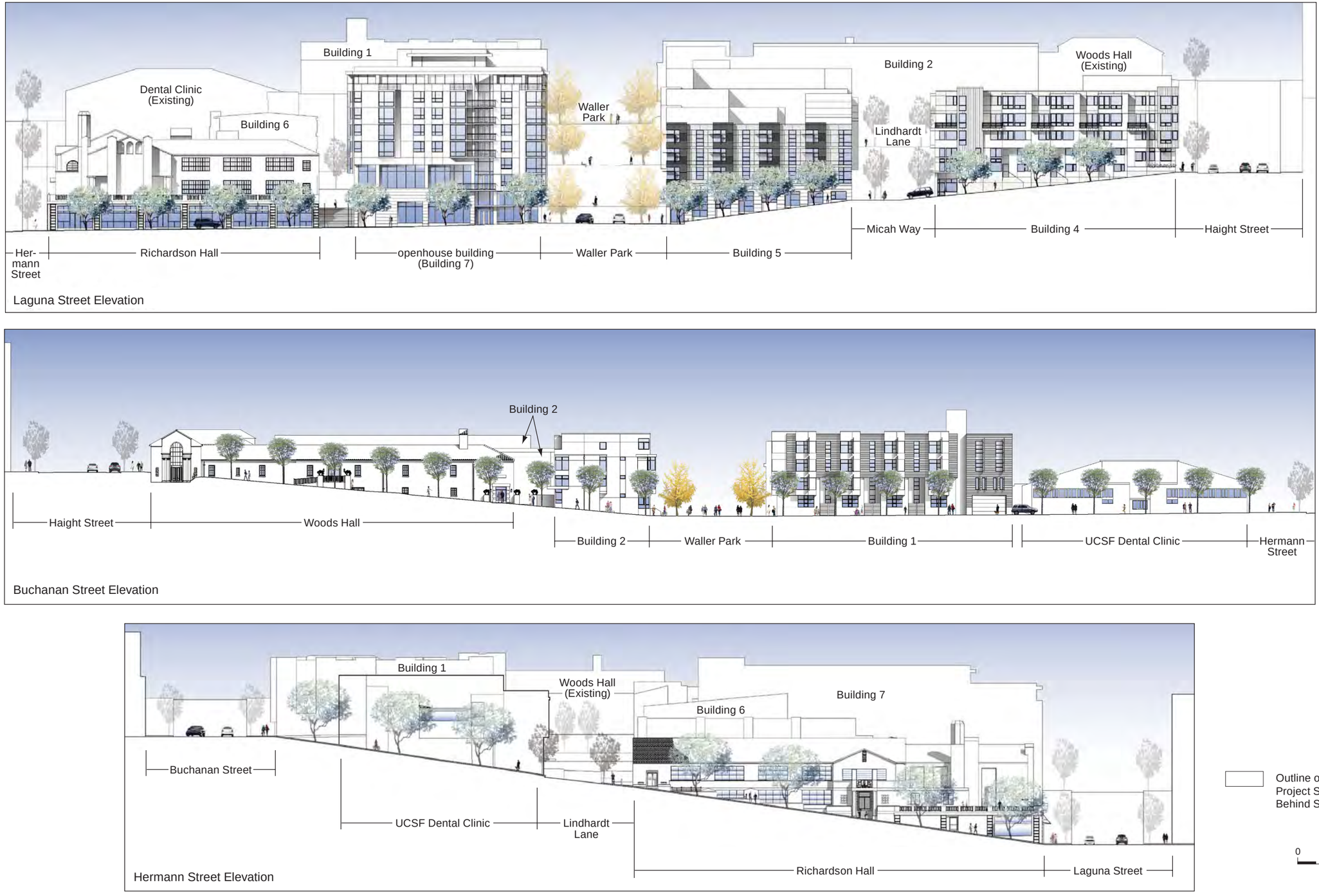


Figure 5 Laguna, Buchanan, and Hermann Street Elevations

SOURCE: Van Meter Williams Pollack, LLP, 2007

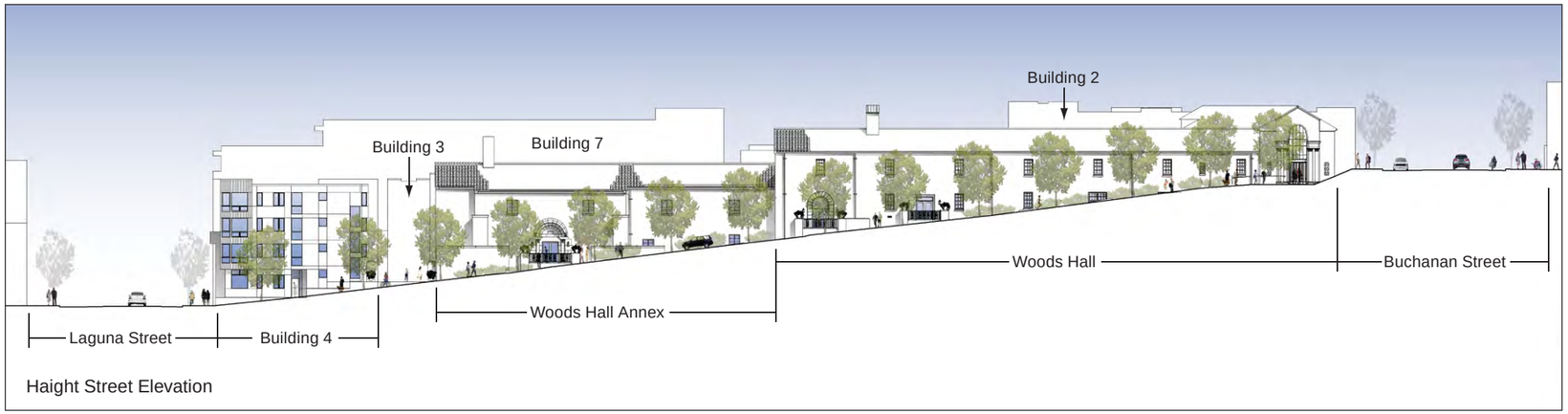


Figure 6 Haight Street Elevation and Waller Park North and South Elevations

SOURCE: Van Meter Williams Pollack, LLP, 2007

The project would require a change in the zoning district from P (Public) to either (1) RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial, Transit Moderate Scale Mixed-Use), new zoning classifications proposed for the vicinity of the project in the draft Market-Octavia Area Plan, or (2) should the new Market-Octavia Area Plan zoning classifications not be adopted prior to project approvals, to a Mixed-Use Special Use District incorporating the major provisions of the proposed RTO and NCT-3 zoning classifications, except for the dental clinic, which would remain in a P zoning district. Height and bulk designations would also be required to be changed from 40-X and 80-B to 40-X, 50-X and 85-X. The proposed project would also require an amendment to the *San Francisco General Plan* to allow the change from a public/institutional use designation to residential mixed-use designations, and to allow an increase in building heights. No other zoning changes would be required. See Figure 7, Proposed Zoning and Height and Bulk District Boundaries, on page II-12.

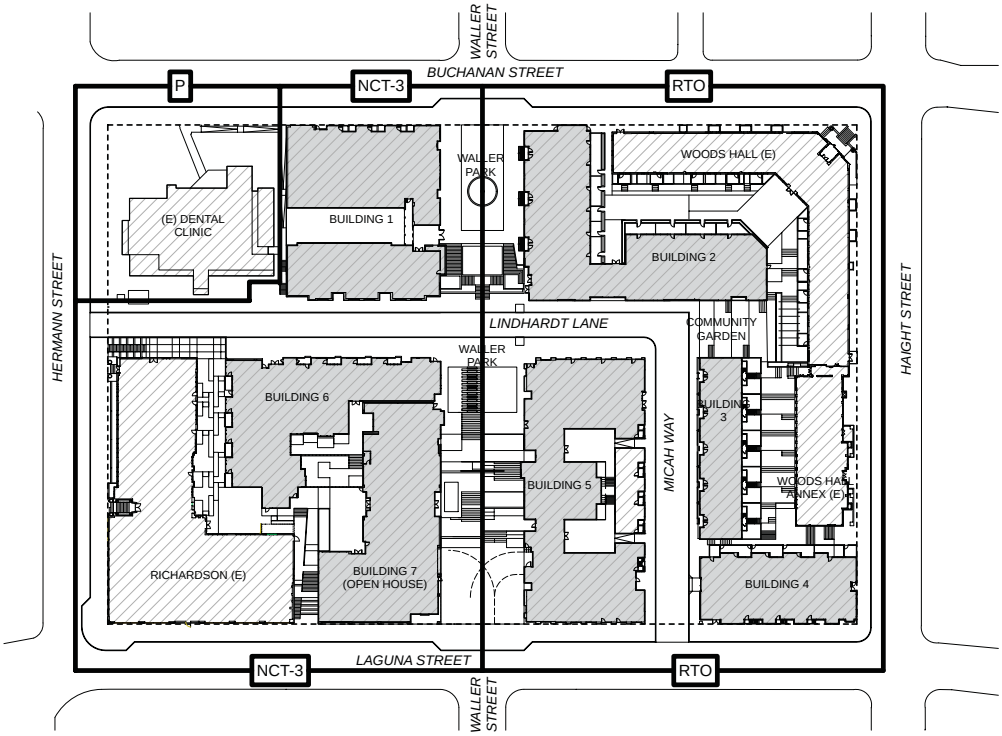
The project site is within the boundaries of the draft Market and Octavia Area Plan. However, because the project site was still operating as an educational facility at the time the draft Market and Octavia Plan was published (December 2002, with revisions through September, 2006), the Market and Octavia Plan did not consider its reuse and maintained its P (Public) district designation. In order to make the rezoning of the site consistent with the Market and Octavia Plan, the City created a "Policy Guide to Considering the Reuse of the University of California Berkeley Extension Laguna Street Campus ("Policy Guide")[2], which extended the principles and policies of the Neighborhood Plan to the project site. The Policy Guide designated most of the site for RTO and NCT-3, with a small portion of the site for P (Public). Subsequently, in September 2006, the Planning Department made revisions to the draft Market and Octavia Plan that proposed maintaining the existing P zoning and existing 40-X and 80-B height and bulk limits on the project site until the project is evaluated pursuant to this EIR. The September revisions also call for reuse plans for the UC Berkeley Laguna Campus to balance the provision of housing (especially affordable housing) with land for public uses and reintegration of the site within the neighborhood. The Market and Octavia Plan has not been finalized or adopted, although the Plan is going through environmental review and it is expected to be adopted in early 2007.

Parking

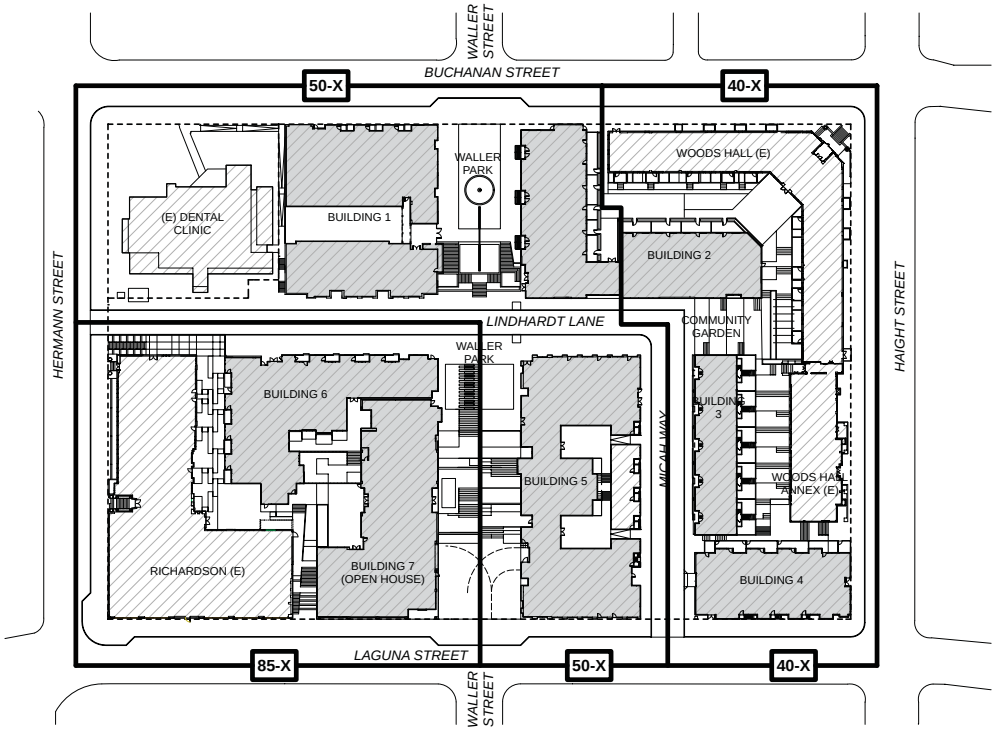
The project would provide a total of approximately 352 on-site parking spaces.[3] Approximately 127,360 sq. ft. would be devoted to off-street parking in four below-grade parking garages between one to three levels deep (334 spaces) and 18 spaces would be surface spaces on Micah Way or Lindhardt Lane. The four parking garages and surface spaces would include approximately 10 spaces for car share organizations, 22 handicapped accessible spaces, and 51 spaces for the exclusive use of the dental clinic (15 on-street spaces on-site and 36 off-street spaces in a separate underground garage next to the dental clinic). Approximately 18 on-street

2 San Francisco Planning Department, December 2004.

3 Note that the number of parking spaces has increased by 67 parking spaces compared with the project description provided in the Initial Study, published on May 6, 2006 (see Appendix A).



Proposed Zoning Districts



Proposed Height and Bulk Districts

Existing Buildings

Proposed New Buildings

Figure 7 Proposed Zoning and Height and Bulk District Boundaries

SOURCE: Van Meter Williams Pollack, LLP, 2006

parallel parking spaces would be provided along the interior streets of the project site, 15 of which would be for the use of the dental clinic during the day and for the residents at night; the remaining three spaces would be for residential uses only. The residential parking spaces would include car storage opportunities for residents who own cars but would only use them occasionally, possibly through the use of mechanical car lifts. Parking fees would be charged to residents who choose to store their car on site, but would not be charged to those who do not have a car, nor would the parking fees be included in the residents' base rental payments or purchase price. About 104 secure, on-site bike parking would be available throughout the site for use by residents, and additional sidewalk bicycle racks would be available for visitor bicycle parking.

Vehicular and Pedestrian Circulation

The primary vehicular entrance into the site would be along Laguna Street at Waller Street in the location of the current entrance to the former UC Extension Campus, where a new interior private drive court would be constructed at the former Waller Street right-of-way, just west of Laguna Street, to provide a vehicular access point to the large below-grade parking garage. Pedestrians would be able to walk through the length of the former Waller Street right-of-way to reach Buchanan Street via the proposed Waller Park improvements detailed above. To help facilitate circulation throughout the site for vehicles and pedestrians, the project proposes to add two new streets within the project site. "Micah Way" would provide for vehicle ingress and egress onto the site off Laguna Street at the approximate midpoint between Haight and Waller Streets. "Lindhart Lane," extending from the termination point of Micah Way on a north-south trajectory, would be a two-way interior private street that would allow vehicle ingress from and egress onto Hermann Street; vehicles exiting onto Hermann Street would be restricted to a right turn only, enforced through the use of signage. Micah Way and Lindhart Lane would provide direct access to three parking garages on the site as well as to at-grade parallel parking spaces along these new interior streets.

There would be approximately eight locations where residents could access the site (about two entrances on each of the four peripheral streets), as well as individual unit entrances.

Construction Schedule and Phasing

Project construction would occur in three overlapping phases, spanning from early 2008 to early 2011, lasting approximately 36 months. The project site is expected to be fully occupied by 2013.

The proposed project would excavate to a depth of between 12 to 20 feet for the construction of the underground parking garages and would remove approximately 40,000 cubic yards of soil. The proposed buildings would be constructed on a concrete mat foundation that would not require pile driving but may require rock hammering. Most construction materials, storage, and construction worker parking would be provided on-site.

C. Project Sponsor's Objectives

According to the project sponsor, the 55 Laguna Mixed Use project is designed to accommodate a portion of the demand for new housing close to downtown that is near transit, jobs, retail services, cultural institutions, and regional transportation. Specific project objectives of the Regents of the University of California, as well as A.F. Evans Development, Inc. and openhouse, are provided below:

The objectives of the Regents of the University of California include the following:

1. Convey the property to a development team qualified to develop the property in a financially feasible manner that contributes to the quality of life of the surrounding neighborhood and the City of San Francisco.

2. Retain the existing UCSF Dental Clinic.

3. Fulfill fiduciary responsibility to receive fair market value return on University assets in order to support the University's academic mission.

The objectives of A.F. Evans Development, Inc. and openhouse include the following:

1. Provide moderate-density housing near downtown and accessible to various modes of public transit, thereby implementing the objectives of the General Plan Housing Element to construct additional residential units in established neighborhoods that will contribute significantly to the City's housing supply.

2. Provide a variety of housing types for a broad range of households, including studio, one-bedroom and multi-bedroom units and including below market rate units pursuant to the inclusionary affordable housing requirements of Sections 315-315.9 of the Planning Code.

3. Develop a mixed-use project that is generally consistent with the objectives and policies of the draft Market and Octavia Better Area Plan and with the Planning Department's Policy Guide to Considering Reuse of the University of California Berkeley Extension Laguna Street Campus (December 2004).

4. Provide residential units in several different buildings, including both adaptive re-use of portions of the existing on-site buildings and in new construction, in order to provide a variety of architectural expressions and lifestyle choices.

5. Provide independent living units targeted to the lesbian, gay, bisexual, and transgender (LGBT) senior communities, combined with comprehensive social, educational, and health services for LGBT seniors both in residence and from the community at large.

6. Seismically retrofit and adaptively reuse the majority of the existing buildings on the site where feasible.

7. Reintroduce the former Waller Street right-of-way as a publicly accessible way through the site to subdivide the site into two development blocks and provide publicly accessible open space.

8. Create neighborhood serving retail space and community serving space to serve the needs of both project residents and area neighbors.

9. Create a series of public, semi-public and private open spaces at the ground level of the project to provide neighborhood open space amenities and pedestrian access through the site, provide protected internal courtyards for use by residents, and to break up the mass of the project into several discrete buildings.

10. Provide adequate on-site parking primarily in underground garages to meet the needs of the project and the UCSF Dental Clinic, while allowing residents the option of not having a parking space should they not desire one.

11. Provide space for an on-site car sharing operation to serve project residents and neighbors.

12. Construct a high-quality residential mixed-use development that produces a reasonable return on investment for the project sponsors and their investors and is able to attract both equity investors, construction, and permanent financing.

D. Project Approvals

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Comments and Responses document. The Draft EIR will be revised as appropriate and, with the Comments and Responses, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR is certified.

The proposed project is subject to review and approval by agencies with appropriate jurisdiction, including various City agencies and commissions, as well as the UC Regents. In order for the project to proceed, the following approvals would be required:

- San Francisco Planning Commission certification of the EIR.
- San Francisco Planning Commission approval of a conditional use of the site as a Planned Unit Development (PUD).
- San Francisco Planning Commission recommendation to the Board of Supervisors on the General Plan Amendment, proposed rezoning, and adjustments to the Height and Bulk Districts.
- San Francisco Board of Supervisors approval of the General Plan Amendment, as well as zoning map and text amendments, to establish the proposed RTO/NCT-3 Use District of the site or to create a Mixed-Use Special Use District, and an adjustment of the existing Height and Bulk District on the site from 40-X and 80-B to 40-X, 50-X, and 85-B, to allow for increased building heights on the project site.
- San Francisco Department of Building Inspection approval of building permit applications for new or altered buildings.

- San Francisco Department of Public Works approval of new curb cuts on Hermann and Laguna Streets to provide site access.

- UC Regents approval of the ground lease to the project sponsors.

- San Francisco Board of Supervisors approval of a tree removal permit (if various trees on the property would be removed, and were officially designated as "landmark" trees under the landmark and significant tree ordinance).

- San Francisco Department of Public Works approval of a tree removal permit for removal and replacement of "significant trees" under the landmark and significant tree ordinance.

CHAPTER III
Environmental Setting and Impacts

A. Land Use, Plans, and Policies

This section presents a discussion of existing land uses and zoning at the project site and vicinity and describes how the proposed project could change the physical arrangement of land uses on the project site, to the extent that such changes have an adverse impact on the character of the site's vicinity. A discussion of applicable plans and policies, including policies from the draft Market and Octavia Neighborhood Plan, including recent revisions, is also provided in this section for informational purposes.

Existing Land Uses

Project Site

The project site is located at 55 Laguna Street in San Francisco's Hayes Valley Neighborhood, at the former University of California-Berkeley Extension Campus. The 5.8-acre project site is located on two contiguous blocks north of Market Street (Block 857, Lots 1 and 1a; and Block 870, Lots 1, 2, and 3), bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west (see Figure 1 on page II-2).

The project site slopes steeply from the northwest to the southeast, generally from an elevation of about 170 feet above sea level (asl) at the corner of Buchanan and Haight Streets, to an elevation of about 90 feet asl at the corner of Hermann and Laguna Streets, for a total elevation change of about 80 feet. The site is terraced into two areas forming the upper and lower parking lots; the upper terrace which parallels Buchanan Street, and the lower terrace which parallels Laguna Street.

The site contains five existing buildings totaling 119,910 square feet (sf), four of which were used by the University of California, Berkeley as an extension campus and by the French-American International School (FAIS) until 2003. These now-unoccupied buildings include Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall. The fifth building, located on the southeastern corner of the project block at the intersection of Hermann and Buchanan Streets, is a two story dental clinic approximately 18,000 square feet in size that is currently occupied by the University of California San Francisco (UCSF) Dental School. The UCSF Dental School is housed in a modern-style building, built in the late 1970s, and is separated from the street by a drop in grade elevation, which requires a bridge from Buchanan Street for pedestrian access.

Along the site's perimeter are long, tall, stepped retaining walls ringing the south, east, north and portions of the site's west sides. At two full city blocks, the project site is also characterized by its unbroken length along Laguna and Buchanan Streets. Waller Street, which used to pass through the site, was vacated by the City in 1922 and transferred to the San Francisco State Teacher's College. Several pedestrian paths weave through the site.

Project Area

North of the project site is the Western Addition neighborhood, consisting of mostly attached, low-rise, single- and multi-family units. To the west is the Duboce Triangle neighborhood, which is also predominantly residential. To the east is Hayes Valley, a mixed-use neighborhood consisting of medium-density residential uses, many with ground-floor retail. Market Street, to the south, contains a mix of residential, commercial, and institutional uses in the area around the project site.

Diagonally across the intersection of Buchanan and Haight Streets, to the project site's northwest, are 195 units of mixed income housing in three-story, multi-family buildings that comprise the HOPE VI Western Addition housing development.[1] The project vicinity includes a mix of building heights. To the north along Haight Street are primarily three- to four-story residential uses; on the northeast corner of Buchanan and Haight Streets, is an approximately 80-foot-high apartment building. Adjacent to and south of the site are about four apartment buildings approximately 50 to 80 feet high that extend the full length of Herman Street between Buchanan and Laguna Streets, as well as a single-story institutional use, the AIDS Health Project. Immediately east of the project site along Laguna Street are mid-rise apartment buildings which range in height from four to seven stories, as well as smaller, low-rise residential buildings. Mid-rise apartment buildings which surround the project site are located primarily on corner lots, with smaller low-rise residential buildings located toward the center of the peripheral blocks. The recently-constructed Church Street apartments contain 93 units located at Church and Hermann Streets, about one block southwest of the project site, and a child care center open to the public.

Diagonally across the intersection of Herman and Buchanan Streets to the site's southwest, is the approximately 60-foot-tall United States Mint. This massive, art deco style structure sits atop an exposed rock base, its perimeter secured by cyclone fencing. At the bottom of the hill, half a block further to the site's southwest is the Safeway Shopping Center at Market and Church Streets, which is surrounded by small-scaled retail shops along Church and Market Streets and nearby residential buildings. The Safeway store is at the rear of the site, with a large surface parking lot facing Market Street; several small retail storefronts line its eastern side. Behind the Safeway, along Duboce Avenue, is a Class I bikeway (bicycle path), the Market Street Historic Railway Museum and a recycling center.

[1] HOPE VI stands for "Housing Opportunities for People Everywhere" and is a program of the United States Department of Housing and Urban Development (administered locally by the San Francisco Housing Authority) that seeks to revitalize old and severely distressed public housing with new, attractively designed townhouses and flats that are compatible with their neighborhoods.

North and east of the project site are a number of non-profit, community-oriented uses. The Walden House adolescent facility, specializing in the treatment of behavioral, mental health, and substance abuse problems, is located on Haight Street. Near the intersection of Market Street and Octavia Boulevard, the historic Carmel Fallon Building connects to a modern addition forming the Lesbian, Gay, Bisexual, and Transgender Center ("The LGBT Center"). The 40,000-square-foot LGBT Center houses more than 17 non-profit organizations and provides community meeting space, computer labs, a reading room, children's room, cafe, and art exhibition space. Across the street from the LGBT Center on Waller Street is the First Baptist Church.

Six parks and open spaces are located within ¼ mile of the project site, including: Koshland Park, Duboce Park, Patricia's Green in Hayes Valley, Rose Page Mini-Park, and Octavia Plaza. Koshland Park is a local park that occupies a quarter of a city block on the corner of Buchanan and Page Streets, about a block north of the project site. The over 37,000-square-foot park includes a playground, communal garden space and seating areas. Three blocks west of the project site is Duboce Park, bounded by Duboce Avenue and Herman, Steiner and Scott Streets, a well used park providing over 190,000 sq. ft. of open space containing a sloping grassy field and a recently renovated playground with a basketball court at its upper end. To the northeast of the project site is Patricia's Green, a recently completed public park located between Hayes and Fell Streets within the center of the Octavia Boulevard right-of-way. Patricia's Green contains turf and hardscape areas with seating. Rose Page Mini-Park is between Rose and Page Streets and between Laguna and Octavia Streets, and is about the size of one residential lot. Two small open spaces are located near the terminus of the recently completed Central Freeway at Market Street. At the southwest corner of the freeway terminus and Market Street is Octavia Plaza, a small open space. East of the freeway terminus is McCoppin Square, a small open space at the end of McCoppin Street.

Other publicly accessible parks and open spaces over one half-mile from the project site include Jefferson Square Playground, Dolores Park, and the Civic Center Plaza.

Plans and Policies

San Francisco General Plan

The San Francisco General Plan contains 10 elements (Commerce and Industry, Recreation and Open Space, Residence, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that provide goals, policies, and objectives for the physical development of the city. In addition, the General Plan includes area plans that outline goals and objectives for specific geographic planning areas. The following General Plan policies and objectives are among those applicable to the proposed project:

Housing Element

Objective 1: Provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

Policy 1.4:	Locate in-fill housing on appropriate sites in established residential neighborhoods.
Policy 1.5:	Support development of affordable housing on surplus public lands.
Policy 1.7:	Encourage and support the construction of quality, new family housing.
Objective 4:	Support affordable housing production by increasing site availability and capacity.
Policy 4.2:	Include affordable units in larger housing projects.
Policy 4.5:	Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.
Objective 6:	Protect the affordability of existing housing.
Policy 6.2:	Ensure that housing developed to be affordable is kept affordable.
Policy 6.5:	Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
Objective 11:	In increasing the supply of housing, pursue place making and neighborhood building principles and practices to maintain San Francisco's desirable urban fabric and enhance livability in all neighborhoods.
Policy 11.1:	Use new housing development as a means to enhance neighborhood vitality and diversity.
Policy 11.2:	Ensure housing is provided with adequate public improvements, services, and amenities.
Policy 11.3:	Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.
Policy 11.5:	Promote the construction of well-designed housing that enhances existing neighborhood character.
Policy 11.6:	Employ flexible land use controls in residential areas that can regulate inappropriately sized development in new neighborhoods, in downtown area and in other areas through a Better Neighborhoods type planning process while maximizing the opportunity for housing near transit.
Policy 11.7:	Where there is neighborhood support, reduce or remove minimum parking requirements for housing, increasing the amount of lot area available for housing units.
Policy 11.8:	Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.
Policy 11.9:	Set allowable densities and parking standards in residential areas at levels that promote the City's overall housing objectives while respecting neighborhood character and scale.
Policy 11.10:	Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

Transportation Element

Objective 1: Meet the needs of all residents and visitors for safe, convenient, and inexpensive travel within San Francisco and between the city and other parts of the region while maintaining the high quality living environment of the Bay Area.

Policy 1.2: Ensure the safe and comfort of pedestrians throughout the city.

Policy 1.3: Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Objective 3: Maintain and enhance San Francisco's position as a regional destination without inducing a greater volume of through automobile traffic.

Objective 11: Establish public transit as the primary mode of transportation in San Francisco and as a means through which to guide future development and improve regional mobility and air quality.

Policy 11.3: Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

Objective 34: Relate the amount of parking in residential and neighborhood commercial districts to the capacity of the city's street system and land use patterns.

Policy 34.1: Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3: Permit minimal or reduced off-street parking for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Commerce and Industry Element

Objective 1: Manage economic growth and change to ensure enhancement of the total city living and working environment.

Policy 1.1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has undesirable consequences which cannot be mitigated.

Objective 6: Maintain and strengthen viable neighborhood commercial areas easily accessible to city residents.

Policy 6.1: Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity of those districts.

Policy 6.7: Promote high quality urban design on commercial streets.

Urban Design Element

Objective 1: Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

Policy 1.2: Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Policy 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Objective 3: Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

Policy 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Recreation and Open Space Element

Objective 4: Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 4.5: Require private usable outdoor space in new residential development.

Policy 4.6: [with extended excerpts] Assure the provision of adequate public open space to serve new residential development. The acreage of new neighborhood serving parkland and open space should be related to the size of the potential population and the availability of other nearby open space. Major new residential development should be required to provide open space accessible to the general public. This will compensate for the pressure the increased population will put on existing public facilities.

The requirement of providing publicly accessible open space could be satisfied in a number of ways. Land on a site that is suitable for recreation purposes could be improved and maintained by the developer and made available to the general public. Such land could also be dedicated to the City, with a fee to cover development costs or with the land improved by the developer prior to dedication. Alternatively, the developer could pay a fee in-lieu of land dedication based on the fair market value of the land that would be required for land acquisition, plus development costs. The City would use the funds to provide the open space at some other location.

Air Quality Element

Objective 3: Decrease the air quality impacts of development by coordination of land use and transportation decisions.

Policy 3.1: Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

Policy 3.2: Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

Policy 3.4: Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

Policy 3.6: Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Any physical environmental impacts that could result from such conflicts are analyzed in this EIR. The compatibility of the project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

Draft Market and Octavia Area Plan, September 2006

The project site is located within the Market and Octavia Area Plan Area, which is an irregularly-shaped area of approximately 376 acres in north-central San Francisco consisting of portions or all of the Mid-Market, Civic Center, Hayes Valley, Western Addition, Duboce Triangle, Castro, Inner Mission and South of Market neighborhoods (see Figure 8, Market and Octavia Area Plan Area). The draft Market and Octavia Area Plan was published by the San Francisco Planning Department on September 2006, as part of the City's Better Neighborhoods Program, a community-based planning effort to refine citywide goals to the needs of the neighborhood as well as to encourage the production of housing. The Better Neighborhoods Program focuses on three planning areas, including the area around Market and Octavia Streets, which includes the project site, as well as the Central Waterfront, and Balboa Park.

As the sponsor of the Market and Octavia Plan, the City has identified as the Plan's overriding goal of realizing the vision of:

> …an urban neighborhood that provides for a mix of people of various ages, incomes, and lifestyles – a place where everyday needs can be met within a short walk on a system of public streets that are easy and safe to get around on foot, on bicycle, and by public transportation. A place intimately connected to the city as a whole, where owning a car is a choice, not a necessity, and streets are attractive and inviting public spaces. A neighborhood repaired and rejuvenated by building on the strengths of its long-standing character, yet inherently dynamic, creative, and evolving.

The draft Market and Octavia Plan is a means for implementing an innovative set of land use controls, urban design guidelines, and public space and transportation system improvements to create a dense, vibrant and transit-oriented neighborhood. The Plan's proposed controls encourage new housing and enhance the urban environment in a variety of ways. The Plan is intended to function as a model for reweaving the urban fabric in other neighborhoods that are interested in amplifying the benefits of a vibrant transit-oriented settlement pattern for such neighborhoods. The draft Plan proposes mixed-use zoning districts and a concentration of activities along established commercial streets, small-scale neighborhood-serving retail uses clustered at street intersections, and other commercial-service uses in residential districts; new housing is encouraged close to transit and services.

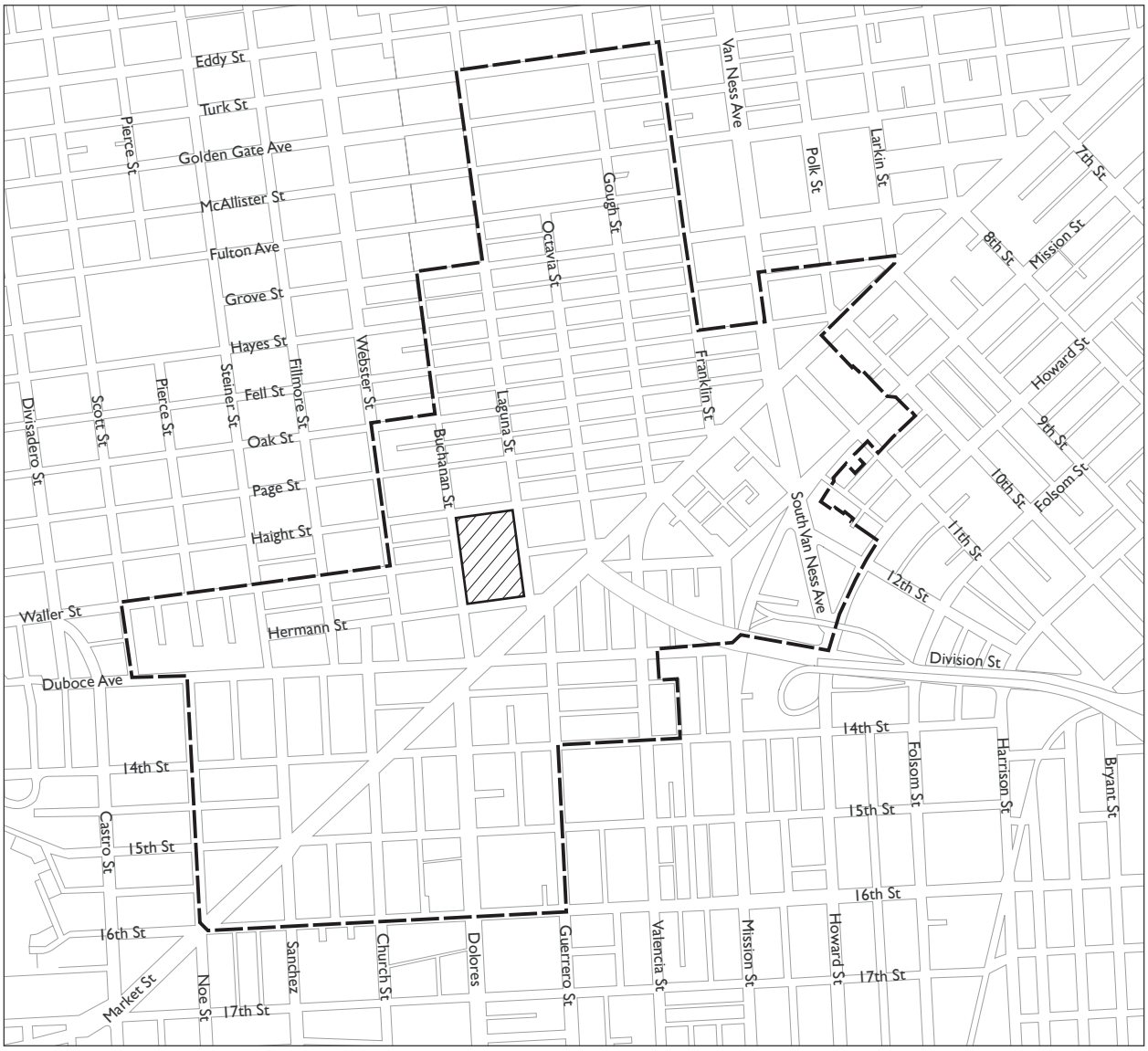


Figure 8 Market & Octavia Neighborhood Plan Area

SOURCE: San Francisco Planning Department, 2006

In order to achieve the Market and Octavia Plan's goals, the Plan proposes two new zoning districts:, Residential Transit-Oriented (RTO), and Neighborhood Commercial-Transit (NCT-3). The Plan would also amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Transit Oriented (NCT) Special Use Districts and create the Van Ness/Market Residential Special Use District. Generally, this Special Use District would supplement the Downtown General (C-3-G) district in the area around Market Street and Van Ness Avenue. NCT-3 would replace existing residential and commercial designations in moderate density neighborhoods including Hayes Valley, Upper Market Street, and SoMa West that are well served by transit. RTO districts would replace Residential Mixed-Use (RM) and Residential Three-Family (RH-3) Districts in the Hayes Valley, SoMa West, and Upper Market Street neighborhoods. Small areas of existing Residential One-Family (RH-1) and Residential Two-Family (RH-2) zoning would remain unchanged under the Plan.

RTO districts would encourage moderate density, multi-family, residential infill in scale with what currently exists. Because of the high availability of transit service and the proximity of retail and services within walking distance, car-free housing is common and would be encouraged, and residential parking would be limited. Small-scale retail activities serving the immediate area are permitted at intersections. In NTC districts, parking requirements and housing density controls would be revised to encourage housing above ground-floor retail uses. The Market and Octavia Plan's proposed zoning changes would eliminate residential density controls to allow for residential infill within a prescribed building form, refine height and bulk controls, implement urban design guidelines that preserve mid-block open spaces and sunlight to streets, and establish building forms compatible with the existing neighborhood character. The Plan also contains proposed design guidelines and height limits, which are generally based on the existing built form for the area and its surroundings and the natural topography of the land.

As part of the proposed 55 Laguna Mixed Use project and assuming the Market and Octavia Area Plan and associated rezoning are adopted prior to project approvals, the project applicant proposes rezoning of the project site (except the dental clinic) from P (Public) to RTO and NTC-3 to accommodate the project's proposed uses.

Although not yet adopted as part of the General Plan, the draft Market and Octavia Area Plan contains a number of policies and objectives pertinent to the proposed project, presented here for informational purposes:[2]

Objective 1.1: Create a land use plan that embraces the Market and Octavia Neighborhood's potential as a mixed-use urban neighborhood.

Policy 1.1.2: Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

Policy 1.1.3: Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts.

[2] The Market and Octavia Plan Draft EIR (DEIR) was published on June 25, 2005 and the Draft Comments and Responses was published on September 26, 2006. These documents are available for review by appointment at the Planning Department, 1660 Mission Street, San Francisco, in File No. 2003.0347E.

Policy 1.1.9: Allow small-scale neighborhood-serving retail and other community-serving uses at intersections in residential districts.

Policy 1.1.10: Recognize the importance of public land and preserve it for future uses.

Objective 1.2: Encourage urban form that reinforces the Plan Area's unique place in the city's larger urban form and strengthens its physical fabric and character.

Policy 1.2.1: Relate the prevailing height of buildings to street widths throughout the plan area.

Policy 1.2.2: Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

Objective 2.2: Encourage construction of residential infill throughout the Plan Area.

Policy 2.2.2: Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

Policy 2.2.3: Eliminate residential parking requirements and introduce a maximum parking cap.

Policy 2.2.4: Encourage new housing above ground-floor commercial uses in new development and in expansions of existing commercial buildings.

Objective 2.4: Provide increased housing opportunities affordable to households at varying income levels.

Policy 2.4.1: Disaggregate the cost of parking from the cost of housing.

Policy 2.4.3: Encourage innovative programs to increase housing rental and ownership opportunities and affordability.

Objective 3.1: Encourage new buildings that contribute to the beauty of the built environment and the quality of streets as public space.

Policy 3.1.1: Ensure that new development adheres to principles of good urban design.

Objective 3.2: Promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past

Policy 3.2.5: Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

Policy 3.2.6: Encourage rehabilitation and adaptive reuse of historic buildings and resources.

Policy 3.2.12: Encourage new building design which respects the character of nearby older development.

Policy 3.2.13: Promote preservation incentives that encourage reusing older buildings.

Policy 3.2.17: To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration.

Objective 4.1: Safe and Comfortable public rights-of-way for pedestrian use and for the public life of the neighborhood.

Policy 4.1.1: Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks where possible without affecting traffic lanes.

Policy 4.1.2: Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Policy 4.1.5: Do not allow the vacation of public rights-of-way, especially alleys. Where new development creates the opportunity, extend the area's alley network.

Objective 5.2: Develop and implement parking policies for areas well served by public transit that encourage travel by public transit and alternative transportation modes and reduce traffic congestion.

Policy 5.2.1: Eliminate minimum off-street parking requirements and establish parking caps for residential and commercial parking.

Policy 5.2.2: Encourage the efficient use of space designated for parking.

Policy 5.2.6: Make the cost of parking visible to users.

Objective 5.3: Eliminate or reduce the negative impact of parking on the physical character and quality of the neighborhood.

Policy 5.3.1: Encourage the fronts of buildings to be lined with active uses and, where parking is provided, require that it be setback and screened from the street.

Objective 5.4: Existing parking resources that are managed to maximize service and accessibility to all.

Policy 5.4.7: Support innovative mechanisms for local residents and businesses to share automobiles.

Objective 5.5: Establish a bicycle network that provides a safe and attractive alternative to driving for both local and citywide traveling needs.

Policy 5.5.2: Provide secure and convenient bicycle parking throughout the plan area.

Objective 6.1: Ensure that new development is innovative and yet carefully integrated into the fabric of the area.

Policy 6.2.2: Any future reuse of the UC Berkeley Laguna Campus should balance the need to reintegrate the site with the neighborhood and to provide housing, especially affordable housing, with the provision for public uses such as education, community facilities, and open space.

Additional Text: At 5.8 acres in size, this site is the largest property under single ownership in the plan area. The site is surrounded by a mix of small-scale, 2- and 3-story walk-ups and a scattering of larger apartment buildings, with significant retail and cultural uses to the south along Market Street. Any new development on the site should be carefully organized around a comprehensive master plan that responds to the unique challenges of such a large site surrounded by a relatively fine-grained urban fabric within a cluster of historic buildings.

The September 2006 draft Plan identifies the project site as zoned (P) Public because the Plan EIR did not analyze a potential rezoning of the site. As noted in the Project Description (see Chapter II) and discussed above, the project applicant proposes to seek rezoning of most of the project site, as part of the proposed 55 Laguna Mixed Use Project, from P to RTO and NCT-3 to accommodate the project's proposed uses, which would not be permitted in a P use district. Should the new Market-Octavia Area Plan zoning classifications not be adopted prior to project approvals, the project application would seek rezoning of the project site to a Mixed-Use Special Use District incorporating the major provisions of the proposed RTO and NCT-3 zoning

classifications, except for the dental clinic, which would remain in a P zoning district. Maintenance of the P zoning would preclude implementation of the proposed project and the project would require an amendment to the plan and a rezoning. As mentioned above, the dental clinic site would not require an amendment to the plan or a rezoning, as this area would remain within its current P zoning designation.

As to height limits, Planning Department staff currently proposes that the existing height limits on the project site (40-X and 80-B, as discussed below under Zoning, and illustrated on Figure 9) be maintained under the Plan and an increase to 40-X, 50-X and 85-X be considered through this Plan amendment and height district reclassification process.

University of California Berkeley Laguna Street Campus Policy Guide

The potential re-use of the University of California Berkeley Extension site was not contemplated by the draft Market & Octavia Neighborhood Plan when it was originally prepared in 2002. Therefore, the Planning Department in 2004 prepared the *Policy Guide to Considering the Reuse of the University of California Berkeley Extension Laguna Street Campus* (hereafter "Policy Guide") to extend the principles and policies of the draft Market and Octavia Neighborhood Plan to the proposed project site. The Policy Guide identifies relevant policies, planning goals, and urban design standards for the site, including those pertaining to historic resources, block and lot pattern, topography, streets and open spaces, land use and transportation, and the height and scale of buildings. The goals and policies for the project site contained in the *Policy Guide* have been superseded by those included in the September 2006 draft of the Market & Octavia Area Plan.

The Sustainability Plan

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The *Sustainability Plan for the City of San Francisco* was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy (Department of the Environment, 1997).

The Sustainability Plan is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the Sustainability Plan contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the Sustainability Plan became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The Sustainability Plan serves as a blueprint, with many

of its individual proposals requiring further development and public comment. The proposed project would respond affirmatively to many of the environmental issues contained in the Sustainability Plan.

Planning Code (Zoning)

The San Francisco Planning Code, including the City Zoning Maps, implements the General Plan and governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed action conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code, or a reclassification of the site (amendment to the Code) is made.

The project site is in a P (Public) District and an 80-B and a 40-X Height and Bulk District. A P district is applicable to land owned by a governmental agency that is in some form of public use, including open space. Principal permitted uses in P districts include structures and uses of the City and County of San Francisco as well as other governmental agencies, including accessory nonpublic uses, when in conformity with the General Plan and the provisions of other applicable codes, ordinances, and regulations (Planning Code Section 234.1[b]). Certain uses are conditionally permitted in a P District, such as schools, childcare, social services, religious institutions, parking, open recreation and horticulture, and public facilities and utilities. Residential uses are not permitted in P districts except for dormitories or other housing owned and operated by a permitted governmental, educational, or religious institution.

The northern portion of the project site, as well as its Buchanan Street frontage is in a 40-X Height and Bulk District. The "X" designation means that building height up to 40 feet is permitted and no bulk requirements apply (see Figure 9, page III.A-14. Existing Height and Bulk Districts). The southeastern portion of the project site, closest to Market Street, is in an 80-B Height and Bulk District. This designation means that building height up to 80 feet are permitted and building bulk above 50 feet in height is restricted to a maximum diagonal dimension of 125 feet.

Height limits in the project vicinity range from 40-105 feet, including a 40-X Height and Bulk District west of the site; a 50-X District to the site's east between Gough Street and Octavia Boulevard; an 80-A District northeast of the site, north of Haight Street between Laguna Street and Octavia Boulevard; and a 105-E District south of Haight Street, generally encompassing Waller Street to the south, and the eastern frontage of Octavia Boulevard from Waller Street to Page Street to the north.

As shown in Figure 10 on page II.A-15 Existing Use Districts, the project site is zoned P, while properties to the north of the project site are zoned RM-2 and RH-3 (Residential, Mixed District, Moderate Density; and Residential House District, Three-Family, respectively); zoning to the east of the project site includes RH-3 and RM-2 Districts; and, zoning to the south includes an RM-3 District, along Market Street an NC-3 District (Moderate-Scale Neighborhood Commercial), and a P District to the site's southwest at the location of the United States Mint. Figure 11 on page III.A-16 shows proposed zoning districts under the proposed Market and Octavia plan.

Figure 9 Existing Height and Bulk Districts

SOURCE: ESA, 2005

Neighborhood Plan Boundary

Project Site

Residential Districts

RH-1 Residential One-Family

RH-2 Residential Two-Family

RH-3 Residential Three-Family

RM-1 Residential Low Density

RM-2 Residential Moderate Density

RM-3 Residential Medium Density

Neighborhood Commercial Districts

NC-1 Neighborhood Commercial Cluster

NC-3 Moderate-Scale Neighborhood Commercial

Designated Neighborhood Commercial Districts (NCD)

Hayes-Gough NCD

Upper Market NCD

Valencia Street NCD

Downtown Commercial Districts

C-3-G Downtown General Commercial

C-3-S Downtown Support

C-M Heavy Commercial

Public

P Public

South of Market Districts

RED Residential Enclave Districts

SLR Service/Light Industrial/Residential Mixed Use District

0 1000

Feet

Figure 10 Existing Use Districts

SOURCE: San Francisco Planning Department, 2006

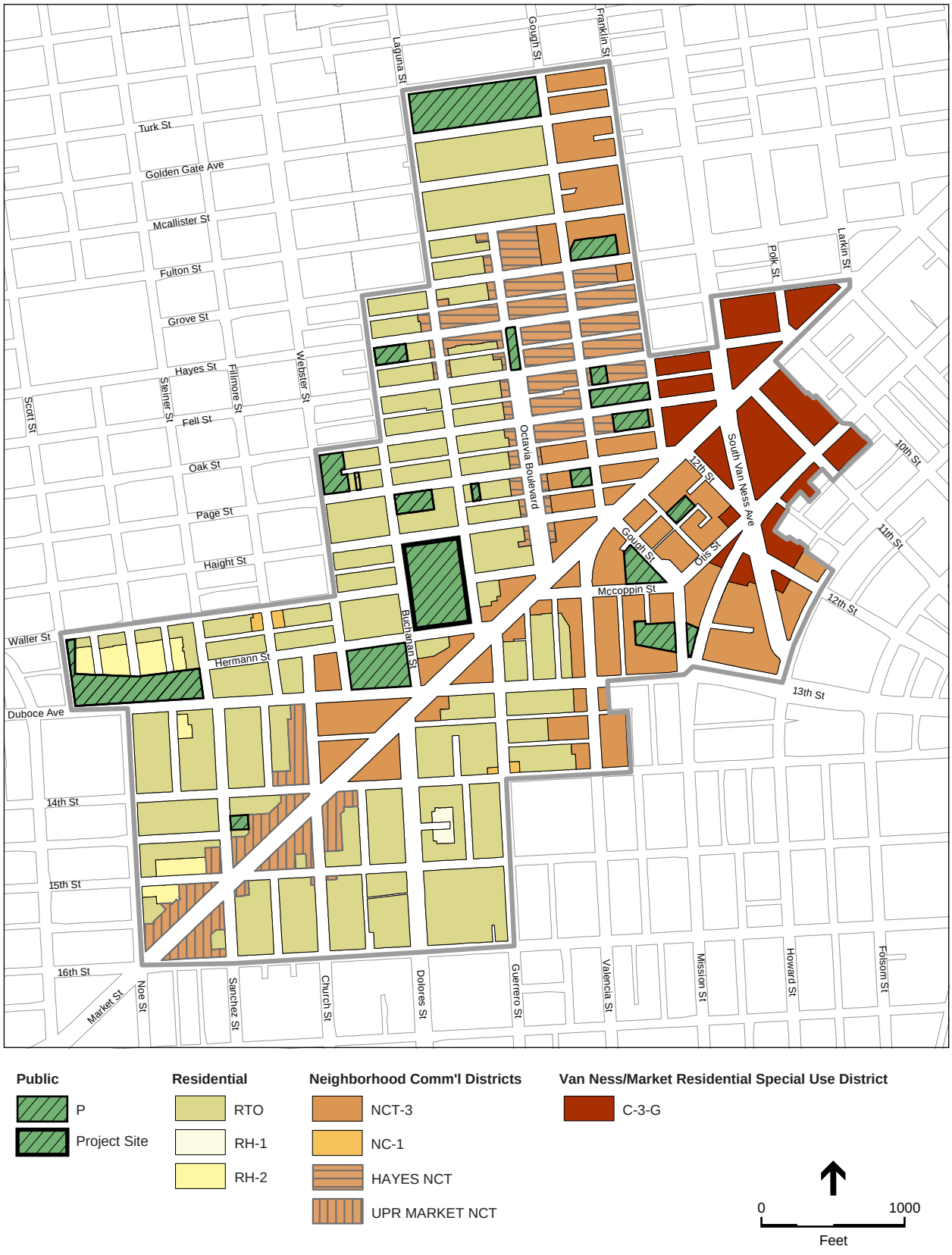


Figure 11 Proposed Land Use Districts

SOURCE: Market & Octavia C&R, September, 2006

Proposed zoning districts under the plan that are immediately adjacent to the project site are primarily zoned RTO, with a smaller amount zoned NCT-3 closest to Market Street.

Publicly zoned properties in the Market and Octavia Neighborhood Plan Area that are open space or park uses include Duboce Park, Jefferson Square Playground, Koshland Park, Rose-Page Mini Park, Patricia's Green, and the Hayes Valley Playground and Community Center. Publicly zoned properties in the Market and Octavia Neighborhood Plan Area that are institutional, civic, or educational uses include the project site, the United States Mint, John Muir Elementary School, Bessie L. Smith Childcare Center, the San Francisco Community College Administration Building, and the San Francisco Department of Human Services Office Building, among other educational or institutional uses. All P-zoned properties in the Market and Octavia Neighborhood Plan Area are also shown in Figure 10 on page III.A-15. Including the project site, a total of approximately 30 acres of P-zoned properties exist in the Market and Octavia Neighborhood Plan Area. At 5.8 acres, the project site comprises approximately 19 percent of the P-zoned properties in the neighborhood.

Although not yet adopted, the Market and Octavia Neighborhood Plan identifies the project site as zoned (P) Public, proposes no change to the existing 40-X and 80-B Height and Bulk Districts as part of the Plan adoption. As stated above under Policy 6.2.2 of the Plan, any future reuse of the UC Berkeley Laguna Campus should balance the need to reintegrate the site with the neighborhood and to provide housing, especially affordable housing, with the provision for public uses such as education, community facilities, and open space.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) landmark and historic building preservation; and (8) protection of open space. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. Prior to issuing a permit for any project that requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. In evaluating General Plan consistency of the project and reviewing the building permit application for the proposed project, the Planning Commission and/or Planning Department will consider whether, on balance, the proposed project is consistent with the Priority Policies.

Impacts

Significance Criteria

The proposed zoning change from the site's existing P (Public) Use District to the project's proposed RTO (Residential Transit Oriented) and NCT-3 (Neighborhood Commercial-Transit) Use Districts or to a Mixed-Use Special Use District incorporating the major provisions of the proposed RTO and NCT-3 districts is analyzed to the extent that the proposed rezoning could result in significant adverse physical land use changes at the site or in its vicinity.

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. As evaluated in the Initial Study (see Appendix A), the project would not disrupt or divide the physical arrangement of an established community. Therefore, the analysis presented herein determines whether the proposed project would have a substantial adverse impact on neighborhood character and compatibility.

Impact Analysis

Neighborhood Character and Compatibility

Under project conditions, land uses on the project site would change, as would the character of the project site. As discussed in the Project Description (see Chapter II), the project proposes to construct up to 450 dwelling units in seven new buildings and three rehabilitated buildings on the site. The project also proposes to provide community-serving space, retail and open space uses, and to accommodate parking primarily in underground garages and limited surface parking.

The proposed project would alter the site's institutional character, consisting of relatively low-density development (floor area ratios less then 0.5) and large areas of surface parking, by transforming it to allow for moderate density residential uses, community-serving space and ground-floor retail use. In order to accommodate the project's proposed mix of uses, all of Middle Hall and the Administration Wing of Richardson Hall would be demolished, and the remainder of Richardson Hall, Woods Hall and the Woods Hall Annex would be adaptively reused, primarily for housing. All of the site's existing, surface parking lots would be replaced with new, in-fill housing. The project would construct seven new buildings, two of which would front on the site's Buchanan Street frontage, two along the site's Laguna Street frontage, and the remaining three fronting internal portions of the site. All of the site's buildings would be accessible from two internal, private roadways that would bisect the site. The existing UCSF dental clinic would remain operational in the sites' southwestern corner under project conditions.

The residential buildings that would front on the project site's four perimeter streets would create a strong visual edge along the site boundary (see Chapter III.B, Visual Quality and Urban Design for more information). The project would reestablish Waller Street as a publicly accessible pedestrian street that would create distinct northern and southern portions of the project block. Waller Street would run through the central portion of the site and would divide it roughly in half; Waller Street would break down the project site to blocks similar in size to the city blocks

surrounding it. The proposed internal streets of 'Lindhardt Lane' and 'Micah Way' would additionally break down the project site into smaller residential blocks, allowing further penetration of the site by pedestrians and vehicles.

Along its western frontage, the project would construct Waller Park, a publicly accessible open space that would provide a landscaped turf area lined with public seating. A stairway would lead down from the park's scenic overlook to the newly-established eastern stub of Waller Street. The project would construct new, ground level retail uses along the site's southeastern corner at Laguna and Hermann Streets by inserting new pedestrian entrances and shop windows into the concrete retaining wall in this location. The site's residential buildings would have entries, some with porches, in keeping with the residential character of the surrounding neighborhood. The project would also remove much of the site's existing retaining wall along its Laguna and Haight Street frontages, which would act to further integrate the site's residential uses into the neighborhood fabric by orienting future dwellings toward the streets as opposed to walling them off from the neighborhood. The project would thus integrate the site's proposed new uses into the surrounding neighborhood, while enhancing pedestrian connectivity to (and through) the site.

The proposed project would generally reflect, and be compatible with, the surrounding neighborhood's existing medium-density residential land use. With 450 units on the 5.8-acre project site, the proposed project would have a net residential density of approximately 78 units per acre, slightly higher than the net residential density of the residentially zoned census blocks that immediately surround the project site (60 units per acre)

Similar to the existing land use pattern, the proposed project would locate taller buildings nearer Market Street and shorter buildings closer to the lower-scale residential uses along the site's Haight, Hermann, and Buchanan Street frontages. Project buildings would be four to eight stories in height. New buildings along Buchanan Street would be four stories in height, while new buildings along Laguna Street would range from four to eight stories. New buildings on the interior of the site would be four stories in height. The tallest building, at eight stories or a maximum of 85 feet in height, would be the proposed openhouse building. This building would be located at the intersection of Waller and Laguna Streets near the site's southeast corner, and about 300 feet from Market Street. The height and bulk of this building would be greater than the predominately three-story residential buildings in the project vicinity, but would be generally similar to the existing seven-story (80 feet tall) multi-family apartment buildings at 1900 Market Street, and 16 and 50 Laguna Street in the project vicinity. The proposed four story buildings on the project site would be approximately one story higher than the predominately three-story buildings along the site's perimeter streets, such as Buchanan, Haight, and Laguna Streets. Building heights on the project site would generally conform to the site's slope by stepping down the hill to reveal the site's natural topography.

The proposed inclusion of the openhouse building, specifically targeted for LGBT seniors, would be compatible with the surrounding neighborhood' s residential uses, as well as with the community-serving uses of the LGBT Community Center, located approximately one-half block from the project site.

The proposed project would require a change in the zoning district from P (Public) to RTO (Residential Transit-Oriented) and NCT-3 (Neighborhood Commercial, Transit Oriented), new zoning classifications for the vicinity proposed by the Draft Market and Octavia Neighborhood Plan, or should the new Market-Octavia Area Plan zoning classifications not be adopted prior to project approvals, to a Mixed-Use Special Use District incorporating the major provisions of the currently proposed RTO and NCT-3 zoning classifications, except for the dental clinic, which would remain in a P zoning district. Height and bulk designations would also be required to be changed from 40-X and 80-B to 40-X, 50-X and 85-X. The proposed project would also require an amendment to the *San Francisco General Plan* to allow the change from a public/institutional use designation to a residential mixed-use designation. The rezoning that would occur as part of the project would result in a loss of publicly zoned land at the project site which has been in some form of public use for over 150 years. In its place, the proposed RTO and NCT-3 zoning classifications or a Mixed-Use Special Use District would allow for the mix of residential, community facility and commercial retail uses to be developed on the project site, while providing some public accessibility to and through the site (e.g., Waller Park). As mentioned above, the dental clinic site would not be rezoned, and would remain in a P zoning district.

This change in zoning would also reduce the amount of publicly zoned land in the site's vicinity. However, other publicly zoned sites including nearby parks (e.g., Koshland Park, Duboce Park, Hayes Green, etc.) would not be affected by the proposed project and would continue to be available for public use. Overall, the change in zoning would eliminate approximately 5.8 acres of P-zoned properties out of about 30 P-zoned acres in the Market & Octavia Neighborhood Plan Area, or about 19 percent, considered to be a relatively small loss in light of the amount of P-zoned properties which would continue to be available for public use.

Public accessibility of the project site is currently limited, given that the project site buildings are vacant and locked, nor does it have useable amounts of open space for public gatherings, given that most of the open space is used for surface parking by UCSF and CPMC Davies staff only (i.e., no public parking). Public accessibility of the site was also limited during its previous use as a school, except for access by UC and FAIS students, faculty, staff, or during special events.

The proposed project would allow a greater degree of public access to the site than exists currently, or had existed previously during its use as a school, considering the publicly accessible Waller Park that would be constructed along Buchanan Street, the proposed reopening of the former Waller Street right-of-way allowing pedestrian travel through the site, and the community garden behind Woods Hall, as well as the proposed 10,000 square feet of community space in Richardson Hall that would provide additional public access to the project site.

Public and institutional uses are conditional uses under the proposed NCT-3 and RTO zoning. To the extent that adverse physical land use changes to neighborhood character or adverse physical environmental effects would occur as part of the project's rezoning, such impacts are discussed in this EIR.

The proposed rezoning of the site would allow medium-density residential, community facility, and commercial retail uses that are generally considered to generate fewer physical environmental

impacts compared with other, more intensive or institutional-type land uses, which sometimes, but not always, result in greater physical environmental impacts. As the proposed project would not allow land uses that are generally considered to have higher levels of physical environmental impacts, the change in zoning from P to RTO/NCT-3 or to a Mixed-Use Special Use District could be viewed by decision-makers as having a less-than-significant impact on the environment.

In summary, the proposed project would alter the site's institutional character including surface parking by providing housing, open space, community facility space, and ground-floor commercial retail in a transit-oriented, mixed-use residential neighborhood. Not less than 15 percent of the units would be reserved for low or moderate income households. The project would adaptively reuse some existing buildings as well as construct new buildings at a scale generally consistent with the surrounding neighborhood. Building heights on the project site would be within the range of heights within the surrounding neighborhood. The project would reestablish Waller Street and further integrate the site into the surrounding neighborhood by removing the site's existing retaining wall. The project would also eliminate the site's surface parking use and create usable public open space where there is currently none. Given these changes, it cannot be concluded that the project would have a substantial adverse impact on the existing character of the vicinity, and thus land use impacts are less than significant.

Although not yet adopted, the Market and Octavia Neighborhood Plan identifies the project site as zoned (P) Public. The proposed project would not be consistent with this P use designation, and the project could not be implemented without a zoning change (and a change in the Market and Octavia Plan, if the Plan were to be adopted consistent with the September 2006draft).

The effects of the proposed change in land use from P to RTO/NCT-3 or to a Mixed-Use Special Use District are described above. In terms of height limits, the proposed project would not be consistent with the Market and Octavia Plan, which calls for maintenance of the existing 40-X and 80-B height limits. The proposed project would construct seven buildings up to 40 and 50 feet in height, with one building up to 85 feet in height, with the tallest building within the existing 80 - foot height limit. The project would require an amendment to the height and bulk districts, changing them from 40-X and 80-B to 40-X, 50-X and 85-X to allow project construction up to 50 and 85 feet.

The proposed rezoning of the site from P (Public) to RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density residential projects with generally similar land use characteristics as the proposed project. As no significant land use impacts to neighborhood character were identified with the proposed project, the proposed rezoning effort would also have no significant land use impacts to neighborhood character.

Consistency with Applicable Land Use Plans and Policies

The proposed project would be consistent with some applicable land use plans and policies, and would be less consistent with others. For example, the proposed project would be consistent with the policies that call for: 1) the development of affordable housing on surplus public lands

(General Plan Housing Element Policy 1.7), as the proposed project would provide 15 percent of the residential units as affordable units; 2) relationship of the height of buildings to important attributes of the city pattern and to the height and character of existing development (General Plan Urban Design Element Policy 3.5), as the proposed project would provide new buildings scaled to match the character of existing development, as well as local topography; 3) encouragement of housing and retail infill to support the vitality of the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (draft Market and Octavia Plan Policy 1.1.3), as the proposed project would provide infill housing and retail to support the nearby commercial districts along Market Street; and 4) increased housing opportunities affordable to a mix of households at varying income levels (draft Market and Octavia Plan Objective 2.4), as the proposed project would provide units for a mix of households at varying income levels. Future reuse of the UC Berkeley Laguna Campus should balance the need to reintegrate the site with the neighborhood and to provide housing, especially affordable housing, with the provision of public uses such as education, community facilities, and open space (draft Market and Octavia Plan – Policy 6.2.2), as the proposed project would provide a mix of housing and public uses on site.

The proposed project would not be consistent, or only partially consistent, with policies that call for; 1) the preservation of landmark and other buildings of historic value (draft Market and Octavia Plan Policy 1.1.9), as the proposed project would maintain some, but not all, historic buildings on the site. As noted previously, the proposed project would not be consistent with the P (Public) use district designation maintained in the draft Market and Octavia Plan, and the project could not be implemented without a zoning change (and a change in the Market and Octavia Plan, if the Plan were to be adopted consistent with the September 2006 draft), as analyzed in this EIR.

As discussed above, San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Any physical environmental impacts that could result from such conflicts are analyzed in this EIR. The compatibility of the project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

Cumulative Impacts

The cumulative context for the assessment of land use impacts includes the project site as a subset of the proposed Market and Octavia Better Neighborhood Project Area.

According to the Market and Octavia Neighborhood Plan DEIR[3], by the year 2025, the Project Area could accommodate about 5,960 new housing units. About 1,520 of these units would be cumulative development that would occur in the Market and Octavia Project Area without implementation of that plan. The Market and Octavia Neighborhood Plan DEIR identified the 55 Laguna project as a reasonably foreseeable project included in the year 2025 projected land

[3] See Market and Octavia Neighborhood Plan DEIR, pages 4-61 and 4-62.

use allocation in the Project Area. The proposed project would represent a relatively small portion (about 11 percent) of the overall growth in residential units attributable to the Plan.

The Market and Octavia Neighborhood Plan DEIR states that implementation of that plan could result in three major land use effects: 1) provide almost a three-fold increase in total housing development in the Project Area compared to existing conditions; 2) create sustainable and more efficient land use patterns by concentrating and redirecting land uses into higher density, residential mixed use projects near transit and neighborhood retail and services; and 3) reduce the negative land use effects of automobile traffic and parking in the Project Area, including the creation of more livable and safe street environments for residents, pedestrians, and bicyclists.

The Plan's overall potential housing production and the proposed project's contribution thereto, would provide a more sustainable transit-oriented development pattern and would not disrupt or divide an established community or have a substantial adverse impact on the existing character of the project vicinity. Because the proposed project would not result in significant land use impacts, and because the Market and Octavia Neighborhood Plan DEIR (which included the 55 Laguna Mixed Use Project as a reasonably foreseeable project in its land use projections) did not identify any cumulative impacts for the Project Area, the project's land use effects would not contribute to a significant cumulative land use impact.

References – Land Use, Plans, and Policies

City and County of San Francisco, Planning Department, *A Policy Guide to Considering Reuse of the University of California Extension Laguna Street Campus*, Case No. 2003.0347E, December, 2004.

City and County of San Francisco, *Draft Market and Octavia Area Plan*, September, 2006.

City and County of San Francisco, *General Plan Amendments, Attachment to General Plan Ordinance Exhibit M-3 Proposed Amendments to the General Plan, Exhibit M-3.1 Market And Octavia Area Plan*, September 28, 2006.

City and County of San Francisco, *Market and Octavia Neighborhood Plan Draft EIR*, Case No. 2003.0347E, June 25, 2005.

City and County of San Francisco, *San Francisco General Plan*, as amended.

B. Visual Quality and Urban Design

The Initial Study determined that the project could have potentially significant adverse visual quality effects, including the visual character of the project area, views from surrounding public areas, and light and glare effects; therefore these topics are evaluated in this section. This section first describes the visual character of the site and then it describes the character of the surrounding neighborhood. This is followed by a discussion of the visual quality and urban design effects of the project in relation to its surroundings.

Computer-generated visual massing studies illustrate existing and potential conditions within select view corridors from representative public vantage points, and are presented as part of the analysis. The locations of the massing studies were selected in consultation with the Planning Department staff. Digitized photographs and computer modeling techniques were utilized to prepare the massing diagrams. The images show the mass and volume of the proposed project, but do not show architectural detail, as specific architectural plans are not yet available.

Photos are included in this section to supplement the descriptions of publicly accessible views, and are indicated on Figure 12, Viewpoint Location Map, on page III.B-8.

Setting

Visual Character

Visual Character of the Site

The 5.8-acre project site is occupied by five buildings, which are generally no taller than two stories (25 to 45 feet) in height,[1] and surface parking. Four unoccupied buildings include Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall. The fifth building, located on the southwestern corner of the project block at the intersection of Hermann and Buchanan Streets, is a two story dental clinic approximately 18,000 square feet in size that is currently occupied by the UCSF dental clinic.

The project site slopes steeply downward from its highest elevation at the corner of Buchanan and Haight Streets (170 feet above sea level), to its lowest elevation at the corner of Hermann and Laguna Streets (90 feet above sea level), in a northwest to southeast direction. The site is divided into two terraces. The upper terrace, accessible from Buchanan Street, contains Woods Hall, Middle Hall, the UCSF dental clinic, and surface parking for 50 cars. The lower terrace, accessible from Laguna Street, contains Richardson Hall, Woods Hall Annex, and surface parking for 228 cars. The majority of the existing buildings occupy the periphery of the site with surface parking generally clustered toward the center of the site.

[1] Although only two full stories in height, Richardson Hall, at the corner of Laguna and Hermann Streets, is about 45 feet tall due to the sloping topography of the site, the building's high basement level, and high-ceiling interior auditorium space.

All of the former UC Extension buildings on the site were constructed between 1924 and 1935 as the campus of the San Francisco State Teachers College (now San Francisco State University), which traded the property to the University of California when it relocated to its current campus on 19th Avenue in the 1960s. The buildings generally exhibit the Spanish Colonial Revival style of architecture with red tile roofs and stucco siding. Woods Hall, constructed in 1926, is a two-story L-shaped building located at the northwestern corner on the upper terrace of the site along Buchanan and Haight Streets. Attached to Woods Hall is Woods Hall Annex, a two-story building constructed in 1935, located along Haight Street and positioned on the lower terrace. Richardson Hall, constructed between 1924 and 1930, is a one and two-story, L-shaped building located on the lower terrace of the site at the corner of Hermann and Laguna Streets. Within Richardson Hall on its Laguna Street elevation is a two-story auditorium and an attached single-story administration building. Middle Hall, originally built as a gymnasium in 1924 with classroom and office space added later, is a one-and-a-half- to two-and-a-half-story building located behind (east of) the west wing of Woods Hall. The Dental Clinic, a two-story building, was constructed in the 1970s, and is currently occupied by the UCSF dental clinic.

Visual Character of the Surrounding Neighborhood

The visual setting of the project area is varied, reflecting the unique visual characteristics of the project area's topography, street grids, public open spaces, and surrounding Hayes Valley/Upper Market neighborhood. The project area is located in a relatively dense and urbanized portion of central San Francisco.

To the north of the project site is Hayes Valley, a moderately-scaled, mixed-use urban neighborhood. The parcel sizes of approximately 25 to 50 feet wide establish a building envelope in proportion to the scale of streets and blocks. A network of east-west running alleys moderates block size. This pattern produces a varied, fine-grained streetscape with visual interest that reinforces its neighborhood character. Building size and style vary within this pattern; most are two to three stories in height, though a few are taller than five stories. However, some residential buildings on the immediate periphery of the project site are seven stories or about 80 feet in height, including four apartment buildings at the corners of Market/ Hermann/Laguna Streets (1900 Market Street/15 Hermann Street), Buchanan and Haight Street (300 Buchanan Street), Buchanan and Hermann Street (78 Buchanan Street), and Laguna and Waller Streets (50 Laguna Street). A mix of older and contemporary residential buildings with ground-floor retail is also prevalent throughout the neighborhood. Hayes Valley also contains a number of historic architectural resources that contribute to the area's visual quality. Please see Section III.E, Historic Architectural Resources, for more information about the historic resources in the project vicinity.

Toward the project area's southern and eastern edge, the visual setting includes restaurants, bars and cafes; fitness studios, gyms, and a variety of small-scale retail and commercial uses which enliven Market Street's street frontages. Storefront windows create a visual relationship at street level by focusing pedestrian attention on eye-catching window displays, with residential uses above. This neighborhood is dominated by Market Street, a heavily traveled commercial thoroughfare which runs diagonally through the heart of San Francisco. Buildings in the project

vicinity along Market Street are predominantly mixed use commercial and residential properties, about three to four stories in height. However, there are some taller buildings in the area, such as the seven story residential apartment building at the corner of Market/Hermann/Laguna Streets (the Art Deco style *Allen Arms* at 1900 Market Street/15 Hermann Street) across Hermann Street from the project site.

Near the intersection of Market/Waller/Octavia Streets, the historic Carmel Fallon Building at 1800 Market Street (San Francisco Landmark #223) connects to a modern addition forming the Lesbian, Gay, Bisexual, and Transgender Center (the LGBT Center). The Center's expressive, sloping window wall, its red Waller Street façade, and the deep blue-green Carmel Fallon building contrast with the domed-roof Greek revival First Baptist Church behind it at the corner of Waller and Octavia Streets.

Diagonally across the intersection of Herman and Buchanan Streets and southwest of the site is the United States Mint. This massive, approximately 60-foot-tall art deco style structure sits atop an exposed rock base; its perimeter secured by cyclone fencing.

Public Open Spaces

Public open spaces give a neighborhood its identity, focus, and can provide visual relief from the built environment. The nearest public open space to the project site is Koshland Park, a 37,000-square foot neighborhood park that occupies a quarter of the block on the corner of Buchanan and Page Streets in the Hayes Valley neighborhood, one-half block to the north of the project site. The project site is not visible from Koshland Park due to intervening development, such as the seven-story residential apartment building at 300 Buchanan Street, which obstructs public views of the project site from Koshland Park. Due to the dense surrounding neighborhood and the sloping topography, the project site is not immediately visible from any other public open spaces in the Hayes Valley neighborhood, such as the new Hayes Green, or areas beyond. Certain portions of the project site may be visible from more elevated public open spaces located to the west, such as Buena Vista Park and Twin Peaks, located from about 1.0 to 1.5 miles from the site. However, from these distances, the project site is not immediately discernable from its low-lying, urbanized surroundings. Two small open spaces are located near the terminus of the recently completed Central Freeway at Market Street. At the southwest corner of the freeway terminus and Market Street is Octavia Plaza. East of the freeway terminus is McCoppin Square, a small open space at the end of McCoppin Street. The project site is not immediately visible from either open space due to intervening structures.

Views

Views of the Site

Photos are included in this section to demonstrate publicly accessible views of the project site, and are indicated on Figure 12 on page III.B-8: Viewpoint Location Map. The photographs, and corresponding visual simulations, are presented as Figures 13 through 17 on pages III.B-9 through III.B-13.

The project site is visible primarily from publicly accessible areas immediately adjacent to the project site given the dense, urban character of the vicinity, and the relatively mid-rise character of the buildings on the project site. Only partial views of the project site are available, as intervening buildings and/or topography obscure views of the site as a whole. As such, only portions of the project site can be seen from certain vantage points, and the site cannot generally be viewed in its entirety as a cohesive unit.

A portion of the project site is visible from heavily trafficked Market Street, including Richardson Hall at the corner of Laguna and Hermann Street near the intersection of Market Street and Laguna Street, as presented in Figure 13A on page III.B-9. Views of the project site looking northwest down Laguna Street reveal the windowless gable-roofed auditorium within Richardson Hall, as well as the clustered chimneys of varying heights attached to the exterior of the building. The ground floor presents a blank concrete retaining wall about one story high that forms the basement level of Richardson Hall. Street trees on both Laguna and Hermann Streets soften this strong visual edge of the project site. In the mid-range views, the wing of Richardson Hall along Laguna Street is visible, exhibiting somewhat greater architectural embellishments, such as industrial-sash metal windows and Spanish tile-clad roof forms. In the distance, views of the roofline of Woods Hall Annex, located along Haight Street, are visible above the street trees on the right hand side of the field of view. No other buildings or other features of the project site are available from this viewpoint.

Views of the project site are also available from Waller Street looking west toward Laguna Street into the main entrance of the lower campus' parking lot. This view is presented in Figure 13A on page III.B-10. Views in the foreground include the concrete retaining wall to either side of the steel entrance gate at the intersection of Waller and Laguna Streets. The roofline of the administration wing of Richardson Hall is visible atop the retaining wall to the left of center in the photo. On-site trees and other vegetation largely obscure the other buildings on the project site, although the vegetated terrace separating the upper and lower parking lots are visible. Residential buildings along Buchanan Street at the intersection with Waller Street are visible in the distance from this vantage point.

Views of the project site are available from the intersection of Haight and Laguna Streets looking southwest, as presented in Figure 15A on page III.B-11. Views in the foreground include the concrete retaining wall that surrounds the lower portion of the campus along Laguna Street, from Haight Street to Hermann Street. Street trees parallel to Laguna Street soften the blankness of the retaining wall in this area. This view is dominated by the windowless side elevation of Woods Hall Annex, which is visible on the far right hand side of the photo. In the distance, the roofline of the UCSF dental clinic is visible, as well as portions of Richardson Hall located further down Laguna Street. Located further in the distance are several seven-story residential buildings located between Hermann and Market Streets, some of which have rooftop billboard signage.

Views of the project site from the highest elevation in the immediate vicinity are available at the intersection of Buchanan and Waller Streets, looking east as presented in Figure 16A on page III.B-12. This viewpoint illustrates the visual corridor formed by the Waller Street right-of-

way through the project site, and of areas beyond. The immediate foreground is dominated by the upper parking lot of the project site and the chainlink fencing that surrounds it, as well as some of the vegetation growing on the landscaped terrace that separates the upper from the lower parking lots. Dominating this view is the dome of the First Baptist Church, including its white cross, at the intersection of Waller Street and Octavia Boulevard. Other large buildings visible in this view include the upper levels of the seven-story apartment building at 50 Laguna Street. Many other buildings which form the SOMA or South of Market neighborhood further east are also visible from this viewpoint. The Oakland-Berkeley Hills in the East Bay, as well as portions of downtown Oakland's highrises are visible in the distance. Further in the distance is the peak of Mount Diablo in Contra Costa County. Views of the San Francisco Bay are not available from this highest, publicly accessible elevation adjacent to the project site, although portions of the Bay may be available from the upper floors of private residences along portions of Buchanan and Haight Streets. In addition to Waller Street, Hermann and Haight Streets also function as view corridors when looking east, as portions of the Oakland-Berkeley Hills can also be seen from these streets in the project area.

Other views of the project site from high elevations are available from the intersection of Haight and Buchanan Street looking southeast, as presented in Figure 17A on page III.B-13. The arched entrance to Woods Hall flanked by large, decorative urns dominates the field of view in this figure, as well as the wings of this building, which are parallel to Haight and Buchanan Streets. The top of a mature palm tree in a courtyard formed by Woods Hall and Middle Hall is visible from this viewpoint, as well as some other landscape elements on the interior of the site. However, no other elements of the project site are visible from this vantage point primarily due to visual prominence of Woods Hall and the sloping topography behind and to the southeast from this building.

Light and Glare

Sources of light and glare in the neighborhood around the project site are generally limited to the interior and exterior lights of buildings and lighting from parking lots and street lights. These sources of light are typical of those in a developed urban area. In addition, cars and trucks traveling to, from and within Hayes Valley/Upper Market Street neighborhoods represent a source of glare.

Impacts

Significance Criteria

A project would have a significant impact if it would:

- Substantially degrade the existing visual character or quality of the site and its surroundings;

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway or other features of the built or natural environment which contribute to a scenic setting;

- Have a substantial adverse effect on a scenic vista now observed from public areas; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other properties.

The significance determination is based on consideration of the extent of change related to project visibility from key public vantage points, as well as the degree of visual contrast and compatibility in scale and character between proposed project elements and the existing surroundings, and the sensitivity of the affected view.

Impacts

Visual Character and Scenic Resources

The proposed project would result in the removal of visual elements with neutral or low aesthetic value, including surface parking lots, remnant landscape elements, blank street-level retaining walls and chainlink fencing. The project would replace these elements with new infill mixed-use residential development between four and eight stories in height, while retaining and rehabilitating most of the visually prominent (and potentially historic) structures on the project site. The proposed project would be a continuation of dense and urban visual character currently found in the project area, including those in the Upper Market and Hayes Valley neighborhoods. Although future buildings on the project site would be larger in footprint and taller than most of the existing buildings in the immediate vicinity, increases in building height and mass would not, in themselves, result in a significant adverse change with regard to visual quality. As discussed in the setting section, several mid-rise apartment buildings abut the immediate periphery of the project site, located at 1900 Market Street, 78 and 300 Buchanan Street, 50 Waller Street, and 16 and 50 Laguna Street. The proposed new construction would be compatible in bulk and scale with these buildings, including the proposed eight-story openhouse building. Street-level uses, especially near the intersection of Market/Laguna/Hermann Streets, would be enlivened with new retail uses and generous amounts of glazing, wider sidewalks, and new street trees, where none currently exist on the project site. With the retention and rehabilitation of most of the existing buildings, which generally frame the periphery of the project site, and new construction behind and adjacent to these existing buildings, the overall character of the site would appear more intensely developed than under current conditions. However, given the urbanized vicinity, this visual change would not substantially degrade the existing visual character of the area, as the new buildings would be compatible in scale with adjacent and nearby development.

As noted above, the topography of the project site slopes steeply downward from its highest elevation at the corner of Buchanan and Haight Streets to its lowest elevation at the corner of Hermann and Laguna Streets. The tallest building (openhouse) would be constructed along Laguna Street near the site's lowest elevation, with the hill behind it providing a visual backdrop to this taller building when looking in a westerly direction.

The proposed project would remove approximately 60 trees with an average trunk diameter of eight to ten inches, but would include extensive new landscaping. Therefore, changes to the existing vegetation would not adversely affect the existing visual character of the site. Please also

see Section III.G, Landmark and Significant Trees, for more information about tree removal. The project would eliminate one building and a portion of a second building which may be considered a historic resource. Please see Section III.E, Historic Architectural Resources, for more information about the project's potential effects to historic resources. These visual resources on the project site (existing trees and historic resources) are not be visible from state scenic highways, as there are no state scenic highways in the project vicinity.

Future building designs would be developed pursuant to the city's General Plan and urban design controls and guidelines imposed by the proposed Market and Octavia Neighborhood Plan as discussed in this document in Chapter 3, Project Description, and Chapter III.A, Land Use, Plans, and Policies. These measures would minimize the adverse visual impacts in the project area.

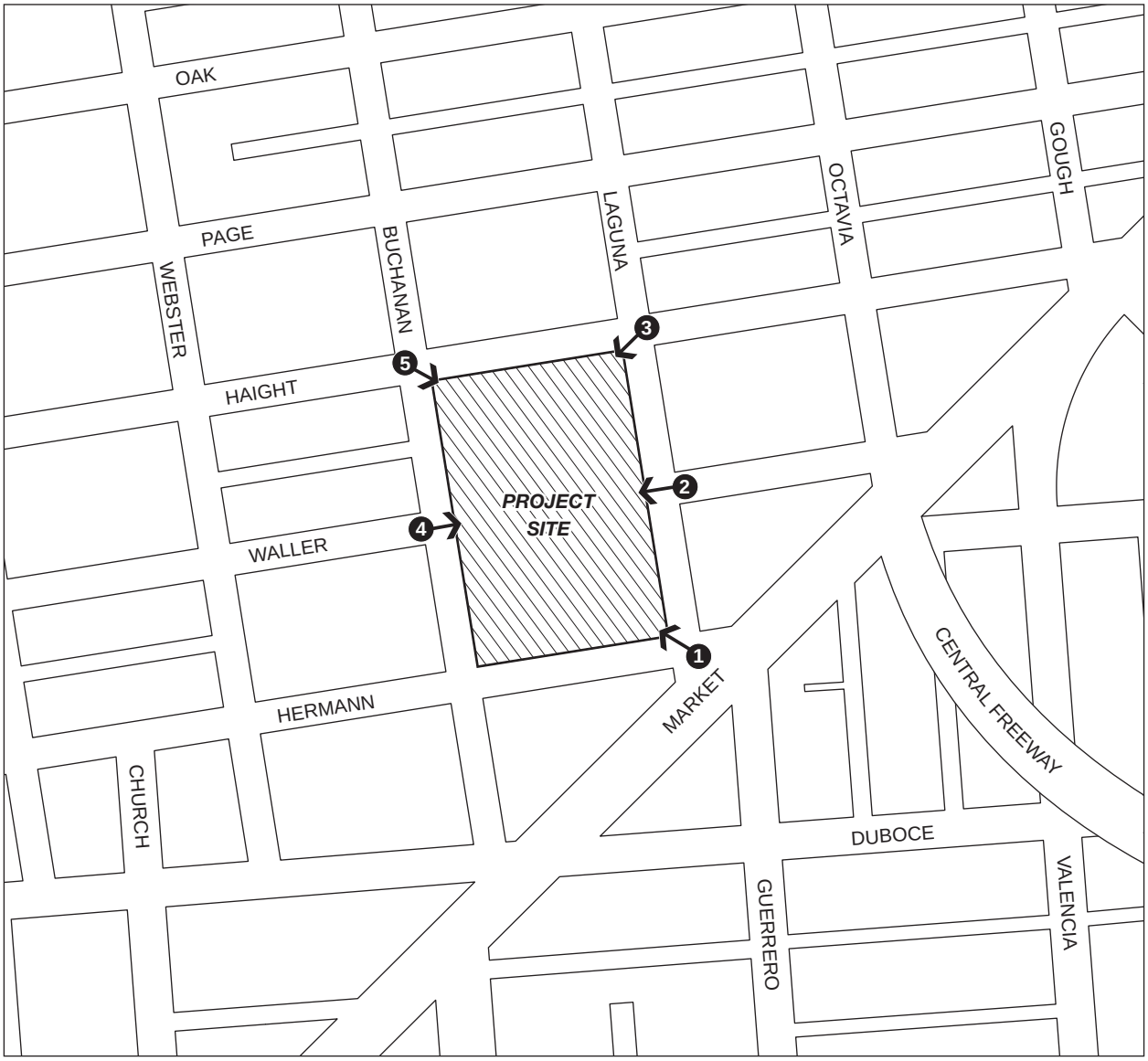
In summary, the increase in development density and height on the project site, while noticeable, would not substantially degrade the existing visual character or scenic resources of the site or its surroundings.

Views

Implementation of the proposed project could alter existing views from public viewpoints since new residential and mixed-use buildings and new landscaped open space would be developed within the site. Despite the new uses that would be constructed, the proposed project would not have a substantial adverse effect on scenic views or vistas, nor would the project damage important scenic resources. Under project conditions, the majority of views of the project site from primary view corridors would not substantially change from existing conditions. A summary of the potential changes to existing public views resulting from implementation of the project is provided below. Visual simulations are provided on pages III.B-9 to III.B-13.

Figure 13B on page III.B-9 simulates views of the site under project conditions from the intersection of Market/Laguna/Hermann Streets. With the proposed project, northwesterly views of Richardson Hall would continue to be available; however, new street-level retail uses would be constructed within and behind the concrete retaining wall that supports the basement level of Richardson Hall. The large shop windows, pedestrian entrances, and fabric awnings would enliven a currently blank façade on the street level. The sidewalk at the corner of Laguna and Hermann Streets would be widened with a new sidewalk 'bump-out' created for easier pedestrian crossings. New street trees along Laguna Street would also be planted at regular intervals. Above the new retail uses would be an open-air seating area with plantings and seating.

The most prominent visual change from existing conditions would be the replacement of the single-story administration annex of Richardson Hall with the eight-story, 85-foot-tall openhouse building, which would be clearly visible in midrange views of the site. While larger and taller than the building it would replace, the proposed openhouse building would not substantially degrade or obstruct publicly accessible scenic views. This building would be a visible new silhouette against the sky, but would be minimally intrusive, and generally in scale with other surrounding uses, such as the seven-story apartment complex at the corner of Waller and Laguna Streets immediately opposite Laguna Street from the project site (50 Laguna Street – not visible



Viewpoints

1 Market/Laguna/Hermann Street intersection looking northwest (see Figures 10A-B)

2 Laguna/Waller Street intersection looking west (see Figures 11A-B)

3 Laguna/Haight Street intersection looking southwest (see Figures 12A-B)

4 Buchanan/Waller Street intersection looking east (see Figures 13A-B)

5 Buchanan/Haight Street intersection looking southeast (see Figures 14A-B)

0 400
Feet

Figure 12 Viewpoint Location Map

SOURCE: ESA, 2005

A. Existing view of the project site from the Market/Laguna/Hermann Street intersection looking northwest.

B. Simulated view of the project site from the Market/Laguna/Hermann Street intersection looking northwest.

Figure 13 Existing and Proposed Views from Viewpoint Location 1

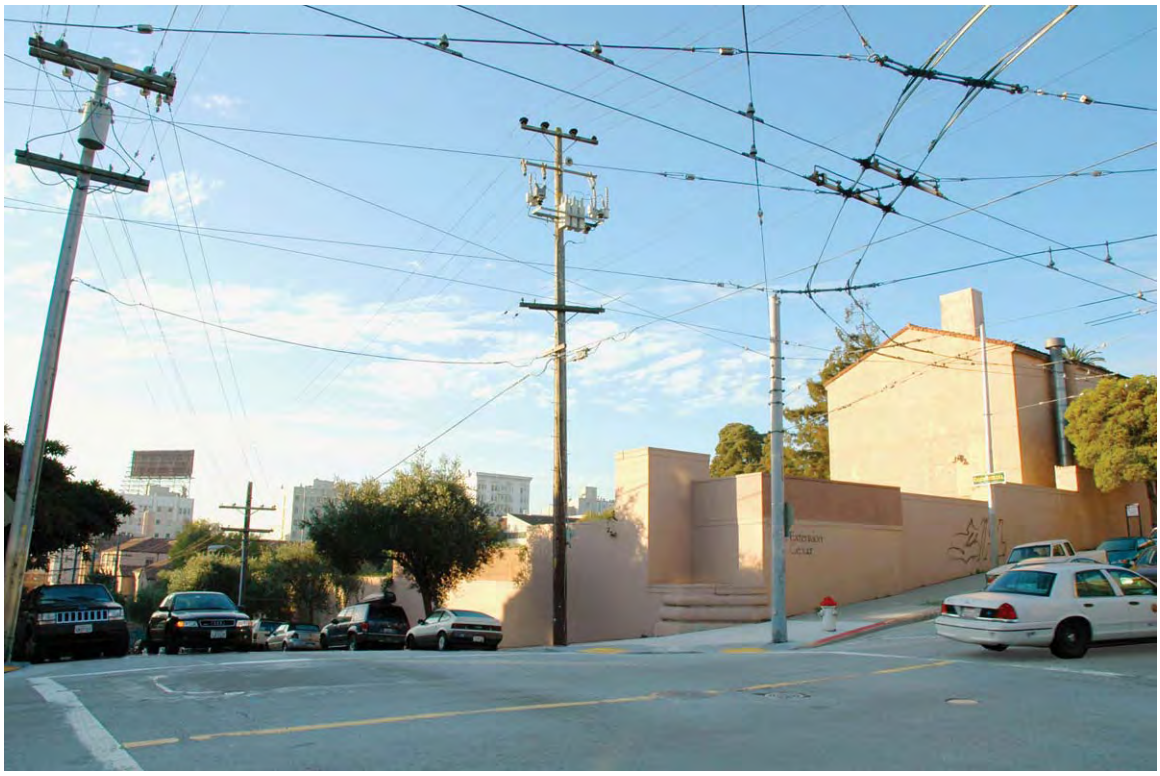
SOURCE: GLS Landscape / Architecture

A. Existing view of the project site from the Waller/Laguna Street intersection looking west.

B. Simulated view of the project site from the Waller/Laguna Street intersection looking west.

Figure 14 Existing and Proposed Views from Viewpoint Location 2

SOURCE: GLS Landscape / Architecture

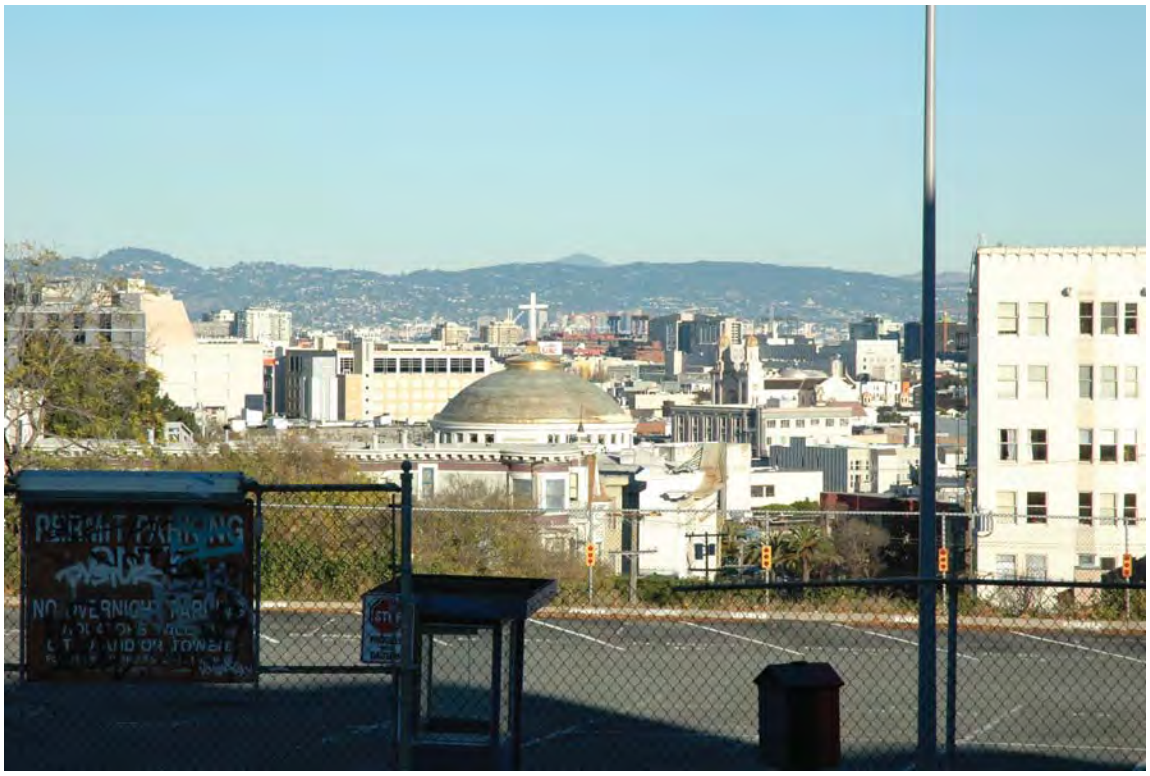


A. Existing view of the project site from the Laguna/Haight Street intersection looking southwest.

B. Simulated view of the project site from the Laguna/Haight Street intersection looking southwest.

Figure 15 Existing and Proposed Views from Viewpoint Location 3

SOURCE: GLS Landscape / Architecture



A. Existing view of the project site from the Buchanan/Waller Street intersection looking east.

B. Simulated view of the project site from the Buchanan/Waller Street intersection looking east.

Figure 16 Existing and Proposed Views from Viewpoint Location 4

SOURCE: GLS Landscape / Architecture

A. Existing view of the project site from the Buchanan/Haight Street intersection looking southeast.

B. Simulated view of the project site from the Buchanan/Haight Street intersection looking southeast.

Figure 17 Existing and Proposed Views from Viewpoint Location 5

SOURCE: GLS Landscape / Architecture

in the simulation). Other views of proposed four-story residential development would be visible in the distance along Laguna Street, generally replacing partial views of Woods Hall Annex in this location. In the immediate periphery of the project site are a total of four, seven-story residential apartment buildings each about 75-80 feet tall (300 and 78 Buchanan Street, 1900 Market Street/ 14 Hermann Street, and 50 Laguna Street). At eight stories or up to 85 feet in height, the proposed new openhouse building, would be visually compatible with the scale of these existing mid-rise buildings in the project area.

As shown in simulated views of the site under project conditions from the intersection of Waller and Laguna Streets, Figure 14B on page III.B-10 illustrates the changes associated with the proposed eight-story, 85-foot-tall openhouse building. This building would replace the concrete retaining wall to the left of the entrance to the lower parking lot, as well as the single-story administration wing of Richardson Hall. At ground level, the blank concrete retaining wall would be replaced with large windows and entrances associated with new high-ceiling lobby and service space for the openhouse building along Laguna Street. To the right of the entrance to the lower parking lot, views of new four-story residential uses stepping up the hill to the west would replace views of the concrete retaining wall and existing vegetation behind it. Views through the site looking west through the Waller Street right-of-way would continue to be available under project conditions, landscaped with new trees, plantings, and stairways leading to Waller Park, a new publicly accessible park on the upper portions of the project site. Views of the upper portions of the park itself would not be available from this vantage point due to the sloping topography, although the stairs leading to it would be visible in mid-range views. Views of the residential uses along Buchanan Street in the background would no longer be visible from this location, replaced by views of new building features and a new concrete retaining walls, stairs, and landscaping leading to Waller Park. While a noticeable change from existing conditions, the altered view from this location would not obstruct a scenic vista nor damage scenic resources.

Figure 15B on page III.B-11 simulates views of the site under project conditions from the intersection of Haight and Laguna Streets. Views of the proposed project, primarily the four-story residential uses along Laguna Street, would replace views of the concrete retaining wall along Laguna Street and the windowless side elevation of Woods Hall Annex, located on Haight Street. The stairway entrances to individual residential units would be visible from this vantage point. Also visible in the distance would be the proposed eight-story openhouse building on the project site, replacing views of portions of Richardson Hall, and partially obscuring views of mid-rise residential buildings in the distance. These new buildings on the project site would be larger than the buildings or structures they replace, and would be a visible new silhouette against the sky, but would be minimally intrusive, and generally in scale with other surrounding development. The proposed project would intensify development at the site, but would not substantially degrade or obstruct publicly accessible scenic views.

Figure 16B on page III.B-12 simulates views of the site under project conditions from the intersection of Buchanan and Waller Streets. Views of the proposed project, primarily four-story residential uses, would replace views of the upper parking lot and chainlink fencing in this area. Views through the project site along the Waller Street right-of-way would continue to be

available under project conditions, although with the addition of the publicly accessible Waller Park and associated landscape improvements. Partial views of the First Baptist Church in the distance would continue to be available, as would partial views of the SOMA neighborhood, and framed by new buildings on the project site. Partial long-distance views of the Oakland-Berkeley Hills and Mt. Diablo would continue to be available under project conditions from the Buchanan/Waller intersection (as shown in Figure 16A), and along other east-west streets that function as view corridors, such as Hermann and Haight Streets, while other long-distance views would be obscured by new construction on the project site, particularly the new residential uses along Buchanan Street. Views through the site would be framed by new residential uses to either side of Waller Park, compared with more panoramic views which are currently available from this area, primarily due to the fact that only surface parking lots exist in this location with no buildings to obstruct these long-range views. The proposed project would intensify development at the site, and would partially obstruct distant views of SOMA and the East Bay from this viewpoint, but would not substantially degrade scenic resources. Moreover, the proposed project would replace foreground views of surface parking with residential development, landscaping, and open space. The project would replace surface parking with infill development that would be generally consistent in scale with the surrounding neighborhood, and on balance, the partial loss of some long-range views, when taken together with replacement of surface parking by a new moderately scaled residential units, landscaping, and a publicly accessible open space, would not be considered significant in a highly urbanized context. Therefore, the project's effect on the view from this location, while noticeable, would not constitute a substantial adverse change.

Figure 17B on page III.B-13 simulates views of the site under project conditions from the intersection of Buchanan and Haight Streets. As shown in the simulation, very little visible change would occur in this location, as views of the entrance to Woods Hall and adjoining wings would continue to be available under project conditions. No new construction associated with the project, including the eight-story openhouse building, would be visible from this viewpoint, due to the sloping topography and the retention of Woods Hall. Minor visual changes would occur, such as landscape improvements at the entrance, new fencing, and potentially, replacement glazing within the arched entrance. The center portion of the low concrete wall in front of the Woods Hall entrance would be removed to accommodate direct stair access to this building, however, the decorative urns and the supporting wall beneath them would remain unchanged. Views of the mature palm behind Woods Hall would continue to be available. Thus, changes at the project site would not substantially degrade or obstruct publicly accessible views at this location.

No simulated views of the project site were prepared for the corner of Buchanan and Hermann Street looking northeast, as no visible change would occur from this viewpoint. The existing dental clinic at this corner would remain in place, obscuring views of any new construction behind it, including the proposed 8-story open house building, which would be built at a lower elevation than the dental clinic.

Light and Glare

New project construction would generate additional night lighting, but not in amounts unusual for a developed urban area. Design of exterior lighting could ensure that off-site glare and lighting spillover would be minimized. New buildings and vehicles would also produce additional glare. As with light, this would not be expected to result in a substantial change as use of reflective glass is restricted by Planning Commission Resolution 9212.

Summary Conclusions

In conclusion, implementation of the proposed project would result in changes to existing views immediately surrounding the project site boundaries. These changes would occur as a result of changes to land use (different types of buildings would be visible on the project site); changes in building heights (taller buildings would be constructed on the project site compared to existing conditions); and the construction of new buildings on sites currently occupied by surface parking lots. Implementation of the proposed project would not result in a substantial adverse effect on scenic views of the area from public vantage points. Thus, impacts related to views would be considered less than significant.

Implementation of the proposed project would not substantially damage scenic resources, nor substantially degrade the existing visual character of the project site or its surroundings, nor would it generate substantial new light or glare that would adversely affect views or other properties. Thus, impacts to visual quality would be considered less than significant.

The proposed rezoning from P (Public) to RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density mixed use residential projects at the site with generally similar visual characteristics as the proposed project, in terms of residential uses and overall building heights and massing. As no significant impacts associated with views, visual character or light and glare were identified with the proposed project, the proposed rezoning effort would also have no significant impacts to visual quality or urban design.

Cumulative Impacts

The proposed project, in combination with proposed development within the Market and Octavia Neighborhood Plan, could result in impacts to visual and aesthetic resources that are cumulatively considerable. The Plan proposes mixed-use zoning districts and a concentration of activities along established commercial streets, small-scale neighborhood-serving retail uses clustered at street intersections, and other commercial-service uses in residential districts, resulting in an increase of approximately 5,960 new housing units in the area by the year 2025. Design guidelines are proposed for new private development to activate street frontages and for public improvements. The Plan contains proposed design guidelines and height limits, which are generally based on the existing built form for the area and its surroundings and the natural topography of the land.

The height rezoning proposed by the Plan would generally allow taller heights around the Van Ness Avenue and Market Street intersection and in the Civic Center area (up to a maximum

400 feet at highest points compared to the existing 320-foot maximum height limit). The proposed Plan would reduce heights in many established residential areas in Hayes Valley and South of Market and establish minimum height requirements to encourage the provision of housing on upper floors. Finally, the Plan encourages residential infill construction on 22 vacant parcels made available by removal of part of the Central Freeway.

Intensified development on the project site, in combination with greater densities resulting from implementation of the Plan, would not substantially degrade the existing visual character of the area, as the new construction would be spread throughout an area which encompasses about 376 acres of land on 89 city blocks in the center of San Francisco. The greatest area of visual change would occur near the intersection of Market Street and Van Ness Avenue, and the Civic Center area, where new buildings up to a maximum of 400 feet could be built. This area, however, is some distance (about 0.3 to 1.0 mile) from the project site, and would not be observed in concert with development at the project site, due to the intervening development, to form a significant cumulative visual impact.

The scale of future development in the project vicinity would continue to increase, and newer buildings may be visible and certain lots may become occupied by infill development, intensifying urbanized views in the area. The draft Plan EIR does not identify any significant impacts to visual and aesthetic resources resulting from implementation of the Plan (City and County of San Francisco, 2005). Therefore, while the project would result in changes to existing views immediately surrounding the project site, the proposed project would have no significant visual impacts, and no cumulative impacts resulting from the project would occur.

Development associated with the proposed project in association with development that would occur under the Plan would not result in significant cumulative environmental impacts related to the existing visual character or quality of the area and its surroundings; obstruction of publicly accessible scenic views; and generation of light or glare, that would significantly affect other properties. Cumulative urban design and visual quality impacts would be less than significant.

References – Visual Quality and Urban Design

City and County of San Francisco, Planning Department, *A Policy Guide to Considering Reuse of the University of California Extension Laguna Street Campus,* Case No. 2003.0347E, December, 2004.

City and County of San Francisco, *Draft Market and Octavia Area Plan,* September, 2006.

City and County of San Francisco, *San Francisco General Plan,* as amended.

C. Transportation, Circulation and Parking

The proposed project would increase the on-site residential population, and result in increased demand on the local transportation system. This section analyses the project's effects on transportation and circulation, including intersection operations, transit demand and impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts. This section summarizes the transportation study prepared for the proposed 55 Laguna Mixed Use Project.[1]

Setting

The project site is located in the Hayes Valley/Market and Octavia neighborhood of San Francisco on the two square blocks bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west.

Regional and Local Roadways

The project site location and surrounding roadway network are illustrated on Figure 18. Regional access to the project area is provided by Interstate 80 (I-80) and U.S. Highway 101 (U.S. 101), while direct local access is provided via Market, Laguna, Hermann, Buchanan and Haight Streets. Descriptions of these roadway facilities and others in the project vicinity are presented below:

Regional Access

Interstate 80 (I-80) provides regional access to and from the East Bay (via the San Francisco-Oakland Bay Bridge) to the project area. *U.S. 101* provides regional access to and from both the North Bay and South Bay to the project area. Within the northern part of San Francisco, U.S. 101 operates on surface streets (Van Ness Avenue and Lombard Street). Access to the project site from I-80/U.S. 101 is provided via Octavia Boulevard at the recently completed on- and off-ramps that touch down at Market Street. In addition, I-280 provides regional access to the South of Market area of San Francisco from southwest San Francisco and the South Bay / Peninsula. I-280 and U.S. 101 have an interchange about two miles south of the project area.

Local Access

Market Street is a northeast-southwest street that runs between Portola Drive and Steuart Street. In the vicinity of the proposed project, Market Street has two travel lanes in each direction and on-street metered parking on both sides of the street. In the San Francisco General Plan, Market Street is classified as a Major Arterial from Portola Drive to Franklin Street. From Portola Drive to Franklin Street, Market Street is also part of the MTS Network. In addition, Market Street is classified as a Transit Preferential (Transit Oriented) Street from Haight Street to Steuart Street, a

[1] Wilbur Smith Associates, *55 Laguna Street – Transportation Study*, April 14, 2006, with parking analysis amendments. Available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, in Project File 2004.0773E.

Figure 18 Project Location and Surrounding Roadway Network

SOURCE: Wilbur Smith Associates, 2006

Transit Important Street from Castro Street to Haight Street, part of the Citywide Pedestrian Network and a Neighborhood Pedestrian Street (neighborhood commercial street), and part of the Citywide Bicycle Route #50 from Castro Street to Eighth Street.

Laguna Street is a north-south street that runs discontinuously between Beach and Market Streets. In the vicinity of the proposed project, Laguna Street has one travel lane in both directions and on-street parking on both sides of the street.

Hermann Street is an east-west street that runs between Market and Steiner Streets. In the vicinity of the proposed project, Hermann Street has one travel lane in each direction and on-street parking on both sides of the street.

Buchanan Street is a north-south street that runs discontinuously between Beach Street and Duboce Avenue. In the vicinity of the proposed project, Buchanan Street has one travel lane in both directions and on-street parking on both sides of the street. Between Hermann Street and Duboce Avenue, Buchanan Street is a one-way street in the northbound direction.

Haight Street is an east-west street that runs between Stanyan and Market Streets. In the vicinity of the proposed project, Haight Street has one travel lane in each direction and on-street parking on both sides of the street. Between Market and Octavia Streets, Haight Street is a one-way street in the westbound direction. In the San Francisco General Plan, Haight Street is designated a Transit Preferential Street (Primary Transit Street – transit important) between Stanyan Street and Masonic Avenue, and a Secondary Transit Street between Masonic Avenue and Market Street. In addition, Haight Street is part of the Citywide Pedestrian Network and a Neighborhood Pedestrian Street (neighborhood commercial street).

Fourteenth Street is an east-west street that runs between Buena Vista Terrace and Harrison Street. In the vicinity of the proposed project, 14th Street has one travel lane in each direction and on-street parking on both sides of the street. Note that the Board of Supervisors recently approved a six month test converting 14th Street between Market and Dolores Streets to a one-way eastbound roadway with a new bicycle lane. Between Dolores and Folsom Streets, 14th Street is a one-way street in the eastbound direction. In the San Francisco General Plan, 14th Street is designated as part of the Citywide Bicycle Routes #30 from Church to Folsom Streets, #36 from Folsom to Harrison Streets and #47 between Sanchez and Harrison Streets.

Duboce Avenue is an east-west street that runs discontinuously between Buena Vista Avenue East and Mission Street. In the vicinity of the proposed project, Duboce Avenue has one to three travel lanes in each direction and on-street parking on both sides of the street. In the San Francisco General Plan, Duboce Avenue is designated as part of the Citywide Bicycle Routes #30 and #350 between Sanchez and Webster Streets.

McCoppin Street is an east-west street that runs between Valencia Street and Gough Street. In the vicinity of the proposed project, McCoppin Street has one travel lane and on-street parking on both sides of the street. Note that prior to the Octavia Boulevard freeway touchdown, McCoppin Street connected to Market Street at Octavia Boulevard.

Waller Street is an east-west street that runs discontinuously between Stanyan and Market Streets. In the vicinity of the proposed project, Waller Street has one travel lane in each direction and on-street parking on both sides of the street.

Church Street is a north-south street that runs between Duboce Avenue and Randall Street. In the vicinity of the proposed project, Church Street has one to two travel lanes in each direction and on-street parking on both sides of the street. In the San Francisco General Plan, Church Street is classified as a Transit Preferential Street (Transit Oriented Street) and a Neighborhood Pedestrian Street (neighborhood commercial street).

Dolores Street is a north-south street that runs between Market Street and San Jose Avenue. In the vicinity of the proposed project, Dolores Street has two travel lanes in each direction and on-street parking on both sides of the street. In the San Francisco General Plan, Dolores Street is part of the Citywide Pedestrian Network.

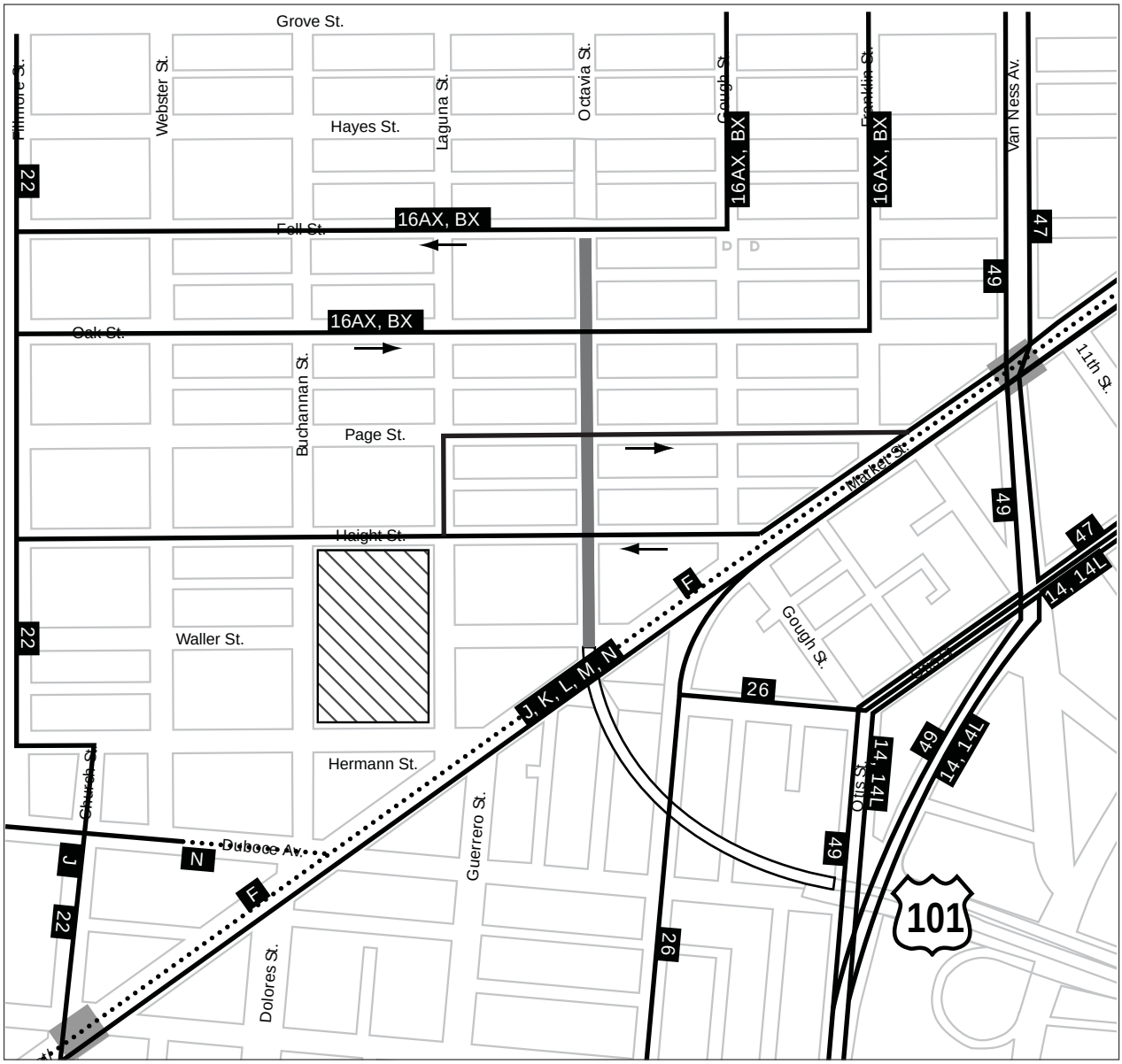
Guerrero Street is a north-south street that runs between Market and 28th Streets. South of 28th Street, Guerrero Street turns into San Jose Avenue. In the vicinity of the proposed project, Guerrero Street has two travel lanes in each direction and on-street parking on both sides of the street. In the San Francisco General Plan, Guerrero Street is classified as a Secondary Arterial and part of the MTS Network.

Octavia Street is a north-south street that runs discontinuously between Bay and Market Streets. In the vicinity of the proposed project, Octavia Street has recently been reconstructed to include six lanes (three lanes in both directions) between Market and Fell Streets. A frontage lane is provided for local traffic which is separated by medians on each side of the street. Four lanes are provided for freeway and regional traffic from the new U.S. 101/Central Freeway on- and off-ramps at Market Street. The entire Octavia Boulevard project was completed in September 2005 (see Octavia Boulevard Touchdown discussion below).[2] In the San Francisco General Plan, Octavia Street is designated as part of the Citywide Bicycle Routes #4, #6 and #106 between Bay and Green Streets and Route #45 between Fulton and Market Streets.

Transit

The project site is well-served by public transit. The San Francisco Municipal Railway (Muni) provides local transit service. Service to and from the East Bay is provided by BART, AC Transit and ferries; service to and from the South Bay/Peninsula is provided by BART, SamTrans, and Caltrain; and service to and from the North Bay is provided by Golden Gate Transit buses and ferries. Regional transit operators do not provide direct service to the project site, but access to regional transit is available through Muni, taxi, bicycle or pedestrian connections. Figure 19 presents the transit service and stop locations in the vicinity of the proposed project.

[2] Note that under Existing plus Project and Cumulative Conditions, adjustments have been made to account for the opening of Octavia Boulevard



Project Site
New Blvd.
New Two-way Ramp
47 MUNI Metro Bus + Streetcar
Direction of One-Way Routes
MUNI Metro (Subway)
MUNI Metro Station

0 800
Feet

Figure 19 Existing Transit Network

SOURCE: Wilbur Smith Associates, 2006

The transit network within the study area consists of 12 San Francisco Municipal Railway (Muni) bus lines (6-Parnassus, 7-Haight, 14-Mission, 14L-Mission Limited, 16AX-Noriega "A" Express, 16BX-Noriega "B" Express, 22-Fillmore, 26-Valencia, 47-Van Ness, 49-Van Ness/Mission, the 71-L Haight/Noriega Limited and 71-Haight/Noriega). All of the Muni bus routes have stops within walking distance of the project site. Muni light rail lines J, K, L, M, and N operate under Market Street (Church Street Muni Metro Station for all except the J-Church and the N-Judah, which has a surface stop at Church Street / Duboce Avenue), and the F-Market historic streetcar line runs along the surface of Market Street.

Pedestrians and Bicycles

Within the project vicinity, sidewalks are generally 15 feet wide along Laguna, Hermann, and Buchanan Streets and 12 feet wide along Haight Street. Low pedestrian volumes were observed during the weekday PM peak period in the vicinity of the project site, and nearby sidewalks and crosswalks were observed to be operating at free-flow conditions with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians and unimpeded by vehicles making opposing movements.

In the project vicinity, portions of eight streets (14th, 11th, Page, Octavia, Webster, McCoppin, Otis and Market Streets, are designated as Citywide Bicycle Routes (either as Class II or III).[3] During field observations, high bicycle volumes were observed on Duboce Avenue and Market Street in the project vicinity. In general, during both the weekday midday and evening periods, bicycle conditions were observed to be operating acceptably, with few conflicts between bicyclist, pedestrians and vehicles.

Parking Conditions

The existing parking conditions in the project area were examined within a study area generally bounded by Oak Street to the north, Gough and Otis and Mission Streets to the east, 14th Street to the south and Church and Webster Streets to the west. The supply and occupancy of on-street conditions were determined for the weekday midday period (between 1:30 and 3:30 p.m.) and the weekday evening period (between 6:30 and 8:30 p.m.) based on field surveys conducted on a typical weekday in May 2005.[4] In general, on-street parking in the project vicinity is limited to two-hour and three-hour time limits, metered and un-metered parking.

Within the parking study area, there are two Residential Permit Parking areas "S" and "U." Permit Area "S" includes the area from Webster and Church Streets to Oak Street to the north, Gough and Valencia Streets to the east, and 14th Street to the south. Permit Area "U" is bounded by McCoppin Street to the north, Otis Street to the west, Duboce to the south and Woodword Street to the west. While all the streets near the project study area are signed with Residential Permit Parking Areas "S" and "U", the four block faces immediately surrounding the project site

[3] Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclist share travel lanes with motor vehicles.

[4] No off-street public parking exists inside the study area.

have no parking restrictions. Within the "U" and "S" residential parking area, vehicles without Residential Permits are subject to the two- and three-hour time limits in unmetered parking spaces.

The existing on-street parking conditions in the study area were quantitatively assessed during the weekday midday peak and the evening periods. The parking study area includes a total of about 1,610 on-street parking spaces. Parking occupancy in the study area is about 86 percent of capacity during the midday period, and 93 percent of capacity during the evening period.

Impacts

Significance Criteria

The following are the significance criteria regarding transportation used by the Planning Department for the determination of impacts associated with a proposed project:

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. [The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F.] The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

  Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is an environmental impact, there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to

transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the MUNI and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

- The project would have a significant effect on the environment if it would result in substantial pedestrian overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

- The project would have a significant effect on the environment if it would create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility. A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Construction-period transportation impacts are generally not considered significant due to their temporary and limited duration.

Project Travel Demand Analysis

Project travel demand refers to the new vehicle, transit, and pedestrian trips generated by the proposed project. Project trip generation is the number of person-trips generated by the proposed uses. The transportation study was based on 450 residential units (including 85 senior housing units), up to 5,000 gsf of retail space, up to 10,000 gsf of community facility space, and approximately 352 parking spaces.

Table 2 presents the estimated person-trip generation to and from the project site based on trip generation rates provided in the *Transportation Impact Analysis Guidelines for Environmental Review (2002 Transportation Guidelines)* for the proposed residential and retail uses; trip generation rates for the proposed community space were adopted from survey results produced for the *Jewish Community Center Transportation Study*.[5] Person-trip generation for residential uses include work and non-work trips, and for non-residential space includes both employee and visitor trips.

TABLE 2
PERSON TRIPS PER TIME SCENARIO

Land Use	Size	Trip Generation Rates		Total Person Trips	
		Daily	PM Peak	Daily	PM Peak
Residential: studio / 1 bedroom	304 Units	7.5 / unit	17.3%	2,280	394
Residential: 2 or more bedrooms	61 Units	10 / unit	17.3%	610	106
Senior Housing	85 Units	5 / unit	6.0%	425	26
Retail	5,000 sf	150 / ksf	9.0%	750	68
Community Facility	10,000 sf	68 / ksf	8.6%	680	58
Total Project Trip Generation				**4,745**	**652**

SOURCES: Wilbur Smith Associates, using the 2002 Transportation Guidelines Table C-3 and *Jewish Community Center Transportation Study*, Final Report, August 2000.

The project would generate about 4,745 person trips per day (inbound and outbound trips), with 3,315 residential-generated person trips and 1,430 retail- and community facility-generated person trips. Of these, about 652 person trips would occur in the p.m. peak hour, with 526 person trips generated by the residential uses and 126 person trips generated by the retail and community facility uses. All trips are 'net new' because the site is vacant, except for dental clinic trips.

The net new person trips generated by the project were assigned to travel modes to determine the number of auto, transit, and "other" trips to and from the site, where "other" includes walk, bicycle, motorcycle, taxi and additional modes (see Table 3, page III.C-10). Mode split information for the residential uses was based on the 2000 U.S. Census journey-to-work data for the census tract that contains the project site (i.e., Tract #168). Mode split information for the retail and community facility uses were based information in the *2002 Transportation Guidelines* and in the *Jewish Community Center Transportation Study*, respectively. The project would generate about 260 new p.m. peak-hour auto trips (206 vehicle trips).[6] The project would also generate an increase of about 280 transit trips and 112 "other" trips in the weekday p.m. peak hour.

Project-generated trips were distributed based on the origin or destination of a specific trip and were assigned to the local streets in the study area.

5 Wilbur Smith Associates, *Jewish Community Center Transportation Study*, Final Report, August 2000.
6 Average vehicle occupancy rate (obtained from the 2000 U.S. Census and the *2002 Transportation Guidelines*) were used to convert auto person trips to vehicle trips.

TABLE 3
MODE SPLIT FOR PROJECT-GENERATED PM PEAK HOUR TRIPS

		PM Peak Hour Trips by Travel Mode						Vehicle Trips	
		Autos		Transit		Walk/Other			
Land Use	**Total**	**%**	**Trips**	**%**	**Trips**	**%**	**Trips**	**Daily**	**PM**
Residential	500	36%	180	49%	245	15%	75	929	161
Senior Housing	26	36%	9	49%	13	15%	4	137	8
Retail	68	65%	44	7%	5	28%	19	258	23
Community Facility	58	47%	27	29%	17	24%	14	157	14
Total	**652**	**40%**	**260**	**43%**	**280**	**17%**	**112**	**1,481**	**206**

SOURCES: Wilbur Smith Associates, using *2002 Transportation Guidelines*, and 2000 U.S. Census data

Traffic Impacts

The *2000 Highway Capacity Manual* methodology was used to analyze the levels of service at eight study intersections for Existing, Existing plus Project, and Cumulative 2025 conditions for the weekday p.m. peak hour. Traffic impacts directly related to the proposed project were assessed under Existing plus Project and Cumulative conditions.

New p.m. peak-period intersection turning movement counts were conducted in May 2005 at Laguna Street / Haight Street, Octavia Street / Haight Street, Laguna Street / Waller Street, Buchanan Street / Haight Street, Buchanan Street / Waller Street and Buchanan Street / Hermann Street. Counts for the remaining four study intersections were obtained from the transportation impact study performed for the *Market and Octavia Plan EIR*.[7]

Four of the study intersections are signalized and six are unsignalized stop-controlled intersections. The project's proposed vehicular entrance at Laguna Street / Waller Street is currently uncontrolled for the northbound and southbound movements on Laguna Street, and there is a stop sign at the westbound approach on Waller Street; the eastbound approach at this intersection is currently gated and is not open to the public.

Table 4 presents the levels of service and corresponding delay at each study intersection for the weekday p.m. peak hour. For unsignalized side street stop controlled intersections, the intersection LOS is reported based on the worst approach. As shown in the table, all of the study intersections currently operate at LOS D or better during the p.m. peak hour.

[7] Note that the turning movement count at the intersection of Market Street / Octavia Street was collected by Wilbur Smith Associates before construction of the Octavia Boulevard began, and when McCoppin Street was connected to Market Street. The intersection traffic volumes used to analyze Existing Conditions were based on counts conducted for the *Market and Octavia Plan EIR Transportation Study.*

TABLE 4
SUMMARY OF LEVELS OF SERVICE (LOS) AND AVERAGE DELAY (SECONDS/VEHICLE) AT STUDY INTERSECTIONS[a]

Intersection	Control[b]	Existing		Existing Plus Project		Cumulative (2025)	
		LOS	Average Delay	LOS	Average Delay	LOS	Average Delay
Market Street / Octavia Boulevard[c]	Signalized	D	42.2	D	49.7	**E**	**78.3**
Market St. / Church St. / 14th Street	Signalized	D	53.8	D	54.1	**E**	**63.1**
Market Street / Dolores Street	Signalized	A	7.7	A	7.7	A	8.4
Buchanan Street / Hermann Street	SSSC	B	13.6	B	13.7	C	16.3
Buchanan Street / Waller Street	SSSC	B	10.2	B	10.3	B	11.3
Buchanan Street / Haight Street	SSSC	B	14.9	C	17.0	C	24.4
Market/Laguna/Hermann/Guerrero	Signalized	D	40.7	D	40.9	**E**	**61.5**
Octavia Street / Haight Street[d]	SSSC / Signalized	B	11.2	B	11.6	C	20.1
Laguna Street / Waller Street	SSSC	C	16.9	C	24.3	D	27.4
Laguna Street / Haight Street	SSSC	C	17.9	C	23.7	F[e]	52.3
Laguna / Proposed Micah Way	SSSC	n/a	n/a	B	13.2	B	14.0
Hermann / Proposed Lindhardt Lane	SSSC	n/a	n/a	A	8.4	A	8.4

[a] Signalized intersection LOS based on average intersection delay, based on the methodology in the *Highway Capacity Manual*, 2000 Edition. All-way stop controlled or side-street stop controlled intersection LOS based on average intersection delay, also based on the methodology in the *Highway Capacity Manual*, 2000 Edition.
[b] Signalized= Signal controlled, SSSC = Side street stop controlled.
[c] At the time traffic counts were conducted for Existing Conditions, McCoppin Street connected to Market Street and Octavia Boulevard.
[d] Octavia/Haight was analyzed as a side street stop controlled intersection under Existing Conditions (delay presented for worst approach), and as a signalized intersection under Existing plus Project conditions (delay presented for the overall intersection).
[e] Although the worst approach would operate at LOS F, the intersection would not meet Caltrans signal warrants, and therefore would operate under satisfactory conditions.

SOURCE: Wilbur Smith Associates (2006)

Existing Plus Project

The vehicular entrances and exits to the project site would be at the following four access locations: (1) the intersection of Waller and Laguna Streets with access to the below-grade parking Garage A, (2) the intersection of the proposed Micah Way and Laguna Street (midblock on Laguna between Waller and Haight Streets), (3) the intersection of the proposed Lindhardt Lane and Hermann Street (on Hermann between Laguna and Buchanan Streets), and (4) from Buchanan Street just north of the dental clinic. The expected project traffic was added to existing traffic volumes to obtain project conditions. The assignment of project trips to access locations 1, 2 and 3 were based on the proportion of parking spaces accessible from each street; access from Buchanan Street would be used exclusively for the existing dental clinic use, and no project trips were assigned to that location.

The recently constructed Central Freeway Touchdown was analyzed as part of the Existing plus Project and 2025 Cumulative conditions analysis. Adjustments were made to existing counts (which were taken prior to the opening of the U.S. 101 on- and off-ramps at Octavia Boulevard) based on the analysis conducted for the *Market and Octavia Plan EIR Transportation Study*.[8] The resulting volumes were then compared to field observations and counts taken in November 2005 (post-Octavia Boulevard opening). As a result, the estimated volumes related to the freeway ramps under Existing plus Project and Cumulative conditions are consistent with volumes taken after the Octavia Boulevard opening.

As shown in Table 4, the net increase to traffic volumes associated with the project would result in minor changes to the average delay per vehicle at the study intersections and would continue to operate at LOS D or above. Note that the proposed accesses at Laguna Street / Micah Way and Hermann Street / Lindhardt Lane would also operate satisfactorily under Existing plus Project conditions.[9]

Cumulative 2025 Conditions Traffic Impacts

Cumulative conditions (year 2025) turning movements for the signalized intersections were derived from the *Market and Octavia Plan EIR Transportation Study*. These projections were calculated from the San Francisco County Transportation Authority (SFCTA) model outputs. This rate accounts for traffic growth due to the proposed project, growth due to the Octavia Boulevard and freeway off-ramp, as well as cumulative background traffic.

Table 4, above, presents the results of the analysis of intersection operations expected for the year 2025. The table shows that the LOS at all study intersections is expected to operate at LOS D or better under 2025 conditions, except the signalized intersections of Market/Octavia Streets, Market/Church/14th Streets, and Market/Laguna/Hermann/Guerrero Streets, which would operate unsatisfactorily at LOS E. Although the worst approach at the unsignalized intersection of Laguna/Haight Streets would operate at LOS F, the weekday PM peak hour volumes would not meet Caltrans signal warrants.

Table 5 presents the project's cumulative contribution to projected traffic growth at the study intersections. Operating conditions at the following three study intersections would worsen to an unsatisfactory LOS E under 2025 Cumulative conditions: Market/Octavia Streets, Market/Church/14th Streets, and Market/Laguna/Hermann/Guerrero Streets. The proposed project's traffic contribution to these intersections would not be considered significant because project trips would not materially affect overall LOS performance at the affected intersection. For the intersections listed above project traffic would not represent a considerable contribution to 2025

8 Traffic volume adjustments were based on projected growth rates from the San Francisco County Transportation Authority travel demand model.

9 It should be noted that the intersection of Octavia/Haight was analyzed as a stop-controlled intersection under Existing Conditions. With the opening of the Octavia Boulevard / Central Freeway Touchdown, a signal was added at this location, and this intersection was analyzed as a signalized intersection under Existing plus Project conditions.

TABLE 5
PROJECT PERCENTAGE OF CUMULATIVE TRAFFIC VOLUME INCREASES

Intersection	Existing Volume[a]	Cumulative Volume	Total Growth	Project Traffic	% of Total Growth	% of Total Volume
Market Street / Octavia Boulevard	**4,734**	**5,500**	**766**	**101**	**13.2%**	**1.8%**
Market St. / Church St. / 14th St.	**3,745**	**4,192**	**447**	**6**	**1.3%**	**0.1%**
Market Street / Dolores Street	2,761	2,990	229	6	2.6%	0.2%
Buchanan Street / Hermann Street	793	854	61	10	16.4%	1.2%
Buchanan Street / Waller Street	555	612	57	9	15.8%	1.5%
Buchanan Street / Haight Street	977	1,111	134	9	6.7%	0.8%
Market/Laguna/Hermann/Guerrero	**3,548**	**4,088**	**540**	**79**	**14.6%**	**1.9%**
Octavia Street / Haight Street	3,086	3,663	577	43	7.5%	1.2%
Laguna Street / Waller Street	746	957	211	122	57.8%	12.7%
Laguna Street / Haight Street	1,007	1,271	264	80	30.3%	6.3%

[a] Existing volumes include the estimated volumes related to the Central Freeway / Octavia Boulevard ramps.

Note: Bold typeface signifies intersections projected to operate at LOS E or F under 2025 cumulative conditions.

SOURCE: Wilbur Smith Associates (2006)

Cumulative Conditions, and the project would not have a significant traffic impact at these intersections. Therefore, the project's impacts to local intersection operations would be less than significant.

Cumulative Traffic Impacts of the Market and Octavia Area Plan.

The cumulative traffic analysis completed for the Market and Octavia Area Plan EIR, which included development at the project site, found that two of the study intersections common to both the project and the Area Plan would have significant cumulative impacts under 2025 conditions. These are the intersections are Market/Laguna/Hermann/ Guerrero Streets (because traffic conditions would degrade from LOS C or D for 2025 without Plan conditions to LOS E or F for 2025 with Plan conditions), and the intersection of Market/Church/14th Streets (because it would have a cumulatively considerable contribution to an intersection operating at LOS E or F for 2025 with Plan conditions). The Plan would add substantial numbers of vehicles to multiple movements which determine overall LOS performance at these two intersections. As noted in Table 5, above, the project's contribution to these cumulative conditions would not be considered significant.

Transit Impacts

The proposed project would generate about 280 new transit trips during the p.m. peak hour. Transit trips to and from the project were assigned to the nearby Muni bus lines, including the 6-Parnassus, 7-Haight, and 71-Haight/Noriega, the Muni fixed rail lines including the K, L, M and N. A portion of these trips were also assigned to connect to regional transit providers such as Golden Gate Transit, BART, Golden Gate Ferry Service, AC Transit, SamTrans, and Caltrain.

The addition of the project-generated trips would not substantially increase the peak-hour capacity utilization of bus lines within a quarter mile radius of the project site (for the north/south, east/west and Market Street corridors). The capacity utilization for all three line groups would remain similar to those under Existing conditions (i.e., would increase by no more than two percent), and in general would operate with available capacity to accommodate additional passengers with the exception of the southbound lines. However, it should be noted that the capacity utilization of the southbound lines (88 to 89 percent) represents an average for three southbound lines (22-Filmore, 47-Van Ness, 49-Van Ness/Mission), and the capacity utilization of individual southbound lines may be operating below Muni's capacity utilization standard and therefore would not present a substantial impact to Muni service.

Parking Impacts

The project would provide a total of 352 parking spaces, including 301 spaces available for the proposed residential uses, and 51 spaces reserved for the existing dental clinic.[10] Of the 301 spaces, 10 spaces would be designated for car share organizations and 22 spaces would be handicapped-accessible spaces. The project's parking supply, and the calculated project-generated parking demand are presented in Table 6.

TABLE 6
PARKING DEMAND AND SUPPLY

Use	Peak Demand (evening)	Peak Demand (midday)	Proposed Supply[b]
Residential	379	304[a]	
Senior Housing	17	14[a]	
Retail	28	28	
Community Facility	20	20	
Total	**444**	**366**	**301**

[a] Peak midday residential demand is estimated in the *2002 Transportation Guidelines* to be about 80 percent of peak evening demand.
[b] The proposed parking supply excludes the 51 spaces reserved for the existing dental clinic (36 garage spaces and 15 internal on-street spaces).

SOURCES: Wilbur Smith Associates (2006), using *2002 Transportation Guidelines*

Because the project site currently has a P-zoning designation, and private residential or retail uses are not permitted uses under P-zoned sites (unless they are accessory to an institutional or educational use), there are no specific parking requirements for these uses at the project site. However, for informational purposes, the following provides a discussion of the parking requirements for residential, senior housing, retail, and community facility uses allowable under

[10] Of the proposed project's total 352 parking spaces, 334 spaces would be located in the underground parking structures and 18 spaces would be located on-street along the interior private streets, of which 15 would be for dental clinic use during the day and potentially for residential use after dental clinic business hours. The remaining 3 spaces would be provided for residential use only. However, as a conservative assumption, these spaces were not included as part of the parking supply available for residential space.

the Planning Code if most of the project site were zoned for such uses, as well as the parking requirements under the proposed RTO and NCT-3 districts.

Section 151 of the *Planning Code* requires one space per residential unit (365 spaces), 0.2 space per unit for senior housing (17 spaces), and one space for each 500 square feet of occupied floor area, when the proposed amount of community facility space is greater than 5,000 square feet (17 spaces); the Planning Code would not require any parking for the proposed retail space because the occupied square footage would be less than 5,000 square feet.[11]

Based on the draft Market and Octavia Area Plan, new parking requirements may be implemented for the RTO and NCT-3 districts.[12] Under these requirements as currently proposed, the project would not be required to provide any minimum amount of parking supply. The Market and Octavia Area Plan calls for no minimum residential parking requirements.

Under the proposed plan's parking requirements, a maximum of 0.75 space per residential unit for the RTO district, and 0.5 space per unit for the NCT-3 district, would be permitted as of right. With conditional use authorization, a maximum of 1 space per residential unit for the RTO district for two or more bedroom units, and 0.75 space per studio/one-bedroom residential unit and 1 space per two or more bedroom units for the NCT-3 district, would be allowable. Under these proposed parking requirements, the project would be allowed to provide a maximum of between 225 and 338 parking spaces for residential uses (permitted), or a maximum of between 358 and 450 parking spaces for residential uses with conditional use authorization, as currently proposed by the project sponsor. A range of parking spaces is given because of the range of the number of bedrooms that are proposed on the project site.

The non-residential parking proposed is for the existing UCSF Dental Clinic, community facilities, and retail uses. As described in Section II. Project Description, the dental clinic would remain in a P-zoning district, for which there are no parking requirements. For the dental clinic, it is assumed that half of the parking spaces would replace existing spaces, and would be permitted under the Plan. Note that under the Market and Octavia Area Plan, no spaces would be required for the retail and community uses. Therefore, if the Market and Octavia Area Plan is approved, then the proposed project would be consistent with the Plan's proposed *Planning Code* parking requirements.

Project-generated parking demand is the estimated demand each land use would create for parking. For this analysis, the parking demand was developed according to the *2002 Transportation Guidelines* methodology (see Table 6, above). The actual demand for parking that a project may generate is not necessarily the same as what is required by the Planning Code. The estimated peak parking demand would exceed the 301 spaces that the project would provide (an unmet midday

[11] At the present time, the community facility uses have not been programmed, and therefore, the community facility was conservatively analyzed as "other business office" use, which has the highest code requirements of all the potential uses.

[12] Note that the Proposed 55 Laguna Street Project is not proposed as part of the *Market and Octavia Area Plan.*

demand of 65 spaces, and an unmet evening demand of 143 spaces).[13] The project's unmet demand would increase the project area's parking occupancy during the weekday midday from the current 86 percent to 90 percent. During evening hours, public on-street parking in the study area is currently about 93 percent of capacity, with about 110 spaces available to accommodate additional demand. As a result, not all of the evening unmet demand would be accommodated in the immediate vicinity of this site, and drivers of about 33 vehicles would have to find parking elsewhere or resort to other travel mode alternatives.

Provision of 10 vehicles associated with car share organizations on-site could reduce the demand for on-street parking in the area by providing an alternative to owning and operating a personal automobile.

Parking Garage Layout

Specifics regarding the internal circulation and design of the proposed parking garages have not yet been detailed. However, it is anticipated that the project would be designed within *Planning Code* standards.

Control devices for the parking garages have not been finalized. However, based on the current plans, it is anticipated that control devices would be located immediately inside the garage driveways. Any queues that would form from vehicles entering the garages would remain within the new interior private streets and therefore would not affect local traffic circulation.

Pedestrian Impacts

Currently, sidewalks are provided along all four sides of the project site (approximately 15 feet wide along Laguna, Buchanan, Hermann Streets and 12 feet wide along Haight Street). New sidewalks would be provided on the interior streets Lindhardt Lane and Micah Way. In addition, new curb bulb-outs would be provided at the intersections of Laguna Street / Hermann Street, Laguna Street / Waller Street, Haight Street / Laguna Street, Haight Street / Buchanan Street, Buchanan Street / Hermann Street, and at the interior street intersections.

The project is expected to generate new pedestrian traffic in the area. In addition, project-generated transit trips will begin as pedestrian trips traveling to the appropriate transit stop. Existing pedestrian volumes were observed to be low operating at free-flow conditions during the weekday PM peak period. New pedestrian trips generated by the project would be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions. Therefore, the project's impacts to the pedestrian network would be less than significant.

[13] Based on the *Market & Octavia Plan EIR Transportation Study,* due to parking supply constraints in the local area, parking demand rates may be somewhat lower as compared to the standard rates assumed in the *2002 Transportation Guidelines.*

Bicycle Impacts

Per recent revisions to the Planning Code, Section 155.5, the project would be required to provide about 104 bicycle parking spaces (residential projects over 50 units must have 25 Class 1 bicycle spaces plus one Class 1 bicycle space for every 4 dwelling units over 50. No bicycle requirements for senior units).[14] As a residential building, the project would be exempt from providing shower and locker facilities. Though bicycle storage facilities have not yet been completely designed, it is anticipated that about 104 bicycle parking spaces would be provided throughout the project site within each of the garages, and would therefore exceed this Code requirement.

The project would provide adequate bicycle parking and would not interfere with existing bicycle facilities and/or plans. The project's impact to bicycle circulation would be less than significant.

Freight Loading and Service Impacts

Per the Planning Code, Section 152, the project would be required to provide a total of three off-street loading spaces (two off-street loading spaces for residential projects that have between 200,001 and 500,000 square feet of floor area, and one space for community facility use between 10,001 and 60,000 square feet of space). The project proposes one off-street loading space for senior housing use in a loading dock located in Garage A with access from Laguna Street. The project sponsor would seek an exception for the off-street loading requirement and would instead seek up to three curb loading spaces from the Department of Parking and Traffic.

The project-generated loading/service demand would be about 15 trucks per day. This includes mail delivery, maintenance, deliveries, and move-in/move-out activities. These daily truck trips correspond to an average demand for less than one space during both an average and peak hour of loading activities. It is anticipated that most of deliveries would occur between normal business hours, 8:00 AM to 5:00 PM.

The project would have separate enclosed trash areas on the ground floor of the garages. Garage trucks would be able to access each of the trash facilities either from the interior streets or from Buchanan and Laguna Streets.

Passenger loading and moving activities would take place on-street along the interior streets Lindhardt Lane and Micah Way. In addition, an on-street passenger loading zone would be designated along Laguna Street.

The provision of additional on-street loading spaces rather than two off-street spaces at a single location would meet the project's expected loading, service, and delivery needs. With the one off-street loading space and additional curb loading spaces, the project would have a less than significant impact on loading and service access.

[14] Amendment 129.06 on May 24, 2006 to Planning Code Section 155.5. According to this amendment, the proposed project would require approximately 104 bicycle parking spaces [365 non-senior units minus 50 dwelling units = 315 (divided by 4 = 78.75); 25 plus 78.75 = 103.75 (rounded to 104)].

Construction Impacts

Construction of the project would take approximately 36 months in three overlapping phases. During the phase when sidewalks would be modified to install trees, the affected sidewalks would be temporarily closed, and pedestrians would be directed to use sidewalks on the opposite side of the street. At all other times during construction, sidewalks would remain open, but temporary protection may be required in certain areas to protect pedestrians. In locations where no sidewalks are currently provided, temporary pedestrian access would be available. Vehicular traffic in and out of the site may require a flagger while crossing over sidewalks.

Construction staging would occur on-site at locations to be specified based on street access, crane locations and building locations. Using the current configuration, there would be enough open space to accommodate temporary off-loading and stacking of materials prior to landing onto the buildings.

The maximum number of workers at the height of construction is anticipated to be approximately 185 on-site personnel. Temporary parking demand for construction workers' vehicles (expected to be accommodated on the project site) and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles.

It is anticipated that construction-related trucks would access the project site via the established truck route on Fell Street, which would be accessed to and from U.S. 101 and I-80 via the Market/Octavia on- and off-ramps. Haul routes would be subject to the City's approval. It is anticipated that no regular travel lanes or Muni bus stops would need to be closed or relocated during the construction duration.

Construction-related impacts to transportation, circulation, and parking would be temporary and would be a less-than-significant impact. Thus, no mitigation is required.

The proposed rezoning from P (Public) to either RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density residential projects at the same site with generally similar transportation, circulation, and parking impacts as the proposed project. As no significant transportation, circulation, or parking impacts were identified with the proposed project, the proposed rezoning effort would also have no significant transportation, circulation, or parking impacts.

References – Transportation, Circulation, and Parking

City and County of San Francisco, *Market and Octavia Neighborhood Plan Draft EIR*, Case No. 2003.0347E, June 25, 2005.

San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October, 2002.

Wilbur Smith Associates, *55 Laguna Street – Final Transportation Study*, April 14, 2006.

Wilbur Smith Associates, *55 Laguna Street – Revised Parking and Bicycle Analysis- Draft 5*, Memo from Bill Hurrell and Terri O'Connor, WSA, to Rana Amahdi, San Francisco Planning Department, October 2, 2006.

Wilbur Smith Associates, *Jewish Community Center Transportation Study*, Final Report, August 2000.

D. Air Quality

This section discusses the potential impacts of the proposed development of the 55 Laguna Mixed Use project on the local and regional air quality.

Setting

Regulatory Context

The United States Environmental Protection Agency (EPA) is responsible for implementing the programs established under the federal Clean Air Act, such as establishing and reviewing the federal ambient air quality standards and judging the adequacy of State Implementation Plans (SIP). However, the EPA has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented. In California, the California Air Resources Board (CARB) is responsible for establishing and reviewing the state ambient air quality standards, developing and managing the California SIP, securing approval of this plan from U.S. EPA, and identifying toxic air contaminants (TACs). CARB also regulates mobile emissions sources in California, such as construction equipment, trucks, and automobiles, and oversees the activities of air quality management districts, which are organized at the county or regional level. An air quality management district is primarily responsible for regulating stationary emissions sources at facilities within its geographic areas and for preparing the air quality plans that are required under the federal Clean Air Act and California Clean Air Act. The Bay Area Air Quality Management District (BAAQMD) is the regional agency with regulatory authority over emission sources in the Bay Area, which includes all of San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Marin, and Napa counties and the southern half of Sonoma and southwestern half of Solano counties.

Criteria Air Pollutants

As required by the federal Clean Air Act passed in 1970, the U.S. EPA has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. EPA calls these pollutants criteria air pollutants because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM), and lead are the six criteria air pollutants.

Ozone

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NOx). ROG and NOx are known as precursor compounds for ozone. Significant ozone

production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NOx under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone. Ground level ozone in conjunction with suspended particulate matter in the atmosphere leads to hazy conditions generally termed as "smog".

Carbon Monoxide

Carbon monoxide, a colorless and odorless gas is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicles. High carbon monoxide concentrations develop primarily during winter when periods of light wind combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased carbon monoxide emission rates at low air temperatures. When inhaled at high concentrations, carbon monoxide combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease or anemia.

Nitrogen Dioxide

Nitrogen dioxide is an air quality concern because it acts a respiratory irritant and is a precursor of ozone. Nitrogen dioxide is produced by fuel combustion in motor vehicles, industrial stationary sources (such as industrial activities), ships, aircraft, and rail transit.

Sulfur Dioxide

Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal and oil, which are restricted in the Bay Area. Its health effects include breathing problems and may cause permanent damage to lungs. SO_2 is an ingredient in acid rain (acid aerosols), which can damage trees, lakes and property. Acid aerosols can also reduce visibility.

Particulate Matter

PM-10 and PM-2.5 consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. A micron is one-millionth of a meter, or less than one-25,000th of an inch. For comparison, human hair is 50 microns or larger in diameter. PM-10 and PM-2.5 represent particulate matter of sizes that can be inhaled into the air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of aerosol-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles (PM-2.5) of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or

ammonium) that may be injurious to health. Particulates also can damage materials and reduce visibility.

PM-10 emissions in the project area are mainly from urban sources, dust suspended by vehicle traffic and secondary aerosols formed by reactions in the atmosphere. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants.

Lead

Leaded gasoline (phased out of U.S. gasoline since 1996), paint (houses, cars), smelters (metal refineries), manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects; children are at special risk. Some lead-containing chemicals cause cancer in animals.

Some criteria air pollutants are considered regional in nature, some are considered local, and some have characteristics that are both regional and local. Air pollutants are also characterized as "primary" and "secondary" pollutants. Primary pollutants are those emitted directly into the atmosphere (such as carbon monoxide, sulfur dioxide, lead particulates, and hydrogen sulfide). Secondary pollutants are those formed through chemical reactions in the atmosphere; these chemical reactions usually involve primary pollutants, normal constituents of the atmosphere, and other secondary pollutants. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROG compounds and NO_X. ROG and NO_X are known as precursor compounds for Ozone. Ozone is a regional air pollutant because its precursors are transported and diffused by wind concurrently with Ozone production.

Ambient CO concentrations normally are considered a local effect and typically correspond closely to the spatial and temporal distributions of vehicular traffic. Wind speed and atmospheric mixing also influence CO concentrations. Under inversion conditions, CO concentrations may be distributed more uniformly over an area out to some distance from vehicular sources.

Ambient Air Quality Standards

Regulation of criteria air pollutants is achieved through both national and state ambient air quality standards and emissions limits for individual sources. Regulations implementing the federal Clean Air Act and its subsequent amendments established national ambient air quality standards (national standards) for the six criteria pollutants. California has adopted more stringent state ambient air quality standards for most of the criteria air pollutants. In addition, California has established state ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Because of the unique meteorological problems in the state, there is considerable diversity between state and federal standards currently in effect in California, as shown in Table 7. The table also summarizes the related health effects and principal sources for each pollutant.

TABLE 7
AMBIENT AIR QUALITY STANDARDS AND BAY AREA ATTAINMENT STATUS

Pollutant	Averaging Time	State Standard	Bay Area Attainment Status for California Standard	Federal Primary Standard	Bay Area Attainment Status for Federal Standard	Major Pollutant Sources
Ozone	8 hour	0.07 ppm	---	0.08 ppm	Nonattainment	Motor vehicles,
	1 hour	0.09 ppm	Non-Attainment	---	---	Other mobile sources, combustion, industrial and commercial processes
Carbon Monoxide	8 hour	9.0 ppm	Attainment	9 ppm	Attainment	Internal combustion engines, primarily gasoline-powered motor vehicles
	1 Hour	20 ppm	Attainment	35 ppm	Attainment	
Nitrogen Dioxide	Annual Average	---	---	0.053 ppm	Attainment	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads
	1 Hour	0.25 ppm	Attainment	---	---	
Sulfur Dioxide	Annual Average	---	---	0.03 ppm	Attainment	Fuel combustion, chemical plants, sulfur recovery plants and metal processing
	24 Hour	0.04 ppm	Attainment	0.14 ppm	Attainment	
	1 Hour	0.25 ppm	Attainment	---	---	
Particulate Matter (PM-10)	Annual Arithmetic Mean	20 μg/m3	Non-Attainment	50 μg/m3	Attainment	Dust- and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays)
	24 hour	50 μg/m3	Non-Attainment	150 μg/m3	Unclassified	
Particulate Matter (PM2.5)	Annual Arithmetic Mean	12 μg/m3	Non-Attainment	15 μg/m3	Attainment	Same as above
	24 hour	---	---	65 μg/m3	Attainment	
Lead	Calendar Quarter	---	---	1.5 μg/m3	Attainment	Lead smelters, battery manufacturing & recycling facilities
	30 Day Average	1.5 μg/m3	Attainment	---	---	

Note: ppm=parts per million; and μg/m3=micrograms per cubic meter

SOURCE: Bay Area Air Quality Management District, 2005, available at http://www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm

The ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

Attainment Status

Under amendments to the federal Clean Air Act, U.S. EPA has classified air basins or portions thereof, as either "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, which is patterned after the federal Clean Air Act, also requires areas to be designated as "attainment" or "nonattainment" for the state standards. Thus, areas in California have two sets of attainment / nonattainment designations: one set with respect to the national standards and one set with respect to the state standards.

The Bay Area is currently designated "nonattainment" for state 1-hour and national 8-hour ozone standards and for the state PM-10 and PM-2.5 standards. The Bay Area is "attainment" or "unclassified" with respect to the other ambient air quality standards. Table 7 also shows the attainment status of the Bay Area with respect to the national and state ambient air quality standards for different criteria pollutants.

Air Quality Plans

The 1977 Clean Air Act Amendments require that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards specified in the Clean Air Act. The 1988 California Clean Air Act also requires development of air quality plans and strategies to meet state air quality standards in areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM standards). Maintenance plans are required for attainment areas that had previously been designated nonattainment in order to ensure continued attainment of the standards. Air quality plans developed to meet federal requirements are referred to as State Implementation Plans.

The BAAQMD prepares air Quality plans for the Bay Area with the cooperation of the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG). Currently, there are three plans for the Bay Area, These are:

- The *Ozone Attainment Plan for the 1-Hour National Ozone Standard* (ABAG, 2001) developed to meet federal ozone air quality planning requirements
- The recently adopted *Bay Area 2005 Ozone Strategy* (BAAQMD, 2006) developed to meet planning requirements related to the state ozone standard; and
- The *1996 Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas*, developed by the air districts with jurisdiction over the ten planning areas

including the BAAQMD to ensure continued attainment of the federal carbon monoxide standard. In June 1998, the EPA approved this plan and designated the ten areas as attainment. The maintenance plan was revised most recently in 2004.

The Bay Area 2001 Ozone Attainment Plan was prepared as a proposed revision to the Bay Area part of California's plan to achieve the national ozone standard. The plan was prepared in response to US EPA's partial approval and partial disapproval of the Bay Area's 1999 Ozone Attainment Plan and finding of failure to attain the national ambient air quality standard for ozone. The Revised Plan was adopted by the Boards of the co-lead agencies at a public meeting and approved by the ARB in 2001. In July 2003, EPA signed a rulemaking proposing to approve the Plan. EPA also made an interim final determination that the Plan corrects deficiencies identified in the 1999 Plan.

Following three years of low ozone levels (2001, 2002 and 2003), in October 2003, EPA proposed a finding that the Bay Area had attained the national one-hour standard and that certain elements of the 2001 Plan (attainment demonstration, contingency measures and reasonable further progress) were no longer required. In April 2004, EPA made final the finding that the Bay Area had attained the one-hour standard and approved the remaining applicable elements of the 2001 Plan: emission inventory; control measure commitments; motor vehicle emission budgets; reasonably available control measures; and commitments to further study measures.

EPA recently transitioned from the national one-hour standard to a more health protective 8-hour standard. In April 2004, EPA designated regions for the new national 8-hour standard. Defined as "concentration-based," the new national ozone standard is set at 0.08 parts per million averaged over eight hours. The new national 8-hour standard is considered to be more health protective because it protects against health effects that occur with longer exposure to lower ozone concentrations.

In April 2004, EPA designated regions as attainment and nonattainment areas for the 8-hour standard. These designations took effect on June 15, 2004. EPA formally designated the Bay Area as a nonattainment area for the national 8-hour ozone standard, and classified the region as "marginal" according to five classes of nonattainment areas for ozone, which range from marginal to extreme. Marginal nonattainment areas must attain the national 8-hour ozone standard by June 15, 2007. While certain elements of Phase 1 of the 8-hour implementation rule are still undergoing legal challenge, EPA signed Phase 2 of the 8-hour implementation rule on November 9, 2005. It is not currently anticipated that marginal areas will be required to prepare attainment demonstrations for the 8-hour standard. Other planning elements may be required. The Bay Area plans to address all requirements of the national 8-hour standard in subsequent documents.

For state air quality planning purposes, the Bay Area is classified as a serious non-attainment area for ozone. The serious classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan (CAP) every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new

emission inventory data. The Bay Area's record of progress in implementing previous measures must also be reviewed. On January 4, 2006, the BAAQMD adopted the most recent revision to the CAP - the Bay Area 2005 Ozone Strategy. The control strategy for the *2005 Ozone Strategy* is to implement all feasible measures on an expeditious schedule in order to reduce emissions of ozone precursors and consequently reduce ozone levels in the Bay Area and reduce transport to downwind regions.

In April 2005, ARB established a new eight-hour average ozone standard of 0.070 ppm. The new standard is expected to take effect in 2006. ARB is currently working on designations and implementation guidance for the new standard. The one-hour state standard has been retained. The San Francisco Bay Area has not attained the State eight-hour standards, and will be taking action as necessary to address those standards as appropriate once the planning requirements have been established.

Local Standards

BAAQMD Rules and Regulations

The BAAQMD is the regional agency responsible for rulemaking, permitting and enforcement activities affecting stationary sources in the Bay Area. Specific rules and regulations adopted by the BAAQMD limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules regulate not only emissions of the six criteria air pollutants, but also toxic emissions and acutely hazardous non-radioactive materials emissions.

Emissions sources subject to these rules are regulated through the BAAQMD's permitting process and standards of operation. Through this permitting process, including an annual permit review, the BAAQMD monitors generation of stationary emissions and uses this information in developing its air quality plans. Any sources of stationary emissions constructed as part of the proposed project would be subject to the BAAQMD *Rules and Regulations*. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's *Rules and Regulations.*

With respect to the construction phase of the project, applicable BAAQMD regulations would relate to portable equipment (e.g., Portland concrete batch plants, and gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Equipment used during project construction would be subject to the requirements of BAAQMD Regulation 2 (Permits), Rule 1(General Requirements) with respect to portable equipment unless exempt under Rule 2-1-105 (Exemption, Registered Statewide Portable Equipment); BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings); and BAAQMD Regulation 8 (Organic Compounds), Rule 15 (Emulsified and Liquid Asphalts).

Physical Setting

Climate and Meteorology

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The project site is located in the City and County of San Francisco and is within the boundaries of the San Francisco Bay Area Air Basin (Bay Area). The Bay Area Air Basin encompasses the nine-county region including all of Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin and Napa counties, and the southern portions of Solano and Sonoma counties. The climate of the Bay Area is determined largely by a high-pressure system that is almost always present over the eastern Pacific Ocean off the West Coast of North America. During winter, the Pacific high-pressure system shifts southward, allowing storms to pass through the region. During summer and fall, emissions generated within the Bay Area can combine with abundant sunshine under the restraining influences of topography and subsidence inversions to create conditions that are conducive to the formation of photochemical pollutants, such as ozone and secondary particulates, such as nitrates and sulfates.

More specifically, the project site is located in the Peninsula climatological subregion. The peninsula region of the Bay Area extends from the area northwest of San Jose to the Golden Gate. The Santa Cruz Mountains extend up the center of the peninsula, with elevations exceeding 2,000 feet at the south end, and gradually decreasing to 500 feet elevation in South San Francisco, where it terminates. At the north end of the peninsula lies San Francisco. Because most of topography of San Francisco is below 200 feet, the marine layer is able to flow across most of the city, making its climate cool and windy.

The blocking effect of the Santa Cruz Mountains can be seen in the summertime maximum temperatures. In San Francisco, the maximum daily temperatures in June through August are in the mid-60s, while daily maximum temperatures during the winter months are in the high 50s. Annual average wind speeds range from 5 to 10 mph throughout the peninsula. Individual sites can show significant differences, however. Ft Funston in western San Francisco County shows a southwest wind pattern. Rainfall in San Francisco averages at about 19.5 inches per year.

On the peninsula, there are two important gaps in the Coast Range. The larger of the two is the San Bruno Gap, extending from Ft Funston on the ocean side to the San Francisco Airport on the Bay side. Because the gap is oriented in the same northwest to southeast direction as the prevailing winds, and because the elevations along the gap are under 200 feet, marine air is easily able to penetrate into the bay. The other gap in the Santa Cruz Mountains is the Crystal Springs Gap, along the highway 92 route between Half Moon Bay and San Carlos.

Air pollution potential is highest along the southeastern portion of the peninsula because this area is most protected from the high winds and fog of the marine layer, the emission density is relatively high, and pollutant transport from upwind sites is possible. In San Francisco, to the north, pollutant emissions are high, but winds are generally fast enough to carry the pollutants away before they can accumulate.

Existing Air Quality

Criteria Air Pollutants

The BAAQMD operates a regional air quality monitoring network that provides information on ambient concentrations of criteria air pollutants. Monitored ambient air pollutant concentrations reflect the number and strength of emissions sources and the influence of climate and topography. Table 8 presents a five-year summary of monitoring data from the monitoring stations closest to the project site for those pollutants for which the Bay Area is, or has been, designated "nonattainment."

The monitoring data shown in Table 8 was collected at the BAAQMD monitoring station on Arkansas Street in San Francisco. This station is located approximately two miles southeast of the project site. As shown by Table 8, the two air pollutants of concern in San Francisco are ozone and PM-10. While the state 1-hour ozone standards have not been exceeded[1] since 2001 in San Francisco, ozone standards have been exceeded in the Bay Area many times since 2001, and San Francisco pollutants contribute to these regional ozone exceedances. In addition the state daily PM-10 standard was exceeded quite frequently over the last five years.

Table 9 shows trends in regional exceedances of the federal and state ozone standards. Because of the number of exceedances, ozone is the pollutant of greatest concern in the Bay Area. Bay Area counties experience most ozone exceedances during the period from April through October.

On-road motor vehicle sources emit approximately 39 percent and 54 percent of the regional inventory of ROG and NO_X, respectively.[2] Regional emissions of ozone precursors are expected to continue following a downward trend, at least through 2010.

On-road motor vehicles are responsible for approximately 60 percent of the carbon monoxide emitted within San Francisco.[3] The state standards for carbon monoxide have not been violated at the monitoring station over the past five years. Within the region, carbon monoxide emissions are expected to continue to decrease due largely to the continual replacement of older, more polluting vehicle models with newer vehicle models that are designed to meet increasingly stringent state and federal tailpipe emissions standards.

In San Francisco, the major sources of primary PM-10 emissions (i.e., directly emitted) are paved road dust (32 percent), construction and demolition activities (19 percent), and residential fuel combustion (15 percent).[4] Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants. Representative PM-2.5 data is unavailable for the project vicinity since a network for collecting data on PM-2.5 has only recently been established in California.

1 Measured ambient concentrations of ozone did meet the state 1-hour ozone standard in 2003 and 2004. However, for the purposes of evaluating attainment relative to the California Clean Air Act, concentrations must exceed the state 1-hour standards to be in violation.
2 Air Resources Board, 2005b.
3 ibid
4 ibid

TABLE 8
SAN FRANCISCO AIR QUALITY DATA SUMMARY (2001-2005)[a]

Pollutant	Standard[c]	Monitoring Data by Year[b] 2001	2002	2003	2004	2005
Ozone						
Highest 1 Hour Average (ppm)[c]		0.08	0.05	0.09	0.09	0.06
Days over State Standard Exceedances[d]	0.09	0	0	0	0	0
Days over National Standard	0.12	0	0	0	0	0
Highest 8 Hour Average (ppm)[c]	0.08	0.05	0.05	0.06	0.06	0.05
Days over National Standard Exceedances		0	0	0	0	0
Carbon Monoxide						
Highest 8 Hour Average (ppm)[c]	9.0	3.3	2.6	2.8	2.2	1.7
Days over State Standard Exceedances		0	0	0	0	0
Particulate Matter (PM-10)						
Highest 24 Hour Average – State ($\mu g/m^3$)[c,d]	50	**69.8**	**78.6**	**51.7**	**51.8**	46.4
Highest 24 Hour Average – National ($\mu g/m^3$)[c,d]	150	67.4	74.1	50.8	48.6	44.6
Estimated days over State Standard[e]		48	24	6	6	0
Estimated days over National Standard[e]		0	0	0	0	0
State Annual Average ($\mu g/m^3$)[c,d]	20	**27.8**	**26.0**	**22.7**	**22.5**	NA
National Annual Average ($\mu g/m^3$)[c,d]	50	25.9	24.7	21.8	21.6	NA
Particulate Matter (PM-2.5)						
Highest 24 Hour Average - National ($\mu g/m^3$)[c,d]	65	**76.6**	**70.2**	41.6	45.8	43.6
Estimated days over National Standard[e]		2	4	0	0	0
State Annual Average ($\mu g/m^3$)[c,d]	12	NA	**13.1**	10.1	9.9	NA
National Annual Average ($\mu g/m^3$)[c,d]	15	11.5	13.1	10.1	9.9	NA

[a] Generally, state standards are not to be exceeded and national standards are not to be exceeded more than once per year.
[b] Data are from the Arkansas Street station in San Francisco.
[c] ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
[d] State and national data for PM-10 vary because state statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.
[e] PM-10 is not measured every day of the year. Therefore, the number of days the standard is exceeded in the entire year is estimated based on the collected data.

NOTE: Values in **bold** are in excess of applicable standard. NA = Not Available.

SOURCE: California Air Resources Board, *Summaries of Air Quality Data*, 2001, 2002, 2003, 2004, 2005; http://www.arb.ca.gov/adam.

The trend in PM-10 concentrations is difficult to predict since the upward trend in directly-emitted PM-10 emissions (e.g., from increases in entrained road dust) is expected to be offset, at least to some extent, by anticipated decreases in emissions of PM-10 precursors, including ROG, NO_X, and sulfur oxides. (ROG and NO_X are precursor emissions to both ozone and PM-10.)

Sensitive Receptors

Some persons are considered more sensitive than others to air pollutants. The reasons for heightened sensitivity may include health problems, proximity to the emissions source, and duration of exposure to air pollutants. Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people are often at home for extended periods. Recreational land uses are moderately

TABLE 9
SUMMARY OF OZONE DATA FOR THE
SAN FRANCISCO BAY AREA AIR BASIN, 1995–2004

Year	Number of Days Standard Exceeded[a]			Ozone Concentrations in ppm[b]	
	State 1 hr	Federal 1 hr	Federal 8 hr	Maximum 1 hr	Maximum 8 hr
2004	7	0	0	0.11	0.084
2003	19	1	7	0.13	0.101
2002	16	2	7	0.16	0.106
2001	15	1	7	0.13	0.100
2000	12	3	9	0.15	0.144
1999	20	3	4	0.16	0.122
1998	29	8	16	0.15	0.111
1997	8	0	0	0.11	0.084
1996	34	8	14	0.14	0.112
1995	28	11	18	0.16	0.115

[a] This table summarizes the data from all of the monitoring stations within the Bay Area.
[b] ppm = parts per million.

SOURCE: California Air Resources Board web site at http://www.arb.ca.gov/adam/cgi-bin/db2www/polltrendsb.d2w/Branch, 2005.

sensitive to air pollution, because vigorous exercise associated with recreation places a high demand on the human respiratory system.

The project site is surrounded primarily by residential and institutional land uses. Multi-family residential buildings and single-family houses are the predominant uses on the streets immediately surrounding the project site. Institutional uses in the immediate vicinity include the Walden House Adolescent Facility, located along Haight Street across from Woods Hall Annex and the University of California San Francisco AIDS Health Project building, located to the east of the project site on Laguna Street across from Richardson Hall. Commercial uses in the project vicinity primarily occur along Market Street, about half a block from the southeastern corner of the project site.

Impacts

Over the long term, the project would result in an increase in emissions primarily due to increased motor vehicle trips. On-site stationary sources (such as natural gas boilers for water and space heating) and area sources (such as landscaping and use of consumer products) would result in lesser quantities of pollutant emissions.

Construction-phase impacts were determined in the Initial Study to be less than significant (see Appendix A), and are therefore not discussed here.

Significance Criteria

A project would result in a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any nonattainment pollutant;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

The following air quality analysis addresses the first four of these general criteria; the fifth is not discussed since the project would not include development of the types of land uses generally associated with potential odor impacts.

BAAQMD has published the *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* which are the a set of recommendations that provide specific guidance on evaluating projects relative to the above general criteria (BAAQMD, 1999). To evaluate operational-phase emissions, BAAQMD recommends that local agencies use criteria of 80 pounds per day or 15 tons per year to identify significant increases in emissions of ROG, NO_X, or PM-10 from individual development projects; an exceedance of either criteria would be considered a significant impact. Carbon monoxide impacts are evaluated through application of dispersion modeling techniques and a direct comparison of modeled concentrations with ambient carbon monoxide standards. Lastly, BAAQMD recommends that cumulative air quality effects be discussed with reference to the consistency of a project to the regional Clean Air Plan. The BAAQMD recommendations are used herein to identify significant effects of the project and significant cumulative effects.

Methodology

Operational phase emissions were estimated using the URBEMIS 2002 model (version 7.5) for the expected project buildout year 2013 and compared to BAAQMD significance thresholds. Carbon monoxide impacts were evaluated using the BAAQMD's methodology for manual calculation of carbon monoxide concentrations specified in the 1999 BAAQMD CEQA Guidelines. Analysis was conducted for 2005 (existing), 2013 with and without project, and 2025 (cumulative analysis year) with and without project conditions. The net increase in emissions from existing conditions associated with the project is then compared with the BAAQMD-recommended significance criteria (80 pounds per day or 15 tons per year for ROG, NO_X, or PM-10).

Cumulative impacts of the project were evaluated based on the *BAAQMD CEQA Guidelines* as discussed under the significance thresholds. According to the *BAAQMD CEQA Guidelines*, if a project results in a project-specific increase in ROG, NO_X, or PM-10 of more than 80 pounds per day or 15 tons per year, then it would also be considered to contribute substantially to the

significant cumulative effect. If the increase in emissions would be less than the project-specific criterion, the cumulative effect is evaluated based on a determination of the consistency of the project with the regional Clean Air Plan. Generally, a project that is determined to be consistent with requirements of the applicable General Plan would not contribute in a significant manner to the cumulative regional effect if the applicable General Plan itself is consistent with the Clean Air Plan. To be consistent with the Clean Air Plan, a General Plan is based on population projections that are consistent with those used in developing the Clean Air Plan and provides for a rate of increase in vehicle-miles-traveled (VMT) that does not exceed the rate of increase in population.

Impacts

The project would result in an increase in criteria air pollutant emissions from a variety of emissions sources, including stationary sources (e.g., water heaters and landscape maintenance) and mobile on-road sources (e.g., automobile and truck trips).

Table 10 summarizes project-generated mobile and stationary emissions of criteria pollutants for the project in the year 2013 (buildout year) and compares them with significance threshold emission levels. The proposed project would result in approximately 1,480 new vehicle trips per day. As indicated in Table 10, project-related mobile emissions in the year 2013 would not exceed the significance thresholds for ROG, NOx or PM-10. Therefore, the operational impact of project emissions from increase in vehicular trips and area sources of the project would be less than significant.

TABLE 10
ESTIMATED DAILY EMISSIONS FOR THE PROPOSED PROJECT

Air Pollutant	Project Emissions, 2013 (pounds/day)			Significance Threshold (pounds/day)
	Area Source Emissions	Vehicular Emissions[a]	Total	
NO_X	3.4	14.4	17.8	80
PM-10	<1	16.5	16.5	80
ROG	22.3	12.9	35.2	80
CO	106.6	152.0	258.6	550[b]

[a] Emission factors were generated by the Air Board's URBEMIS2002 model for San Francisco Bay Air Basin, and assume a default vehicle mix. All daily estimates are for summertime conditions except for CO, which assumes wintertime conditions.

[b] Projects for which mobile source CO emissions exceed 550 pounds per day do not necessarily have a significant air quality impact, but are required to estimate localized CO concentrations. Refer to Table 11 for analysis of project CO emissions.

NOTE: **Bold** values are in excess of applicable standard.

SOURCE: Environmental Science Associates, 2006.

In addition to the project's regional contribution to the total pollution burden, project-related traffic may lead to localized "hot spots" or areas with high concentrations of carbon monoxide concentrations around stagnation points such as major intersections and heavily traveled and congested roadways. Project-related traffic could not only increase existing traffic volumes, but also cause existing non-project traffic to travel at slower, more polluting speeds.

To evaluate "hot spot" potential, a microscale impact analysis was conducted adjacent to four intersections in the vicinity of the project site, most impacted by project traffic. The intersections chosen were based on their level of service and the percentage contribution of project traffic. It was assumed that if the relatively higher volumes of project-generated traffic at these intersections did not result in adverse impacts, impacts at other nearby intersections would experience similar or less substantial effects. For this analysis, local carbon monoxide concentrations were estimated by applying the BAAQMD's methodology for manual calculation of CO concentrations along roadways and intersections to the results of the traffic study prepared for this project. BAAQMD's methodology used for this analysis included an assumed wind direction parallel to the primary roadway, a wind speed of less than one meter per second, extreme atmospheric stability and a receptor at the edge of the roadway. Results of the analysis are shown in Table 11.

TABLE 11
ESTIMATED CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS IN PROJECT VICINITY

Scenario	Averaging Time (hours)	State Standards	Concentrations (ppm)[a,b] Existing PM Peak	Existing + P PM Peak	2025 + P PM Peak
Market / Octavia	1	20	6.3	6.3	4.9
	8	9.0	4.2	4.2	3.3
Market / Church / Fourteenth	1	20	6.6	6.7	5.1
	8	9.0	4.5	4.6	3.7
Market / Laguna / Hermann / Guerrero	1	20	6.4	6.5	5.0
	8	9.0	4.4	4.5	3.5
Laguna / Haight	1	20	5.8	5.9	4.5
	8	9.0	3.9	4.0	3.0

[a] Concentrations relate to a location 25 feet from the edge of the roadways that form the intersection. The carbon monoxide analysis focuses on the weekday afternoon (p.m.) peak-hour because the project's effects on traffic congestion and related carbon monoxide concentrations are greater during that period than during the morning (a.m.) peak hour. Carbon monoxide estimates shown above include background concentrations of 5.4 ppm, one-hour average, and 3.8 ppm, eight-hour average for 2005; and 4.8 ppm, one-hour average and 3.2 ppm, eight-hour average for 2025.

[b] The California ambient air quality standard for carbon monoxide is 20 ppm, one-hour average and 9 ppm, eight-hour average.

NOTE: **Bold** values are in excess of applicable standard.

SOURCE: Environmental Science Associates, 2006.

As shown in Table 11, the analysis demonstrated that no exceedances would occur in the vicinity of all four analyzed intersections under any of the scenarios. Therefore, the effect of the project on local carbon monoxide standards would be less than significant both at the project specific level and in the 2025 cumulative scenario. Carbon monoxide concentrations in 2010 and 2025 are projected to progressively lower compared to existing conditions due to improvements in the automobile fleet, attrition of older, high-polluting vehicles, and improved fuel mixtures. Such reduction would offset any effects of increase in traffic due to cumulative development. Thus, project-related and cumulative traffic would have a less than significant impact on local carbon monoxide concentrations.

The project site is located one block from the new Octavia Boulevard and one block (along Market Street) from the elevated Market/Octavia on- and off-ramps for the U. S. 101 Freeway, which replaced a portion of the Central Freeway. In 2005, the California Air Resources Board (ARB) published its Air Quality and Land Use Handbook. Based on studies that show health risk from traffic generated pollutants evident within 500 feet of major roadways (particularly for downwind receptors), and that exposure to traffic-generated pollutants—particularly diesel particulate—is "greatly reduced at approximately 300 feet," ARB recommends in the Handbook that local agencies "avoid siting new sensitive land uses within 500 feet of a freeway [or] urban roads with more than 100,000 vehicles/day…." The Handbook also acknowledges that "Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues." Although the new Central Freeway on- and off-ramps at Octavia Boulevard have a theoretical capacity in excess of 100,000 vehicles per day, the capacity of the ramps will be dictated by the operations at the intersection of Market/Octavia streets. Based on the capacity of the controlling Market/Octavia intersection, as developed in the recent Market and Octavia Area Plan EIR Transportation Study from January 2005, the daily volumes on the Central Freeway on- and off-ramps would be 76,000. Thus, daily volumes on the freeway ramps would likely be well below 100,000 vehicles. Moreover, the project site is slightly more than 500 feet west of both Octavia Boulevard and the freeway ramps, and is upwind from both the boulevard and the ramps during prevailing west and northwest winds. Therefore, it is not anticipated that residents of the proposed project would be adversely affected by diesel particulate emissions from the new freeway ramps, and the project would not result in a significant effect with regards to the diesel-related health impacts.

Cumulative Impacts

According to the BAAQMD CEQA Guidelines, any proposed project that would individually have a less than significant air quality impact would also be considered to have a less than significant cumulative air quality impact if the population and VMT increases due to the project are accounted for in the applicable Clean Air Plan. For determining consistency, the BAAQMD recommends that a consistency determination be made between the project and the applicable General Plan and then between the General Plan itself and the applicable CAP.

Based on Table 10, the operational impact of project emissions of ROG, NOx and PM-10 would be less than significant. The applicable plans for this project would be the San Francisco General Plan and the *Bay Area 2005 Ozone Strategy (2005 Ozone Strategy)*.

In forecasting future stationary and mobile source emissions and preparing the *2005 Ozone Strategy*, the BAAQMD uses growth projections prepared by ABAG. The *2005 Ozone Strategy* is based on population assumptions in the 2003 ABAG Projections. The resultant emission forecasts are then used to develop strategies and control measures necessary to achieve regional ozone attainment within a designated timeframe. In developing its projections, ABAG uses information from local government general plans, current zoning and other local development policies, in conjunction with economic and demographic factors. The *2005 Ozone Strategy* is based on population projections for San Francisco that assumes a greater level of development than

currently forecast by the Planning Department. Therefore, upon implementation of the 2005 Ozone Strategy, development in San Francisco, including the proposed project, would be within the growth projections forecast by the plan. As such, the proposed project would have a less-than-significant impact on cumulative air quality of the Bay Area.

The proposed rezoning from P (Public) to either RTO (Residential-Transit Oriented) and NCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density residential projects of a similar size and layout as the proposed project, having roughly similar air quality impacts, in terms of construction generated dust, criteria pollutants from vehicular emissions, and carbon monoxide generation at local intersections,. As no significant air quality impacts were identified with the proposed project, the proposed rezoning effort would also have no significant air quality impacts.

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E. Historic Architectural Resources

Introduction

The Initial Study for the proposed 55 Laguna Mixed Use project concluded that it would not adversely affect a prehistoric or historic archaeological sites or conflict with established recreational, educational, religious or scientific uses of the area. The Initial Study did, however, find the proposed project would have adverse impacts to historic architectural resources. This section, therefore, evaluates the potential impacts on historical architectural resources that could result from the proposed project. A summary of the site's history is presented using information from a technical historical resources study prepared by Page & Turnbull for the project site in 2005.[1]

CEQA Section 21084.1 states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." A "historical resource" is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources. In addition, a resource that (i) is identified as significant in a local register of historical resources, such as Article 10 and Article 11 of the San Francisco Planning Code, or (ii) is deemed significant due to its identification in an historical resources survey meeting the requirements of Public Resources Code Section 5024.1(g), is presumed to be historically significant "unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant." Finally, CEQA Section 21084.1 permits a lead agency to determine that a resource constitutes a historical resource even if the resource does not meet the foregoing criteria. A "substantial adverse change" is defined in Section 15064.5(b)(1) of the state CEQA Guidelines as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

In order to be eligible for the California Register, a resource (building, site, object, structure, or district) must meet at least one of four criteria, and must also retain sufficient integrity. The four criteria are: (1) association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; (2) association with the lives of persons important to local, California, or national history; (3) the resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or (4) the resource has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Integrity encompasses seven aspects: location, design, setting, materials, workmanship, feeling, and association.

Thus, evaluation of the potential for proposed projects to impact "historical resources" is a two-step process; the first is to determine whether the property is an "historical resource" as defined in Section 15064.5(a)(3) of CEQA, and, if it is an "historical resource," the second is to evaluate

[1] Page & Turnbull, Inc., *U.C.B Laguna Extension Campus Historic Resource Study (December, 2005).* Available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, in Project File 2004.0773E.

whether the action or project proposed by the sponsor would cause a "substantial adverse change" to the "historical resource."[2]

Setting

Originally part of the Western Addition, Hayes Valley was part of the 160-acre tract of land owned by Colonel Thomas Hayes, who acquired the land in late 1849 and for whom the area is named. Hayes Valley was still sparsely settled by the 1860s, consisting of a few dozen dwellings, the Hayes Park Pavilion and the Protestant Orphan Asylum, which stood on the project site. Founded in 1851, the Protestant Orphan Asylum was the first orphan asylum on the West Coast. Originally occupying a small cottage on Folsom Street, the orphanage was given $30,000 by the Common (City) Council to buy land and construct a new building on Laguna Street, which was completed in 1854. The two-story brick orphanage was located on the western half of the block bounded by Buchanan, Waller, Haight, and Laguna Streets, on the approximate location of today's Middle Hall. Located just south of the orphanage was a one-story wood-frame schoolhouse on the block bounded by Waller, Buchanan, Hermann, and Laguna streets.

From the 1870s to the 1890s, Hayes Valley developed into a Victorian-era streetcar suburb, complete with rows of single-family dwellings, multi-family flats, churches and a commercial district. Having been developed in a relatively short period of time, dwellings in Hayes Valley did not display a large variety of styles. Most were designed in the Italianate and Eastlake styles, popularized during the 1870s and 1880s.

As the twentieth century approached, Hayes Valley became a dense urban neighborhood. However, unlike many older Victorian neighborhoods, the district was largely spared by the 1906 Earthquake and Fire. Although the quake destroyed streetcar tracks and some masonry buildings, including the Protestant Orphan Asylum, the majority of the wood-frame houses in the neighborhood suffered only minimal structural damage. The massive fires that destroyed virtually everything east of Van Ness Avenue were halted at Octavia Street, one block east of the project site. Following the disaster the project site became the site of an earthquake refugee camp.

Early maps of the area indicate that by 1915, the San Francisco Protestant Orphan Asylum had been rebuilt in the same location as the earlier structure, with additional buildings added to the site including a chapel. On the block south of Waller Street, the former orphanage schoolhouse was converted into the State Normal School (see description below); and to the north, a row of wood-frame classroom structures was built along Waller Street. At the corner of Hermann and Buchanan streets, a three-story wood-frame building was built to house additional classrooms for the State Normal School.

California state normal schools, or teachers colleges, were established beginning in the 1860s to train young women to become elementary and secondary school teachers, as parents began pressuring the State Legislature to implement a teacher-training course to meet the rising demand

[2] San Francisco Preservation Bulletin No. 16, San Francisco Planning Department, "CEQA Review Procedures for Historic Resources," Final Draft, October 8, 2004; pp. 1-2. Available on-line at: http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/PresBulletin16CEQA10_8_04.PDF.

for qualified teachers within urban areas. Throughout the following decades, San Francisco's demand for qualified teachers continued to grow as the population expanded. In 1899, the State approved the conversion of the Girls' High School on Powell Street into a state-funded normal school. The1906 Earthquake and Fire destroyed the San Francisco State Normal School, which moved temporarily to Oakland until 1908, when the School took over the old Protestant Orphan Asylum's chapel on the project site. For the next decade, the San Francisco campus included the old Orphanage Chapel, a row of one-story classrooms along Waller Street, a two-story building on Buchanan, and a two-story Mission Revival style classroom building at the corner of Buchanan and Hermann Streets.

By 1921, the San Francisco State Normal School had begun to offer liberal arts courses in addition to teacher education. Reflecting its evolution the school changed its name to the San Francisco State Teachers' College and began plans to completely rebuild the campus. In 1922, the school announced plans for an ambitious rebuilding program. Architect Bernard Maybeck, locally famous for his designs of many of the buildings for the 1915 Panama-Pacific International Exhibition, as well as many other notable buildings in San Francisco, was retained to design the proposed new campus. The actual design ended up as collaborative effort between State Architect George B. McDougall, who dramatically simplified Maybeck's original proposal, and Headmaster Frederic Burk who helped McDougall plan the organization of the campus and classrooms within individual buildings. The new campus was to be phased and would eventually accommodate 800 student teachers and 400 elementary school students. Waller Street between Laguna and Buchanan Streets was closed off for the school in April 1922.

Completed in 1924, the Gymnasium (now known as Middle Hall) was the first new building completed on the Laguna Street campus. State Architect George B. McDougall and his staff at the Department of Public Works designed the two-story building in a modest interpretation of the Spanish-Colonial Revival style (see Figures 20A and B). Later in 1924, further State appropriations funded the construction of the Kindergarten Training Building (now known as the Administration Wing of Richardson Hall). Built at the corner of Laguna and Waller Streets, the Kindergarten Training Building was designed as a one-story, reinforced concrete building with an H-shaped plan, and a Spanish-Colonial Revival style of architecture (see Figure 21).

In 1927 another new classroom was constructed on the growing San Francisco State Teachers' College campus. According to the plans, the Science Building (now Woods Hall) was designed to be a two-story, reinforced concrete building with an L-shaped plan at the corner of Haight and Buchanan Streets. Also designed by State Architect George B. McDougall and his staff at the Department of Public Works, the Science Building was consistent with the dominant Spanish-Colonial Revival theme (see Figures 22A and B). Along with the new buildings, site improvements were made to the campus in 1928, which included the addition of a concrete retaining wall and sidewalk along Laguna Street (see Figure 23).

Constructed in 1930, the new Training School (now known as Richardson Hall) at the corner of Laguna and Hermann Streets was designed to be a two-story reinforced concrete building with an L-shaped plan. Richardson Hall was designed by W.B. Daniels of the State of California

Figure 20A Middle Hall, South Facade

Figure 20B Middle Hall, North Facade

Figure 21 Richardson Hall Administration Wing

Figure 22A Woods Hall Entry Pavillion at Buchanan and Haight Streets

Figure 22B Woods Hall, South and East Facade

SOURCE: Page & Turnbull, 2005

Department of Public Works to be consistent with the other building's Spanish-Colonial style but with a distinctly Art Deco flare (see Figures 24A and B).

Despite funding problems during the Depression, the San Francisco State Teachers' College was able to appropriate $100,000 for the new addition to the Science Building (Woods Hall) located along Haight Street. With assistance from the Works Progress Administration,[3] the addition (now known as Woods Hall Annex) was built on the east wall of the existing Science Hall (Woods Hall) in 1935 (see Figures 25A and B). After the building was completed, an interior mural was added to northern wall of the eastern staircase in 1936 by artist Reuben Kadish. The mural was called "A Dissertation on Alchemy."

The first suggestions to move the campus came into public discussion during the 1930s as enrollment increased on the constrained urban campus. With the completion of the Hetch Hetchy Aqueduct in 1934, the fifty-four acre parcel at Lake Merced was no longer needed for a reservoir. The College approached the State Legislature to purchase the land from the City for its new campus, which was approved in 1939. Groundbreaking on the State's new building program at the Lake Merced campus did not begin until 1949 due to wartime funding issues, with completion of the campus by 1960.

Throughout the 1940s and 1950s, San Francisco State College had two campuses, one at Lake Merced and the other on the existing campus in Hayes Valley at the project site (hereafter called the Downtown Campus). By 1957, San Francisco State College had outgrown its facilities in Hayes Valley, moving all of its facilities to the new campus at Lake Merced. After the departure of San Francisco State College, plans were made to renovate the old Downtown Campus for utilization as an extension campus of the University of California. The Regents of the University of California commissioned architect Ward Thomas to draw up plans to renovate the four existing facilities left on the Laguna campus. Many of the building's interiors were altered at this time to accommodate the new academic uses, and the site was terraced to provide surface parking lots where numerous older wood frame buildings had once stood. During the 1960s, Anderson Hall and Burk Hall were renamed Woods Hall and Richardson Hall, respectively.[4] As the new owners of the site, the University of California added only one building to the campus, the Dental Clinic, in 1973. Also in 1973, the University of California leased Woods Hall, Woods Hall Annex and the Gymnasium (Middle Hall) to the French-American International School who converted Woods Hall into an elementary and middle school. In 1989 the French American International School renovated the existing Gymnasium and exterior courtyard. During the 1990s, the Gymnasium was renamed Middle Hall, and two new classrooms were added on the second floor.

3 In 1935, President Franklin D. Roosevelt initiated a work relief program under the umbrella of the National Recovery Act (NRA) called the Works Progress Administration (WPA). The Woods Hall Annex and associated mural were one of many WPA-sponsored projects in San Francisco, including the remodeling of Civic Auditorium, construction of the Police Stables at Golden Gate Park, West Portal and Bernal Heights Libraries, Aquatic Park, the San Francisco Zoo, and improvements at Laguna Honda Hospital.

4 While Richardson Hall is named after Governor William "Friend" Richardson of California (1923-27), the source of Woods Hall's name is more elusive, but was most likely named after State Superintendent of Education, Will C. Wood.

Figure 23 Retaining Wall Facing Laguna Street

Figure 24A Richardson Hall from Corner of Laguna and Hermann Streets

Figure 24B Richardson Hall, South Wing

Figure 25A Woods Hall Annex, South Facade

Figure 25B Woods Hall, North Facade

SOURCE: Page & Turnbull, 2005

The former San Francisco State College campus functioned as the University of California Extension campus from 1957 until its closure in 2002, although the Dental Clinic continues to operate on the project site to this day. The FAIS relocated to Fell Street in 2003.

In summary, the project site has been in use as a Protestant Orphan Asylum (1854 – 1867); the State Normal School (1867-1899); San Francisco State Normal School (1899-1921); San Francisco State Teacher's College (1921-1935) San Francisco State College (1935-1957); the University of California, Berkeley, Extension Center, San Francisco (1957-2002); and FAIS (1973-2003).

Rated Buildings of Historical and Architectural Importance

1976 Department of City Planning Architectural Survey

The 1976 Architectural Quality Survey, or 1976 Survey as it is commonly called, was what is known in preservation parlance as a "reconnaissance" or "windshield" survey. The survey looked at the entire City and County of San Francisco to identify and rate, on a scale of –2 (detrimental) to +5 (extraordinary) architecturally significant buildings and structures. No research was performed and the potential historical significance of a resource was not considered when assigning ratings. Buildings rated 3 or higher represent approximately the top 2% of all of San Francisco's buildings in terms of architectural significance. Summary ratings of 0 or 1 are generally interpreted to mean that the property has some contextual importance.

Of the five buildings located on site, only three – Woods Hall/Woods Hall Annex and Richardson Hall – were given ratings within the 1976 DCP Survey. Woods Hall and the Woods Hall Annex were assigned an overall Architectural Quality Survey rating of "3," indicating that they were deemed to be highly architecturally significant and approximately within the top 1% of the City's building stock. Richardson Hall was assigned an overall Architectural Quality Survey rating of "2," which indicates that the building has architectural significance, most likely on a local level. However, due to the fact that the survey has not been updated in nearly 30 years, the 1976 Survey has not been officially recognized by the San Francisco Planning Department as a valid local register of historic resources for the purposes of the California Environmental Quality Act (CEQA).

California Historic Resources Status Code

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (CHRSC) of "1" to "7" in order to establish their historical significance in relation to the National Register or California Register. Properties with a listing of "1" or "2" are eligible for listing in either California Register or the National Register, or are listed on one or both of the two lists. Properties with a "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties with a "5" are typically locally significant or are of contextual importance. Designations of a "6" or "7" mean that the property is not eligible for listing in either register. Properties rated 1-5 are considered to be historic resources for the purposes of the CEQA.

The properties located at 229 Haight Street/220 Buchanan Street (Woods Hall/Woods Hall Annex) were given a CHRSC rating of "4S7."[5] This status code was assigned during a survey of the Hayes Valley Neighborhood in 1995 (described below).[6] This rating means that the building "may become eligible for separate listing in the National Register when the architectural integrity of the property is restored."[7] No other buildings on the project site were assigned CHRSC ratings.

Historic Resources in the Project Vicinity

Historic resources in the immediate project vicinity (within one block) includes one historic district containing numerous contributory resources, as well as a number of individual buildings or structures listed on or eligible for listing on federal, state, and local historical registers. The Hayes Valley Historic District, determined eligible for listing in the National Register and listed in the California Register, is a collection of about 200 Victorian-period residential structures built from the 1870s to the 1910s generally bound by Octavia Street on the East, Fillmore Street on the west, Herman Street on the south, and Grove Street on the north. This historic district was identified in a survey of Hayes Valley prepared for the Department of Housing and Urban Development (HUD) in 1995-96 as part of the Hayes Valley Housing Replacement Project. The project site is outside of, but is immediately adjacent to, this historic district on its northern, eastern, and western boundaries, (i.e. opposite Haight, Laguna and Buchanan Streets from the project site). There are approximately 67 contributors to the Hayes Valley Historic District within one block of the project site. These resources are located at the following addresses; 133 – 300 Buchanan Street, 100 – 253 Laguna Street, 112 – 398 Haight Street, 122 – 156 Herman Street, 46 – 272 Waller Street, 11 – 64 Laussaat Street, and 206 – 281 Rose Street.[8] The Hayes Valley Historic District is not a designated San Francisco Historic District, but has been determined to be eligible for listing in the National Register and California Register as a historic district, and therefore is an historic resource for CEQA purposes.

Individually listed historic resources in the immediate project vicinity include the 1935 U.S. Mint at 155 Herman Street, located diagonally across from the project site at Buchanan and Hermann Streets, (listed in the National Register and the California Register), the 1894 Carmel Fallon Building at 1800 Market Street (San Francisco Historical Landmark #223) one block east from the project site, the 1882 Nightingale House at 201 Buchanan Street directly opposite from the project site (San Francisco Historical Landmark #47 and a contributor to the Hayes Valley Historic District), and the 1889 McMorry-Lagan House and Barn at 188-189 Haight Street, located diagonally across from the project site at Laguna and Haight Streets, (San Francisco Historical Landmark #164 and a contributor to the Hayes Valley Historic District).

5 City records list the U.C.B Laguna Extension campus under 220 Buchanan Street.
6 Kostura, William. Hayes Valley Housing: Historic Context Statement (1995).
7 State of California Office of Historic Preservation, Instructions for Recording Historical Resources (March 1995) Appendix 2: NRHP Status Codes.
8 Office of Historic Preservation (OHP), *Directory of Properties in the Historic Resources Database for San Francisco County*, April, 2006.

Results of the Historic Resources Study

For this EIR, Page & Turnbull evaluated the project site buildings and the site as a whole for eligibility to the National Register of Historic Places, the California Register of Historic Resources, and as a San Francisco Historical Landmark, apart from its previous evaluations and designations. The evaluation found that three of the four remaining buildings on the UC Laguna Extension campus appear to be eligible for National Register listing under Criterion A (Events) and Criterion C (Design/Construction). These buildings, Richardson Hall, Woods Hall, and Woods Hall Annex, are historically significant within the areas of education and architecture for the period spanning from 1921 to 1955 (known as the period of significance). As an early example of comprehensive urban campus in San Francisco the remaining section of UC Laguna Extension campus has historical significance within the context of California's teacher education system and architectural significance as a good example of the Spanish Colonial Revival style in the City of San Francisco. Designed by State Architect George B. McDougall and W.B. Daniels, these three buildings were completed to promote higher education in California. In addition, the campus was the recipient of one of the earliest Works Progress Administration (WPA) projects funded in San Francisco. As part of the WPA involvement, the Federal Art Project program commissioned artist Reuben Kadish to complete a mural in the Woods Hall Annex. Other WPA-era murals at the project site was completed by artists John Emmett Gerrity, located in the entrance to Woods Hall.[9]

The Page & Turnbull study indicated that because these three properties appear to be eligible for listing in the National Register, Richardson Hall, Woods Hall, and Woods Hall Annex would also be eligible for the California Register of Historical Places, under Criterion 1 (Events) and Criterion 3 (Architecture). Properties eligible for listing in the California Register are considered 'historical resources' for purposes of CEQA.

In addition to qualifying under the aforementioned California Register criteria, the eligibility of a historic resource is dependent on the degree of historical integrity remaining within the property. Page & Turnbull found that the UCB Laguna Extension campus as a whole retains an overall low-to-moderate level of integrity, due to the removal of several wood-frame buildings previously located in the center of the site, landscaping, and other campus features. In terms of the individual integrity, the four buildings under review have varying degrees of integrity due to alterations undertaken over the buildings' lifetimes. In summary, Page & Turnbull found that Richardson Hall, including the administration wing assumed to be one part of this building, retains a moderate level of the integrity; Woods Hall retains a moderate level of integrity; and the Woods Hall Annex retains a moderate-to-high level of integrity. Middle Hall, however, retains a low level of integrity. In general, the exteriors of these buildings retain higher levels of integrity than do the interiors. Due to numerous interior renovations of all buildings on the campus over the years, few significant interior spaces were identified in the evaluation.[10]

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9 Source: http://www.aaa.si.edu/collections/oralhistories/transcripts/gerrit65.htm accessed June 28, 2006. This mural no longer appears to be extant after a field visit in April, 2006, and may have been painted over.

10 Since this evaluation was prepared in December, 2005, a field visit to the site in April, 2005 revealed that the ceiling on the interior lounge portion of the Richardson Hall Administration Wing had partially collapsed on to the floor due to water intrusion over the winter of 2005-2006. This destruction of original fabric has since further compromised the interior character-defining features of the Richardson Hall Administration Wing.

Although the campus as a whole appears to be significant under Criterion 1 (Events) and Criterion 3 (Architecture), Page & Turnbull found that it does not retain sufficient historical integrity to qualify it for listing in the National Register or the California Register due to the many alterations of the campus plan after its period of significance (1921- 1955). In terms of individual eligibility, three buildings, Woods Hall, the Woods Annex, and Richardson Hall, appear to retain individual significance and sufficient integrity to qualify them for individual listing in the National Register and the California Register. Page & Turnbull found that Middle Hall lacks sufficient integrity due to extensive exterior and interior alterations over its lifetime, and therefore does not appear to qualify for individual listing in the National Register or the California Register.

San Francisco City Landmarks are buildings, properties, structures, sites, districts and objects of "special character or special historical, architectural or aesthetic interest or value and are an important part of the City's historical and architectural heritage." City Landmarks are important to the City's vast history and help to provide significant and unique examples of the past that are irreplaceable. In addition, these landmarks help to protect the surrounding neighborhoods and enhance the educational and cultural dimension of the city. Adopted in 1967 as Article 10 of the City Planning Code, San Francisco City Landmarks are protected from inappropriate alterations and demolitions by subjecting projects to review by the San Francisco Landmarks Preservation Board. As of January 2003, there were 230 individual landmarks and eleven historic districts in San Francisco.

In 2000, the Landmarks Board adopted National Register criteria to establish the significance of potential city landmarks. As noted previously, three individual buildings on the UC Laguna Extension campus (consisting of Richardson Hall, Woods Hall, and the Woods Hall Annex) appear eligible for listing in the National Register under Criterion 1 (Events) and Criterion 3 (Design/Construction). Therefore, because Richardson Hall, Woods Hall, and the Woods Hall Annex are eligible for listing under National and California Register criteria, they would also qualify as San Francisco Landmarks. Page & Turnbull found that the campus as a whole, however, would not qualify as a San Francisco Historic District.

Planning Department Findings of Historical Significance

A Planning Department preservation technical specialist reviewed the historic evaluation report and concurred with its finding that Richardson Hall, Woods Hall, and Woods Hall Annex are individually significant under Criterion 1 (Events) and Criterion 3 (Architecture).[11] Under Criterion 1, the campus and individual buildings are representative of broad patterns of events relating to the history of state normal schools in California. Additionally, Woods Hall Annex is significant under Criterion 1 as an example of an early WPA project in San Francisco. Under Criterion 3, the campus and individual buildings are architecturally significant because they embody the characteristics of the Spanish Colonial Revival architectural style and are the work of a master architect, State Architect George B. McDougal.

[11] San Francisco Planning Department, Memorandum: *Historic Resource Evaluation Response*, from Mark Luellen to Rana Ahmadi, May 25, 2006.

Although the Page & Turnbull report did not specifically make the following findings, the Planning Department determined that the campus comprises a potential historic district, and that Richardson Hall, Woods Hall, Woods Hall Annex, and Middle Hall are contributors to that district, as are the extant landscape features from the period of significance (1921 to 1955), including the concrete retaining wall facing Laguna and Haight Streets. As such, the Planning Department's evaluation is the basis for assessment of potential impacts to historic resources.

In terms of integrity, the Planning Department concurred with the Page & Turnbull report that Woods Hall, Woods Hall Annex, and Richardson Hall (both the classroom Wing and the Administration Wing) retain sufficient integrity to be eligible for listing in the California Register. In addition, the Department found that Middle Hall retains enough of the character-defining features of the Spanish Colonial Revival style of architecture to contribute to a potential campus district, although it would not be individually eligible for listing on the California Register. The Department memo explained that, "Although the east façade, which was the most elaborately styled façade, has been replaced with a classroom addition, the other facades have not been heavily altered, and while portions of the interior have been remodeled, the original gymnasium, including its character-defining steel trusses and multi-pane steel sash windows survive." The memo further states that, "although the setting of the campus has been compromised through the introduction of three surface parking lots and the loss of several wood-frame buildings, the campus as a whole still retains its character-defining quadrangle design and conveys its historic associations as a self-contained campus."[12] Finally, the memo further explains that the existing parking lots and associated landscaping would not be character-defining features of the potential campus historic district.

In summary, all buildings on the project site which include Richardson Hall, Woods Hall, and Woods Hall Annex, and Middle Hall qualify as 'historical resources' for CEQA purposes. These buildings, as well as remnant landscape features dating from 1921 – 1955 and the retaining wall along Laguna and Haight Streets, would contribute to a potential campus historic district that also qualifies as a 'historical resource' for CEQA purposes. The existing parking lots and associated landscaping would not contribute to a potential campus historic district, and therefore would not qualify as 'historical resources' for CEQA purposes.

Impacts

Significance Criteria

A project is generally found to have a significant effect on the environment if it will substantially disrupt or substantially adversely affect a property of historic significance. CEQA Section 21084.1 states "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." A "historical resource" is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources, one that is identified as significant in a local register of historic

[12] The term 'quadrangle design' in the memo was later clarified in an email by the Planning Department to mean that the buildings located on the corners of the property were inward-facing, providing an internally-focused campus, and not to infer that the campus ever had a center open space or 'quad.'

resources, such as Article 10 of the San Francisco Planning Code, or one that is deemed significant due to its identification in an historical resource survey meeting the requirements of Public Resource Code Section 5024.1(g). A resource that is deemed significant due to its identification in an historical resource survey meeting the requirements of Public Resource Code Section 5024.1(g), is presumed to be historically significant unless a preponderance of evidence demonstrates otherwise.

A "substantial adverse change" is defined by CEQA Guidelines Section 15064.5 as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of an historical resource is materially impaired when a project:

A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

In general, a project that would comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (including the Standards for Rehabilitation) is considered mitigated to a less-than-significant level (CEQA Guidelines Sec. 15064.5(b)(3).[13]

Impact Evaluation

The Planning Department determined that Richardson Hall, Woods Hall, and Woods Hall Annex were individually eligible for listing in the California Register, (i.e. 'historical resources' for CEQA purposes). The Department also found that Middle Hall, while not individually eligible, would contribute to a potential campus historic district, as would the other three buildings described above, landscape features dating from 1921 – 1955, and the retaining wall along Laguna Street. As such, the site as a whole would be considered a 'historical resource' for CEQA purposes.

To accommodate the proposed project, the project sponsors would demolish Middle Hall and the Administration Wing of Richardson Hall, including the connector with remaining portions of Richardson Hall, as well as a portion of the retaining wall along Laguna Street from Waller to

[13] Descriptions of the 10 *Standards for Rehabilitation* are available at www.cr.nps.gov/hps/tps/tax/rehabstandards.htm

Haight Streets. Woods Hall, the Woods Hall Annex, and the southern wing of Richardson Hall would be rehabilitated to provide residential units. The east wing and auditorium of Richardson Hall would be converted into retail and community facility space. The proposed retail space, to be located at the basement level of Richardson Hall near the intersection of Hermann and Laguna Streets, would necessitate new openings in the retaining wall to access this new use.

Project Impact Discussion

Effects on Richardson Hall

The proposed project would demolish the one-story Administration Wing of Richardson Hall and a small structure that connects to the Auditorium Wing of Richardson Hall. Richardson Hall as a whole, including the Administration Wing and the connector structure, appears individually eligible for listing in the California Register, according to the Planning Department preservation staff, and would be a contributor to a potential campus historic district despite the varying integrity of its constituent parts. The demolition of the Administration Wing and connecting structure would cause a substantial adverse change to a historic resource because it would eliminate significant, character-defining features of the building, such as the exterior stucco walls, clay tile roof, windows, and tile window surrounds. The demolition of these portions of Richardson Hall would alter the building's overall historical significance, particularly since the former Kindergarten Training Building would be demolished and replaced with new construction. Therefore, the partial demolition of Richardson Hall would cause a significant adverse impact to a historic resource.

Effects on Middle Hall

The proposed project would demolish all of Middle Hall and replace it with new residential units approximately 40 feet in height that would step down the sloped terrain in this location. Although Middle Hall was found to have some degree of compromised integrity due to later additions, the Planning Department found that the building retains enough of the character-defining features of the Spanish Colonial Revival style of architecture to contribute to a potential campus historic district (see discussion below about effects to the potential historic district). Demolition of a potential historic district contributor would constitute a significant impact to a historical resource because it would eliminate those character-defining features that contribute to the significance of the potential district, including the building's stucco walls, tile roof, steel roof trusses, and multi-pane window sashes.

Mitigation measures to reduce the significant impacts to Richardson Hall and Middle Hall are described in Section IV. Mitigation Measures. These measures, however, would not mitigate the impact of demolition to a less-than-significant level, in which case the impact would be remain significant and unavoidable. Only selection of a project alternative, described in Section VI, Alternatives, would reduce the impacts to historic resources to a less-than-significant level.

Effects on a Potential Campus Historic District

The proposed project would construct seven new buildings between four and eight stories in height, primarily clustered toward the center of the site. While the designs of proposed new residential buildings appear to be differentiated from the old, they may not be fully compatible

with the historic buildings on the site in terms of materials, massing, scale, and design, given that only preliminary designs of the new buildings are available. The project would also introduce two new private streets into and through the site; 'Lindhardt Lane' and 'Micah Way.' The new roadways through the site would open up areas that were historically, and are currently, an internally focused campus. The project would additionally eliminate potential historic district contributors, including Middle Hall (see discussion above), a portion of the retaining wall along Laguna and Haight Streets from Waller to Haight Streets, as well as some ornamental landscaping which may date to the period of significance (1921 – 1955). The Planning Department additionally found that, "The new construction would not comply with four out of ten of the *Secretary of the Interior's Standards for Rehabilitation* (Standards 1, 2, 9, and 10) because the new structures may impact the spatial relationships, including the internally-focused 'quadrangle' design that characterizes the existing campus."

Although the project sponsor has hired a qualified historical architect to be involved in the design process to ensure the compatibility and differentiation of the new structures with the existing buildings and neighboring buildings, for purposes of conservative analysis, the site may no longer be eligible as a potential campus historic district after completion of the proposed project. This would result in a significant impact to historic resources under CEQA, because the setting of the potential historic district would be substantially altered. Mitigation measures to reduce this impact are described in Section IV, Mitigation Measures. These measures, however, would not mitigate the impact to the potential historic district to a less-than-significant level, and the impact would remain significant and unavoidable. Only selection of a project alternative, described in Section VI, Alternatives, would reduce the impacts of proposed project to a less-than-significant level.

Effects of Alterations on Historic Resources

Richardson Hall. The proposed project would convert the East Wing, Auditorium, and South Wing (the Classroom Wing) of Richardson Hall into residential units, community facilities, and retail space. Since the interior of this wing has been largely altered, there remain very few significant historical features. The character-defining interior features that do exist, such as the first and second floor corridors, the first floor entryway, and barrel vault archways, would mostly be retained under the proposed rehabilitation scheme. No WPA-era works of art on the interior or exterior Richardson Hall would be affected by the proposed project.[14]

On the exterior of the building, a new wall would be constructed on the north façade of the East Wing of Richardson Hall, in the location where the connector to the Administration Wing would be removed. These alterations appear to respect the building's historic fabric and therefore are considered to be a less-than-significant impact on this portion of the building.

[14] Including the 'Angel' mural above a doorway in Richardson Hall (possibly painted by Coit Tower muralist Hebe Daum Stackpole), or other decorative sculptures above the central entrance on Hermann Street, such as the sculptural figures, book, lantern, or owl. Information about these and other WPA-era works of art at the project site are from the *Draft National Register of Historic Places Registration Form, 55 Laguna Street,* prepared by Vincent Marsh, September 5, 2006.

While the retaining wall along Laguna Street is considered a contributor to the potential campus historic district, the provision of new retail space along the street level near the intersection of Hermann and Laguna Streets (at the basement level of Richardson Hall), would require relatively minor openings into the wall for access purposes. A visual simulation of this proposed retail space is shown in Figure 13B on page III.B-7, and would not substantially diminish the physical integrity of the retaining wall as a potential district contributor.

Woods Hall and Woods Hall Annex. The proposed project would rehabilitate Woods Hall and the Woods Hall Annex for use as residential apartments. In order to implement this plan, the former classrooms on the interior of the buildings would be combined and/or reorganized to create individual apartment units, while the central corridors and stairways would be retained, and new mechanical, electrical and plumbing systems would be installed. The rehabilitation of the interior would not have an impact upon significant interior features, with the exception of some interior finishes. However, most interior finishes are not considered significant, character-defining features, and new materials would be generally compatible with the character of these two buildings. The rehabilitation of the interior would not have an impact on the Reuben Kadish Mural, which would either remain in place, or would be relocated to a publicly-accessible space by the deceased artist's descendant and legal owner (Ruth Kadish). This latter effort would not be part of the proposed project, but rather, would be negotiated between, and implemented by, UC and its legal owner. All other WPA-era works of art, including those by artist John Emmett Gerrity, would remain in place to the extent they can be relocated.[15]

On the exterior, the buildings would remain largely unchanged with exception of the windows, some of which would be replaced in kind. Some new windows many also be placed along the exterior façade of Woods Hall facing Haight Street. In addition, some new doorway entrances may also be placed along the exterior façade of Woods Hall facing the interior courtyards. The new and replacement windows and doors would be generally compatible with the original windows and doors with regard to materials, configuration, and sash/door frame profiles. No WPA-era works of art on the exterior of Woods Hall/Woods Hall Annex would be affected by the proposed project.[16] These alterations appear to respect the building's historic fabric and therefore are considered to be a less-than-significant impact to this building.

In order to avoid damage or destruction of significant materials and features, the project sponsor has hired a qualified historical architect to be involved in the rehabilitation process and would provide guidance to the project architect. As a result, renovations to Richardson Hall, Woods Hall, and Woods Hall Annex would result in a less-than-significant impact to historic resources. No mitigation is required.

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15 The supposed existence of the Gerrity murals in Woods Hall entrance could not be relocated on a field visit in April, 2006, and may no longer exist or may have been painted over. No other WPA-era works of art (murals, sculptures, etc.) exist in either Middle Hall or the Administration Wing of Richardson Hall that would be damaged or destroyed as part of the proposed project.

16 Including the supposed existence of a circa 1935 mosaic by Maxine Albro over the entrance to Woods Hall (Marsh, 2006). This mosaic could not be relocated on a field visit in April, 2006, and may no longer exist or may have been painted or plastered over. The WPA-era plaque at the Haight Street entrance to Woods Hall Annex would remain in place.

Effects on Non-historic Features

The proposed project would eliminate the central parking lots located on the upper and lower terraces of the site, as well as all associated landscaping between these parking lots, and replace them with new construction. As noted above, neither the parking lots nor their associated landscaping are character-defining features of the potential campus historic district, since they were added after the site's period of significance (1921 – 1955). Demolition of these site features would constitute a less-than-significant impact on historic resources.

As discussed in the Biological Resources section of the Initial Study (see Appendix A), the so-called "Sacred Palm" in the courtyard of Woods Hall has some cultural importance to former students of the UC Extension campus, and may qualify as a "Landmark Tree" under the city's recently revised Landmark Tree Ordinance upon further review. Regardless of whether this palm tree is eligible or formally designated as a "Landmark Tree" in the future, this landscape remnant would be retained under the proposed project, and no significant impacts to this tree as a potential historical landscape element are anticipated. No mitigation would be required. If other trees on the project site were nominated as "Landmark Trees" in the future, and would be removed as part of the proposed project, the project sponsor would be required to obtain a tree removal permit. See discussion in Section III.G, Landmark and Significant Trees. Compliance with the requirements of a tree removal permit would reduce impacts associated with their removal to a less-than-significant level, and removal of future "Landmark Trees" would not constitute a significant impact to historic resources under CEQA.

Effects on Adjacent Historic Resources

Historic resources in the immediate project vicinity include the 1935 U.S. Mint at 155 Herman Street, located diagonally across from the project site at Buchanan and Hermann Streets, (listed in the National Register and the California Register); the 1894 Carmel Fallon Building at 1800 Market Street (San Francisco Historical Landmark #223) one block east from the project site, the 1882 Nightingale House at 201 Buchanan Street directly opposite from the project site; (San Francisco Historical Landmark #47 and a contributor to the Hayes Valley Historic District); and the 1889 McMorry-Lagan House and Barn at 188-189 Haight Street, located diagonally across from the project site at Laguna and Haight Streets, (San Francisco Historical Landmark #164 and a contributor to the Hayes Valley Historic District). The Hayes Valley Historic District, located north, east, and west of the project site, is a collection of Victorian and Edwardian-era residential buildings with a period of significance that extends from 1870 to 1913.

The proposed project would construct new residential properties approximately four stories or 45 feet in height along Buchanan Street and at the corner of Laguna and Haight Streets, opposite from San Francisco Landmarks 47 and 164, including many contributors to the Hayes Valley Historic District. While visual changes to the properties near the perimeter of the project site would likely be noticeable from these off-site resources, the four story heights and residential scale and quality of the proposed new construction would not contrast substantially with the adjacent historic resources to the extent that their historic setting would be significantly compromised. As such, these resources would continue to remain eligible as city landmarks and/or contributors to the Hayes Valley Historic District after completion of the proposed project.

New construction associated with the proposed project would have no discernable effect on the setting of the National Register-listed US Mint, given the distance between proposed new construction on Buchanan Street and this historic resource (about 250 feet) as well as the existing intervening buildings including the UC Dental Clinic. Similarly, new construction of the proposed project would have no discernable effect on the historic setting of the Carmel Fallon Building at 1800 Market Street, due to the separation of approximately 400 feet and the existing intervening buildings between them.

As noted in the Planning Department's memo, "the project would not have an adverse effect on these off-site historic resources because the visual impact of the changes to the campus would not be detrimental to the historic districts or individual resources. The new construction would be compatible with the existing neighborhood scale and urban form and would not impact the character-defining features of the off-site resources."

As such, the proposed project would have a less-than-significant impact upon the setting of adjacent historic resources. No mitigation is required.

Effects of Rezoning on Historic Resources

The proposed rezoning from P (Public) to RTO (Residential-Transit Oriented) andNCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density residential projects on the same site, having roughly similar impacts to historic resources as the proposed project, depending on the final size and layout of such future projects. Other projects on this site allowable under the proposed rezoning effort could retain all of Richardson Hall, Middle Hall, or other features that contribute to the site's potential campus historic district. However, other future projects allowable under the proposed zoning change could also demolish more of the historic resources on the project site than under the proposed project. As individually eligible historic resources, as well as those that contribute to a potential district are known to exist on the project site, any future project allowable under the proposed rezoning effort would likely have a significant unavoidable impact to historic resources, similar to the proposed project. Mitigation measures similar to those described in Section IV, Mitigation Measure, would reduce, but not fully avoid, the significant impacts to historic resources that could occur as part of rezoning the property. Only selection of a project alternative, described in Section VI, Alternatives, would reduce the impacts of proposed rezoning efforts on historic resources to a less-than-significant level.

Cumulative Impacts

The following section analyzes the cumulative impacts of the proposed project in light of the policies and principles established in the Market and Octavia Boulevard Neighborhood Plan, which is the current tool for guiding development within this area, as well as the Plan's potential impacts to historic resources as identified in the Neighborhood Plan Draft EIR.

Market and Octavia Neighborhood Plan

As described in Section III.B, Land Use, Plans, and Policies, the proposed project falls within the boundaries of the proposed Market and Octavia Area Plan which is part of the San Francisco Planning Department's Better Neighborhoods Program, one of the pillars of the Citywide Action Plan. The Draft Area Plan was released in September 2006.[17]

Objectives and policies from the of the September 2006 Draft of the Area Plan promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past (Objective 3.2), preserve landmark and other buildings of historic value as invaluable neighborhood assets (Policy 3.2.5), encourage rehabilitation and adaptive reuse of historic buildings and resources (Policy 3.2.6), encourage new building design which respects the character of nearby older development (Policy 3.2.12), promote preservation incentives that encourage reusing older buildings (Policy 3.2.13), and to maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration (Policy 3.2.17)

The proposed Neighborhood Plan is clear that the preservation of the established character and scale of historic fabric of the neighborhood is of high importance, to be achieved through the preservation of individually historically significant buildings, as well as through the preservation of the character-defining features that contribute to the area's character.

The proposed project would partially comply with Objective 3.2 and many of its applicable policies in that it would retain some potentially historic buildings on the project site (Woods Hall, Woods Hall Annex, and most of Richardson Hall), providing some level of continuity with the past, while eliminating other potentially historic buildings and structures (Middle Hall, the Administration Wing of Richardson Hall, and the Laguna Street retaining wall). As described above, Woods Hall and the Woods Hall Annex would be retained and reused for multi-unit housing, and a portion of Richardson Hall would be retained and reused for multi-unit apartment housing, community space, and retail space. However, the project sponsors have found it infeasible to reuse the Administration Wing of Richardson Hall or Middle Hall, or maintain the retaining wall along Laguna Street, and these buildings or structures would be demolished as part of the proposed project.

Although the proposed demolition of these historic resources would be contrary to the general policy of preserving all historically significant buildings, the Plan is clear that the goals of historic preservation should be balanced against other important goals, including the promotion of an active pedestrian environment or a mix of unit types, family sizes, and incomes. Where this is the case, and where demolition is proposed, the Plan requires that the new buildings on the site should be a distinct improvement over the previously demolished buildings, as defined by the City's planning objectives.

[17] The Market and Octavia Neighborhood Plan Draft EIR was published in June 25, 2005 and Final EIR in December, 2006. This EIR has not been certified nor has the plan been formally adopted.

In addition to encouraging the preservation of individual historic buildings, the Neighborhood Plan encourages the preservation of qualities that contribute to the historic character of the Market and Octavia Boulevard area. Historic character is provided not only by the prevalence of specific architectural styles, namely Victorian and Edwardian, but by the scale and size of the existing buildings, as well as the traditional street grid. As noted previously, the proposed project would be of a relatable scale and size to the surrounding neighborhood's housing stock. Additionally, new open space and the restoration of a portion of Waller Street through the site would be provided, which would reunify the campus with the surrounding neighborhood. These project features would be consistent with the Neighborhood Plan's preservation policies and objectives.

The Draft EIR for the Area Plan did not identify any significant impacts to historic resources resulting from implementation of the Plan. Since no significant impacts to historic resources were identified as part of implementation of the Area Plan, the significant impacts to historic resources associated with the proposed project would not combine with other potential impacts to historic resources in the Market and Octavia neighborhood to form a significant adverse cumulative impact. In other words, the loss of the existing historic buildings and structures on the project site, as well as the site itself as a potential campus historic district, would not be cumulatively considerable in light of the absence of potential impacts to other historic resources in the larger Market and Octavia neighborhood. As such, the proposed project would have no significant cumulative impacts to historic resources.

References – Historic Architectural Resources

City and County of San Francisco, *Market and Octavia Neighborhood Plan Draft EIR,* June 25, 2005.

City and County of San Francisco, Draft *Market and Octavia Area Plan*, September 2006.

Marsh, Vincent, *Draft National Register of Historic Places Registration Form, 55 Laguna Street,* September 5, 2006.

Office of Historic Preservation (OHP), *Directory of Properties in the Historic Resources Database for San Francisco County*, April, 2006.

Page & Turnbull, Inc. *UCB Laguna Extension Campus, San Francisco, California Historic Resource Evaluation, Final,* December 14, 2005.

San Francisco Planning Department, *Historic Resource Evaluation Response,* Internal Memorandum from Mark Luellen to Rana Ahmadi, File no. 2004.0773E. May 25, 2006.

F. Population and Housing

Introduction

The proposed project would not displace a large number of people (involving either housing or employment), nor create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply (see Initial Study, Appendix A). However, the proposed project would induce population growth at the project site. While such growth is not anticipated to be substantial given the project's urban setting, population growth and housing issues are discussed in this section for informational purposes. Information sources for the following discussion include the 2000 United States Census ("U.S. Census," or "census") and statistical forecasts prepared by the Association of Bay Area Government (ABAG).

Setting

The U.S. Census estimated the year 2000 population of San Francisco at 776,733.[1] The Association of Bay Area Governments projects San Francisco population to increase to 809,200 in 2010 and 811,100 in 2020.

The project site is located in Census Tract 168, which is bounded by Oak Street to the north, Duboce Avenue to the south, Steiner Street to the west, and Market Street to its intersection with Van Ness Boulevard to the east. Census Tract 168 has an area of about 109 acres, with a total population of 6,101 persons in the year 2000. Based on the 2000 Census for Census Tract 168, gross population density, which includes public right-of-ways (i.e., streets) and publicly zoned parcels (i.e., the United States Mint, as well as the project site) was 56 persons per acre. However, a calculation of *net* population density, which is based upon total residentially-zoned land at the census block level yields a more accurate measure of the population densities in the project area. Based on this calculation, the average population density of the census blocks immediately surrounding the project site was 107 persons per acre.[2]

As described in Section III.A, Land Use, Plans, and Policies, a number of single- and multi-family residential dwellings are located within the site's immediate vicinity. Census Tract 168 included a total of 3,313 housing units, 87 percent of which were renter-occupied units and the remaining 13 percent were owner-occupied units in 2000. Many of these units are in two- to three-story buildings; however a number of seven-story apartment buildings are located in the project site's immediate vicinity. Census Tract 168 has an average population of 1.85 persons per dwelling unit. The census blocks immediately surrounding the project site have an average population of 1.8 persons per dwelling unit,[3] reflecting the density of the larger census tract.

1 Source: http://www.bayareacensus.ca.gov/counties/SanFranciscoCounty.htm

2 Net population density in the immediate area is calculated by dividing the area's residential population of 2,118 by the size of all residential census blocks (19 acres) which yields 107 persons per acre. This area includes the Assessor's Blocks 0850 – 0871, and excludes the project site (Blocks 0857 and 0870) and the US Mint (Block 0873).

3 Persons per dwelling unit in the census blocks surrounding the project site (1.8) is calculated by dividing the area's population (2,118) by the number of dwelling units (1,177) in 2000.

There are currently no residents on the project site. However, as recently as 2002, the project site accommodated over 800 students, faculty, and staff. Since that time, the University of California and the FAIS has ceased operating its extension center and school campus at the site, and the site has remained vacant with the exception of the UCSF Dental Clinic. As of 2006, the project site supports about 67 faculty and staff at the UCSF Dental Clinic on a daily basis.[4]

San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is a densely developed urban environment in a region known for its agreeable climate, open space, recreational opportunities, cultural amenities, diverse economy, and prominent education institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong housing demand in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available for residential use is limited, and because land and development costs are high.

Impacts

Significance Criteria

A project may result in significant adverse population and housing impacts if it would:

- induce substantial population growth, either directly or indirectly;
- displace substantial numbers of existing housing units, or create demand for additional housing, necessitating the construction of replacement housing;
- displace substantial numbers of people or employees.

Project issues related to population, housing, and employment are not considered impacts on the environment unless they result in adverse physical environmental effects. Information concerning increased population, housing units and employment is presented in this section to evaluate physical impacts on the environment that are considered in other topics in Chapter III, Environmental Setting and Impacts, such as air quality, cultural resources, noise, traffic, and growth inducement.

Impact Analysis

Population

The project sponsor proposes to demolish one existing building and a portion of another, construct up 450 dwelling units, 10,000 square feet of community facility space, and approximately 5,000 square feet of retail use in new or renovated buildings at the project site. The project would introduce housing to a site where currently none exists. Based on average residential occupancy of 1.85 persons per dwelling in the project's census tract, the proposed

[4] Personal communication, Jackie Sorich, UCSF School of Dentistry, Buchanan Dental Center, with Brad Brewster, ESA, March 20, 2006.

project is anticipated to accommodate about 833 new residents on the project site, which would result in a population increase of approximately 14 percent within Census Tract 168, or a 39 percent increase in the residential population immediately surrounding the project site.[5] While the project would increase the residential population within the larger census block and in the immediate project vicinity, the project's net residential density would be about 144 persons per acre, slightly higher than the average net residential density of the census blocks surrounding the project site, which is 107 persons per acre.[6] Gross residential density of the census blocks surrounding the project site, which includes streets, open spaces, and all property types, is 56 persons per acre, or roughly two-and-a half times less than the project site's residential density of 144 persons per acre.

While 833 additional residents at the project site is a gross estimate based on census tract information, the actual number of residents may be somewhat less, when considering the unit type, unit mix, as well as the LGBT senior housing population, who would typically be singles or couples without children. Of the total 450 residential units, the proposed 365 non-senior residential units on the project site (approximately 304 studio and one bedroom units and 61 two and three bedroom units) would house about 609 persons.[7] The openhouse senior housing component would have 85 units, (approximately 66 studios and one bedroom units, and 19 two bedroom units), housing approximately 147 seniors. Based on residential unit type and mix, this could result in a total on site population of approximately 756 residents. The actual on-site population figure would likely fall somewhere between 756 and 833, reflecting both the project's physical capacity and the average person per unit in the project's census tract. For conservative purposes, however, the larger of the two numbers has been assumed for this population and housing analysis.

While the proposed project would result in localized population growth at the project site, its population effects would not be considered substantial in the context of the surrounding urban neighborhood or in the context of the city as a whole. The project's residential density would fall within the range of densities in the census blocks immediately surrounding the project site; project density, relative to the size of its site, would be greater than residential densities of the predominately small-scale, fine-grain single- and multi-family uses to its east (e.g., along blocks along Buchanan and Webster Streets); similar in density to other existing residential developments nearby (e.g., the Church Street Apartments at Church and Hermann Streets); and lower than the relative densities of multi-family apartment buildings located adjacent to the site's perimeter (e.g., 300 Haight Street, 55 Hermann Street, and 1900 Market Street). Thus, it cannot be concluded that the project would directly or indirectly induce substantial population growth that could have adverse physical effects on the environment, and therefore the project's population effects are considered less than significant.

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5 The project's proposed 450 dwelling units are multiplied by 1.85 which is the average persons per unit in this census tract to yield an estimated 833 inhabitants. The project's gross population increase of 14 percent is calculated by dividing 833 residents by the census tract's population of 6,101 persons in 2000. The project's net population increase of 39 percent is calculated by dividing 833 project residents by the immediate area's population of 2,118 persons in 2000.

6 The population of the immediate area (2,118) in 2000 is divided by the size of the residentially-zoned blocks (19.78) which yields a net residential density of 107 persons per acre.

7 Assumes 1.5 persons per studio/one bedroom unit, and 2.5 persons per two and three bedroom unit.

Housing

While the project's effects related to housing are not anticipated to be significant, a discussion of housing characteristics is provided here for informational purposes.

The proposed project would construct up to 450 dwelling units on the proposed project site where no housing is currently located. As described above, the project would provide a mix of unit types that would include 85 units of senior housing in the openhouse component (approximately 66 studios and one bedroom units, and 19 two-bedroom units), and 365 units on the remainder of the project site (approximately 304 studio and one bedroom units and 61 one and two bedroom units). The project would increase the total number of units on the site by about 14 percent in Census Tract 168. The project would represent approximately 0.1 percent of the City's 340,000 housing units, about 4.2 percent of the plan area's 10,500 units, and about 7.5 percent of the 5,960 units that could be accommodated in the plan area by 2025. To the extent that the project's impacts associated with the development of on-site housing and other ancillary uses could result in adverse physical changes to the environment, such topics are discussed in Appendix A, Initial Study, and Chapter III of this EIR.

In addition to expressing project density in persons per acre, density may also be expressed in terms of dwelling units (DU) per acre. The average gross residential density in Census Tract 168 in 2000, which includes streets and non-residential areas, was 30 DU/gross acre. The average net residential density in the census blocks immediately surrounding the project site in 2000, which excludes streets and non-residential areas, was 60 DU/net acre. The project's net density would be 78 DU/net acre, slightly higher than to the net residential density in the immediate area.[8] While the project's density would be greater than that of the predominately smaller-scale uses to its east (e.g., on the block between Hermann to Waller and from Steiner to Fillmore with approximately 48 dwelling units/acre); it would be slightly less than other existing residential developments nearby (e.g., the Church Street Apartments at Church and Hermann Streets at 93 dwelling units/acre) as well as the 7-story, multi-family apartment buildings located adjacent to the site's perimeter (e.g., 300 Haight Street, 55 Hermann Street, and 1900 Market Street).

As discussed in the Initial Study (see Appendix A), the proposed project would not displace residents, as no residents currently reside at the project site. In addition, the project would not displace onsite employees. As indicated in the Project Description (see Chapter II), the UCSF dental clinic would continue to operate under project conditions as it does under existing conditions, and would not displace the approximately 67 faculty and staff who currently work at the clinic. Under future conditions, the project would generate 28 employees who would staff the proposed community facility use and about 14 employees who would work at the project's

[8] Project site density is calculated by dividing the project's proposed 450 dwellings by the site's 5.80 acres, which yields 78 DU/acre. Net residential density of the surrounding blocks is calculated by dividing the number of dwelling units (1,177) in 2000, by the amount of residentially-zoned blocks in the immediate area (19.78), which yields 60 DU/net acre.

proposed retail/commercial use, for a total of approximately 42 new onsite employees.[9] Some of these new employees could be accommodated by the proposed new residential units on-site or could be accommodated by other housing opportunities in the neighborhood which is predominately residential. Because the project would not displace housing or people, its effects related to displacement are considered less than significant.

Not less than 15 percent of the units would be reserved for low or moderate income households earning no more than sixty to 100 percent (60-100 percent) of area median income. The percentage of below market rate units proposed by the project sponsor would meet the 15 percent currently required by the City's Inclusionary Affordable Housing Program (Planning Code Section 315, *et. seq*.)[10]

Cumulative Impacts

The cumulative context for the assessment of population impacts includes the project site as a subset of the proposed Market and Octavia Neighborhood Plan Project Area (see Chapter III.A, Land Use, Plans, and Policies). The proposed Plan is intended to implement citywide policies in the Plan Area to increase and accelerate housing opportunities at higher densities in a neighborhood rich in transit facilities, neighborhood-oriented uses and in-fill development sites.

The Market and Octavia Neighborhood Plan DEIR anticipates that population in the Project Area would increase from 28,905 residents to about 36,525 residents by 2025, a net change of about 7,620 residents, or about a 26 percent increase. Without implementation of the draft Market and Octavia Neighborhood Plan, population growth would occur more slowly, increasing by about 2,255 residents or 8.5 percent by 2025.

Under future plan conditions, the project's estimated 833 residents would account for about 11 percent of the population growth assumed for the Plan Area. Without implementation of the Plan, the project's contribution to project site vicinity's overall population increase would be greater, contributing about 37 percent of the area's population. In the context of these projections, the proposed project would not cause substantial growth or concentration of population that would result in a significant physical change to the environment, and would not be cumulatively considerable.

The proposed rezoning from P (Public) to either RTO (Residential-Transit Oriented) and/or NCT-3 (Neighborhood Commercial, Transit Oriented) or to a Mixed-Use Special Use District would permit other medium-density residential projects at the same site with a generally similar population and housing densities as the proposed project. As no significant population and

9 The project's employment generation estimates are conservative, based on trip generators included in the project's transportation study. The number of prospective project employees is calculated based on the San Francisco Planning Department's *Transportation Guidelines for Environmental Review* (October 2002), which for office use assumes 1 employee per 350 square feet.

10 On August 1, 2006, the Board of Supervisors approved an increase of the city's inclusionary housing requirements from 10 and 12% to 15%, (if constructed on-site), and from 17% to 20% (if constructed off-site). The percentage of on-site inclusionary housing proposed by the project sponsors (not less than 15%) would meet the potential new on-site inclusionary housing requirement for the project site (15%).

housing impacts were identified with the proposed project, the proposed rezoning effort would also have no significant population and housing impacts.

References – Population and Housing

City and County of San Francisco, *Church Street Apartments Final EIR*, City Case No. 99.097E, October 28, 1999.

City and County of San Francisco, *San Francisco General Plan, Housing Element*, adopted May 13, 2004.

City and County of San Francisco, *Draft Market and Octavia Area Plan*, September 2006.

_____, *Market and Octavia Neighborhood Plan Draft EIR*, Case No. 2003.0347E, June 25, 2005.

G. Landmark and Significant Trees

Introduction

The proposed project would not substantially affect a rare or endangered species of animal or plant or the habitat of the species, nor would it substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species (see Initial Study, Appendix A). However, the proposed project could remove a number of mature trees on the site which may affect landmark and/or significant trees pursuant to recent amendments to the San Francisco Public Works Code. While such removal is not anticipated to result in a significant impact on the environment, such issues are discussed in this section for informational purposes.

Setting

The project site contains approximately 110 trees, inclusive of street trees.[1] Of these, about 60 trees located toward the center of the site would be removed to accommodate the proposed project. These trees are generally ornamental landscape trees, such as junipers, ornamental pear, olive trees, acacia, and Canary Island date palm. The tree trunks range in size from six inches to 36 inches in diameter, with an average trunk diameter of eight to ten inches.

Landmark Trees

The San Francisco Board of Supervisors adopted new legislation in 2006 in the form of amendments to existing city ordinances that would require a special permit from the Board to remove trees designated as "landmark" trees, not only on public property, but anywhere within the territorial limits of the City and County of San Francisco including private properties.[2] Under the legislation, the criteria for designating a landmark tree include such considerations as age, size, shape, species, location, historical association, or visual quality. No trees on the project site are currently designated as landmark trees. No changes to this legislation or to the designation criteria has occurred since the amendments were approved, nor have any trees in San Francisco been designated as landmark trees.[3]

There are several large, healthy trees on the project site that may be candidates for landmark designation upon further evaluation. Two Canary Island palm trees and two large fig trees located on the lower south end parking lot against Richardson Hall could have landmark status due to their size, age, and possible cultural significance. The large Canary Palm behind Woods Hall, specifically, was called the "Sacred Palm" by former UC Extension students, and was a symbol of the student community. This tree in particular may meet the landmark tree criteria for historical

1 Smith & Smith Landscape Architects and Environmental Planners, *UC Berkeley Extension: 55 Laguna Hills Campus On and Off-Site Tree Identification Survey,* September 2, 2004.

2 Approved amendments to the San Francisco Public Works Code, Sections 802 - 811, File No. 051458, January 17, 2006.

3 Personal communication, Ursula Sears, San Francisco Bureau of Urban Forestry, with Brad Brewster, ESA, July 10, 2006.

association and/or visual quality. A number of other trees on the site that are less likely to have landmark status but still have substantial size include five redwoods, two sycamores, a Monterey cypress, and a Chinese elm. According to the biological assessment, the overall health of the majority of trees on site is good, but several trees show signs of stress.

Significant Trees

"Significant" trees are defined by the new legislation as being greater than 12 inches in diameter, or greater than 20 feet tall, or have a canopy greater than 15 feet, and are within 10 feet of a public right-of-way. There are approximately 27 trees on the project site that meet these criteria. Removal of "significant" trees requires a tree removal permit from the Department of Public Works.

Impact Analysis

The proposed project would remove all of the trees on the project site, with the exception of the "Sacred Palm" and another large palm tree, both of which would be boxed, stored during construction, and replanted in upper Waller Park after construction.

If one or more trees on the property were to be officially designated as "landmark" trees at some point in the future, and such trees would be removed as part of the project, a tree removal permit from the Board of Supervisors would be required. Currently, no trees on the project site have been officially designated as "landmark" trees.

There are approximately 27 trees on the project site that meet the criteria for "significant trees" (i.e., greater than 12 inches in diameter, or greater than 20 feet tall, or have a canopy greater than 15 feet, and are within 10 feet of a public right-of-way). Because they meet the criteria, they are considered "significant" trees. Most, if not all, of these trees would be removed as part of the project, and as such, a. tree removal permit from the Department of Public Works would be required prior to their removal. In accordance with the permit, the project sponsor would replace all significant trees removed from the site with new trees. Implementation of the requirements of the tree removal permit(s) would create a less-than-significant impact to "landmark" or "significant" trees on the project site.

H. Growth Inducement and Other CEQA Topics

Growth Inducement

Growth inducement under CEQA considers the ways in which proposed and foreseeable project activities could encourage and facilitate other activities that would induce economic or population growth in the surrounding environment, either directly or indirectly. The Initial Study (see Appendix A) concluded that the project would not displace a large number of people or create a substantial demand for additional housing, but would contribute to the overall cumulative growth of the Hayes Valley area. This EIR section summarizes the possibilities for growth, and concludes that the project would allow additional population growth, but not to a significant level.

As described in Section III.F, Population and Housing, the proposed project would allow approximately 833 people to reside on a site that is currently vacant. The project would result in an approximately 14 percent population increase for Census Tract 168.[1] At about 5.8 acres, the project's residential density would be about 144 persons per net acre, slightly higher than the average density of 107 persons per net acre in project site's census tract. While the proposed project would result in localized population growth at the project site, its effects on population growth would not be considered substantial in the context of the city as a whole, nor would it directly or indirectly induce economic or population growth in the immediate area that could have significant adverse physical effects on the environment (such as the extension of additional utilities/infrastructure, or the construction of additional public services, such as fire, police, or schools). As such, the proposed project would have a less-than-significant impact on growth inducement.

Other CEQA Topics

Following publication of the Initial Study on May 6, 2006, the San Francisco Board of Supervisors adopted Ordinance 116 06 on May 23, 2006, directing the City to employ an Initial Study Checklist based on the form included in Appendix G of the CEQA Guidelines. Accordingly, the Planning Department has recently adopted a new Initial Study Checklist, consistent with Appendix G but also incorporating additional questions specific to the urban environment of San Francisco. This new checklist includes some new topic areas that are generally not relevant within San Francisco and, upon consideration, have been determined not to involve any potential environmental impacts resulting from the proposed project. These topics include agricultural resources, airports (with regard to noise and hazards), septic systems, flood hazard zones, and mineral resources. The new Initial Study checklist also includes a section on recreation, a topic which is addressed under Section III.A, Land Use, Plans, and Policies as part of discussion about parks and open space in the project vicinity.

[1] The project's proposed 450 dwelling units are multiplied by 1.85 which is the average persons per unit in this census tract to yield an estimated 833 inhabitants. The project's population increase of 14 percent is calculated by dividing 833 residents by the census tract's population of 6,101 persons in 2000.

CHAPTER IV
Mitigation Measures Proposed to Minimize the Potential Adverse Impacts of the Project

In the course of project planning and design, measures have been identified that would reduce or eliminate potential significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architect and contractor and thus are proposed as part of the project; some are identified in this EIR and are under consideration by the project sponsor. Implementation of some may be the responsibility of other agencies.

A. Mitigation Measures Identified in the EIR

The following mitigation measures are recommended to reduce potentially significant impacts of the proposed project, including impacts to historic resources, identified in Section III.E, Historic Architectural Resources, of this EIR.

Mitigation Measure HR-1. HABS-Level Recordation

A common strategy for the mitigation of historical resources that would be lost as part of the proposed project is through documentation and recordation of the resource(s) prior to their demolition using historic narrative, photographs and/or architectural drawings. While not required for state or local resources, such efforts often comply with the federal standards provided by the National Park Service's Historic American Building Survey (HABS). As such, the project sponsor shall document the existing exterior and interior conditions of the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus according to HABS Level II documentation standards. According to HABS Standards, Level II documentation consists of the following tasks:

- *Drawings*: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar. Many copies of drawings of the project site buildings are known to exist, as they were cited in the Page & Turnbull report.

- *Photographs*: Black and white photographs with large-format negatives should be shot of exterior and interior views of the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus. Historic photos, where available, should be reproduced using large-format photography, and all photographs should be printed on archival (acid-free) fiber paper.

Many historic photos of the site are known to exist, as they were cited in the Page & Turnbull report.

- *Written data*: A report should be prepared that documents the existing conditions of the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and any significant landscape features of the former campus, as well as the overall history of the California normal school and the site of San Francisco State University. Much of the historical and descriptive data used in preparation of the Page & Turnbull report can be reused for this task.

Documentation of the former UC Extension site shall be submitted to the following repositories:

- Documentation report and one set of photographs and negatives shall be submitted to the History Room of the San Francisco Public Library.

- Documentation report should be submitted to the Northwest Information Center of the California Historical Resources Information Resources System.

- Documentation report, one set of photographs, original drawings, and rehabilitation drawings should be sent to the Environmental Design Archives in the College of Environmental Design, University of California, Berkeley.

- Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Planning Department for review prior to issuance of any permit that may be required by the City and County of San Francisco for demolition of Middle Hall or the Administration Wing of Richardson Hall.

- Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Landmarks Preservation Advisory Board.

Mitigation Measure HR-2. Interpretative Display

An additional form of mitigation shall include the installation of permanent interpretative display at the former UC Laguna Extension campus to describe to the general public the long and significant history of the site as an early California normal school and as the original site of San Francisco State University, as well as its WPA-era associations. Components of this mitigation program could include a permanent kiosk within or near the proposed Waller Park that would contain historic photographs and plans, and descriptive text. Alternatively, these elements could be placed in a publicly-accessible gallery/exhibition space on the interior of one of the historic buildings, such as the 10,000 square feet of community space proposed within Richardson Hall. Historic photos, plans, and text developed from the HABS-level recordation could be used for this interpretive display. The design for the interpretive display should be submitted to the San Francisco Landmarks Preservation Advisory Board for review and approval prior to final installation.

These mitigation strategies would not fully reduce the aforementioned significant adverse impact to a less-than-significant level. CEQA Section 15126.4 (b) (2)states that ‘In some circumstances,

documentation of a historical resource, by way of historic narrative, photographs and/or architectural drawings, as a mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.' As such, even with implementation of the aforementioned mitigation measures demolition of the Administration Wing of Richardson Hall, Middle Hall, and Laguna Street retaining wall would be considered a significant unavoidable impact on the environment. Section VI, Alternatives, describes project alternatives that would avoid the significant impacts of the proposed project.

B. Mitigation Measures Identified in the Initial Study

The following mitigation measures are recommended to reduce potentially significant impacts of the proposed project associated with construction air quality, nesting birds, and archaeological resources, that were identified in the Initial Study (published on May 6, 2006).

Mitigation Measure 1 – Construction Air Quality

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation and construction activities; sprinkle unpaved exterior construction areas with water at least twice per day, or as necessary; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition excavation and construction at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. All paved access roads, parking area, and any paved areas used for staging shall be swept daily.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2 – Avian Survey

The project sponsor shall complete all demolition activities, including ground clearing, grading, and removal of trees or shrubs, during the non-breeding season (August 1 through January 31). If this is determined to be infeasible, a qualified wildlife biologist shall conduct preconstruction/demolition surveys of all potential special-status bird nesting habitat in the vicinity of the buildings to be demolished no more than two weeks in advance of any demolition activities that would commence during the breeding season (February 1 through July 31).

Depending on the survey findings, the following actions shall be taken to avoid potential adverse effects on nesting raptors and other nesting birds:

1. If active nests of special-status birds are found during the surveys, a no-disturbance buffer zone shall be created around active nests until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through coordination with the California Department of Fish and Game (CDFG), taking into account factors such as the following:

    a. Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;

    b. Distance and the amount of vegetation or other screening between the project site and the nest;

    c. Sensitivity of individual nesting species and behaviors of the nesting birds.

2. If preconstruction/demolition surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required.

3. Preconstruction/demolition surveys are not required during the non-breeding season (August 1 through January 31) for demolition activities including ground clearing, grading, and removal of trees or shrubs.

4. Furthermore, demolition and/or construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). However, if trees and shrubs are to be removed during the breeding season, the trees and shrubs shall be surveyed for nests prior to their removal, according to the survey and protective action guidelines 1a though 1c, above.

5. Nests initiated during demolition or construction activities are presumed to be unaffected by the activity, and a buffer is not necessary.

6. Destruction of active nests of special-status birds and overt interference with nesting activities of special-status birds shall be prohibited.

7. Trees and shrubs that have been determined to be unoccupied by nesting special-status birds may be removed as long as they are located outside of any buffer zones established for active areas.

Mitigation Measure 3 – Hazards

The project sponsor shall prepare and implement a Soil Management Plan (SMP) and a Health and Safety Plan (HSP), both of which are described below.

1. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific soil management plan. Specific information to be provided in the plan would include soil-handling procedures that segregate Class I from Class II or III fill material and isolate fill material from the underlying native soil. The plan would also include procedures for on-site

observation and stockpiling of excavated soils during construction, soil sampling for focused waste classification purposes, and legal disposal at an appropriate disposal facility. In the event that the soil were characterized as a hazardous waste according to State or Federal criteria, the soil shall be disposed of at a Class I disposal facility. Soil classified as a non-hazardous waste could be disposed of at a Class II or III disposal facility in accordance with applicable waste disposal regulations.

2. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific health and safety plan. The health and safety plan shall meet the requirements of federal, state and local environmental and worker safety laws. Specific information to be provided in the plan includes identification of contaminants, potential hazards, material handling procedures, dust suppression methods, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment to be used during construction to verify health and safety of the workers and the public, measures to protect public health and safety, and emergency response procedures.

Mitigation Measure 4 – Archaeology

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with, a) the project archaeological research design and treatment plan (Archeo-Tec, *Final Archaeological Research Design and Treatment Plan for the Laguna Hill Project, San Francisco, California*, July 2005 at the direction of the Environmental Review Officer (ERO), and b) in instances of any inconsistency between the requirements of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirement of the latter shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) and (c).

Archeological Testing Program

The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected

archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

b. A data recovery program shall be implemented, unless the ERO determines that the archaeological resources is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program

If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program

The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.

- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.

- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report*. Description of proposed report format and distribution of results.

- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report

The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

CHAPTER V

Significant Environmental Effects That Cannot be Avoided if the Proposed Project is Implemented

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures. This chapter is subject to final determination by the San Francisco Planning Commission as part of the certification process for the EIR. If necessary, this chapter will be revised in the Final EIR to reflect the findings of the Planning Commission.

As described in Section III.E, Historic Architectural Resources, the proposed project would result in three impacts that cannot be avoided if the proposed project is implemented; 1) the substantial alteration or demolition of existing structures which qualify as historical resources under CEQA (Administration Wing of Richardson Hall, Middle Hall and the Laguna Street retaining wall), 2) project site may no longer be eligible as a potential campus historic district after completion of the project, and 3) rezoning of the project site would have significant impacts to historic resources that are similar to those of the proposed project.

Although Mitigation Measures HR-1 and HR-2 have been recommended to reduce the project impacts to historic resources, as described in Section IV, Mitigation Measures, they would not avoid the impacts entirely, in which case the impacts would remain significant and unavoidable if the project were implemented. Only selection of a project alternative, described in Section VI, Alternatives, would reduce the impacts of the proposed project to a less-than-significant level.

CHAPTER VI
Alternatives to the Proposed Project

This chapter identifies alternatives to the project and discusses the environmental effects associated with the alternatives in comparison with the proposed project. Project decision-makers could adopt an alternative instead of the proposed project if that alternative would substantially lessen or avoid significant environmental impacts identified for the project and that alternative is determined feasibly to meet most of the project objectives. The determination of feasibility will be made by City decision-makers.

A. No Project

Description

This alternative would entail no changes to the project site. The former UC buildings on the project site would remain locked and vacant as they are currently, with the exception of the UC Dental Clinic, which would continue to operate as a UCSF facility. The parking areas in the center of the site would be used for UC and CPMC Davies parking purposes only, as under current conditions. All other portions of the site would remain off-limits to the general public. This alternative assumes that UC would perform minimal maintenance on the vacant buildings for safety and security purposes, but would not make wholesale improvements or renovations to them.

UC would have the option of selling the property under the No Project Alternative, pursuant to the Stull Act (California Public Contracts Code §§ 10511-10513), which regulates the sale of surplus University of California property. The Stull Act requires that surplus property be sold via closed bid to the highest bidder. Under this alternative, the purchaser could seek entitlements from the City for its preferred use of the property, and the environmental impacts of that proposed use would be analyzed at that time.

Impacts

The No Project Alternative would result in no substantial changes to the project site. This alternative would avoid or reduce all of the potentially significant operational and construction-relate impacts of the proposed project. In terms of land use, plans, and policies, the project site would remain under its current P-zoning under the No Project Alternative. However, since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would not

avoid any significant impacts to land use, plans, or policies. This alternative would not provide the same level of public access to or through the site as under the proposed project, as neither Waller Park nor the reopening of the Waller Street right-of-way to pedestrian traffic would occur. The existing land uses, which are essentially limited to surface parking for UC and CPMC Davies staff, would continue under this alternative.

No changes to the existing amount of PM peak hour traffic or number of parking spaces would occur under the No Project Alternative. Although PM peak hour trips would be substantially less under this alternative than under the proposed project, this alternative would not avoid or reduce any significant traffic impacts under project or cumulative scenarios, as none were identified. Similarly, air quality effects from vehicular emissions would be substantially less under the No Project Alternative than under the proposed project, although this alternative would not avoid or reduce any significant air quality impacts, as none were identified under the proposed project. The No Project Alternative would have no impacts with respect to visual quality and aesthetics, as no new construction would occur on the project site, and on-site and off-site views would be the same as under current conditions. This alternative would not avoid or reduce any significant visual impacts, as none were identified under the proposed project.

The No Project Alternative would avoid the significant project impacts to historic resources because this alternative would retain the Administration Wing of Richardson Hall, Middle Hall, the Laguna Street retaining wall, and the internally focused campus feeling of the site, all of which are considered historic resources under CEQA. While some level of minimal building maintenance is assumed under this alternative, the historic resources on the project site could continue to deteriorate as they are currently.[1] Continued deterioration of historic resources could be considered a significant impact, depending of the level of maintenance and security that UC would provide for the project site buildings. Although continued deterioration may occur, the No Project Alternative would avoid the impacts of wholesale demolition of Middle Hall, the Administration Wing of Richardson Hall, and the Laguna Street retaining wall. This alternative would also avoid the potentially significant impacts of new construction immediately adjacent to historic resources, which may not be fully incompatible with the historic resources, and therefore could disqualify the site from consideration as a potential historic district. As such, even with continued deterioration of the existing buildings, the No Project Alternative would have a reduced impact to historic resources, on balance, than would the proposed project.

No impacts to population or housing are anticipated under this alternative, as no new housing or increase in population on the project site would occur. This alternative would not avoid any impacts to population or housing, as none were identified under the proposed project.

There would be no impacts to landmark and significant trees under the No Project Alternative, as no tree removal would occur. However, this alternative would not avoid any significant impacts to landmark trees, as no trees on the project site have been officially designated as such.

[1] As evidenced by the collapsed ceiling in the lounge of the Richardson Hall Administration Wing, caused by recent water damage during the Winter of 2005-06.

This alternative would avoid the construction-related impacts described in the Initial Study, such as generation of construction-period air quality impacts, potential disturbance of nesting birds during construction, potential public and worker exposure to hazardous soils or building materials during building demolition and subsurface excavation, and accidental damage to potentially significant archaeological resources due to subsurface excavation. Unlike the proposed project, the No Project Alternative would not require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources.

Compliance with UC Regent's and Project Sponsor's Objectives

The No project Alternative would not comply with most of the Regents' objectives, nor any of the project sponsor's objectives, including UC objective #1: "convey the property to a development team qualified to develop the property in a financially feasible manner that contributes to the quality of life of the surrounding neighborhood and the City of San Francisco," UC objective #3: "fulfill fiduciary responsibility to receive fair market value return on University assets in order to support the University's academic mission," sponsor objective #4: "provide moderate-density housing near downtown and accessible to various modes of public transit, thereby implementing the objectives of the General Plan Housing Element to construct additional residential units in established neighborhoods that will contribute significantly to the City's housing supply," or sponsor objective #5: "provide a variety of rental housing types for a broad range of households, including studio, one-bedroom and multi-bedroom units and including below market rate units pursuant to affordable housing requirements." The No Project Alternative would only meet one of the UC objectives, objective #2: "retain the existing UCSF Dental Clinic."

B. Preservation Alternative

Description

This alternative would retain all buildings on the site for renovation and adaptive reuse, including Richardson Hall, Middle Hall, Woods Hall, Woods Hall Annex, as well as the retaining wall along Laguna Street. This alternative would construct new in-fill residential uses in a manner similar to the proposed project, yet at a reduced size and density; up to 332 residential units (about 79 senior housing units and approximately 253 non-senior units) and approximately 335 parking spaces. Similar to the proposed project, this alternative would provide 10,000 sq. ft. of community space, to be located entirely within Middle Hall, and up to 5,000 sq. ft. of retail, to be located at the basement (ground floor) level of Richardson Hall. This alternative would result in six new buildings, compared to the proposed project's seven (see Figure 26 page VI-4, Alternative B: Preservation Alternative). In order to preserve the proposed historic district's internally focused campus feeling, this alternative would restrict vehicular access through the site by eliminating the through streets (Lindhardt Lane and Micah Way), as shown in the proposed project. The parking garage access driveways would be at Laguna and Waller Streets, as well as

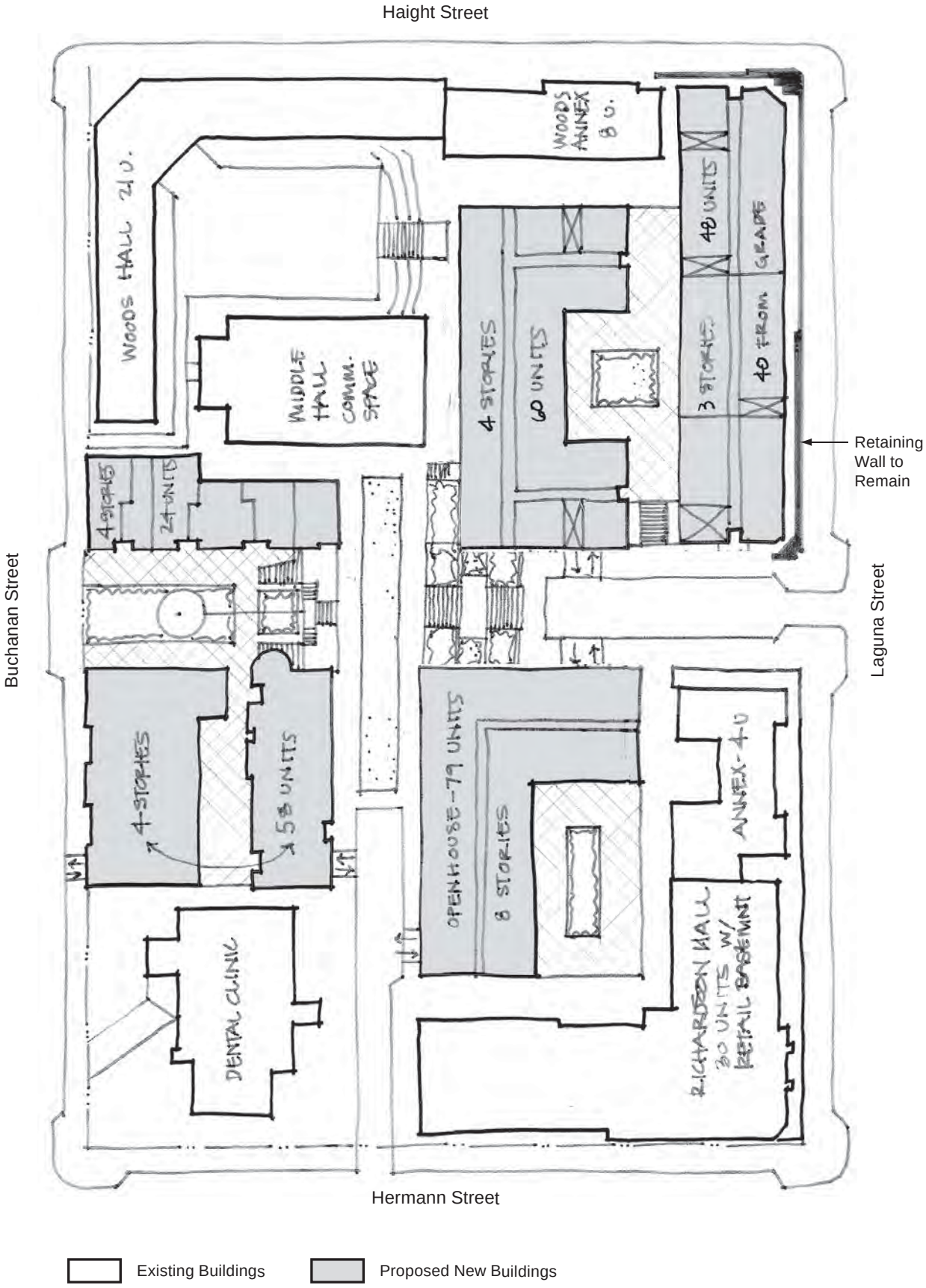

Figure 26 Alternative B: Preservation Alternative

SOURCE: VMWP, 2006

on Hermann and Buchanan Streets. This alternative would also keep the retaining wall along Laguna Street. The proposed openhouse building would be constructed in a new courtyard immediately behind Richardson Hall, and would be eight stories or approximately 80 feet in height. All other new buildings would be between three to four stories, or a maximum of approximately 40 feet in height, consistent with the site's existing 80-B and 40-X Height and Bulk District. All existing historic buildings would be upgraded for ADA and seismic code compliance, and all renovations efforts would be consistent with the guidance provided by the *Secretary of the Interior's Standards for Rehabilitation*. Middle Hall, specifically, would be retained for use as a community space. Finally, the UCSF Dental Clinic would also be retained for use in its current configuration under this alternative.

Impacts

The Preservation Alternative would replace the current land uses on the project site, which include surface parking for UC faculty and staff, with a residential mixed-use development generally similar to the proposed project, but at a reduced residential density, and with a reduction in automobile and pedestrian access through the site. Similar to the proposed project, the Preservation Alternative would require a zoning amendment from (P) Public, to RTO/NCT-3 or a Mixed-Use Special Use District to allow construction of a private mixed-use residential facility on the site. However, since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would likewise not result in any significant impacts to land use, plans, or policies. Unlike the proposed project, the Preservation Alternative would not require an adjustment to the existing Height and Bulk District, as the proposed building heights under this alternative would be within the site's existing 80-B and 40-X Height and Bulk District.

In terms of visual and aesthetic resources, the Preservation Alternative would be relatively similar to the proposed project with respect to changes to on and off-site views. The primary differences in visual effect would be apparent along Laguna Street: because the Preservation Alternative would retain the single-story Administration Wing of Richardson Hall, the eight-story openhouse building would be set back about 100 feet from the Laguna Street property line under this alternative, whereas under the proposed project, the openhouse building would be constructed to the property line. This would result in less visual change in the view from Market/Laguna/Hermann Streets, from Laguna and Waller Streets, and from Laguna and Haight Streets (see Figures 13, 14, and 15 respectively, in Section III.B, pages III.B-9, -10, and -11, Visual Quality and Urban Design). Moreover, the Preservation Alternative would develop three-story residential buildings along Laguna Street near Haight Street (about 40 feet from grade), above and behind the existing retaining wall, and would not create new openings in the Laguna Street retaining wall, further diminishing the visual change that would be apparent from the two corner viewpoints (Figures 11 and 12). Visual effects would be similar to those of the proposed project from the other viewpoints illustrated in Section III.B (Figures 16 and 17, pages III.B-12 and -13). Similar to the proposed project, the Preservation Alternative would also have no significant impacts with respect to visual and aesthetic resources.

The Preservation Alternative would generate approximately 154 PM peak hour vehicular trips.[2] This is approximately 25 percent fewer PM peak hour trips than would be generated by the proposed project (206), primarily because the total number of residential units would be reduced from 450 to 332. Although the number of PM peak hour trips would be less than the proposed project, this alternative would not avoid or reduce any significant traffic impacts under project or cumulative scenarios, as none were identified under the proposed project. Similarly, air quality effects from vehicular emissions would be less than the amount generated by the proposed project. However, this alternative would not avoid or reduce any significant air quality impacts, as none were identified under the proposed project. Parking on the project site would be increased from the existing 278 parking spaces to approximately 335 spaces, a difference of about 57 additional spaces. This alternative would provide approximately 17 fewer parking spaces than the proposed project (352).

The Preservation Alternative would reduce the project impacts to historical resources to a less-than-significant level. This alternative would retain all buildings that the Planning Department has identified as being individually eligible for listing on the California Register of Historical Resources (CRHR), including Richardson Hall in its entirety, Woods Hall and Woods Hall Annex, as well as the contributors to a potential campus historic district, which include Middle Hall, the retaining wall along Laguna Street, and much of the associated landscaping from the period of significance (1921 to 1955). By eliminating the through-streets as part of the proposed project (Lindhardt Lane and Micah Way), retaining the internally focused feeling of the campus, and reducing the overall scale and density of the development from 450 residential units to 332 units (a 26 percent reduction in density), this alternative would additionally reduce the project impacts to the site as a potential campus historic district to a less-than-significant level.

Planning Department preservation staff concurred that the proposed Preservation Alternative would generally avoid the significant impacts to historic resources of the proposed project, by stating, "We've concluded that the 6/9/06 preservation scheme, as verbally amended in today's meeting, would comply with the *Secretary of Interior's Standards for the Preservation of Historic Properties (Rehabilitation Standards)*. (To recap, the verbal amendments are the removal of the north-south lane that penetrates the site on Hermann Street and the retention of the perimeter wall on Laguna Street.) The preservation alternative complies with the *Rehabilitation Standards* because it retains Middle Hall and the Richardson Hall Administration Wing and preserves the essential historic form of the campus as a unified site bounded by perimeter structures with additional buildings located in the interior of the site."[3]

While not required, implementation of proposed Mitigation Measures HR-1 and -2 (HABS-Level Recordation and Public Interpretation) could still be implemented under the Preservation Alternative to further reduce the potential impacts to historic resources of this alternative, as there would still remain some level of impact to the potential historic district through the introduction

2 Wilbur Smith Associates, *55 Laguna Street – DEIR Alternatives Analysis*, memo, July, 2006.
3 Email Communication, April Hesik, San Francisco Planning Department to Rana Ahmadi, San Francisco Planning Department, June 13, 2006.

of adjacent new construction, as well as changes to the interiors of existing historic buildings. With regard to population and housing, the Preservation Alternative would generate approximately 614 new residents on the project site, a reduction of about 218 inhabitants, or about 26 percent, compared with the proposed project. This alternative would result in a population increase of approximately 10 percent within Census Tract 168, compared with the proposed project's 14 percent increase.[4] At about 5.8 acres, this alternative's residential density would be about 105 persons per net acre, generally similar to the average density of 107 persons per net acre in the vicinity of the project site. Although the on-site population of the project site would increase from zero to approximately 614, this alternative would not avoid any significant impacts to population or housing, as none were identified under the proposed project.

Potential impacts to landmark and significant trees would be similar to the proposed project, given the level of development that would occur on the project site, potentially removing "landmark" trees on the site, were any trees to be formally designated as such. Similar to the proposed project, the Preservation Alternative would require a tree removal permit to remove any trees that were formally designated as "landmark" trees or which meet the criteria for "significant" trees. Also similar to the proposed project, this alternative would retain the so-called "Sacred Palm." This alternative would not avoid any significant impacts to "landmark" trees, as no trees on the project site have been officially designated as such.

The Preservation Alternative would not avoid the construction related impacts of the proposed project described in the Initial Study, as the level of construction activities under this alternative would be only slightly reduced. Construction related impacts likely to occur under the Preservation Alternative would include the generation of construction-period air quality impacts, potential disturbance of nesting birds during construction, potential public and worker exposure to hazardous soils or building materials during building demolition and subsurface excavation, and accidental damage to potentially significant archaeological resources due to subsurface excavation. Similar to the proposed project, the Preservation Alternative would require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources. As with the proposed project, implementation of these mitigation measures would reduce construction effects to a less-than-significant level.

[4] The alternative's proposed 332 dwelling units are multiplied by 1.85 which is the average persons per unit in this census tract to yield an estimated 614 inhabitants. The alternative's population increase of 10 percent is calculated by dividing 614 residents by the census tract's population of 6,101 persons in 2000.

Compliance with UC Regent's and Project Sponsor's Objectives

The Preservation Alternative could comply with all or nearly all of the Regent's and project sponsor's objectives. These include UC objective #1: "convey the property to a development team qualified to develop the property in a financially feasible manner that contributes to the quality of life of the surrounding neighborhood and the City of San Francisco," UC objective #2: "retain the existing UCSF Dental Clinic," and UC objective #3: "fulfill fiduciary responsibility to receive fair market value return on University assets in order to support the University's academic mission."

The Preservation Alternative would also fulfill a number of the project sponsor's objectives, but to a lesser extent than the proposed project, including objective #4: "provide moderate-density housing near downtown and accessible to various modes of public transit, thereby implementing the objectives of the General Plan Housing Element to construct additional residential units in established neighborhoods that will contribute significantly to the City's housing supply," and sponsor objective #5: "provide a variety of rental housing types for a broad range of households, including studio, one-bedroom and multi-bedroom units and including below market rate units pursuant to affordable housing requirements."

The Preservation Alternative could potentially meet or partially meet the sponsor's objective # 14: "construct a high-quality residential mixed-use development that produces a reasonable return on investment for the project sponsors and their investors and is able to attract both equity investors, construction, and permanent financing."

C. New College of California/Global Citizen Center Concept Plan

Description

This Alternative would retain the project site under its existing P (Public) Zoning District and 80-B and 40-X Height and Bulk District, retain and reuse of all existing historic buildings on the project site, and construct new in-fill residential and non-profit commercial uses, parking and open space uses. This alternative assumes that a private, non-profit educational institution in partnership with a non-profit green business organization, such as the New College of California and the Global Citizen Center (NC/GCC),[5] would construct a new mixed used campus on the project site (see Table 12 and Figure 27, page VI-10, Alternative C: New College of California / Global Citizen Center Concept Plan). The NC/GCC would either purchase the subject property from the University of California in conformance with the Stull Act[6] or ground lease the property

[5] The New College of California is a private, non-profit educational institution located at 777 Valencia Street, about one mile south from the project site. The New College previously expressed interest in the project site for the location of a new campus, prepared illustrative concept plans, and provided information used in preparation of this section of the EIR. The Global Citizen Center is a 501(c)(3) non-profit organization whose mission is to educate the public about the need to create new economic practices as consumers, businesses, and communities that are environmentally sustainable and socially just.

[6] Stull Act (California Public Contracts Code §§ 10511-10513) regulates the sale of surplus University of California property. The Stull Act requires that surplus UC property be sold via closed bid to the highest bidder.

from the University. On October 10, 2006, New College submitted an Abbreviated Institutional Master Plan (IMP) to the Planning Department. The IMP does not identify the project site as a potential new campus or expansion area for New College, and as such, the college may not pursue this Alternative. Similarly, Global Citizen Center may also not pursue this Alternative.

Existing Buildings and Uses

As proposed by the NC/GCC, [7] the New College would be accommodated primarily within the existing buildings of Richardson Hall, Middle Hall, Woods Hall, and Woods Hall Annex. These buildings would be reused for educational and community serving purposes, and would undergo seismic and ADA upgrades. The existing gymnasium and computer labs in Middle Hall would be shared spaces for site tenants and the surrounding neighborhoods. The basement level of Richardson Hall would be opened up along the Laguna Street frontage and used by the GCC.

The New College estimates it would have a maximum on-campus population of about 1,140 students, (including on-site housing for 90 students to be provided in the GCC buildings described below, and 1,050 commuter students), and 94 full-time faculty members.[8] These numbers assume a 20 percent increase in the number of faculty and staff over existing numbers, given the College's historic 5 percent annual growth rate, projected over the next four years (about 2010, the approximate date of when such a campus could open on the project site). The New College would offer about 72 total classes primarily occurring Monday though Thursday, three times a day, between 10:00 am – 1:00 pm, 3:00 pm – 6:00 pm, and 6:30pm - 9:30 pm, with an average of 16 students per class. As such, not all of the students or faculty would be on-campus at any one time, given the rotating class schedules.

Proposed New Buildings and Uses

Most of the Global Citizen Center's programs would be in three new buildings to be constructed toward the center of the site, totaling approximately 227,000 square feet of new construction (see Table 12). The GCC building would be between two-to-four stories in height above parking. Building A would be a three-story (35 - 45-feet high) mixed use building on Laguna Street accommodating exhibition and retail space, offices, about 50 student housing beds, and parking for 32 automobiles, totaling approximately 85,400 square feet. In the center of the site northwest from Richardson Hall would be Building B, a four- story (40 – 45 feet high) mixed used building accommodating exhibition/conference space and offices, and parking for approximately 73 automobiles. An adjacent two-story (20 - 30 feet high) theater would be directly north of this building. Building B would be approximately 67,800 square feet in size. Building C would be a three-story (35 - 40 feet high) mixed use building north of the UCSF dental clinic on Buchanan Street, with retail, offices and up to 40 beds of student housing, and parking for 73 automobiles, totaling approximately 73,800 square feet.

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7 New College of California and Global Citizen Center, *Preservation/Open Space/Public Use Alternative, Laguna Hill Residential Project EIR*, May 15, 2005.

8 Personal Communication, Eduardo Waller, New College of California, with Brad Brewster, ESA, January 3, 2006.

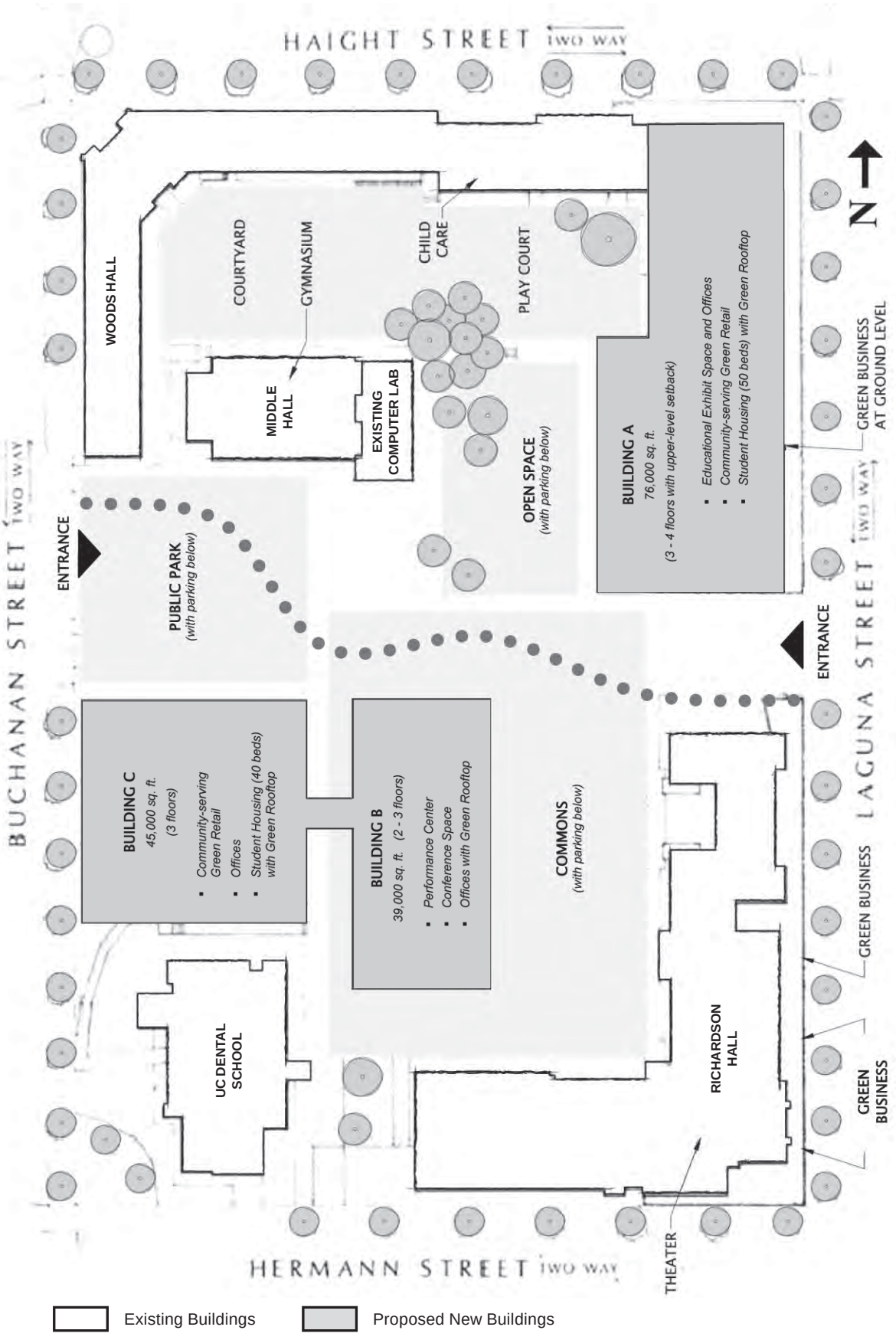

Figure 27 Alternative C: New College of California and Global Citizen Center Concept Plan

SOURCE: NC/GCC, 2006

TABLE 12
NEW COLLEGE/GLOBAL CITIZEN CENTER PROPOSAL

	Approximate Size (sq. ft.)	Employees[a], Residents, Students, Staff	Parking Spaces	Building Height
New Construction				
Building A (Laguna & Haight)				
Retail/Exhibit	12,000	18		35-45 feet
Office	46,000	166		
Student Housing	17,800	50 (beds)		
Parking	9,600		32	
Subtotal Building A	*85,400*			
Building B (Center)				40-45 feet
Conference/Exhibit	8,800	25		
Office	26,400	95		
Performance Theater	4,000	2		20 – 30 feet
Parking	28,600		73	
Subtotal Building B	*67,800*			
Building C (Buchanan & Hermann)				35-40 feet
Retail (incl. food service)	5,000	14		
Office	26,200	95		
Student Housing	14,000	40 (beds)		
Parking	28,600			
Subtotal Building C	*73,800*		73	
Subtotal New Construction	***227,000***	***415 GCC employees, 90 NC student residents***	***178***	
Renovated Existing Bldgs,				
Woods Hall				
Classroom & Support	26,000			
Woods Hall Annex				
Childcare	12,600		65	
Richardson Hall				
Classroom & Support	41,000			
Media Center	6,000			
Retail (incl. food service)	6,000			
Middle Hall				
Gymnasium	6,000			
Classrooms	5,100			
Subtotal Renovated Existing Buildings	***102,700***	***1,050 NC commuter students and 94 staff***		
Total	**329,700**	**1,649**	**243**	

[a] Assumes 1 employee per 276 sq. ft. office use, and 350 employees per 350 sq. ft. of retail/exhibit/conference use (San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environment Review*, October, 2002)

SOURCE: NC/GCC, 2006

The GCC facilities would include the following uses: commercial office for nonprofit organizations and socially responsible Green Enterprises, supportive tenant and community services including a business incubator and a multi-media production studio, event and meeting venues for conferences and lectures, exhibition space for educational installations, a Green action center, and a mix of Green retail goods and services. The GCC facilities could generate a total of approximately 415 employees on site based on standard generation factors by land use type in San Francisco.[9] The GCC also estimates that approximately 2,826 persons per month/94 persons per day would visit to attend the various programs it would offer, such as movies/theater, lectures, conferences, exhibits, etc.[10]

Parking and Transportation

Most parking would likely be underground, with any surface parking devoted to service vehicles. The NC/GCC alternative plan would accommodate 243 total spaces, including 51 spaces for the Dental School, 12 spaces for City Car Share, 65 for a daycare facility, and 115 spaces to be shared by the NC/GCC. Student parking would be restricted to those with special needs, such as a disability that requires them to have a vehicle on site, a job that is not accessible by public transportation, or for medical reasons. It is estimated that approximately 5 - 10 percent of the student residents would be eligible for on-site parking. NC/GCC would promote transportation alternatives to reduce the use of parking by students, faculty, staff and other employees, and to encourage visitors to seek out alternatives as well. The GCC would have a low or zero emission shuttle providing round trip service to the Civic Center transit access points for BART and MUNI.

The NC/GCC proposes the use of landscaping to unify the site, enhanced pedestrian access within and into the site, and a variety of open spaces that would serve many uses. A pedestrian path through these open spaces would reestablish the former Waller Street right-of-way, from Buchanan Street to Laguna Street, shown as a dashed trail in Figure 25. A childcare facility would be located in Woods Hall Annex. Total parking spaces associated with this use would be 65 spaces.

Impacts

The New College of California/Global Citizen Center Concept Plan Alternative as previously proposed by NC/GCC would replace the current land uses on the project site, which include surface parking for UC faculty and staff, with a variety of land uses including a college campus, student housing, non-profit commercial uses, parking and open space uses, although at a reduced scale and density when compared with the proposed project. Unlike the proposed project, this alternative would not require a change in zoning from (P) Public, to RTO/NCT-3 or a Mixed-Use Special Use District to allow construction of this alternative on the site, as institutional and

9 Assumes 1 employee per 276 sq. ft. office use, and 350 employees per 350 retail/exhibit/conference use (San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environment Review, October, 2002)

10 Pascal, David, *Global Citizen Center Site Use Details*, May 20, 2006.

educational uses are permitted under P-zoned sites with a conditional use permit. However, general office, retail, and other such commercial uses are not permitted in a P use district. Therefore, this alternative assumes that the non- institutional office, retail, exhibit, food-related, etc. components of the NC/GCC proposal would be considered by the Zoning Administrator to be integral parts of and accessory to the NC/GCC project. If the Zoning Administrator were to determine otherwise, this alternative would require rezoning of the site to permit the non-institutional uses, similar to the proposed project.

Since the change in zoning from P (Public) to RTO/NCT-3 or a Mixed-Use Special Use District under the proposed project is not considered a significant environmental impact, this alternative would not avoid any significant impacts to land use, plans, or policies. The proposed building heights under this alternative would be generally within the site's 80-B and 40-X Height and Bulk District. This alternative may require an adjustment to the proposed 40-foot height limit, as proposed new buildings A and B would be up to 45 feet in height, depending on their final design.

In terms of visual and aesthetic resources, the New College of California/Global Citizen Center Concept Plan Alternative would retain all existing buildings on the site and construct three new buildings between three and four stories in height, while providing more mid-block open space than the proposed project. This alternative would appear less visually intensive compared with the proposed project's seven new buildings between four and eight stories in height, and lesser amounts of mid-block open space. Views of and through the site would be less altered compared to the proposed project, given this alternative's reduced density and scale. Similar to the proposed project, this alternative would reintroduce the former Waller Street right-of-way as a publicly accessible pedestrian way through the site and provide publicly accessible open space. Given the project site's urbanized setting and general lack of significant on- or off-site views, this alternative would have no significant impacts with respect to visual and aesthetic resources. This alternative would not reduce any significant impacts to visual or aesthetic resources of the proposed project, as none were identified.

The New College of California/Global Citizen Center Concept Plan Alternative would generate approximately 618 PM peak hour vehicular trips.[11] This is three times the amount of traffic that would be generated by the proposed project (206), primarily given the relatively large amount of non-profit office and retail uses that would be included in this alternative (approximately 121,600 square feet) compared to the proposed project's 5,000 square feet of retail, as well as nearly twice the number of employees, students, faculty, and staff who would access the site on a daily basis (a maximum of 1,650 compared to the proposed project's 833 residents and 14 retail employees). The amount of PM peak hour vehicular trips may result in higher delays at local intersections compared to the proposed project, including those which are currently operating at a level of service of D, such as Market/Octavia, Market/Laguna/Hermann/Guerrero, and Market/Church/14th Streets. Although no significant project or cumulative scenario traffic impacts were identified under the proposed project, the New College of California/Global Citizen Center Concept Plan Alternative could have significant project and/or cumulative traffic impacts

[11] Wilbur Smith Associates, *55 Laguna Street – DEIR Alternatives Analysis*, memo, July, 2006.

upon further review and analysis. Parking on the project site would be reduced from the existing 278 parking spaces to approximately 243 spaces, a difference of about 35 spaces. This alternative would provide approximately 109 fewer parking spaces than the proposed project (352). This reduction in the number of parking spaces, plus the increase in parking demand compared to the proposed project, may create a higher unmet weekday demand than the proposed (during both the midday and evening periods).

Air quality effects from vehicular emissions would be about three times greater under this alternative than under the proposed project given the greater amount of vehicular traffic, although this alternative would not result in significant air quality effects.

The New College of California/Global Citizen Center Concept Plan Alternative would reduce the project-level impacts to buildings that the Planning Department has determined to be historical resources to a less-than-significant level by retaining all buildings that are individually eligible for listing on the CRHR, including Richardson Hall in its entirety, Woods Hall and Woods Hall Annex, as well as the contributors to a potential campus historic district, including Middle Hall. Similar to the proposed project, this alternative would adaptively reuse and seismically retrofit the existing buildings on the project site. This alternative would, however, eliminate the retaining wall along Laguna Street between Waller Street and Haight Street, considered to be a contributor to the potential historic district, and replace it with a proposed building (Building A on Figure 27). While this district contributor would be eliminated, the overall internally-focused feeling of the potential campus historic district would be generally retained under this alternative. As the building designs have not been finalized under this alternative, it is also unknown whether they would be architecturally compatible with the historic resources on the project site. In general, however, this alternative would reduce the project impacts to the individually eligible buildings and the site as a potential campus historic district to a less-than-significant level.

While not required, Mitigation Measures HR-1 and -2 (HABS-Level Recordation and Public Interpretation) could still be implemented under this alternative to further reduce the potential impacts to historic resources of this alternative, as there would still remain some level of impact to the potential historic district through the introduction of adjacent new construction, as well as changes to the interiors of existing historic buildings. There may also be a desire by the general public to interpret the historic significance of the site as part of this alternative. These could be reiterated in the form of “Improvement Measures” if this alternative, or similar project, were ultimately constructed on the site.

With regard to population and housing, the New College of California/Global Citizen Center Concept Plan Alternative would generate approximately 90 new student residents on the project site, a reduction of about 714 inhabitants, or about 90 percent, compared with the proposed project. Overall population on the site, including those living on and commuting to and from the site would increase from zero under existing conditions to approximately 1,650, including the 90 student residents described above, approximately 1,050 commuter students, about 94 faculty and staff, and approximately 415 employees of the various commercial and retail uses on site. While not all students or staff would be on the site at all times, for conservative purposes, it is

estimated that that this alternative would accommodate a maximum occupancy of 1,650 persons on the project site. This would be about twice the population on-site as the proposed project, although nearly all site occupancy under this alternative would occur during the daytime. No significant impacts to population or housing are anticipated.

Potential impacts to landmark and significant trees would be similar to the proposed project, given the level of development that would occur on the project site, potentially removing "landmark" trees on the site, were any trees to be formally designated as such. Similar to the proposed project, this alternative would require a tree removal permit to remove any trees that were formally designated as "landmark" or which meet the criteria as "significant" trees. Also similar to the proposed project, this alternative would retain the so-called "Sacred Palm". This alternative would not avoid any significant impacts to "landmark" trees, as no trees on the project site have been officially designated as such.

The New College of California/Global Citizen Center Concept Plan Alternative would not avoid the construction related impacts of the proposed project described in the Initial Study, although the level of construction activities under this alternative would be somewhat reduced compared to the proposed project. Construction related impacts likely to occur under this alternative would include the generation of construction-period air quality impacts, potential disturbance of nesting birds during construction, potential public and worker exposure to hazardous soils or building materials during building demolition and subsurface excavation, and accidental damage to potentially significant archaeological resources due to subsurface excavation. Similar to the proposed project, this alternative would require mitigation for these potentially significant impacts, including Mitigation Measure 1 – Construction Air Quality, Mitigation Measure 2 – Avian Survey, Mitigation Measure 3 – Hazards, and Mitigation Measure 3 – Archaeological Resources. As with the proposed project, implementation of these mitigation measures would reduce construction effects to a less-than-significant level.

Compliance with UC Regent's and Project Sponsor's Objectives

The New College of California/Global Citizen Center Concept Plan Alternative could comply with all or nearly all of the Regent's objectives. These include UC objective #1: "convey the property to a development team qualified to develop the property in a financially feasible manner that contributes to the quality of life of the surrounding neighborhood and the City of San Francisco," UC objective #2: "retain the existing UCSF Dental Clinic," and UC objective #3: "fulfill fiduciary responsibility to receive fair market value return on University assets in order to support the University's academic mission."

As the New College of California/Global Citizen Center Concept Plan Alternative would be developed by NC/GCC or similar non-profit educational or institutional organization, and not by the project sponsor, it is unlikely that this alternative would fulfill the project sponsor's objectives.

D. Environmentally Superior Alternative

The preservation alternative has been identified as the environmentally superior alternative. The only significant environmental impact identified for the proposed project is on historic resources. There are no other project-related significant environmental impacts that would not be mitigated. The analysis of the preservation alternative indicated that this alternative would avoid any significant impacts on historic resources, including the potential historic district. The analysis of the no project alternative indicated that not building the proposed project would avoid the impacts associated with demolitions of identified notable resources as well as on the potential historic district because no new construction would occur. The analysis of the no project alternative did acknowledge, however, that deterioration of these resources could occur due to lack of adequate maintenance and noted that one portion of a resource has already been damaged due to reduced maintenance associated with disuse of the buildings identified as important historic resources. In these circumstances, the preservation alternative would be most protective of the historic resources that would be adversely affected by the proposed project. While the preservation alternative is the environmentally superior alternative because it is most likely to reduce impacts to historic resources over time and impacts to historic resources are the only identified significant impact, the no project alternative also would reduce impacts to historic resources and would reduce impacts in other areas as well.

CHAPTER VII
Draft EIR Distribution List

Notices of availability of the Draft EIR were mailed or delivered to over 1,600 recipients. The recipients included interested persons, groups, and organizations, and project area property owners and tenants. Due to the unusually large size of the distribution list for this project, the list is not included in the EIR. The distribution list, however, is available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500, as part of Case File No. 2002.1129E.

The list of those who received a copy of the Draft EIR is provided on the following pages. These recipients included applicable state and regional agencies, City and County of San Francisco boards and commissions, as well as interested parties or individuals who requested a copy of the Draft EIR.

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San Francisco Planning Commission
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California Department of Fish and Game
Central Coast Region
Habitat Conservation
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Yountville, CA 94599

U.S. Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Craig Goldblatt
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Janice Shambray
City and County of San Francisco Planning Dept.
1660 Mission Street, 5th Floor
San Francisco, CA 94103-2414

Stanford University Libraries
Jonsson Library of Government Documents
State & Local Documents Division
Stanford, CA 94305

Institute of Government Studies
109 Moses Hall
University of California
Berkeley, CA 94720

Government Publications Department
San Francisco State University Library
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CHAPTER VIII
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EIR Coordinator: Rana Ahmadi
EIR Supervisor: William Wycko

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Project Sponsors

A.F. Evans, Inc.
Regents of the University of California
openhouse

APPENDICES

Appendix A

Initial Study

PLANNING DEPARTMENT

City and County of San Francisco ● 1660 Mission Street, Suite 500 ● San Francisco, California ● 94103-2414

MAIN NUMBER	DIRECTOR'S OFFICE	ZONING ADMINISTRATOR	PLANNING INFORMATION	COMMISSION CALENDAR
(415) 558-6378	PHONE: 558-6411	PHONE: 558-6350	PHONE: 558-6377	INFO: 558-6422
	4TH FLOOR	5TH FLOOR	MAJOR ENVIRONMENTAL	INTERNET WEB SITE
	FAX: 558-6426	FAX: 558-6409	FAX: 558-5991	WWW.SFGOV.ORG/PLANNING

May 6, 2006

To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: NOTICE OF AVAILABILITY OF THE INITIAL STUDY FOR THE LAGUNA HILL RESIDENTIAL PROJECT - PLANNING DEPARTMENT CASE NO. 2004.0773E

This notice is to inform you of the availability of the Initial Study for the Laguna Hill Residential Project, described below. The Planning Department previously determined that this project could have a significant effect on the environment, and required that an Environmental Impact Report (EIR) be prepared. An Initial Study has now been prepared to provide more detailed information regarding the impacts of the proposed project and to identify the environmental issues to be considered in the Draft EIR. The Initial Study is either attached or is available upon request from **Bill Wycko**, whom you may reach at **(415) 558-5972** or at the above address. The report may also be viewed on-line at www.sfgov.org/site/planning, starting the week of May 8, 2005. Referenced materials are available for review by appointment at the Planning Department's office at 30 Van Ness Avenue, Suite 4150. (Call 558-5990 to schedule an appointment.)

Project Description: The project site is located in the Hayes Valley neighborhood of San Francisco on the two city blocks bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west. The proposed project would include new construction as well as renovation of most of the vacant buildings on the former University of California Berkeley Extension Campus to provide residential, community facility, and retail space. The project site currently contains four buildings that were formerly occupied by educational uses, including Woods Hall, Woods Hall Annex, Richardson Hall and Middle Hall. The project site also contains an approximately 18,000-square-foot dental clinic. The project would involve renovation of Woods Hall, Woods Hall Annex, and most of Richardson Hall to be used for residential and community facility space. Middle Hall would be demolished as would the Richardson Hall Administration wing, a small single-story portion of Richardson Hall located at the north end of the building. New construction would include the development of eight new residential buildings that would fill in the center of the site where two parking lots are currently located. One of these buildings would be built by an organization called openhouse, specifically for lesbian, gay, bisexual and transgender seniors (hereinafter referred to as the openhouse building). The dental clinic would remain unaltered and would continue in its current use. The proposed project would accommodate up to 450 residential units including approximately 85 units in the openhouse building, approximately 10,000 sq. ft. of community facility space, and up to 5,000 occupied sq. ft. of retail space. The new buildings would range between three and eight stories in height. The tallest building, at a maximum height of 85 feet, would be the openhouse building, which would be located on a lower elevation on the site, at the corner of Laguna and Waller Streets. The project would provide a variety of open spaces, including patios, decks and porches, courtyards, pedestrian mews, and a privately owned, publicly accessible park, which would be located along the Waller Street alignment. Parking would be provided on two below-grade levels, along with some above-ground parking; the project would provide a total of approximately 285 on-site parking spaces, including 51 spaces for the dental clinic and up to 10 spaces for City Car Share. The project site is located in a P (Public) Use District and in 80-B and 40-X Height and Bulk Districts. The project would require a change in the use district from P to RTO (Residential-Transit Oriented) and/or NCT (Neighborhood Commercial, Transit Oriented), a height limit reclassification, and an associated General Plan Amendment.

A Notice of Preparation of an EIR and Public Scoping Meeting was issued on June 15, 2005, and a public scoping meeting was held on June 29, 2005. Based on the comments received, the Planning Department has determined that preparation of an Initial Study would be appropriate to "focus" the scope of the EIR. Preparation of an Initial Study or EIR does not indicate a decision by the City to approve or to disapprove the project. Further comments concerning the scope of the EIR are welcomed, based on the content of the Initial Study. In order for your concerns to be considered fully, we would appreciate receiving them by **June 5, 2006**. Please send written comments to Paul Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103. If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant 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. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Bill Wycko at (415) 558-5972.**

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: May 6, 2006

Lead Agency: San Francisco Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Bill Wycko **Telephone:** (415) 558-5972

Project Title: 2004.0773E: Laguna Hill Residential Project

Project Sponsors: The Regents of the University of California, A.F. Evans Development, Inc., openhouse, and Mercy Housing California

Contact Person: Ruthy Bennett, A.F. Evans Development, Inc. **Telephone:** (510) 267-4679

Project Address: 55 Laguna Street

Assessor's Block and Lot: Block 857, Lots 1 and 1a; Block 870, Lots 1, 2, and 3

City and County: San Francisco

Project Description (Block 857, Lots 1 and 1a; and Block 870, Lots 1, 2, and 3): The project site is located in the Hayes Valley neighborhood of San Francisco on the two city blocks bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west. The proposed project would include new construction as well as renovation of most of the vacant buildings on the former University of California Berkeley Extension Campus to provide residential, community facility, and retail space. The project site currently contains four buildings that were formerly occupied by educational uses, including Woods Hall, Woods Hall Annex, Richardson Hall and Middle Hall. The project site also contains an approximately 18,000-square-foot dental clinic. The project would involve renovation of Woods Hall, Woods Hall Annex, and most of Richardson Hall to be used for residential and community facility space. Middle Hall would be demolished as would the Richardson Hall Administration wing, a small single-story portion of Richardson Hall located at the north end of the building. New construction would include the development of eight new residential buildings that would fill in the center of the site where two parking lots are currently located. One of these buildings would be built by an organization called openhouse, specifically for lesbian, gay, bisexual and transgender seniors (hereinafter referred to as the openhouse building). The dental clinic would remain unaltered and would continue in its current use. The proposed project would accommodate up to 450 residential units including approximately 85 units in the openhouse building, approximately 10,000 sq. ft. of community facility space, and up to 5,000 occupied sq. ft. of retail space. The new buildings would range between three and eight-stories in height. The tallest building, at a maximum height of 85 feet, would be the openhouse building which would be located on a lower elevation on the site at the corner of Laguna and Waller Streets. The project would provide a variety of open spaces, including patios, decks and porches, courtyards, pedestrian mews, and a privately owned, publicly accessible park, which would be located along the Waller Street alignment. Parking would be provided on two below-grade levels, along with some above-ground parking, the project would provide a total of approximately 285 on-site parking spaces, including 51 spaces for the dental clinic and up to 10 spaces for City Car Share. The project site is located in a P (Public) Use District and in 80-B and 40-X Height and Bulk Districts. The project would require a change in the use district from P to RTO (Residential-Transit Oriented) and/or NCT (Neighborhood Commercial, Transit Oriented), a height limit reclassification, and an associated General Plan Amendment.

Building Permit Application Number, if Applicable:

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

PAUL E. MALTZER, Environmental Review Officer

INITIAL STUDY
2004.0773E – LAGUNA HILL PROJECT

I. PROJECT DESCRIPTION AND SETTING

PROJECT LOCATION AND SETTING

The land owners are the Regents of the University of California, who propose to ground lease the project site to the project sponsors, A.F. Evans Development, Inc., openhouse, and Mercy Housing California. The sponsors propose to construct a mixed-use development at 55 Laguna Street in the Hayes Valley neighborhood of San Francisco at the former University of California-Berkeley Extension Campus. The 5.8-acre project site is located north of Market Street on two city blocks (Block 857, Lots 1 and 1a; and Block 870, Lots 1, 2, and 3) bounded by Haight Street to the north, Laguna Street to the east, Hermann Street to the south, and Buchanan Street to the west (see Figure 1). The project site is within the P (Public) Zoning District, and the 80-B and 40-X Height and Bulk Districts.

The site contains five existing buildings totaling 119,910 square feet (sq. ft.), four of which were previously used by the University of California-Berkeley as an extension campus and by the French-American International School (FAIS) and ceased operation in 2003. These unoccupied buildings include Woods Hall, Woods Hall Annex, Richardson Hall, and Middle Hall. The fifth building, located on the southwestern corner of the project block at the intersection of Hermann and Buchanan Streets, is a two story dental clinic approximately 18,000 sq. ft. in size that is currently occupied by the University of California San Francisco (UCSF) Dental School.

The project site slopes steeply downward from northwest to southeast and is divided into two terraces. The majority of the existing buildings occupy the periphery of the site on the upper and lower terraces, with surface parking generally in the center of the site (see Figure 2). All of the former UC Extension buildings on the site were constructed between 1924 and 1935 as the campus of the San Francisco State Teachers College, which conveyed the property to the University of California when it relocated to its current campus on 19th Avenue in the 1960s. The buildings generally exhibit the Spanish Colonial Revival style of architecture with red tile roofs and stucco siding. Woods Hall, constructed in 1926, is a two-story L-shaped building located at the northwestern corner on the upper terrace of the site along Buchanan and Haight Streets. Attached to Woods Hall is Woods Hall Annex, a two-story building constructed in 1935, located along Haight Street and positioned on the lower terrace. Richardson Hall, constructed between 1924 and 1930, is a one and two-story, L-shaped building located on the lower terrace of the site at the corner of Hermann and Laguna Streets. Within Richardson Hall on its Laguna Street elevation is a two-story auditorium and an attached single-story administration building. Middle Hall, originally built as a gymnasium in 1924 with classroom and office space added later, is a one-and-a-half- to two-and-a-half-story building located behind (east of) the west wing of Woods Hall. The Dental Clinic, a two-story building, was constructed in the 1970s, and is currently occupied by the UCSF Dental School.

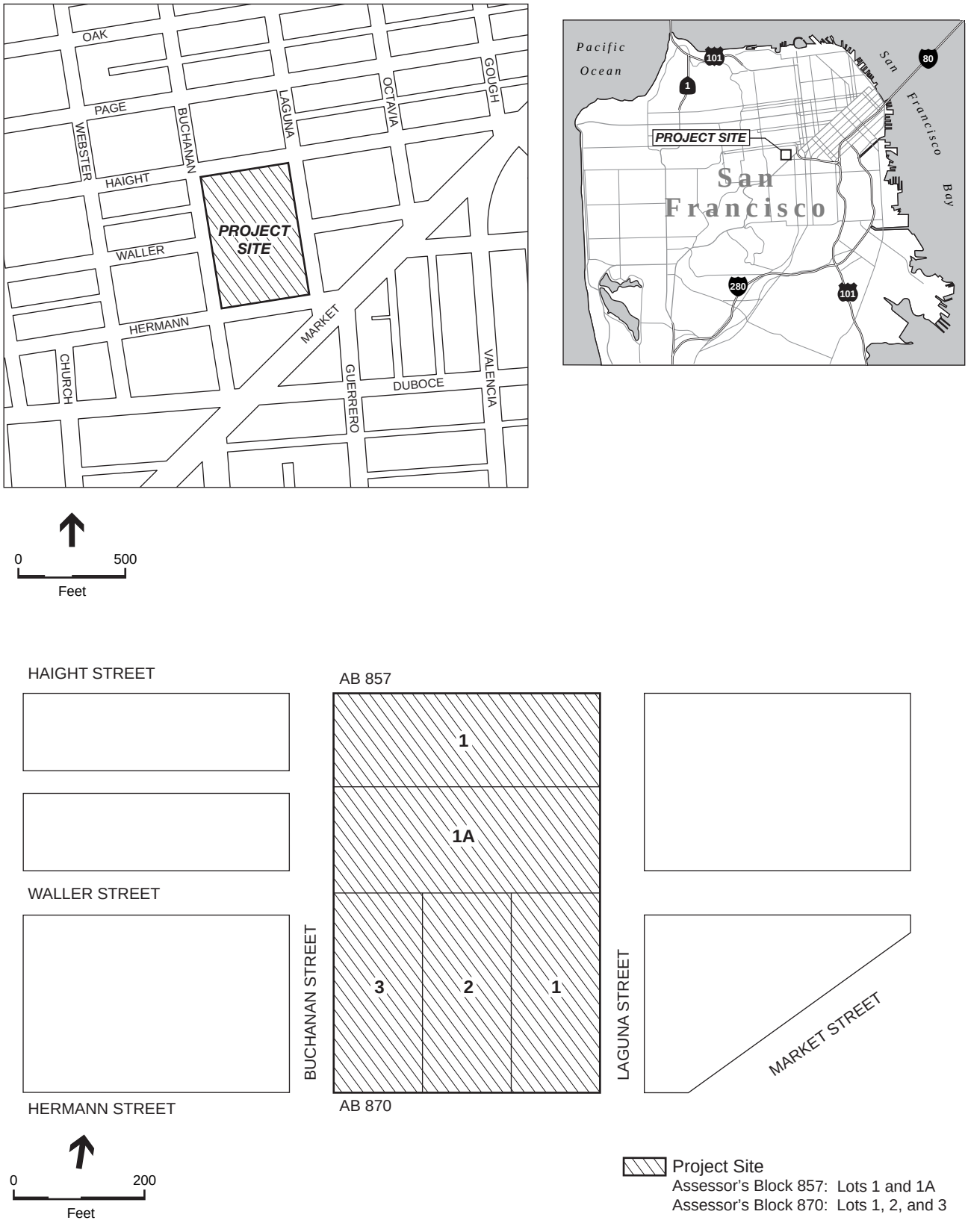

Figure 1 Project Location

SOURCE: ESA

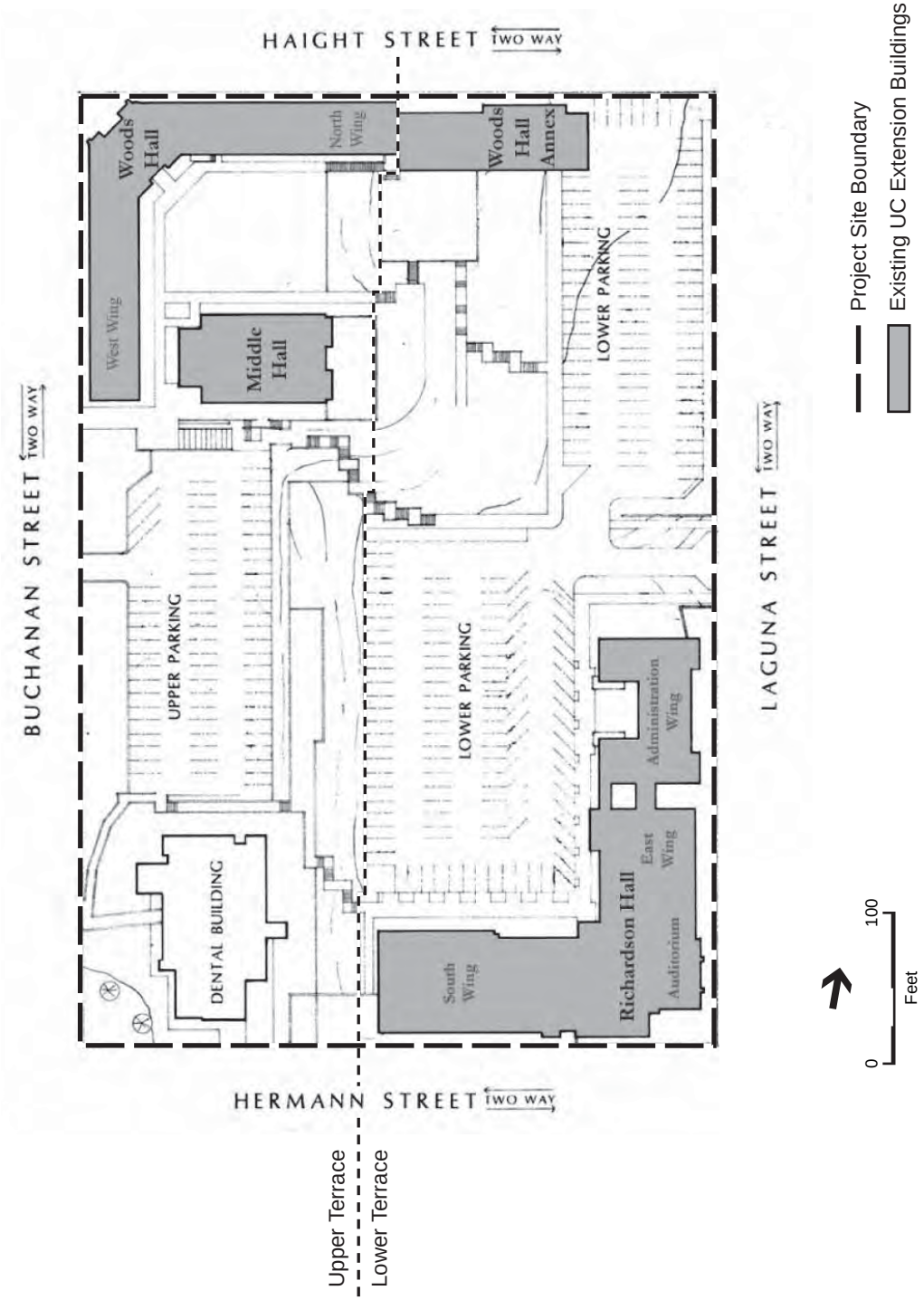

Figure 2 Existing Site Plan

SOURCE: Page & Turnbull, Inc., 2004

The remainder of the site is occupied by 278 off-street parking spaces contained in three lots. One parking lot is located on the upper terrace between the dental clinic and Woods and Middle Halls, accessed from Buchanan Street. This lot has about 50 spaces, which are currently used primarily by the dental clinic. The remaining 228 parking spaces are contained within two lots on the lower terrace accessed from Laguna Street; one lot is behind Richardson Hall and the other is located in the northeastern section of the project site at the corner of Haight and Laguna Streets.

The project site is surrounded primarily by residential and institutional land uses. Multi-family residential buildings ranging from two to seven stories in height and single-family row houses ranging from two to three stories in height are the predominant uses on the streets immediately surrounding the project site. Institutional uses in the immediate vicinity include the Walden House Adolescent Facility, located along Haight Street across from Woods Hall Annex, the University of California San Francisco AIDS Health Project building, located to the east of the project site on Laguna Street across from Richardson Hall, and the U.S. Mint, which sits atop a rocky promontory at the intersection of Buchanan and Hermann Streets to the northwest of the project site. Commercial uses in the project vicinity primarily occur along Market Street, about half a block from the southeastern corner of the project site.

PROJECT COMPONENTS

PROPOSED DEVELOPMENT

The proposed project would include approximately 430,800 square feet (sq. ft.) of residential space, up to 5,000 occupied sq. ft. of retail space, approximately 10,000 sq. ft. of community facility space, and approximately 106,300 sq. ft. of parking in eight new buildings on the project site (see Table 1 and Figure 3). Two of the existing buildings and most of a third, including Woods Hall, Woods Hall Annex, and approximately three-fourths of Richardson Hall, would be rehabilitated to house the new residential and community uses. All of Middle Hall and one-fourth of Richardson Hall would be demolished to accommodate the project. The portion of Richardson Hall that would be demolished is the single-story administration wing facing Laguna Street. A total of up to 450 residential units would be constructed in the eight new buildings and the renovated Woods Hall, Woods Hall Annex, and Richardson Hall. This would include 85 units of senior housing in the openhouse component (approximately 66 studios and one bedroom units, and 19 two-bedroom units), and 365 units on the remainder of the project site (approximately 304 studio and one bedroom units and 61 two and three bedroom units) for a total of 450 residential units. All of the residential units would be for rent, with 20 percent of the units anticipated to be reserved for low income households earning no more than sixty percent (60%) of area median income. The percentage of units for low income households is proposed by the project sponsor, and would be greater than the 12 percent required by Planning Code Section 315, *et. seq*.

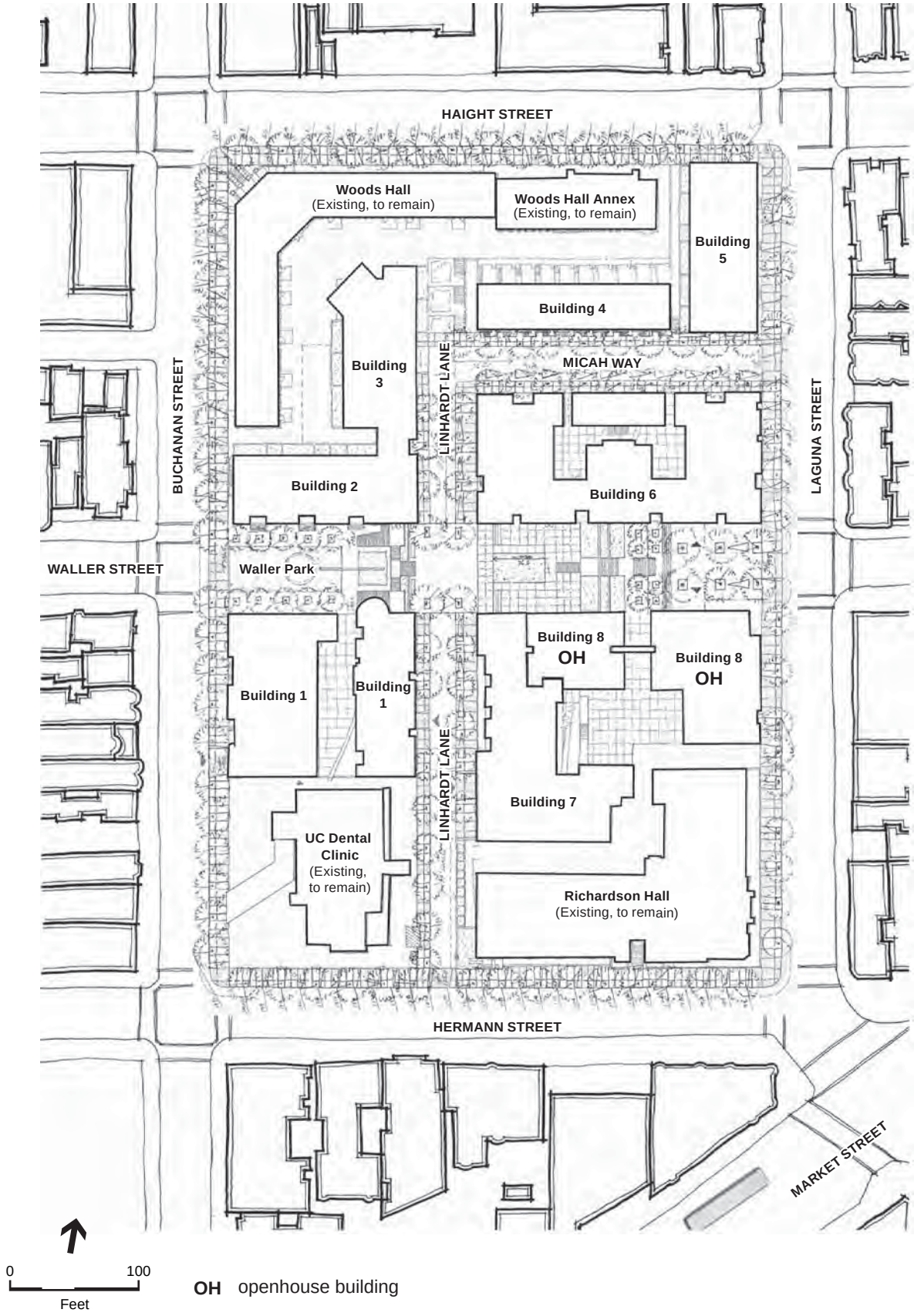

Figure 3 Proposed Site Plan

SOURCE: Van Meter Williams Pollack, LLP, 2005

TABLE 1.

PROJECT COMPONENTS BY USE AND SIZE

Use	Approximate Size (sq. ft.)
Residential	430,800
Community Facility	10,000
Retail	5,000
Parking	106,300
Total	**552,100**

SOURCE: Van Meter Williams Pollack (VMWP), LLP., 2006

Ground-floor retail (possibly including a café with outdoor seating) would be located at the corner of Laguna and Hermann Streets in the renovated Richardson Hall. The new buildings would be designed to complement the architectural character of the existing buildings and the surrounding neighborhood. The proposed new buildings would be between three to eight stories in height. New buildings along Buchanan Street would be four stories while new buildings along Laguna Street would between four and eight stories. New buildings on the interior of the site would be between three and eight stories in height. The tallest building, at eight stories or a maximum of 85 feet in height, would be located at the intersection of Laguna and Waller Streets and extend into the middle of the site, serving the openhouse LGBT senior population. According to the project sponsor, this variation of building heights is intended to relate to the size and scale of other buildings in the Hayes Valley neighborhood and to take into consideration the existing topography. Some of the new buildings would also feature individual stoops and bay windows along the street frontages and internal walkways to promote an active pedestrian environment.

The project would also include new landscaping as well as several types of open space. Private and semi-public open spaces would be provided through patios, decks and porches at individual units and courtyards within the U-shaped entrances of the proposed buildings. The project site would also offer a privately owned though publicly accessible open space extending from the upper terrace at the intersection of Waller and Buchanan Streets through the site to the corner of Waller and Laguna, effectively re-introducing Waller Street through the site as publicly accessible open space (referred to as Waller Park henceforth). Other privately owned though publicly accessible open spaces would be behind Woods Hall, as well as a widened sidewalk area for retail frontage at the corner of Laguna and Hermann Streets. Upper Waller Park would include a large lawn area, a storm water runoff basin and fountain, benches, and trees and would take advantage of the steep slope of the project site by providing a scenic overlook with views of the Bay and downtown San Francisco. Lower Waller Park would include hard and soft scape areas with trees, benches, grassy areas and potentially built-in seating on the slope, overlooking the end of Waller park. Street trees would be planted along all four exterior streets as well as along all internal streets. The project would include landscaping throughout in the form of trees and shrubs.

Rehabilitation of Woods Hall, Woods Hall Annex, and most of Richardson Hall would be primarily restricted to the interior of these buildings, without substantial alterations to their exterior facades or rooflines, with the possible exception of new entrances from the interior courtyards and new windows in Woods Hall and/or Woods Hall Annex on the façade facing Haight Street. The portion of Richardson

Hall that is located along Laguna Street, containing the existing auditorium space, and a retaining wall along Laguna Street would be renovated to accommodate the proposed program including public use of the auditorium and ground floor retail space at the corner of Laguna and Hermann Streets. The retail spaces would be accessible through new openings in the retaining wall. The sidewalk at the intersection of Laguna and Hermann Streets would also be widened in this location.

The portion of Richardson Hall to be demolished would be the single-story administration wing which sits atop the retaining wall facing Laguna Street near Waller Street. The proposed new openhouse building would be constructed in the general location of the administration wing, and would be separated from the remaining portions of Richardson Hall by a staircase and breezeway. In addition, Middle Hall would be demolished to accommodate the proposed program. The approximately 18,000-square-foot UCSF Dental Clinic would remain unaltered in its current location at the corner of Hermann and Buchanan Streets and would continue to operate as a dental clinic. Parking spaces for the clinic (now in a surface lot) would be relocated to below-grade parking.

The project would require a change in the zoning district from P (Public) to either RTO (Residential-Transit Oriented) and/or NCT (Neighborhood Commercial, Transit Oriented), new zoning classifications proposed for the vicinity of the project in the draft Market-Octavia Neighborhood Plan. Height and bulk designations would also be required to be changed from 40-X and 80-B to 50-X and 85-C. The proposed project would also require an amendment to the *San Francisco General Plan* to allow the change from a public/institutional use designation to a residential mixed-use designation. In addition, the project site is within the boundaries of the draft Market and Octavia Better Neighborhoods Plan; however, because the project site was still operating as an educational facility at the time the draft Market and Octavia Plan was published (December 2002), the Market and Octavia Plan did not consider its reuse and maintained its P (Public) district designation. In order to make the rezoning of the site consistent with the Market and Octavia Neighborhood Plan, the City created a "Policy Guide to Considering the Reuse of the University of California Berkeley Extension Laguna Street Campus ("Policy Guide"),"[1], which extends the principles and policies of the Neighborhood Plan to the project site. The Policy Guide designates most of the site for Residential Transit-Oriented (RTO) and Transit-Oriented Neighborhood Commercial (NCT), with a small portion of the site for P (Public). The Market and Octavia Neighborhood Plan has not been finalized or adopted, although the Plan is going through environmental review and it is expected to be adopted in 2006.

Parking

The project would provide approximately 285 on-site parking spaces. A total of approximately 106,300 sq. ft. would be devoted to off-street parking in four below-grade parking garages (with one to two levels). The four parking garages would include approximately 266 off-street parking spaces including 10 spaces for City Car Share and 11 handicapped accessible spaces. In addition, Approximately 19 on-street parallel parking spaces would be provided along the interior streets of the project site, 15 of which would be for the use of the dental clinic during the day and for the residents at night; the remaining 4 for residents only at all times. A total of 51 spaces would be dedicated for the exclusive use of the dental clinic (15 on-street spaces and 36 off-street spaces in a separate underground garage next to the dental

[1] San Francisco Planning Department, December 2004.

clinic). The residential parking spaces would include car storage opportunities for residents who own cars but would only use them occasionally, through the use of tandem spaces mentioned above, and possibly mechanical car lifts. Parking fees would be charged to residents who choose to store their car on site, but would not be charged to those who do not have a car, nor would the parking fees be included in the residents' base rental payments. Secure on-site bike parking will be available throughout the site for use by residents and additional bicycle parking would be available for visitors.

Vehicular and Pedestrian Circulation

The primary vehicular entrance into the site would be along Laguna Street at Waller Street in the location of the current entrance to the former UC Extension Campus, where a new interior private drive court would be constructed at the former Waller Street right-of-way, just west of Laguna Street, to provide a vehicular access point to the large below-grade parking garage. Two secondary vehicular entrances would be along Hermann and Laguna Streets. Pedestrians would be able to walk through the length of the former Waller Street right-of-way to reach Buchanan Street via the proposed Waller Park improvements detailed above. To help facilitate circulation throughout the site for vehicles and pedestrians, the project proposes to add two new streets within the project site. "Micah Way" would provide for vehicle ingress and egress onto the site off Laguna Street at the approximate midpoint between Haight and Waller Streets. "Lindhart Lane," extending from the termination point of Micah Way on a north-south trajectory, would be a two-way interior private street that would allow vehicle ingress from and egress onto Hermann Street; vehicles exiting onto Hermann Street would be restricted to a right turn only, enforced through the use of signage. Micah Way and Lindhart Lane would provide direct access to three parking garages on the site as well as to at-grade parallel parking spaces along these new interior streets.

There would be approximately eight locations where pedestrians could access the site (about two entrances on each of the four peripheral streets), as well as individual unit entrances.

CONSTRUCTION SCHEDULE AND PHASING

Project construction would occur in three overlapping phases, spanning from early 2008 to early 2011, lasting approximately 36 months. The project site is expected to be fully occupied by 2013.

The proposed project would excavate to a depth of between 12 to 20 feet for the construction of the underground parking garage and would remove approximately 40,000 cubic yards of soil. The proposed buildings would be constructed on a concrete mat foundation that would not require pile driving but may require rock hammering. All construction materials, storage, and construction worker parking would be provided on-site.

APPROVALS

The proposed project is subject to review and approval by agencies with appropriate jurisdiction, including various City agencies and commissions, as well as the UC Regents. In order for the project to proceed, the following approvals would be required:

- San Francisco Planning Commission must certify the EIR.

- San Francisco Planning Commission must make a recommendation to the Board of Supervisors on the General Plan Amendment, proposed rezoning, and adjustments to the Height and Bulk District.
- San Francisco Board of Supervisor approval of the General Plan Amendment, as well as zoning map and text amendments, to establish the proposed RTO/NCT zoning of the site.
- San Francisco Department of Building Inspection approval of building permit applications for new or altered buildings.
- San Francisco Planning Commission approval of a conditional use of the site as a Planned Unit Development (PUD).
- San Francisco Department of Public Works approval of new curb cuts on Hermann and Laguna Streets to provide site access.
- UC Regents approval of the ground lease to the project sponsors.
- San Francisco Board of Supervisors approval of a tree removal permit (if various trees on the property would be removed, and were officially designated as "landmark" trees under pending amendments to the landmark and significant tree ordinance).
- San Francisco Department of Public Works approval of a tree removal permit (if various trees on the property would be removed, and were officially designated as "significant trees" under recent amendments to the landmark and significant tree ordinance).

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Discussed	Not Applicable
1) Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	X	
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	X	X

The proposed project would be subject to review according to local plans and policies, as well as by other agencies with jurisdiction over the proposed project. This section discusses the zoning, plans and regulatory approvals that are relevant to review of the project.

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project. The relationship of the proposed project and the proposed rezoning to objectives and policies of the *General Plan* will be discussed in the EIR for informational purposes.

The San Francisco Planning Code (Planning Code), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code, or a reclassification of the site occurs. Approval of the proposed project would result in an intensification of development on the project site, the specific impacts of which are discussed below under the relevant topic heading.

The project site is located within a P (Public) zoning district, which does not allow for residential uses, and the project would require a rezoning to allow the proposed mix of residential and commercial uses. The project site is also located within 40-X and 80-B (southeastern corner of the site) Height and Bulk Districts (40- and 80-foot basic height limits, respectively; the "X" bulk limit indicates that there are no bulk requirements, while the "B" bulk district indicates that there are 110 and 125 maximum allowable length and diagonal plan dimensions, respectively, above 50 feet). The heights of the proposed buildings would range between three and five stories on the northern and western portions of the site, and up to eight stories on the southeastern portion of the site, and some adjustments to the current height limits may be requested.

The project site is also within the proposed Market & Octavia Neighborhood Area Plan, which proposes land use changes on certain parcels within the boundaries of the Neighborhood Plan in order to encourage the production of diverse and affordable housing, foster alternatives to automobile transportation, make streets safe and attractive, and to repair and enhance the neighborhood's urban fabric. The project site was still being actively used for educational purposes when the Draft Market & Octavia Neighborhood Plan was published for public review in December 2002. Therefore, the draft plan did not consider its reuse and maintained its public land use designation.

In response to the proposed leasing of the site by UC-Berkeley, the Planning Department issued the *Policy Guide to Considering Reuse of the University of California Berkeley Extension, Laguna Street Campus* (the Policy Guide) in December, 2004. The policies propose land uses and zoning designations for the site that would be consistent with the policies of the Market and Octavia Plan. The Policy Guide recommends that the site be rezoned for a combination of Transit-Oriented Neighborhood Commercial (NCT), Residential, Transit-Oriented Uses (RTO), and a small amount of Public (P). These designations would allow a mix of uses, including residential, community facility, and retail uses proposed as part of the project. The Policy Guide also recommends that the height and scale of new buildings relate to the existing character of the surrounding blocks, including small-scale development (one- to four-stories) be located along the Buchanan and Haight Street frontages, medium-scale development (four- to six-stories) be located along Laguna Street between Waller and Haight Streets and along the majority of the Hermann Street frontage, and large-scale development (seven or more stories) be located along Laguna Street between Waller and Hermann Streets. The proposed project would be generally consistent with the recommendations of the Policy Guide, and therefore, with the principles and policies of the Draft Market & Octavia Neighborhood Plan.

Environmental plans and policies, like the Bay Area 2000 Clean Air Plan, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve

specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Commission to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Review Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case reports for the project approvals and project rezoning and/or subsequent motions of the Planning Commission and the Board of Supervisors will contain the analysis determining whether the proposed project is in conformance with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

Except for the topics of land use, visual quality/aesthetics, population, transportation, air quality, and architectural resources, items on the Initial Study Checklist herein have been checked "No" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect in those areas checked "No." For items where the conclusion is "To Be Determined," the analysis will be conducted in the EIR. Several checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion of those particular issues. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience on similar projects, and/or standard reference material available within the Planning Department, such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

	Yes	No	Discussed
1) **Land Use** – Could the project:			
(a) Disrupt or divide the physical arrangement of an established community?		X	X
(b) Have any substantial impact upon the existing character of the vicinity?	To Be Determined		

The 5.8-acre project site contains five buildings totaling approximately 119,910 sf, four of which were most recently occupied by the French-American International School and the University of California-

Berkeley Laguna Extension campus. These buildings have been vacant since 2003. The fifth building is currently used as a dental clinic.

The project area is bordered on the north by the Western Addition neighborhood, consisting of mostly attached, low-rise, single- and multi-family residential units; on the west by the Duboce Triangle neighborhood, which is also predominantly residential; on the east by Hayes Valley, a mixed use neighborhood consisting of medium-density residential uses, many with ground-floor retail; and Market Street to the south, containing a mix of commercial and institutional uses in the area around the project site, including upper level residential uses.

Diagonally across the intersection of Buchanan and Haight Streets and northwest of the project are 195 units of mixed income housing in three-story, multi-family buildings that comprise the Hope VI Western Addition housing development. To the north along Haight Street are primarily three- to four-story residential uses; on the northeast corner of Buchanan and Haight Streets, is an approximately 80-foot-high apartment building. Adjacent to and south of the site are about four apartment buildings approximately 50 to 80 feet high that extend the full length of Hermann Street between Buchanan and Laguna Streets, as well as a single story institutional use, the AIDS Health Project. Mid-rise apartment buildings surround the project site and are located mostly near major intersections, such as those at Buchanan Street and Duboce Avenue and Market and Laguna Streets, and range in height from four to seven stories.

To the southwest of the site, and diagonally across the intersection of Hermann and Buchanan Streets from the project site, is the approximately 60-foot-tall United States Mint. This large, art deco style structure sits atop an exposed rockbase, its perimeter secured by cyclone fencing. At the bottom of the hill, half a block further to the site's southwest is the Safeway Shopping Center at Market and Church Streets. The Safeway store is surrounded by small-scaled retail shops along Church Street and Market Street and nearby residential buildings. The Safeway store is at the rear of the site, with a large surface parking lot facing Market Street; several small retail storefronts line its eastern side. Behind the Safeway, along Duboce Avenue, is a bikeway, the Market Street Historic Railway Museum and a recycling center.

North and East of the project site are a number of non-profit, community-oriented uses. The Walden House adolescent facility specializing in the treatment of behavioral, mental health, and substance abuse problems is located along Haight Street. Near the intersection of Market Street and Octavia Street, the historic Carmel Fallon Building connects to a modern addition forming the Lesbian, Gay, Bisexual, and Transgender Center (The LGBT Center). The 40,000-square-foot LGBT Center houses more than 17 non-profit organizations and provides community meeting space, computer labs, a reading room, cafe, and art exhibition space. Across the street from the Center on Waller is the First Baptist Church.

Five parks and open spaces are located within ¼ mile from the project site, including: Koshland Park, Duboce Park, Hayes Green, Rose Page Mini-Park, and Octavia Plaza. Koshland Park is a local park that occupies a quarter of the block on the corner of Buchanan and Page Streets, about a block north of the project site. The over 37,000-square-foot park includes a playground, communal garden space and seating areas. About three blocks west of the project site is Duboce Park, bounded by Duboce Avenue and Herman, Steiner and Scott Streets, a well trafficked park providing over 190,000 sq. ft. of open space containing a sloping grassy field and a recently renovated playground with a basketball court at its upper end. To the northeast of the proposed project site is Hayes Green, a recently-completed public park

located between Hayes and Fell Streets within the center of the Octavia Boulevard right-of-way. Hayes Green contains turf and hardscape areas with seating. Rose Page Mini-Park is between Rose and Page Streets and between Laguna and Octavia Streets, and is about the size of one residential lot. To the southeast of the project site is a small open space, Octavia Plaza, located near the terminus of the recently completed Central Freeway at Market Street.

Under the proposed project, the four educational buildings would be renovated or demolished into residential or community facility space and additional residential buildings would be constructed on the site along with some retail space and open space. The dental clinic would continue to operate in its current location. The conversion of the project site from institutional uses to multi-family residential, including housing for seniors, convenience retail, and community facility uses would be compatible with the multi- and single-family residential, convenience retail, community, institutional and mixed uses in the project area.

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, or if they have a substantial impact upon the existing character of the vicinity. The project would provide residential, community facility and retail space on the project site. The project's proposed mix of uses is similar to uses that currently exist within the immediate project area. These uses would build on the established neighborhood pattern by activating a site that is currently vacant, integrating it into the neighborhood with housing, community-oriented use and a widened sidewalk at the intersection of Laguna and Hermann Streets near the site's Market Street edge. Moreover, the proposed project would include privately-owned, though publicly-accessible open space, effectively extending the terminus of Waller Street into the site, which would provide pedestrian access through the site. Because the project would provide a continuation of similar uses to those surrounding the site with newly established pedestrian and vehicular linkages through it, the proposed project is not considered to disrupt or divide the physical arrangement of an established community. Based on the above analysis, project-related disruption or division of an established community would not be significant and requires no further analysis in the EIR. However, the proposed project and associated rezoning would introduce a larger development at the site and an increased residential density to the area, which has the potential to affect the existing character of the project area. Therefore, project effects on neighborhood character will be analyzed in the EIR.

		Yes	No	Discussed
2)	**Visual Quality** – Could the project:			
	(a) Have a substantial, demonstrable negative aesthetic effect?			To Be Determined
	(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?			To Be Determined
	(c) Generate obtrusive light or glare substantially impacting other properties?			To Be Determined

As described above, the site is occupied by five buildings, which are generally no taller than three stories (25 to 45 feet) in height,[2] and surface parking. The proposed project would visually change the project site as it would consist of demolition or renovation of some of the existing structures and construction of new residential buildings that would range between three and eight stories in height.

The proposed development would introduce a higher density of development to the site with buildings that would differ visually from the existing structures in height, mass, and architectural style. To further analyze the potential for substantial negative aesthetic and view corridor effects, the EIR will discuss visual quality and urban design in terms of project-specific and cumulative visual quality effects, and provide visual simulations of the proposed development in the context of existing conditions. The EIR will discuss the project's potential impacts, if any, on scenic views available from public areas and consider pedestrian and mid-range views. Due to the dense urban setting, simulations from long-range views will not be included. The EIR will also discuss the potential effects of the proposed rezoning on the visual quality of the area.

The project is not expected to create unusual light or glare. However, because of the project's proximity to other residential uses, the EIR will consider glare in its analysis of visual quality.

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3) **Population** – Could the project:	Yes	No	Discussed
(a) Induce substantial growth or concentration of population?	To Be Determined		
(b) Displace a large number of people (involving either housing or employment)?		X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

The proposed project would include up to 450 residential units and would introduce approximately 833 new residents[3] on a site that currently has no population. To analyze the proposed project's potential to induce substantial population growth or to concentrate population, the EIR will further quantify the project's anticipated population and its relationship to neighborhood density. The EIR will also discuss the affordability of the project's units as they affect the likely occupants and the proposed project's contribution to meet the City's housing demand.

The four existing UC-Extension buildings on the project site that are being considered for rehabilitation and demolition are currently not in use; therefore, the proposed project would not displace any employees or residents, nor would any displacement occur as part of the rezoning. The proposed project would add

[2] Richardson Hall, at the corner of Laguna and Hermann Streets, is about 45 feet tall due to the sloping topography of the site, its high basement wall along Laguna Street, and to the building's high-ceiling interior auditorium space.

[3] Based on U.S. Census data of the average household size of 1.85 for Census Tract 168, in which the project site is located.

to the supply of housing in the city, helping to satisfy an existing demand for housing. No changes to the number of employees at the UC Dental Clinic are anticipated.

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4) **Transportation/Circulation** – Could the project:	Yes	No	Discussed
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To Be Determined		
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To Be Determined		
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To Be Determined		
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To Be Determined		

The proposed residential, neighborhood commercial and community-serving uses of the project would place increased demands on the local transportation system, including increased vehicular, transit, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading impacts, as well as construction traffic impacts. The EIR will also consider the impacts on transportation and circulation of the proposed rezoning.

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5) **Noise** – Could the project:	Yes	No	Discussed
(a) Increase substantially the ambient noise levels for adjoining areas?		X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?		X	X
(c) Be substantially impacted by existing noise levels?		X	X

Outdoor noise in the vicinity of the proposed project area includes numerous potential sources of noise. The most important existing source of noise throughout most of San Francisco is traffic. This would be true in the project area because of the proximity of Market Street, a major city artery with a high volume of traffic from both automobiles and transit. The nearest sensitive receptors to the project site would be the residential and institutional uses located on all sides of the project site, including the Walden House Adolescent Facility, a not-for-profit substance abuse treatment facility, located across Haight Street from the project site.

Construction Noise

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity during the construction period. Construction activities from the project potentially could include hard rock hammering, excavation and hauling, foundation construction, wood-frame erection, and finishing. Project construction would occur in three overlapping phases beginning in early 2008 and ending in early 2011, including demolition and grading, lasting for approximately 36 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would be temporary and intermittent, and would be limited to the period during which the foundations and exterior structural and façade elements would be built. Interior construction noise would be substantially reduced by the exterior walls. The proposed new buildings and parking garages would be constructed on a concrete mat foundation that would not require pile driving. Seismic related construction would occur within all the existing buildings proposed for renovation.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 pm and 7:00 am, if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level.

Construction of other nearby projects that might coincide with construction of the proposed development could temporarily increase the overall noise levels in the immediate vicinity of construction activities, as the noise intensity would be greater with a larger number of noise sources. Noise from construction of other nearby projects would remain temporary and intermittent.

Based on the above analysis, construction noise would not be significant and requires no further analysis in the EIR.

Traffic Noise

Ambient noise levels in the vicinity of the project are typical of noise levels in urban San Francisco. The ambient noise is dominated by vehicular traffic, including trucks, cars, buses, Muni historic streetcars, and emergency vehicles. Generally, traffic must double on adjacent streets in order to produce a noticeable increase in noise levels. Although traffic volumes would increase in the immediate project vicinity, it is not anticipated that these volumes would double on any nearby streets as a result of the proposed project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed further in the EIR.

Building Equipment Noise

The proposed project would include mechanical equipment, such as air conditioning units, which could produce operational noise. These operations would be subject to San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise levels due to building equipment noise would not be anticipated. At the project location, operational noise would not be expected to be noticeable, given background noise levels in this area. No further analysis is necessary and the EIR will not discuss equipment noise further.

Interior Noise and Existing Noise Levels

Residential, neighborhood commercial, and community-serving uses would be included in the proposed development. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The existing noise would be occasionally noticeable within the proposed buildings and would be noticeable in the proposed project's exterior open space (including the publicly accessible Waller Park as well as interior courtyards). Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise environment would not significantly affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require further analysis in the EIR.

In summary, noise impacts, including construction, traffic, operational, and interior noise, would not have a significant impact and require no further analysis in the EIR. Furthermore, the proposed rezoning effort would allow a project generally similar to the proposed project in terms of use, scale, and density. As no significant noise impacts are anticipated from the proposed project, no significant impacts related to noise are anticipated from the proposed rezoning of the project site.

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6) **Air Quality/Climate** – Could the project:	Yes	No	Discussed
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To Be Determined		
(b) Expose sensitive receptors to substantial pollutant concentrations?	To Be Determined		
(c) Permeate its vicinity with objectionable odors?		X	
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?		X	X

Construction Emissions

Demolition, excavation, grading, foundation and other ground-disturbing construction activity would temporarily affect localized air quality for up to about 36 months, causing a temporary increase in particulate dust and other pollutants.

Dust emission during demolition and earthmoving would increase particulate concentrations near the site. Dust would be expected at times to fall on surfaces located within 200 to 800 feet of the project site. Under winds exceeding 12 miles per hour (mph), localized efforts including human discomfort could occur downwind from blowing dust. Construction dust is composed primarily of larger particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. About one-third of the dust generated by construction activities consists of smaller sized particles in the range that can be inhaled by humans, known as PM_{10}, although those particles are generally inert. More of a nuisance than a hazard for most people, the dust could affect persons with respiratory diseases immediately downwind of the site, as well as sensitive, unprotected electronic equipment.

While construction emissions would occur in short term and temporary phases, they could cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate emissions. BAAQMD has identified a set of feasible PM_{10} control measures for construction activities. The project would include these measures to reduce the effects of construction activities to a less-than-significant level (see Mitigation Measure 1 on p. 39). San Francisco Ordinance 175-91, adopted by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, project contractors would obtain reclaimed water from the San Francisco Clean Water Program. Because the project would include the above mitigation measure, it would not cause significant project-specific construction-related air quality impacts. Construction of other nearby developments, to the extent that these would coincide with construction of the proposed project, would temporarily increase the amount of construction emissions. Inclusion of the BAAQMD mitigation measure would similarly be expected to result in less-than-significant cumulative construction impacts. Therefore, construction air quality impacts would be less-than-significant and the EIR will not address these effects.

Finally, the proposed rezoning of the site would allow a project generally similar to the proposed project in terms of having similar construction air quality impacts. As no significant air quality impacts from the proposed project are anticipated, no significant impacts related to construction air quality are anticipated from the proposed rezoning of the site.

Operational Traffic Emissions

Air quality impacts from the proposed project, as well as cumulative impacts related to development of the project and other projects in the vicinity, would occur due to increased traffic in the region. Region-wide emissions will be assessed in the EIR and compared to the BAAQMD's significance thresholds for regional impacts. Also of concern are CO emissions and the possibility of exceeding CO standards at congested intersections and nearby sensitive receptors, specifically neighboring residents. The impact of vehicular CO emissions on local ambient air quality will be assessed in the EIR.

Because the proposed rezoning would allow development similar in density to the proposed project, the EIR will also assess the effects of vehicular CO emissions on local ambient air quality that could result under the proposed rezoning.

Objectionable Odors

The proposed project includes primarily new residential space, and to a lesser extent, related tenant amenities, convenience retail, community facility space, and parking. These uses could require operation of natural gas-fired boilers or chillers that could emit trace quantities of toxic air contaminants, but they are not expected to have the potential to generate toxic air contaminants in substantial amounts or create objectionable odors. The proposed rezoning would allow a project that is similar to the proposed project and would also not be expected to have the potential to generate toxic air contaminants in substantial amounts or create objectionable odors. Therefore, this would be considered a less-than-significant effect and the EIR will not discuss this issue.

Wind

Wind conditions are a factor in pedestrian comfort and safety on sidewalks and in other public areas. A building that is much taller than many of the surrounding buildings can intercept and redirect winds that might otherwise flow overhead, can divert them down to ground level, and can create strong and turbulent ground-level winds. In addition to building height, factors that affect ground-level winds near a tall building are the orientation of the building's major facades to a given wind direction, the degree of architectural articulation on the building's facades, and the interactions with other nearby buildings. In intercepting and redirecting wind, a tall building also slows passing winds. The presence of many tall buildings tends to slow winds near ground level at locations well downwind of the core, although strong winds can still be created near the bases of tall buildings.

Planning Code Section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts, establishes two comfort criteria, and a hazard criterion used in analysis of wind impacts in San Francisco. The 7-miles-per-hour (mph) and 11-mph seating and pedestrian comfort criteria are based on pedestrian-level wind speeds that include the effects of turbulence; these are referred to as "equivalent wind speeds," which are speeds exceeded 10 percent of the time. The hazard criterion is an equivalent wind speed of 26 mph for a full hour, or approximately 0.0114 percent of the time, not to be exceeded more than once during the year. Therefore, project compliance with the wind comfort and wind hazard criteria of Section 148 are used as significance criteria to determine potential wind impacts of the project. Although the project site is not located in an area subject to Planning Code wind standards, the proposed project was reviewed for its potential to adversely affect ground-level winds for informational purposes, and that evaluation is summarized here.[4]

For the purposes of determining compliance with the Planning Code, proposed buildings with a height of more than 100 feet above ground are generally evaluated by wind-tunnel testing, according to a standard wind testing protocol. On the other hand, proposed buildings with a height of 100 feet or less usually have

[4] A wind memo documenting Section 148 information, prepared by Charles Bennett, Senior Project Manager with ESA, Inc., is on file and available for review by appointment at the Planning Department, 1660 Mission Street, Suite 500, Case No 2004.0773.E.

little or no effect on the pedestrian wind environment and are generally not evaluated by wind tunnel. As the tallest proposed building would be 85 feet tall, or15 feet shorter than that the 100-foot threshold for wind tunnel testing, it is expected that the building would have little effect on pedestrian winds,[5] so a wind-tunnel test would not be conducted. However, whether or not a project is located in an area that is governed by Section 148, these criteria are still used to evaluate the project's environmental impact.

In general, average wind speeds in San Francisco are the highest in the summer and lowest in the winter, with the strongest peak winds occurring in winter. The highest average wind speeds occur in mid-afternoon and the lowest in the early morning. Of the 16 primary wind directions, four have the greatest frequency of occurrence as well as the make up of the majority of the strong winds; these are the northwest, west-northwest, west and west-southwest.

Important to the local wind regimes are two topographic features, which tend to redirect winds that approach the project site. The first is the valley between the Alamo Square ridge and the Buena Vista Park hill. This valley tends to redirect winds from the west through the west-northwest into west winds. The second feature is the bulk of the Alamo Square ridge where northwest winds would be increased in frequency and speed by passing over the east face of the hill. Southwest winds would pass to the south of Buena Vista Park hill with little change in speed or direction.

Based on wind-tunnel tests conducted for projects in the Western Addition and the Civic Center areas (less than a mile to the northwest and about a half-mile northeast, respectively, from the project site) wind conditions at the project site and in the vicinity can be characterized as moderate to windy.[6] The average wind speed for existing setting sidewalk locations in the project area should be approximately 13 to 14 mph, with wind speeds ranging from 11 to 18 mph. Winds that exceed the Planning Code's pedestrian comfort criterion of 11 mph could be expected to occur at about three-quarters of the wind test points for the Western Addition and Civic Center and wind speeds of 14 mph or greater could be expected to occur at about one-third of those locations. The size and scale of the proposed project, at a maximum height of 85 feet at Laguna Street, would be similar to the other buildings in the vicinity, which range in height from about 25 feet to 80 feet. Existing buildings and structures upwind of the project would provide varying degrees of shelter from the existing winds, so the project would have varying effects, according to the directions from which the stronger winds approach the project.

Overall, because the proposed project would fill in the center of two city blocks with new buildings ranging from three to eight stories in height, with the taller buildings being located at the lower and more central portions of the project site and the shorter buildings located at the higher elevations, the proposed project would have the effect of buildings stepping down and flattening out the site. Thus, the winds would pass over the new building, instead of pooling in the center of the block as do they under existing conditions where low-lying surface parking lots are currently located. Wind conditions in the interior of the project site would benefit from the proposed in-filling of buildings, since those buildings would increase the wind sheltering on-site and lower wind speeds in areas that are now vacant or open. In addition, wind speeds along the exterior sidewalks adjacent to the project would increase by one mph or less, while wind speeds on sidewalks downwind could decrease by similarly small amounts. With the

5 ibid.

6 ibid. Based on professional experience and numerous wind tunnel tests in San Francisco

project in place, average wind speed for future sidewalk locations in the immediate vicinity would remain essentially unchanged, in the range of 13 to 14 mph.

The proposed rezoning would allow a project containing buildings with generally similar heights, massing, and placement on the project site to the proposed project and would result in similar wind effects as the proposed project. As the proposed project would have no significant change in wind speeds in the vicinity, it is anticipated that the proposed rezoning of the site would also have no significant change.

Based on the above, the proposed project and proposed rezoning would not result in significant impacts to wind effects on the project site or in the project area and no further analysis of this topic in the EIR is required.

Shadow

Section 295 of the Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structures exceeding 40 feet unless the Planning Commission finds the impacts to be insignificant. The nearest open space in the project vicinity that is protected under Section 295 is Koshland Park, located at the corner of Buchanan and Page Streets, one half block north of the project site. The tallest building on the project site would be the approximately 85-foot openhouse building at corner of Laguna and Waller Streets. In order to determine whether the openhouse building or others proposed structures on the project site could potentially shade portions of Koshland Park, the Planning Department completed a shadow study in January, 2006. Two shadow fans (75-foot and 85-foot) were developed based on the drawings submitted by the applicant to determine the shadow impact of the project on properties protected by the Sunlight Ordinance. The fans indicate that there would be no shadow impact from the subject property on any property protected by the Ordinance. Therefore, the Department concluded that the proposed project would be in compliance with Section 295 of the Planning Code.[7] Therefore, the proposed project would not shade Koshland Park, the nearest public park to the project site. Other open spaces in the project area include Hayes Green, Duboce Park, Rose Page Mini-Park, and Octavia Plaza. The shadow analysis conducted for the proposed project demonstrated that the proposed project shadows would not reach these open spaces and, therefore, would not cause shading beyond what is common and accepted in urban areas. No significant shadow impacts would occur. The proposed rezoning would allow a project containing buildings with similar heights and massing as the proposed project and would also result in less-than-significant impacts related to shadows. This topic will not be analyzed further in the EIR.

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[7] A shadow analysis documenting Section 295 information is on file and available for public review by appointment at the Planning Department, 1660 Mission Street.

7) **Utilities/Public Services** – Could the project:	Yes	No	Discussed
(a) Breach published national, state or local standards relating to solid waste or litter control?	____	X	____
(b) Extend a sewer trunk line with capacity to serve new development?	____	X	X
(c) Substantially increase demand for schools, recreation or other public facilities?	____	X	X
(d) Require major expansion of power, water, or communications facilities?	____	X	X

The project would increase development on the site. Thus, the project would increase demand for and use of public services and utilities on the site and would increase water and energy consumption, but not in excess of the amounts expected and provided for in this area. The site is currently served by urban infrastructure and services. No need for an expansion of public utilities or public services is anticipated due to the project or due to the rezoning, which would allow a project generally similar to the proposed project in terms of use, scale, and density.

Solid Waste

According to the California State Integrated Waste Management Act of 1989, San Francisco is required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the Integrated Waste Management Board. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went into landfill. The diversion percentage increased from 52 percent reported in 2001.

Solid waste generated in San Francisco is transported to, and disposed of at, the Altamont Landfill in Alameda County. The Altamont Landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. An expansion of the landfill was approved by the county in 2000 and construction is expected to begin in 2006. This expansion will substantially increase Altamont Landfill's capacity to accommodate future waste generation by the landfill's existing clients including the City and County of San Francisco. While increased residential and commercial growth that would be made possible by the project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition in the landfill. Given this, and given the expansion of Altamont Landfill anticipated to be started in 2006, the project would not result in this or any other landfill exceeding its permitted capacity, and the project and proposed rezoning would result in a less-than-significant impact. For these reasons, solid waste will not be discussed in the EIR.

Sewer and Wastewater Treatment Plant Capacity

San Francisco's wastewater collection, treatment and disposal system consists of a combined sewer system (which collects both sewer and stormwater), three wastewater treatment plants, and effluent

outfalls to San Francisco Bay and the Pacific Ocean. The collection and conveyance system consists of approximately 900 miles of underground pipes throughout the City. The City discharges approximately 87 mgd of treated wastewater during dry weather. Two of the City's treatment plants, the Southeast Water Pollution Control Plant (Southeast plant) and Oceanside Water Pollution Control Plant, operate year-round, while the third plant, the North Point Wet Weather facility, operates only during rainy periods. The Southeast plant, which serves the project area, treats all eastside sewage flows during dry weather. Treated wastewater is discharged to San Francisco Bay through a deep water outfall at Pier 80, north of Islais Creek.

When wet-weather flows exceed the capacity of the overall system, the excess is discharged from 29 combined sewer overflow (CSO) structures located along the waterfront from Fisherman's Wharf to Candlestick Point. All discharges, whether through the dry-weather outfall or the CSO structures, are operated in compliance with permits issued by the Regional Water Quality Control Board and with the U.S. EPA's Combined Sewer Overflow Control Policy.

In 2004, the SFPUC initiated a Wastewater Master Planning process to develop a long-term strategy for the management of the City's wastewater and stormwater; to address system deficiencies, community impacts, public interests, and future needs; and to maximize system reliability and flexibility. The planning process is intended to address hydraulic deficiencies, reduce and/or disinfect CSOs, redirect discharges from the Bay to the Ocean, maximize water conservation and reuse, decentralize wastewater treatment, separate sections of the combined sewer system into separate sewer and storm systems, eliminate or minimize odors, address biosolids, and incorporate innovative and environmentally-beneficial technologies. When published, the draft Master Plan will undergo separate CEQA review.

The SPFUC has already begun an interim five-year capital improvement program to, among other things, reduce the potential for on-street flooding during heavy rains that can occur in certain low-lying areas of the City. The program is aimed at reducing flood risk in many neighborhoods, upgrading treatment plants, and curbing wastewater odors at the Southeast plant. It is budgeted for $30 million in improvements in fiscal year 2005-06. Most of the specific improvements are south of Market Street and in the southern portion of the City, where storm-related flooding has been noted. The SPFUC hopes that the interim five-year program will address some of the most urgent flooding and odor issues in the City, with more comprehensive improvements coming as part of the Wastewater Master Plan described above.

The potential for project-related increases in the volume of CSO discharges to degrade water quality would not be significant in the context of the City's compliance with existing regulatory requirements and ongoing planning efforts addressing the citywide capacity of the combined system and long-term protection of water quality and beneficial uses of San Francisco Bay.

In light of the above, impacts related to wastewater from the proposed project and proposed rezoning would be less than significant, and will not be discussed in the EIR.

Public Services

Police and Fire Protection

The project site currently receives police and fire protection and the proposed project would create additional demand for police and fire services in the area. The nearest police station is located at 630 Valencia Street, approximately seven-tenths of a mile from the project site. Two other police stations are also located near the project site at 1125 Fillmore Street (approximately one mile from the project site) and 301 Eddy Street (approximately one and a half miles away). Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on the site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the Hayes Valley area.

The nearest fire station, Station 36, is located at the intersection of Oak and Franklin Streets, approximately four blocks from the project site with other nearby stations being located at the intersection of Sanchez and Fifteenth Streets (Station 6) and at Turk and Webster (Station 5). Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the Hayes Valley area.

The increase in demand for fire and police services would not require the construction of new police or fire prevention facilities, and thus would not result in an associated significant impact. In addition, the proposed rezoning would allow a project of a generally similar scale and density and would also not increase the demand for fire and police services beyond the current capacity of the police and fire services in the area, and would not require the construction of new police or fire prevention facilities. For these reasons, the EIR will not discuss police or fire protection services.

Schools and Recreation Facilities

The nearest elementary school is the John Muir Elementary School at 380 Webster Street, the nearest middle school is Everett Middle School at 450 Church Street, and the nearest high school is Mission High School at 3750 18th Street. Using the citywide rate employed by the San Francisco Unified School District of 0.203 students per dwelling unit,[8] there would be approximately 91 school age children (spread among elementary, middle, and high school) living in the proposed residential units.[9] According to the San Francisco Unified School District, these schools currently have sufficient openings to accommodate new students residing at the project site.[10] On January 19, 2006, the San Francisco Board of Education voted to close three schools, merge four schools into two campuses, and relocate five District schools. Of the schools closest to the project site, only John Muir Elementary would be affected. This school would

8 U.S. Dept. of Transportation Federal Transit Administration, the City and County of San Francisco, Peninsula Corridor Joint Powers Board, and San Francisco Redevelopment Agency, *Transbay Terminal / Caltrain Downtown Extension / Redevelopment Project Final Environmental Impact Statement / Environmental Impact Report and Section 4(f) Evaluation*, March 2004, p. 5-44. The school generation factor referenced in this EIR (0.203) is a generally accepted citywide rate, which is greater than the factor for the project site census tract (0.122). US Census Bureau, *Profile of Selected Social Characteristics: 2000*, Census Tract 168 , San Francisco, CA

9 Given that nearly two-thirds of the project units would be one-bedroom units, tending to house singles or couples without children, this number may be substantially lower than 91.

10 SFUSD website: http://portal.sfusd.edu/data/EPC/Openings_072405.pdf Accessed July 20, 2005.

be merged with John Swett Elementary at the John Muir school site.[11] The project population would not have an associated significant demand for schools and recreation facilities that could not be accommodated by existing facilities. In addition, the proposed rezoning would allow a project with a generally similar population as the proposed project and would not create a significant demand for schools and recreation facilities. This topic will not be discussed in the EIR.

Communication Facilities

Communication networks in San Francisco are generally owned and operated by Pacific Bell and routed underground, similar to electrical services. The proposed project would tap into these existing communication networks and the project is not expected to create a demand that would exceed the capacity of these networks. Therefore, the proposed project and proposed rezoning would not result in significant physical environmental effects due to communication demands.

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8) **Biology** – Could the project:	Yes	No	Discussed
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	____	X	X
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	____	X	X
(c) Require removal of substantial numbers of mature, scenic trees?	____	X	X

The project site was evaluated by a wildlife biologist on October 21, 2005 for the existence of special status species, [12] the potential for the site to provide habitat for special status species, the existence of potential "landmark" and "significant" trees pending adoption of revised landmark tree ordinances, and overall tree health.[13]

According to the biological assessment, no rare, threatened, or endangered species are known to exist nor were observed on the project site. The project site is in a developed urban area and does not support or provide habitat for any rare or endangered wildlife species. The project would not interfere with any

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[11] SFUSD website: http://portal.sfusd.edu/data/news/pdf/ accessed March 16, 2006

[12] Special-status bird species are those listed by the U.S. Fish and Wildlife Service, National Marine Fisheries Service, or California Department of Fish and Game as endangered, rare, or threatened (consistent with Section 15380 of the state CEQA Guidelines), as well as those identified by these agencies as candidates for listing and those of "special concern." Also included are birds of prey (raptors such as eagles, hawks, falcons, and osprey, as well as owls) given special protection in California Fish and Game Code Section 3503.5.

[13] ESA, Inc. *55 Laguna Street Biological Evaluation*. Technical memorandum prepared for AF Evans, October 26th, 2005. Memorandum is on file and available for public review by appointment at the Planning Department, 1660 Mission Street.

resident or migratory species. Fifteen common avian species were observed during the site assessment, such as robins, mourning doves, and sparrows, but none are federally or state listed (i.e. special status species). A review of bird observations from October 2004- November 2005 by the Golden Gate Audubon Society shows that of the six special-status species for California sighted within San Francisco, only the olive-sided flycatcher (species of special concern) potentially breeds in San Francisco. This species requires a dense woodland habitat and is unlikely to occur on the property (ESA, 2005).

The project site contains approximately 110 trees, inclusive of street trees.[14] Of these, about 60 trees located toward the center of the site would be removed to accommodate the project. The tree trunks range in size from six-inches to 36-inches in diameter, with an average trunk diameter of eight to ten inches. These trees are generally ornamental landscape trees, such as junipers, ornamental pear, olive trees, acacia, and Canary Island date palm. Many of these ornamental landscape trees are mature, and removal of 60 trees may be considered a substantial number, but they have not been identified as scenic resources in the San Francisco General Plan, and are not currently protected by City ordinances (see discussion below). However, trees on the project site may provide nesting habitat for raptors or other special-status bird species that could be adversely affected if the trees were removed during nesting season, and if active nests were present. As described above, the project site does not provide suitable habitat for the only known special-status breeding bird in San Francisco, as they require a more dense woodland habitat than what is provided on the project site. In addition, no nests were found during the biological assessment of the site. Regardless, disturbance or destruction of nesting special-status bird habitat during the breeding season (February 1 through July 31) could potentially result in a significant impact to biological resources. Furthermore, any removal or destruction of active nests and any killing of migratory birds would violate the federal Migratory Bird Treaty Act (16USC, Section 703, 1989) and/or the California Fish and Game Code, Sections 3500-3516.[15] Implementation of Mitigation Measure 2 (see p. 40) would ensure the protection of nesting birds due to tree removal would result in less-than-significant impacts on biological resources.

Potential Landmark or Significant Trees

The San Francisco Board of Supervisors recently adopted new legislation in the form of amendments to existing city ordinances which would require a special permit from the Board to remove trees designated as "landmark" trees, not only on public property, but anywhere within the territorial limits of the City and County of San Francisco including private properties.[16] Under the proposed legislation, the criteria for designating a landmark tree include such considerations as age, size, shape, species, location, historical association, or visual quality. No trees on the project site are currently designated as landmark trees. There are several large, healthy trees on the project site that may be candidates for landmark designation upon further evaluation. Two Canary Island palm trees and two large fig trees located on the lower south end parking lot against Richardson Hall could have landmark significance due to their size, age, and

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[14] Smith & Smith Landscape Architects and Environmental Planners, *UC Berkeley Extension: 55 Laguna Hills Campus On and Off-Site Tree Identification Survey*, September 2, 2004.

[15] Raptors and owls protected by Fish and Game Code Section 3503.5 are considered special-status species for the purposes of this analysis.

[16] Approved amendments to the San Francisco Public Works Code, Sections 802 - 811, File No. 051458, January 17, 2006. No changes to this legislation or to the designation criteria has occurred since the amendments were approved, nor have any trees been designated as landmark trees (personal communication, Carla Short, San Francisco Bureau of Urban Forestry, with Brad Brewster, ESA, April 27, 2006).

possible cultural significance. The large Canary Palm behind Woods Hall, specifically, was called the "Sacred Palm" by former UC Extension students, and was a symbol of the student community.[17] While this tree in particular may meet the landmark tree criteria for historical association and/or visual quality, the project proponents intends to keep this tree and integrate it into a new open space area, as shown in Figure 3. A number of other trees on the site that are less likely to have landmark significance but still have substantial size include five redwoods, two sycamores, a Monterey cypress, and a Chinese elm. According to the biological assessment, the overall health of the majority of trees on site is good, but several trees show signs of stress.

If one or more trees on the property were to be officially designated as "landmark" trees at some point in the future, and would be removed as part of the project, a tree removal permit from the Board of Supervisors may be required.

"Significant" trees are defined by the new legislation as being greater than 12 inches in diameter, or greater than 20 feet tall, or have a canopy greater than 15 feet, and are within 10 feet of a public right-of-way. There are approximately 27 trees on the project site that meet these criteria. If one or more trees on the property were to be officially designated as "significant" at some point in the future, and would be removed as part of the project, a tree removal permit from the Department of Public Works may be required.

The proposed rezoning of the project site would allow a similar development to the proposed project and may require the removal of a similar number of trees, resulting in potentially similar impacts to nesting birds. Therefore, implementation of Mitigation Measure 2 would also ensure that the proposed rezoning would result in less-than-significant impacts related to biological resources.

Project effects on potential landmark and significant trees, specifically, will be addressed in the EIR for informational purposes, and due to the recent and potentially changing nature of this legislation. Other project effects to biological resources would be less-than-significant, and therefore, will not be discussed in the EIR.

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9) **Geology/Topography** – Could the project:	Yes	No	Discussed
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	____	X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?	____	X	X

Geologic Hazards

The General Plan's Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to "non-structural to moderate" damage

[17] San Francisco Chronicle, *Coalition Battles to Preserve Campus*, Article by Carolyn Jones, June 3, 2005.

from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault, approximately 6 miles southwest of San Francisco, and Northern Hayward fault, approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element). The proposed project site is also close to a Seismic Hazards Study Zone designated by the California Geological Survey and is close to a known area of liquefaction potential.[18] The project site is not in an area subject to landslide, strong groundshaking, seiche or tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).[19] The project site is not in an Alquist-Priolo Earthquake Fault Zone.

A preliminary geotechnical consultation was prepared for the project site by a California licensed geotechnical engineer and is summarized here.[20] The project site slopes down towards the southeast; the drop in elevation from the northwest corner to the southeast corner is on the order of 80 feet. The geotechnical investigation indicates that the site is underlain primarily by fill, dune sand, sand and clay. The Franciscan Melange bedrock consists of a mixture of serpentinite, shale, and sandstone. The bedrock is completely to deeply weathered, low to moderately hard, friable to moderately strong. Bedrock was encountered between two and 27 feet below the surface, with the large variation in depth to rock likely due to previous cut and fill site grading to create the two level terraces.

Groundwater was encountered in two borings conducted in the upper and lower parking lots during a 1988 field investigation.[21] The water level measured at 18 and 22 feet below grade and a third boring conducted in 2004 encountered groundwater at 12 feet below grade, corresponding to Elevations 123, 99, and 96 feet, respectively.

The report concludes that the project is feasible from a geotechnical standpoint and includes various recommendations for site preparation and grading, foundation design criteria, slab-on-grade floors, below-grade walls, and seismic design. A summary of the report's recommendations are provided below:

- Site Preparation and Grading; recommendations for proper site clearing, techniques for temporary and permanent slope stabilization, proper subgrade preparation, fill material and compaction recommendations, and appropriate treatments for utilities and backfill activities.

- Foundation Design Criteria; mathematical formulas to be applied to the foundation design (i.e., load-bearing criteria) depending on the various soil/subgrade types.

- Slab-on-Grade Floors; recommendations for moisture breaks and water vapor barriers to retard floor dampness.

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18 California Geological Survey (Division of Mines and Geology), Seismic Hazard Zones Map, City and County of San Francisco, November 17, 2001.

19 City and County of San Francisco, *Community Safety Element, San Francisco General Plan,* April 1997.

20 Treadwell & Rollo, Inc., *Preliminary Geotechnical Consultation, 55 Laguna Street, San Francisco, CA*, May 21, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in Case No. 2004.0773E.

21 Harding Lawson Associates, Geotechnical Investigations, Site Capacity, University of California Extension Center, 55 Laguna Street, San Francisco, California, February 4, 1988.

- Below-Grade Walls; mathematical formulas to be applied to the design of below-grade walls (i.e., load-bearing criteria) to resist lateral pressures imposed by the adjacent soils.

- Seismic Design; recommendations for the use of Zone 4 seismic design criteria in accordance with the 2001 San Francisco Building Code.

Topography

The proposed project would involve excavation for foundations typical of construction projects of its scale, and would not substantially alter the topography of the site. Seismic related construction would occur within all the existing buildings proposed for renovation, and would not alter the topography of the site.

The rezoning effort would allow a project similar to the proposed project and no impacts related to geology are anticipated as a result of the proposed rezoning.

Based on the above, the proposed project and rezoning would not have any significant effects related to geology and topography and, therefore, this topic will not be analyzed further in the EIR.

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10) **Water** – Could the project:	Yes	No	Discussed
(a) Substantially degrade water quality, or contaminate a public water supply?	____	X	X
(b) Substantially degrade or deplete ground-water resources, or interfere substantially with groundwater recharge?	____	X	X
(c) Cause substantial flooding, erosion or siltation?	____	X	X

Water Quality

The project would not substantially degrade water quality or contaminate a public water supply. The project site is almost entirely covered by impervious surfaces. The project would not increase the area of impervious surfaces on the site, and would not adversely alter the drainage pattern of the site. Sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge in the San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitation set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. Therefore, neither groundwater recharge nor runoff and drainage would be affected.

Groundwater

The proposed project would include excavation to depths ranging between 12 to 20 feet. A geotechnical report conducted for the site indicated the presence of groundwater at depths between 18 and 22 feet

below the ground surface[22] and a Phase I Environmental Site Assessment conducted for the site reported that one boring encountered groundwater at a depth of approximately 12 feet below ground surface.[23] Because of the shallow water table, it is possible that temporary dewatering could be necessary for this project.

Any groundwater encountered during construction of the proposed project 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. Any groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, to reduce the amount of sediment entering the storm drain/sewer lines. The Bureau must be notified of project necessitating dewatering, and may require water analysis before discharge.

Should dewatering be necessary, the final foundation study for the project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the foundation study would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. Oversight by the Bureau of Environmental Regulation and Management and implementation of the recommendations of the project soils engineer regarding potential dewatering during project construction would ensure no substantial adverse effects related to dewatering would occur.

Flooding, Erosion, and Siltation

The project site is almost entirely covered by structures and pavement. Therefore, the project would not substantially affect the area of impervious surface at the site or adversely alter site drainage. Because the project would be designed to meet current standards, the project could potentially improve drainage conditions on the site. Project-related wastewater and storm water would continue to flow to the City's combined sewer system and would be treated to standards contained in the City's NPDES permit for the Southeast Water Pollution Control Plant prior to discharge. During construction, requirements to reduce erosion would be implemented pursuant to the California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements.

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22 Treadwell & Rollo, Inc., *Preliminary Geotechnical Consultation, 55 Laguna Street, San Francisco, CA*, May 21, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in Case No. 2004.0773E.

23 Treadwell & Rollo, Inc., *Phase I and Limited Phase II Environmental Site Assessment, 55 Laguna Street, San Francisco, California*, September 10, 2004.

Based on the discussion above, the project would result in less-than-significant water effects and, therefore, the EIR will not include analysis of hydrology and water quality issues.

The proposed rezoning would allow a project similar to the proposed project and would involve a similar amount of impervious surfaces and would generate similar amounts of wastewater and storm water. Therefore, the proposed rezoning would also result in less-than-significant water impacts.

11) **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

Energy and Natural Resource Use

The proposed project would include new residential units, community facility space, convenience retail, open space, and parking areas. Development of these uses would not result in the use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The project demand would be typical for a development of this scope and nature and would comply with current State and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

The proposed rezoning would allow a project with uses similar to those of the proposed project and would have a similar demand on fuel, water, and energy, which would also comply with the current State and local codes concerning energy consumption. Therefore, the proposed rezoning of the project site would result in less-than-significant impacts on energy and natural resources.

12) **Hazards** – Could the project:	Yes	No	Discussed
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	X
(b) Interfere with emergency response plans or emergency evacuation plans?		X	X
(c) Create a potentially substantial fire hazard?		X	

Public Health Hazards and Hazardous Materials

Hazardous Materials Use

The proposed project would involve a residential development with some community facility and retail space that would require relatively small quantities of hazardous materials for routine household and business purposes, during project operation. Maintenance for the project may need to comply with San Francisco Health Code (SFHC) Article 21, the hazardous materials ordinance. Contractors during construction may need to get Hazardous Materials permits for storage; thresholds are 55 gallons, 500 pounds or 200 cubic feet of compressed gas. If thresholds are not met, then a disclaimer needs to be submitted. The project would likely require common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, hazardous materials required for the project would not pose a substantial public health or safety hazard related to hazardous materials, and no significant impact would occur.

Site Conditions

Soils

The site has historically been occupied by institutional uses for over a century. The first building on the project site, constructed in the 1800s, was a small school house located in the southwest corner of the site that was originally part of the San Francisco Protestant Orphan Asylum. By the turn of the nineteenth century, a larger San Francisco Protestant Orphan Asylum was constructed on the northwest corner of the project site. By 1913, the school house became associated with the State Normal School. In 1924, the San Francisco State College acquired the project site and began constructing the existing buildings and parking lots, completing them by 1935. By1967, the site had been acquired by the University of California Extension School (the present owners). The last building to be constructed on the site was the dental clinic in the 1970s.

A government records search was conducted as part of the Phase I and Limited Phase II site assessments in order to identify potential sources of hazardous substances that may affect the soil and/or groundwater quality at the project site.[24] The project site is referenced in three hazardous materials databases. Small quantities of photo chemicals and photo processing waste were previously generated in a former darkroom and were recycled. No records were found in the San Francisco Department of Public Health (DPH) and San Francisco Fire Department (SFFD) files regarding fuel or hazardous material uses or releases at the project site.

Public files were also reviewed for sites in proximity to the project site that were in an up-gradient or cross-gradient direction of groundwater flow to the project site to evaluate the potential for these sites to affect the conditions at the project site. Leaking underground storage tanks (LUST) were reported at 300 Buchanan Street (to the west across Buchanan Street from the project site), 364 Haight Street (approximately one-half block west of the project site), and 55 Hermann Street (to the south across

[24] Treadwell & Rollo, Inc., *Phase I and Limited Phase II Environmental Site Assessment, 55 Laguna Street, San Francisco, California*, September 10, 2004.

Hermann Street from the project site). All of the LUSTs reported on these sites have been removed and remedial action completion certifications were granted by DPH for 300 Buchanan, 364 Haight Street, and 55 Hermann Streets and case closures with no further actions required were granted for all the above sites. The potential for these cases to affect the environmental conditions at the project is considered minimal because groundwater was not affected and/or due to the distance/slope of the leak from the project site.

A Limited Phase II Environmental Site Assessment was also conducted for the project site in order to assess the presence of regulated chemical compounds in the soil on the project site. The analytical results of the near surface soil samples collected from eight shallow borings drilled throughout the project site indicated very low levels of motor oil and diesel. Most metal concentrations were within normal background ranges found in the western United States, except for one boring in which an elevated total lead concentration of 350 mg/kg was detected. Serpentinite encountered in some borings contained natural asbestos fibers, which may be a health risk when airborne (of the asbestos concentration in the samples; however only one sample out of 10 of serpentinite tested as part of the Phase II investigations contained asbestos with a concentration of less than one percent by weight).

Because of elevated concentrations of lead and asbestos detected at the project site, a soil management plan (SMP) and a Health and Safety Plan (HSP) would be required prior to construction for use during site excavation to reduce worker and public exposure to these compounds. This requirement has been incorporated into the project as Mitigation Measure 3 (see page 41). SMPs and HSPs are monitored and regulated by DPH. The SMP would include a soil-handling plan that segregates Class I from Class II or III fill material and isolates fill material from the underlying native soil. The HSP would outline proper handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. During construction, on-site observation of soil stockpiling and sample collection should be performed for a more focused disposal characterization of the soil schedule for off-site disposal. The project sponsor has agreed to follow the recommendations of the Phase I and Limited Phase II environmental site assessment prepared for the project, which has been reviewed by DPH for accuracy. As part of their review, DPH requested an earlier and more detailed site characterization report that was completed by Harding Lawson in 1988.[25] After review of all project site materials, DPH stated that an SMP would be required for the site due to asbestos levels in serpentine rock, and that the SMP should include characterization of soil for disposal since lead levels exceed the level of 350 ppm for the Class I disposal.[26] As described above, a requirement for an SMP has been incorporated into the project as Mitigation Measure 3 (see page 41). DPH also requested that the project sponsor fill out a voluntary remedial action program application. To date, the application has been filled out and submitted to DPH by the project sponsor. In a subsequent letter, DPH had some additional concerns related to soil boring locations and depths, as well as additional soils testing as part of the SMP.[27] These concerns were addressed by correspondence between Treadwell & Rollo and DPH, which

[25] Email from Stephanie Cushing, DPH, to Nannie Turrell, San Francisco Planning Department, Re: *55 Laguna*, August 9, 2005.

[26] Email from Stephanie Cushing, DPH, to Rana Ahmadi, San Francisco Planning Department, Re: *55 Laguna*, August 18, 2005.

[27] Letter from Rajiv Bhatia, DPH, to Rana Ahmadi, San Francisco Planning Department, Re: *Development at 55 Laguna*, March 22, 2006. .

stated that analytical soils testing could occur at a later date as part of the required SMP, and that the project is in the Voluntary Cleanup Program (VCP) with DPH.[28]

The project site falls outside the boundary of the City and County of San Francisco Ordinance 253-86 (Maher Ordinance) and would not be under the jurisdiction of this ordinance.[29]

Hazardous Building Materials

In 2004, an asbestos assessment of the existing buildings on the project site was conducted.[30] A licensed asbestos inspector collected 74 Asbestos Containing Materials (ACM) samples and 17 samples of paint. The samples were sent to Micro Analytical Laboratories for analysis. According to the letter, ACM was found in Richardson Hall and Woods Hall and Woods Hall Annex, but no ACM were found in Middle Hall. The letter recommends removal and disposal of regulated asbestos-containing materials (RACMs) if they would be impacted by the demolition and/or renovation plans.

The existing structures on the project site that would be renovated or demolished as part of the proposed project were constructed between 1924 and 1935, with numerous later interior renovations. In the past, asbestos, polychlorinated biphenyls (PCBs), and lead were commonly installed in such materials as fire proofing, floor tiles, roofing tar, electrical transformers, fluorescent light ballasts, and paint. Mercury is common in electrical switches and fluorescent light bulbs. Therefore, some of the buildings on the site may contain hazardous materials, such as asbestos, PCBs, lead, mercury, or other hazardous materials. If such hazardous materials exist in a building when it is demolished or renovated, they could pose hazards to workers, neighbors, or the natural environment.

As indicated by the asbestos assessment, ACM has been found within the existing structures on site, some of which are proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The 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 ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects

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[28] email from Peter Cushing, Treadwell & Rollo, to Stephanie Cushing, DPH, *Re; 55 Laguna*. May 1, 2006.

[29] The Maher Area encompasses the area of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The Ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soils are to be disturbed.

[30] Acumen Industrial Hygiene, Inc., Letter to Peter Cusack at Treadwell & Rollo, Inc, environmental and geotechnical consultants for the project sponsor, regarding an asbestos and lead survey at 55 Laguna Street, October 15, 2004. Available for review, by appointment, at the Planning Department, 1660 Mission Street, San Francisco, in Case No. 2004.0773E

asbestos removal operations. In addition, the BAAQMD will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Regarding lead paint, the report concludes that of the 17 samples of lead paint collected, all but two of them contained lead paint. Work that could result in disturbance of lead paint must comply with Section 3407 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures.

Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties. (The reader may be familiar with notices commonly placed on residential and other buildings in San Francisco that are undergoing re-painting. Generally affixed to a drape that covers all or portions of a building, these notices are a required part of the Section 3407 notification procedure.)

Section 3407 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated work area of the proposed project. Prior to commencement of

work, the responsible party must provide written notice to the Director of DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present, whether the building is residential or nonresidential, owner-occupied or rental property, and approximate number of dwelling units; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance with DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition and renovation, due to lead-based paint, would be reduced to a level of insignificance.

Other potential hazardous building materials such as potentially PCB-containing electrical equipment or fluorescent lights could pose health threats for demolition workers but would be mitigated by abatement as necessary.

Fire Hazards

The City of San Francisco ensures fire safety primarily through provisions of the Building Code and Fire Code. The final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department, as well as the Department of Building Inspection, to ensure conformance with these provisions. The project would conform to these standards, which (depending on building type) may also include development of an emergency procedures manual and an exit drill plan. In this way, potential fire hazards would be mitigated during the permit review process. Therefore, these issues would not result in a significant effect and will not be analyzed in the EIR.

As a result of implementing the regulations discussed above, potential health and safety issues related to building contamination, soil contamination, emergency procedures, fire hazards, and remediation would be reduced to less-than-significant levels. Therefore, hazards issues do not require further analysis and will not be discussed in the EIR.

The proposed rezoning would involve construction of a similar project on the site and would require implementation of the same regulations and compliance discussed above. Therefore, hazards issues would be reduced to less-than-significant levels under the proposed rezoning and no further analysis would be required.

13) **Cultural** – Could the project:	Yes	No	Discussed
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	____	X	X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	____	X	X
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	To Be Determined		

Archaeological Resources

An archaeological research design and treatment plan (ARDTP) was prepared for the proposed project in anticipation of ground-disturbance on the project site.[31] While there are no known archaeological resources on the project site, the report identified a number of potential resources which may be discovered during project construction. Potential subsurface archaeological resources within the project site include prehistoric Native American cultural deposits and/or human remains, refuse from the Protestant Orphan Asylum (1854 – c. 1919), and refuse from the San Francisco State Normal School (1880 – 1920). Such resources, if they exist within the project site, could yield information important to California prehistory or history, and would therefore qualify for listing in the California Register of Historic Resources (CRHR). As the proposed project would excavate between 12-20 feet deep for the construction of the underground garages, removing approximately 35,650 cubic feet of soil, it is possible that such resources, if they exist, could be damaged or destroyed. Damage or destruction of significant archaeological resources would be a significant impact under CEQA. As such, Mitigation Measure 4 on page 41 has been incorporated into the project to protect such resources, if they exist, during project construction.

The proposed rezoning would involve construction of a similar project on the site and would require implementation of the same mitigation as identified for the proposed project. Therefore, archaeological impacts of the proposed rezoning would be reduced to less-than-significant levels with mitigation and no further analysis is required.

Architectural Resources

The project site contains four buildings that were built between 1924 and 1935, including Richardson Hall, Woods Hall, Woods Hall Annex, and Middle Hall. These buildings have been the subject of a Draft Historic Resources Evaluation (HRE) that analyzes the potential historical and architectural significance of these buildings.[32] The HRE suggests that some of the buildings may be eligible for listing in the

[31] Archeo-Tec, *Final Archaeological Research Design and Treatment Plan for the Laguna Hill Project, San Francisco, California*, July 2005.

[32] Page & Turnbull, *U.C.B Laguna Extension Campus, San Francisco, California, Draft Historic Resources Evaluation Report* December, 2005.

National Register of Historic Places, and are thus considered to be historic resources under CEQA (*CEQA Guidelines* Section 15064.5). The proposed project would demolish Middle Hall and the administration wing of Richardson Hall, and would alter the remaining portion of Richardson Hall, Woods Hall, and Woods Hall Annex. The project would also construct new buildings immediately adjacent to the older buildings, which could affect their setting if the new construction was architecturally incompatible with the older buildings. Therefore, demolition or substantial alternations of historic resources, such that they would no longer qualify as such, would be a significant impact on the environment and the EIR will analyze the effects of the proposed project on architectural resources.

The proposed rezoning would allow a residential development that could also affect the existing buildings on the project site, therefore, the EIR will address the effects of the proposed rezoning on these historic resources.

D. MITIGATION AND IMPROVEMENT MEASURES

	Yes	No	N/A	Discussed
1) Could the project have significant effects if mitigation measures are not included in the project?	____	____	____	X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	____	____	____	X

Mitigation measures necessary to focus topics out of the EIR are identified herein. The following mitigation measures relate to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, and measures that would be, or could be, adopted reduce significant adverse effects of the project, identified in the EIR.

The project sponsor has agreed to implement the following mitigation measures that are necessary to avoid potential significant effects as identified in this Initial Study.

Mitigation Measure 1 – Construction Air Quality

To reduce particulate emissions, the project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation and construction activities; sprinkle unpaved exterior construction areas with water at least twice per day, or as necessary; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition excavation and construction at least once per day. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. All paved access roads, parking area, and any paved areas used for staging shall be swept daily.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing

specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2 – Avian Survey

The project sponsor shall complete all demolition activities, including ground clearing, grading, and removal of trees or shrubs, during the non-breeding season (August 1 through January 31). If this is determined to be infeasible, a qualified wildlife biologist shall conduct preconstruction/demolition surveys of all potential special-status bird nesting habitat in the vicinity of the buildings to be demolished no more than two weeks in advance of any demolition activities that would commence during the breeding season (February 1 through July 31). Depending on the survey findings, the following actions shall be taken to avoid potential adverse effects on nesting raptors and other nesting birds:

1. If active nests of special-status birds are found during the surveys, a no-disturbance buffer zone shall be created around active nests until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them shall be determined through coordination with the California Department of Fish and Game (CDFG), taking into account factors such as the following:

    a. Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;

    b. Distance and the amount of vegetation or other screening between the project site and the nest;

    c. Sensitivity of individual nesting species and behaviors of the nesting birds.

2. If preconstruction/demolition surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required.

3. Preconstruction/demolition surveys are not required during the non-breeding season (August 1 through January 31) for demolition activities including ground clearing, grading, and removal of trees or shrubs.

4. Furthermore, demolition and/or construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). However, if trees and shrubs are to be removed during the breeding season, the trees and shrubs shall be surveyed for nests prior to their removal, according to the survey and protective action guidelines 1a though 1c, above.

5. Nests initiated during demolition or construction activities are presumed to be unaffected by the activity, and a buffer is not necessary.

6. Destruction of active nests of special-status birds and overt interference with nesting activities of special-status birds shall be prohibited.

7. Trees and shrubs that have been determined to be unoccupied by nesting special-status birds may be removed as long as they are located outside of any buffer zones established for active areas.

Mitigation Measure 3 – Hazards

The project sponsor shall prepare and implement a Soil Management Plan (SMP) and a Health and Safety Plan (HSP), both of which are described below.

1. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific soil management plan (SMP). Additional testing of site soils will be performed, and the analytical results will be included in the plan. Specific information to be provided in the plan would include soil-handling procedures that segregate Class I from Class II or III fill material and isolate fill material from the underlying native soil. The plan would also include procedures for on-site observation and stockpiling of excavated soils during construction, soil sampling for focused waste classification purposes, and legal disposal at an appropriate disposal facility. In the event that the soil were characterized as a hazardous waste according to State or Federal criteria, the soil shall be disposed of at a Class I disposal facility. Soil classified as a non-hazardous waste could be disposed of at a Class II or III disposal facility in accordance with applicable waste disposal regulations.

2. Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific health and safety plan (HSP). The health and safety plan shall meet the requirements of federal, state and local environmental and worker safety laws. Specific information to be provided in the plan includes identification of contaminants, potential hazards, material handling procedures, dust suppression methods, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment to be used during construction to verify health and safety of the workers and the public, measures to protect public health and safety, and emergency response procedures.

Mitigation Measure 4 – Archaeology

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with, a) the project archaeological research design and treatment plan (Archeo-Tec, *Final Archaeological Research Design and Treatment Plan for the Laguna Hill Project, San Francisco, California*, July 2005 at the direction of the Environmental Review Officer (ERO), and b) in instances of any inconsistency between the requirements of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirement of the latter shall

prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) and (c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

a. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
b. A data recovery program shall be implemented, unless the ERO determines that the archaeological resources is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.

- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.

- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report*. Description of proposed report format and distribution of results.

- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

E. ALTERNATIVES

The EIR will analyze alternatives to the proposed project that would reduce or eliminate any significant environment effects. At a minimum, these alternatives will include a No Project Alternative and a Preservation Alternative that would retain all identified historic buildings on site and the existing Public (P) zoning classification, while allowing limited new in-fill construction. The possible selection of an additional alternative for evaluation would be guided by the EIR's analysis of significant environmental impacts.

F. OTHER	Yes	No	Discussed
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	X		X

A summary of the permit approvals required from other agencies is provided in Section I of this Initial Study.

E. MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	X		X
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	X
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X		X
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	X

The proposed project has the potential to eliminate important examples of California history through the demolition and/or renovation of potentially eligible historic buildings and subsurface excavation. Project-generated traffic may also contribute to existing traffic congestion in the vicinity that may be cumulatively considerable. The EIR will address both of these issues. The proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals, or cause substantial adverse effects on human beings, either directly or indirectly. These issues will not be addressed in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ___, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

May 5, 2006
Date

PAUL E. MALTZER
Environmental Review Officer
for
DEAN L. MACRIS
Director of Planning
Planning Department

4.5 TRANSPORTATION AND CIRCULATION

This section analyzes the potential impacts on transportation and circulation resulting from implementation of the CPMC *Long Range Development Plan* (LRDP) at the existing and proposed CPMC campuses. Transportation-related issues of concern and potential project impacts addressed in this section include traffic on local roadways, transit, bicycles, pedestrians, freight loading, emergency-vehicle access, and construction-related impacts on transportation and circulation. This section also provides a parking analysis for informational purposes. Transportation impacts are assessed for each campus for weekday p.m. peak-hour conditions, and for the Cathedral Hill Campus, also for a.m. peak-hour conditions. This section also identifies mitigation measures that would reduce or avoid significant impacts, improvement measures to reduce less-than-significant impacts, and considers cumulative impacts.

This section is based on information contained in the individual transportation impact studies for each campus prepared for the Planning Department by Fehr & Peers.[1, 2, 3, 4, 5] These reports, and all other reports prepared for the CPMC LRDP that are cited in this section, are available for review in Case Number 2005.0555E at the San Francisco Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

4.5.1 ENVIRONMENTAL SETTING

The transportation study area includes all aspects of the transportation network that may be measurably affected by the CPMC LRDP. The transportation study area is defined by travel corridors and by facilities such as bus stops and transit stations. For this analysis, 81 intersections at five different campus areas were identified as the key locations likely to be affected by the CPMC LRDP and were selected for detailed study of project impacts; these intersections are shown in Figures 4.5-1 through 4.5-5, beginning on page 4.5-2.[6] These intersections were selected for analysis, because they are most likely to experience increases in peak-hour traffic associated with the CPMC LRDP, and because they are typically congested during the peak hours. The transit analysis includes an assessment of the San Francisco Municipal Railway (Muni) lines that would serve the CPMC LRDP campuses and/or would be affected by vehicular traffic generated by project uses.

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1 California Pacific Medical Center. 2010 (June). California Pacific Medical Center, Long Range Development Plan, Cathedral Hill Campus, Transportation Impact Study. San Francisco, CA. Prepared by Fehr & Peers, San Francisco, CA.

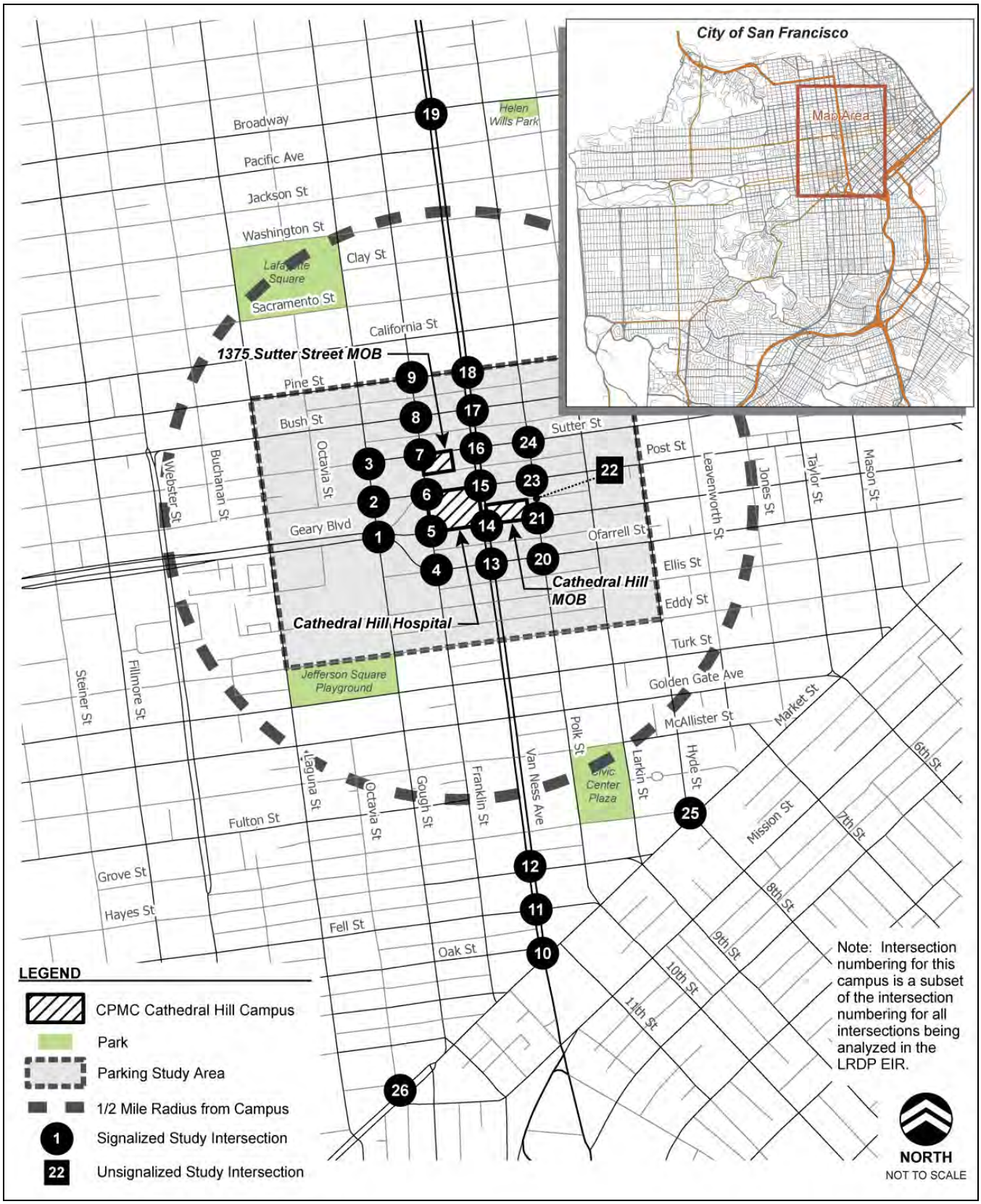
2 California Pacific Medical Center. 2010 (June). California Pacific Medical Center, Long Range Development Plan, Pacific Campus, Transportation Impact Study. San Francisco, CA. Prepared by Fehr & Peers, San Francisco, CA.

3 California Pacific Medical Center. 2010 (June). California Pacific Medical Center, Long Range Development Plan, California Campus, Transportation Impact Study. San Francisco, CA. Prepared by Fehr & Peers, San Francisco, CA.

4 California Pacific Medical Center. 2010 (June). California Pacific Medical Center, Long Range Development Plan, Davies Campus, Transportation Impact Study. San Francisco, CA. Prepared by Fehr & Peers, San Francisco, CA.

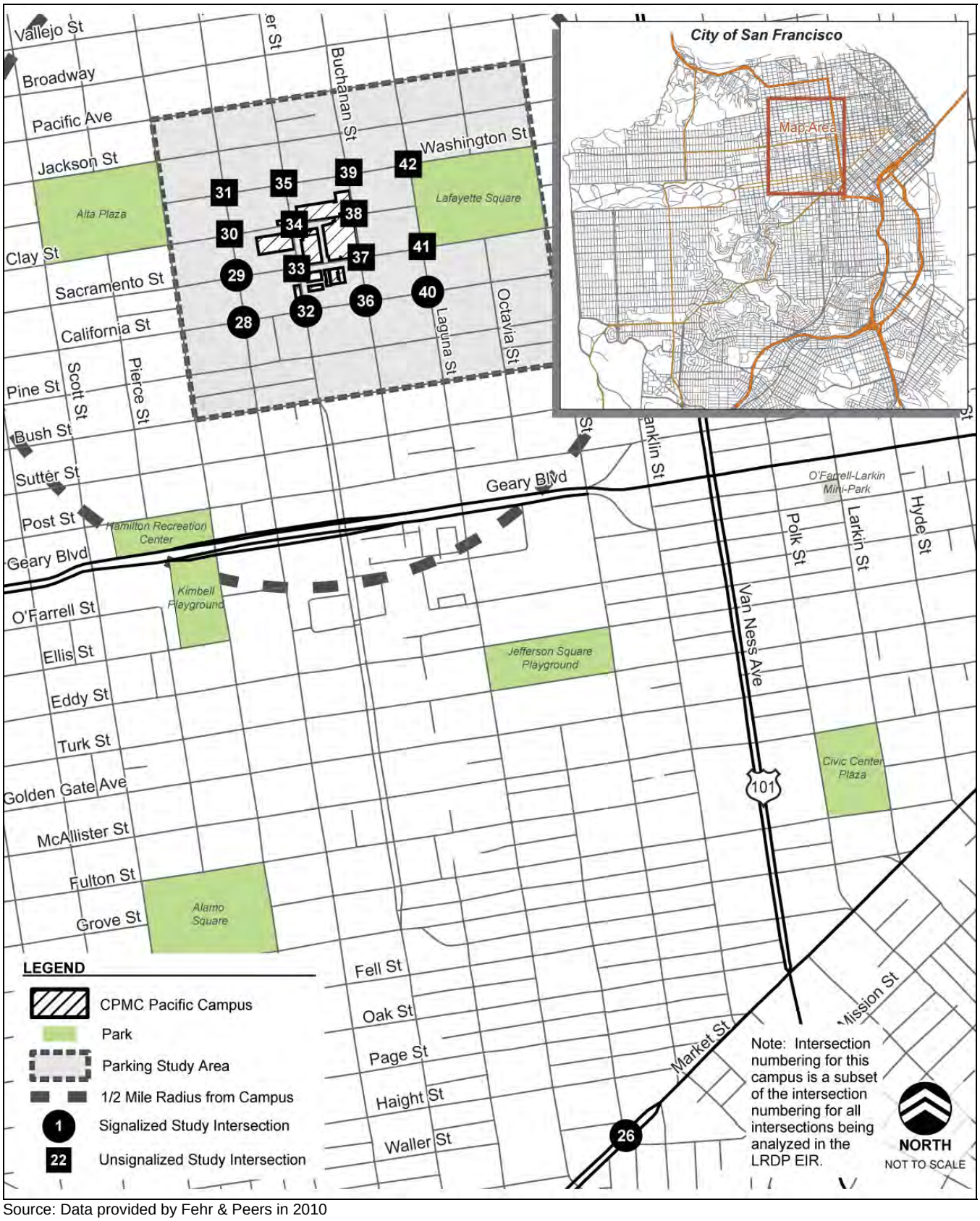
5 California Pacific Medical Center. 2010 (June). California Pacific Medical Center, Long Range Development Plan, St. Luke's Campus, Transportation Impact Study. San Francisco, CA. Prepared by Fehr & Peers, San Francisco, CA.

6 The intersection numbering is taken from the numbering system being used for all CPMC campuses for this analysis.



Source: Data provided by Fehr & Peers in 2010

Cathedral Hill Campus—Study Area and Project Location **Figure 4.5-1**

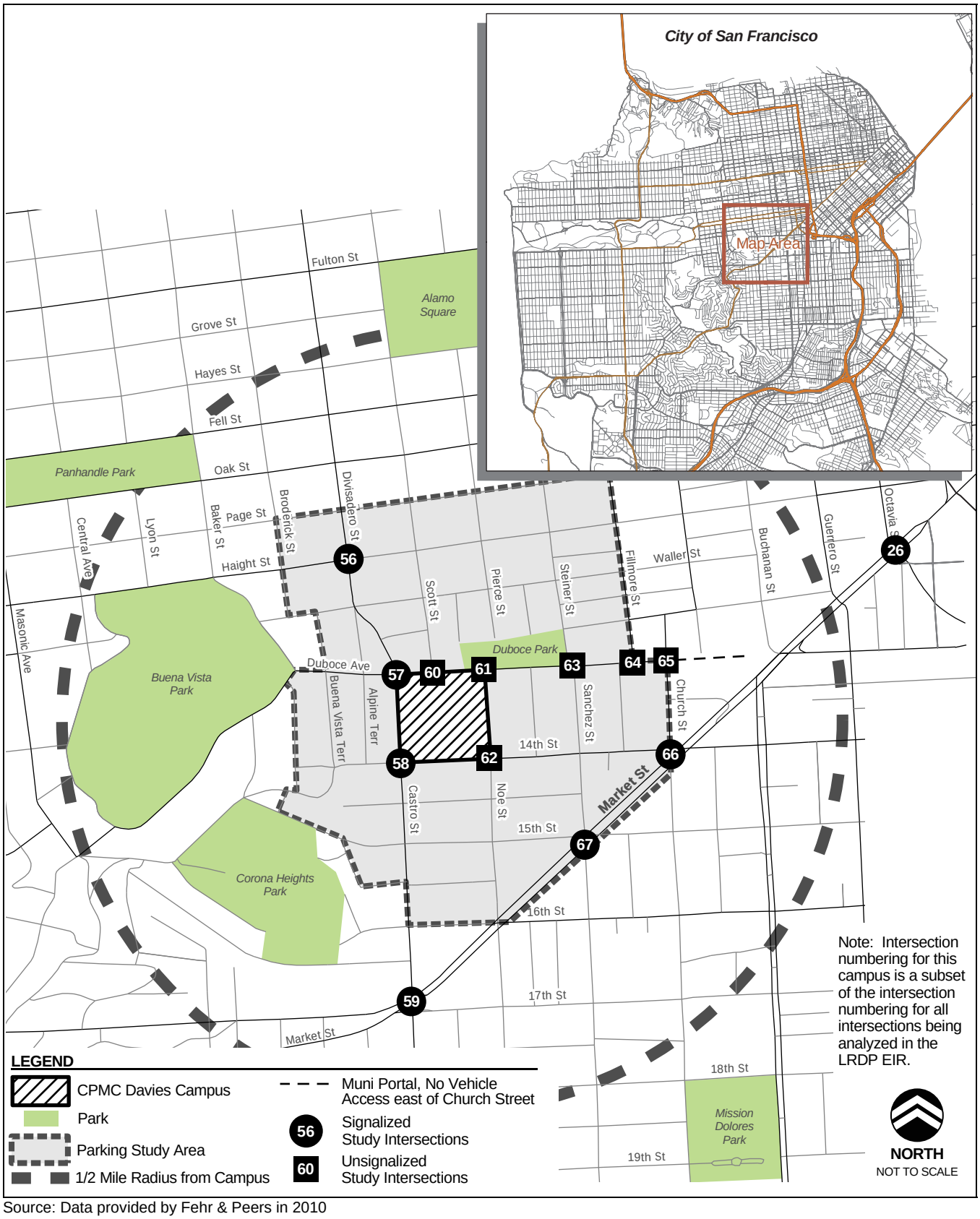


Source: Data provided by Fehr & Peers in 2010

Pacific Campus—Study Area and Project Location **Figure 4.5-2**

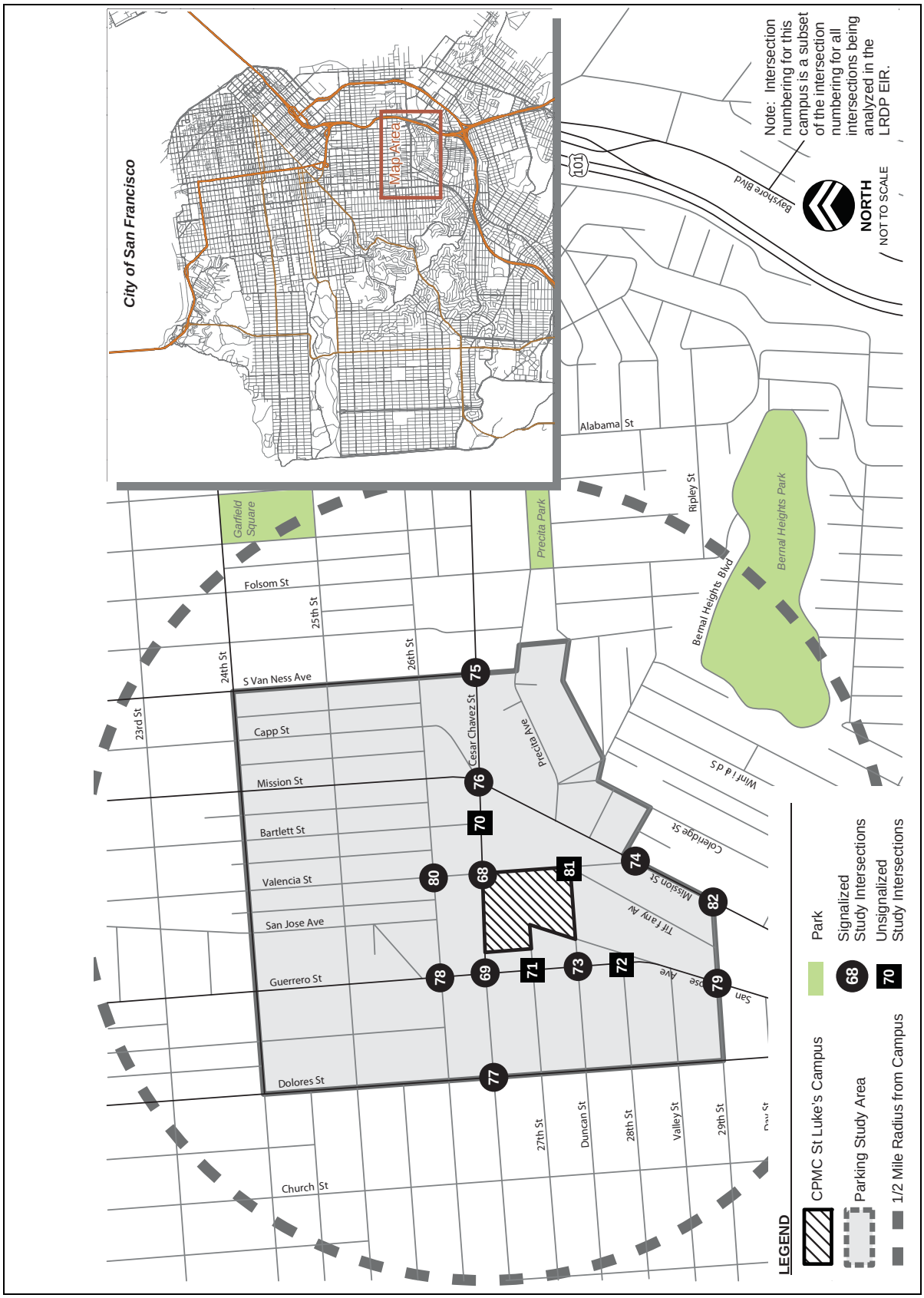
Source: Data provided by Fehr & Peers in 2010

California Campus—Study Area and Project Location **Figure 4.5-3**



Source: Data provided by Fehr & Peers in 2010

Davies Campus—Study Area and Project Location **Figure 4.5-4**



Source: Data provided by Fehr & Peers in 2010

St. Luke's Campus—Study Area and Project Location **Figure 4.5-5**

ROADWAY NETWORK

Regional Access

U.S. Highway 101 (U.S. 101) provides the primary regional access to all CPMC campuses from the north and south. U.S. 101 serves San Francisco, the Peninsula, and the South Bay, and extends north into Marin County via the Golden Gate Bridge. Within San Francisco, Lombard Street and Van Ness Avenue are designated as U.S. U.S. 101. U.S. 101 and Interstate 80 (I-80) merge north of the St. Luke's Campus, and I-80 provides a connection to the East Bay via the San Francisco–Oakland Bay Bridge. I-80 provides primary access to the East Bay communities of Oakland and Berkeley, as well as to other major freeways in the East Bay (Interstates 580 and 880 [I-580 and I-880]), before extending eastward to Sacramento. U.S. 101 also provides primary access to Interstate 280 (I-280), a second major freeway extending south through the Peninsula toward San Jose.

The nearest U.S. 101 freeway ramps serving the existing Pacific, California, and Davies Campuses and the proposed Cathedral Hill Campus are located at South Van Ness Avenue/13th Street and Market Street/Octavia Boulevard. The U.S. 101 freeway ramps at Park Presidio Boulevard (for access to and from the north via the Golden Gate Bridge) serve the California Campus. The U.S. 101 freeway ramps at Potrero Avenue/Bayshore Boulevard/Cesar Chavez Street serve the St. Luke's Campus.

I-280 provides regional access from the South of Market area to southern San Francisco, the Peninsula, and the South Bay. I-280 has an interchange with U.S. 101 south of the St. Luke's Campus. The closest access to I-280 to and from the north is provided via on-ramps and off-ramps at Cesar Chavez Street, and to and from the south via on-ramps and off-ramps at San Jose Avenue.

State Route (SR) 1 connects San Francisco to Marin County and the Peninsula. SR 1 enters San Francisco from the Golden Gate Bridge and U.S. 101 to the north and follows Park Presidio Boulevard, Crossover Drive, 19th Avenue, and Junipero Serra Boulevard before merging with I-280 in Daly City. SR 1 provides access primarily to the California Campus. SR 1 is accessible from the California Campus via California Street and Park Presidio Boulevard.

Local Access

Cathedral Hill Campus

Figure 4.5-1, "Cathedral Hill Campus—Study Area and Project Location" (page 4.5-2), presents the roadway network in the vicinity of the proposed Cathedral Hill Campus and identifies the 26 study intersections. The streets described below provide local access to the site of the proposed campus.

North-South Streets

Franklin Street runs between Bay Street and Market Street. Near the site of the proposed Cathedral Hill Campus, Franklin Street has three to four northbound travel lanes and on-street parking on both sides of the street. In the *San Francisco General Plan* (General Plan), Franklin Street is classified as a Major Arterial in the Congestion Management Program (CMP) Network and is part of the Metropolitan Transportation System (MTS) Network.

Van Ness Avenue is a major roadway that runs between North Point Street and Market Street. Between Market Street and Lombard Street, Van Ness Avenue is designated U.S. 101. Near the site of the proposed Cathedral Hill Campus, Van Ness Avenue is a six-lane roadway (three travel lanes in each direction) with metered parking on both sides of the street. In the General Plan, Van Ness Avenue is classified as a Major Arterial in the CMP Network; it is also part of the MTS Network, a Transit Preferential Street (Primary Transit Street—transit important), part of the Citywide Pedestrian Network, and a Neighborhood Pedestrian Street (neighborhood commercial street).

Polk Street runs between Beach Street and the intersection of Market and Fell Streets. Near the site of the proposed Cathedral Hill Campus, Polk Street operates two ways with one travel lane in each direction and parking on both sides of the street. Between Beach and Market Streets, Polk Street is designated as part of bicycle Route 25.

East-West Streets

Sutter Street runs between Sansome Street and Presidio Avenue. Between Market Street and Gough Street, Sutter Street operates one-way westbound, generally with two travel lanes and one bus-only lane. West of Gough Street, Sutter Street operates two-way. On-street parking is generally allowed on both sides of the street. The General Plan identifies Sutter Street as a Transit Conflict Street in the CMP Network, and a Transit Preferential Street (Secondary Transit Street). Sutter Street is also part of bicycle Route 16.

Post Street runs between Montgomery Street and Presidio Avenue. Near the site of the proposed Cathedral Hill Campus, Post Street operates one-way eastbound with three travel lanes and on-street parking on both sides of the street. East of Gough Street, Post Street is one-way eastbound, with two mixed-flow travel lanes and a Muni-only lane. The General Plan identifies Post Street as a Transit Preferential Street (secondary transit street). Post Street is identified as a Neighborhood Pedestrian Street between Market and Gough Streets, between Laguna and Fillmore Streets, and between Pierce and Divisadero Streets. Post Street is part of bicycle Route 16.

Geary Street/Geary Boulevard is an arterial that runs from Market Street in downtown San Francisco to 48th Avenue in the Richmond District. Geary Boulevard is a two-way roadway between Ocean Beach and Gough Street; east of Gough Street, Geary becomes a one-way westbound roadway. Near the site of the proposed

Cathedral Hill Campus, Geary Boulevard operates one-way westbound with three travel lanes and one Muni bus-only lane. On-street parking is allowed on both sides of the street. In general, intersections along Geary Boulevard in the vicinity of the Cathedral Hill Campus, including Gough Street and Franklin Street, have left-turn prohibitions for travel from Geary Boulevard to the cross streets. The General Plan identifies the entire length of Geary Street/Geary Boulevard as a Major Arterial, a Primary Transit Street (transit important), and a Neighborhood Pedestrian Street (neighborhood commercial street).

Pacific Campus

Figure 4.5-2, "Pacific Campus—Study Area and Project Location" (page 4.5-3), presents the roadway network in the vicinity of the Pacific Campus and identifies the 16 study intersections. The streets described below provide local access to the Pacific Campus.

North-South Streets

Fillmore Street runs from Marina Boulevard to Duboce Avenue. Near the Pacific Campus, Fillmore Street operates as a two-way road with one lane in each direction and parking on both sides of the street. The General Plan identifies Fillmore Street as all of the following:

- Secondary Transit Street (from Chestnut Street to Duboce Avenue),
- Citywide Pedestrian Network Street (between Chestnut Street and Duboce Avenue),
- Neighborhood Network Connection Street (between Geary Boulevard and Haight Street), and
- Neighborhood Commercial Street (between Chestnut Street and Geary Boulevard, and between Haight Street and Waller Street).

Trucks weighing more than 6,000 pounds are restricted on Fillmore Street between Union Street and Broadway.

Webster Street runs between Marina Boulevard and Hermann Street, with an interruption between Bay and Chestnut Streets for the Marina Middle School. Near the Pacific Campus, Webster Street is a two-way street with one lane in each direction and parking on both sides of the street. Trucks weighing more than 6,000 pounds are restricted on Webster Street between Union Street and Pacific Avenue. Between Sutter and Hermann and Streets and between Broadway and Clay Street, Webster Street is part of bicycle Route 10.

Buchanan Street runs from Market Street and Duboce Avenue to Marina Boulevard. Buchanan Street is largely closed to traffic between Grove Street and Sutter Street. Near the Pacific Campus, Buchanan Street is a two-way street with one travel lane in each direction and parking on both sides of the street. Trucks weighing more than 6,000 pounds are restricted on Buchanan Street between Union Street and Pacific Avenue.

East-West Streets

Washington Street runs between The Embarcadero and Arguello Boulevard, with an interruption between Steiner Street and Scott Street for Alta Plaza Park. Near the Pacific Campus, Washington Street operates as a two-way street with one lane in each direction and parking on both sides of the streets. East of Gough Street, Washington Street is one way eastbound.

Clay Street runs between The Embarcadero Plaza and Arguello Boulevard, with interruptions between Gough Street and Laguna Street for Lafayette Park and between Buchanan Street and Webster Street for the Pacific Campus. Near the Pacific Campus, Clay Street is a two-way street with one travel lane each way, except for the block between Laguna Street and Buchanan Street, which is one-way in the westbound direction. Parking is generally allowed on both sides of the street. The General Plan identifies Clay Street as a Neighborhood Network Connection Street between Fillmore Street and Van Ness Avenue, and as a Neighborhood Commercial Street between Polk and Mason Streets. Between Cherry Street and Webster Street, Clay Street is part of bicycle Route 10.

Sacramento Street runs between Drumm Street and Arguello Boulevard. Near the Pacific Campus, Sacramento Street operates as a two-way street with one travel lane in each direction and parking on both sides of the street. The General Plan identifies Sacramento Street as a Secondary Transit Street between Sansome Street and Steiner Street, a Neighborhood Commercial Street between Maple Street and Presidio Avenue and between Franklin Street and Drumm Street, and a Neighborhood Network Connection Street between Fillmore Street and Gough Street. Sacramento Street is a one-way westbound street east of Gough Street.

California Street runs between Drumm Street and 32nd Avenue. Near the Pacific Campus, California Street operates as a two-way street with two travel lanes each way and parking on both sides of the street. The General Plan identifies California Street as all of the following:

- Secondary Arterial (from Van Ness Avenue to 29th Avenue),
- Primary Transit Street (between Presidio Avenue and Park Presidio Boulevard),
- Secondary Transit Street (between 33rd Avenue and Park Presidio Boulevard and between Presidio Avenue and Steiner Street),
- Citywide Pedestrian Network Street (between Fillmore and Market Streets), and
- Neighborhood Commercial Street (between Baker Street and just past 32nd Avenue, as well as between Fillmore and Market Streets).

California Campus

Figure 4.5-3, "California Campus—Study Area and Project Location" (page 4.5-4), presents the roadway network in the vicinity of the California Campus and identifies the 14 study intersections. The streets described below provide local access to the California Campus.

North-South Streets

Arguello Boulevard runs from West Pacific Avenue to Fulton Street. Arguello Boulevard also provides vehicular entrance into Golden Gate Park via Conservatory Drive East and West. Near the California Campus, Arguello Boulevard operates as a two-way street with two travel lanes in each direction and parking on both sides of the street, as well as northbound and southbound bike lanes. The General Plan identifies Arguello Boulevard as a part of the Citywide Pedestrian Network, a Neighborhood Network Connection Street, and part of the Bay, Ridge, and Coast Trails. Between Washington and Fulton Streets, Arguello Boulevard is part of bicycle Route 65.

Palm Avenue runs between California Street and Geary Boulevard. Near the California Campus, Palm Avenue operates as a two-way street with one travel lane in each direction and parking on both sides of the street. Trucks weighing more than 6,000 pounds are restricted from traveling on Palm Avenue.

Cherry Street runs between Jackson Street and California Street. Near the California Campus, Cherry Street operates as a two-way street with two travel lanes in each direction and parking on both sides of the street. Between Washington and Sacramento Streets, Cherry Street is part of bicycle Route 165.

Maple Street runs between Jackson Street and California Street. Near the California Campus, Maple Street operates as a two-way street with one travel lane in each direction and parking on both sides of the street.

Spruce Street runs between Pacific Avenue and Anza Street. Near the California Campus, Spruce Street operates as a two-way street with one lane in each direction and parking on both sides of the street. Trucks weighing more than 6,000 pounds are restricted on Spruce Street between California Street and Geary Boulevard.

East-West Streets

California Street runs between Drumm Street and Lincoln Park. Near the California Campus, California Street operates as a two-way street with two lanes in each direction and parking on both sides of the street. Between Laurel and Spruce Streets, California Street has pull-in angled parking on the south side of the street. The General Plan identifies California Street as Secondary Arterial (between Van Ness Avenue and 29th Avenue), a Primary Transit Street (between Presidio Avenue and Park Presidio Boulevard), and a Secondary Transit Street (between Presidio Avenue and Steiner Street). In addition, California Street is part of the Citywide Pedestrian Network and a Neighborhood Pedestrian Street (neighborhood commercial street).

Sacramento Street runs between Drumm Street and Arguello Boulevard. Near the California Campus, Sacramento Street operates as a two-way street with one travel lane in each direction and parking on both sides of the street. The General Plan identifies Sacramento Street as a Neighborhood Commercial Street between Maple Street and Presidio Avenue. Between Jordan and Arguello Streets, Sacramento Street is part of bicycle Route 165.

Davies Campus

Figure 4.5-4, "Davies Campus—Study Area and Project Location" (page 4.5-5), presents the roadway network in the vicinity of the Davies Campus and identifies the 13 study intersections. The streets described below provide local access to the Davies Campus.

North-South Streets

Castro Street runs between Waller Street and 30th Street, with interruptions between 27th Street and 28th Street. Near the Davies Campus, Castro Street operates as a two-way street with one travel lane in each direction and on-street parking on both sides of the street. In the General Plan, Castro Street is designated as a Major Arterial from Waller Street to Market Street. In addition, Castro Street is classified as a Transit Preferential Street (secondary transit street) from Market Street to 24th Street and is a Neighborhood Pedestrian Street (neighborhood commercial street). North of Waller Street, Castro Street merges into Divisadero Street.

Divisadero Street runs from Marina Boulevard to 14th Street. Near the Davies Campus, Divisadero Street between Waller Street and 14th Street operates as a two-way street with one travel lane in each direction and on-street parking on both sides of the street. North of Waller Street, Divisadero Street operates as a two-way street with two travel lanes each way and parking on both sides of the street. Through traffic traveling south on Divisadero continues on Castro Street. The General Plan identifies Divisadero Street as all of the following:

- Major Arterial (from Castro Street to Pine Street),
- Secondary Arterial (from Pine Street to Lombard Street),
- Secondary Transit Street (from Castro Street to California Street), and
- Neighborhood Commercial Street (between California Street and Haight Street).

In addition, Divisadero Street is part of the CMP network between Castro Street and Pine Street and an MTS street between Lombard Street and Castro Street.

Scott Street runs from Marina Boulevard to Duboce Avenue. Near the Davies Campus, Scott Street is a two-way street with one travel lane in each direction and parking on both sides of the street. North of Haight Street, Scott Street is part of bicycle Route 47.

Noe Street runs between Duboce Avenue and Laidley Street. Near the Davies Campus, Noe Street operates as a two-way street with one travel lane in each direction and on-street parking on both sides of the street. Between Duboce Avenue and Market Street several traffic calming improvements have been constructed, including pedestrian curb extensions, median islands, and angled parking. The General Plan identifies Noe Street as all of the following:

- Primary Transit Street (between Market Street and 17th Street),
- Citywide Pedestrian Network Street (between Duboce Avenue and Market Street), and
- Neighborhood Network Connection Street (from Market Street and Haight Street).

East-West Streets

Duboce Avenue runs from Mission Street to Buena Vista Avenue East. Between Market and Church Streets, it is disrupted by the Muni Metro tunnel portal and Duboce Avenue bike path. Near the Davies Campus, Duboce Avenue is a two-way roadway with one travel lane in each direction, as well as on-street parking on both sides. Between Church and Fillmore Streets, two center lanes are right-of-way for Muni Metro; however, vehicles can use these lanes when Muni trains are not present. The General Plan identifies Duboce Avenue as all of the following:

- Primary Transit Street (from Church Street to Noe Street),
- Bike Path (from Market Street to Church Street),
- Pedestrian Network Street (between Steiner Street and Noe Street), and
- Neighborhood Commercial Street (between Church Street and Castro Street).

Between Church and Sanchez Streets, Duboce Avenue is part of bicycle Route 350.

14th Street runs between Harrison Street and Buena Vista Terrace. Near the Davies Campus, 14th Street has two eastbound travel lanes, one westbound travel lane, and parking on both sides of the street. 14th Street is a one-way street in the eastbound direction from Dolores Street to Folsom Street, and is part of bicycle Routes 30 and Route 47 between Sanchez Street and Harrison Street.

St. Luke's Campus

Figure 4.5-5, "St. Luke's Campus—Study Area and Project Location" (page 4.5-6), presents the roadway network in the vicinity of the St. Luke's Campus and identifies the 15 study intersections. The streets described below provide local access to the St. Luke's Campus.

North-South Streets

Guerrero Street is a secondary arterial street that runs between Market Street and 28th Street. At its south terminus, Guerrero Street continues onto San Jose Avenue. In the vicinity of the St. Luke's Campus, Guerrero Street operates as a four-lane two-way street with two travel lanes in each direction and parking on both sides of the street. In the General Plan, Guerrero Street is included in the MTS Network.

San Jose Avenue is a major arterial street that runs between 28th Street and Mission Street. At its south terminus, San Jose Avenue merges onto Mission Street. In the vicinity of the St. Luke's Campus, San Jose Avenue is a two-way street with one travel lane in each direction and parking on both sides of the street. San Jose Avenue divides the St. Luke's Campus and between 27th and Cesar Chavez Streets, San Jose Avenue is closed to through traffic, and is used for surface parking. The General Plan identifies San Jose Avenue as a Transit Preferential Street between Cesar Chavez and Broad Streets; San Jose Avenue is also included in the CMP and MTS Networks.

Tiffany Avenue stretches northeast-southwest over one block between Valencia Street and 29th Street. Tiffany Avenue is a two-way street with one travel lane each way and parking on both sides of the street. Tiffany Avenue is part of bicycle Route 45.

Valencia Street is a secondary arterial street that runs between Market Street and Mission Street. In the vicinity of the St. Luke's Campus, Valencia Street operates as a two-way street with one travel lane and a bicycle lane in each direction and parking on both sides of the street. The General Plan identifies Valencia Street as a Neighborhood Commercial Street between 14th and 26th Streets; Valencia Street is also included in the MTS Network. Between McCoppin Street and Tiffany Avenue, Valencia Street is part of bicycle Route 45.

Mission Street runs from The Embarcadero, next to San Francisco Bay, to El Camino Real in Daly City; south of San Jose Avenue, Mission Street is designated as SR 82. In the vicinity of the St. Luke's Campus, Mission Street operates as a four-lane, two-way street with two travel lanes in each direction and parking on both sides of the street. The General Plan identifies Mission Street as a Transit Preferential Street (Primary Transit Street), a Citywide Pedestrian Network Street, and a Neighborhood Commercial Street. Mission Street is also included in the CMP and MTS Networks.

East-West Streets

Cesar Chavez Street is a major arterial street that runs from east of Maryland Street, next to San Francisco Bay, to Douglass Street. In the vicinity of the St. Luke's Campus, Cesar Chavez Street operates as a two-way, six-lane street with three travel lanes in each direction and parking on both sides of the street. The General Plan identifies Cesar Chavez Street as a Major Arterial between San Jose Avenue and Third Street, and a Neighborhood

Commercial Street between Valencia and Shotwell Streets. Cesar Chavez Street is also included in the CMP and MTS Networks. From Sanchez Street to Illinois Street, Cesar Chavez Street is part of bicycle Route 60.

27th Street runs between San Jose Avenue and Douglass Street. In the vicinity of the St. Luke's Campus, 27th Street operates as a two-way street with one travel lane in each direction and parking on both sides of the street.

Duncan Street runs between Valencia Street and Diamond Heights Boulevard. In the vicinity of the St. Luke's Campus, Duncan Street operates as a two-way street with one travel lane in each direction and parking on both sides of the street. Vehicles traveling eastbound on Duncan Street are diverted to Tiffany Street southbound by a traffic island at the west leg of the intersection of Duncan Street with Tiffany and Valencia Streets.

INTERSECTION OPERATIONS

Existing conditions at the 81 study intersections were analyzed for the weekday p.m. (5–6 p.m.) peak hour, which coincides with the existing evening commute period. In addition, the 26 study intersections for the proposed Cathedral Hill Campus were also analyzed for the weekday a.m. (8–9 a.m.) peak commute hour. The intersection of Octavia Boulevard/Market Street/U.S. 101 is included in the analyses for the Cathedral Hill, Pacific, California, and Davies Campuses.

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A (i.e., free-flow conditions with little or no delay) to LOS F (i.e., jammed conditions with excessive delays). Section 4.5.4, "Impact Evaluations," presents the analysis methodology and the LOS definitions for signalized and unsignalized intersections. Table 4.5-9, "Level of Service Definitions for Signalized and Unsignalized Intersections" (presented on page 4.5-57 under "Intersection LOS Methodology" in Section 4.5.4, "Significance Criteria"), defines each of the levels of service and shows the correlation between average control delay and LOS.

Existing levels of service at the study intersections are presented by campus in Table 4.5-17, "Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions" (page 4.5-94); Table 4.5-18, "Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-95); Table 4.5-35, "Levels of Service at Pacific Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-169); Table 4.5-37, "Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-180); Table 4.5-38, "Levels of Service at Davies Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-185); and Table 4.5-39, "Levels of Service at St. Luke's Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-202) in Section 4.5.4, "Impact Evaluations." During the weekday p.m. peak hour, most study intersections currently operate at LOS D or better, with the exception of the following:

- **Cathedral Hill Campus**—Six of the 26 study intersections currently operate at LOS E or LOS F during either the a.m. peak hour or the p.m. peak hour, or both (Gough/Geary, Franklin/O'Farrell, Franklin/Bush, and Market/Octavia/U.S. 101 during the a.m. peak hour, Franklin/Sutter during the p.m. peak hour, and Eighth/Market during both the a.m. and p.m. peak hours). Table 4.5-17, "Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions" (page 4.5-94), presents the intersection LOS operating conditions during the a.m. peak hour for the study intersections located near the proposed Cathedral Hill Campus. Table 4.5-18, "Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-95), presents the intersection LOS operating conditions during the p.m. peak hour for these same intersections.

- **Pacific Campus**—All 16 study intersections currently operate at LOS D or better during the p.m. peak hour. Table 4.5-35, "Levels of Service at Pacific Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-169), presents the intersection LOS operating conditions during the p.m. peak hour for the Pacific Campus study intersections.

- **California Campus**—All 14 study intersections currently operate at LOS D or better during the p.m. peak hour. Table 4.5-37, "Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-180), presents the intersection LOS operating conditions during the p.m. peak hour for the California Campus study intersections.

- **Davies Campus**—Five of the 13 study intersections currently operate at LOS E or LOS F during the p.m. peak hour (Divisadero/Haight, Castro/Duboce, Castro/Market/17th, Church/Market/14th, and Sanchez /Market/15th). Table 4.5-38, "Levels of Service at Davies Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-185), presents the intersection LOS operating conditions during the p.m. peak hour for the Davies Campus study intersections.

- **St. Luke's Campus**—Two of the 15 study intersections currently operate at LOS E or LOS F during the p.m. peak hour (Guerrero/27th and Guerrero/28th). Table 4.5-39, "Levels of Service at St. Luke's Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-202), presents the intersection LOS operating conditions during the p.m. peak hour for the St. Luke's Campus study intersections.

TRANSIT

The four CPMC campus sites and the proposed Cathedral Hill Campus site are generally well-served by public transit, with routes providing crosstown, community, downtown, and regional service. Local service within the study area is provided by the San Francisco Municipal Transportation Agency (SFMTA) bus and light rail lines (i.e., Muni), which can be used for access to regional transit operators. Service to and from the East Bay is

provided by Bay Area Rapid Transit (BART) and AC Transit; service to and from the Peninsula and South Bay is provided by SamTrans, BART, and Caltrain; and service to and from the North Bay is provided by Golden Gate Transit (GGT) buses and ferries.

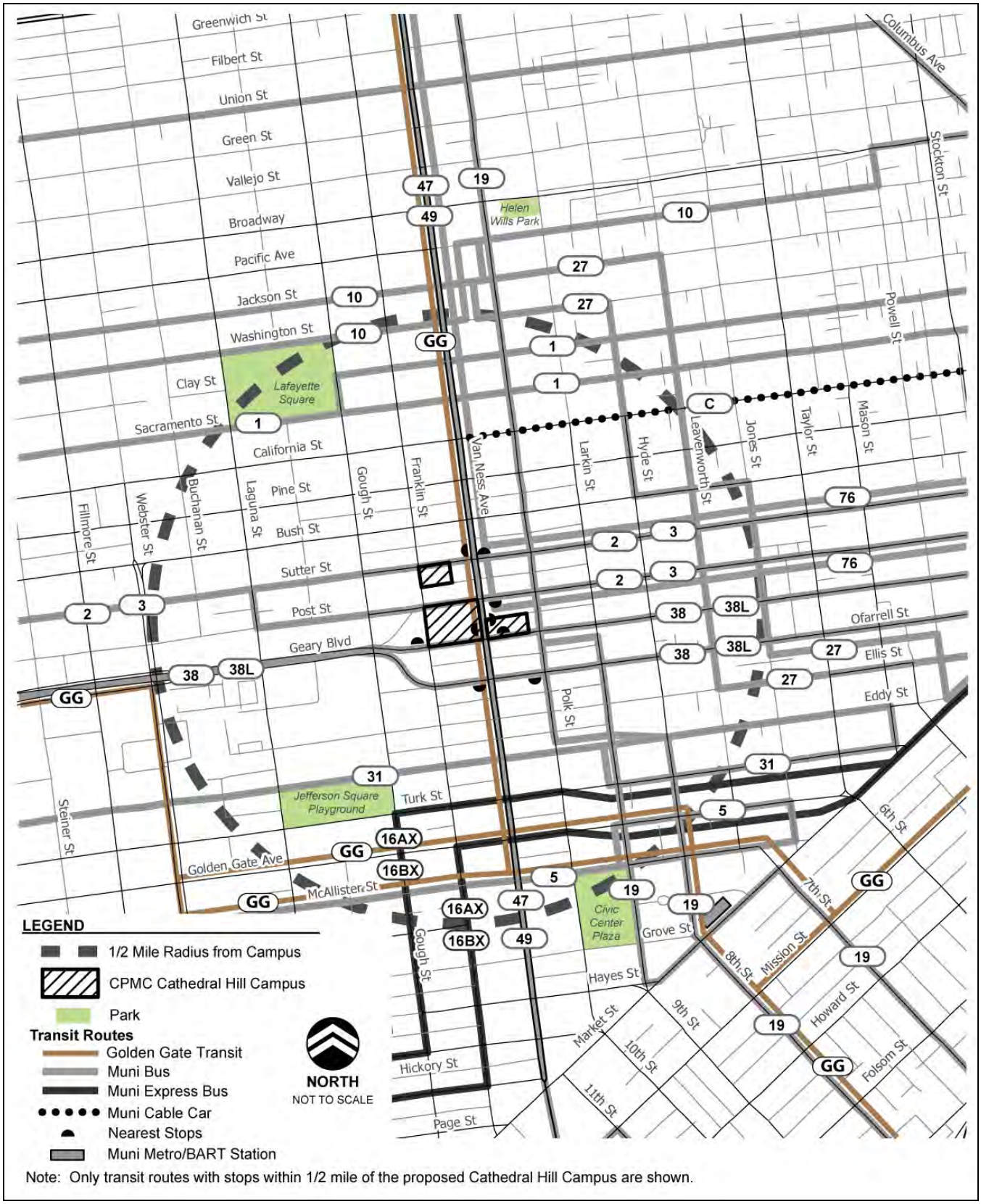
Muni Service

Figures 4.5-6 through 4.5-10 (beginning on page 4.5-18) present the Muni lines serving each campus, while Tables 4.5-1 through 4.5-5 (beginning on page 4.5-23) present the frequency of service for the Muni bus, light rail, and cable car lines serving each study area. The information on frequency of service reflects Muni service before the December 5, 2009 service changes that resulted from SFMTA's ongoing fiscal emergency.

The SFMTA Board held a hearing on April 7, 2009, to consider a declaration of fiscal emergency; on April 21, the SFMTA Board approved Resolution 09-064, in which SFMTA declared that it found a fiscal emergency existed within the definition of CEQA Section 21080.32. On April 30, the SFMTA Board approved the 2009–2010 amended operating budget and related actions to address the fiscal emergency. On December 5, 2009, Muni service changes associated with the budget deficit were implemented.

The fiscal emergency declared on April 21, 2009, continued through fiscal year 2010. As a result, SFMTA is facing a shortfall in its current fiscal year, which ended on June 30, 2010. To address the continuing fiscal emergency, SFMTA implemented reductions in service beyond those implemented on December 5, 2009. As noted above, the transit service and ridership data do not reflect the recent changes to Muni service resulting from SFMTA's ongoing fiscal emergency because ridership data for post-implementation conditions is not currently available for all lines.

The existing transit system serving the five campuses was assessed by calculating the existing capacity utilization (riders as a percentage of capacity) at the maximum load point (the point of greatest transit demand) for the lines serving the campuses. The individual lines were also grouped into northbound/southbound and eastbound/westbound corridors. Data obtained from SFMTA's Transit Effectiveness Project (TEP) was used to calculate the capacity utilization, which was then compared to Muni's capacity utilization standard of 85 percent. The discussion under "Approach to Impact Analysis" (page 4.5-55) in Section 4.5.4, "Significance Criteria," presents the transit capacity utilization methodology used in the impact analysis. Table 4.5-21, "Muni Corridor Analysis—Cathedral Hill, St. Luke's, and California Campuses" (page 4.5-119), and Table 4.5-36, "Muni Corridor Analysis—Pacific, California, and Davies Campuses" (page 4.5-172), in Section 4.5.4, "Impact Evaluations," present the capacity utilization for the Muni corridor analysis. Capacity utilization for the individual lines, by campus, is presented in the transportation impact studies for the respective campuses.



Source: Data provided by Fehr & Peers in 2010

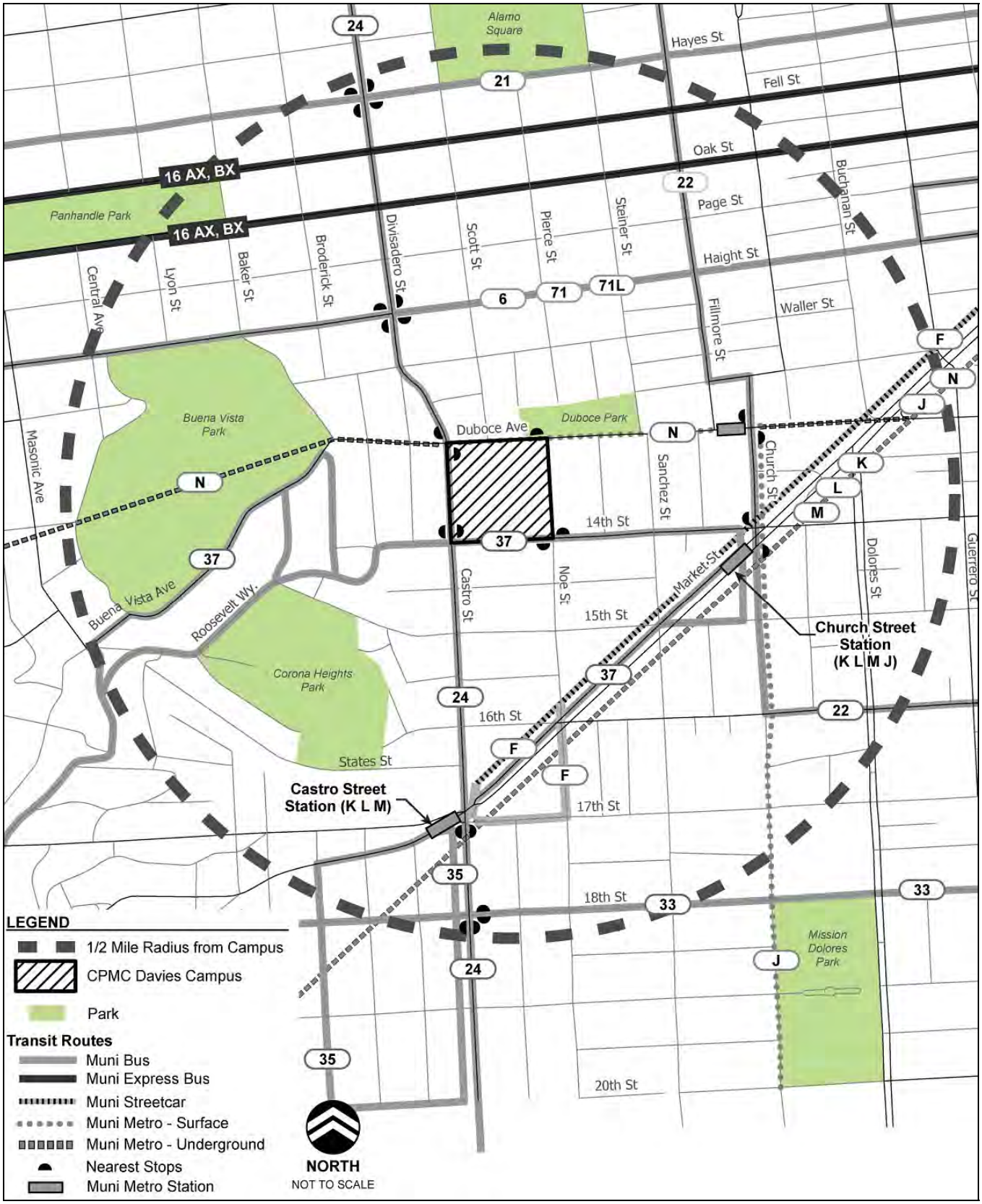
Cathedral Hill Campus—Existing Transit Network **Figure 4.5-6**

Source: Data provided by Fehr & Peers in 2010

Pacific Campus—Existing Transit Network **Figure 4.5-7**

Source: Data provided by Fehr & Peers in 2010

California Campus—Existing Transit Network **Figure 4.5-8**



Source: Data provided by Fehr & Peers in 2010

Davies Campus—Existing Transit Network **Figure 4.5-9**

Source: Fehr & Peers 2010

St. Luke's Campus—Existing Transit Network **Figure 4.5-10**

Table 4.5-1
Muni Lines Serving the proposed Cathedral Hill Campus—Existing Conditions

Route	Frequency of Service[1] (average time between buses in minutes)		
	A.M. Peak Period (7–9 a.m.)	Midday Peak Period (9 a.m.–4 p.m.)	P.M. Peak Period (4–6 p.m.)
1-California	3	6	3
2-Clement	10	20	10
3-Jackson	10	20	10
4-Sutter [2]	15	–	15
5-Fulton	6	8	5
12-Folsom-Pacific	10–20	10–20	10–20
16-AX-Noriega A Express [3]	10	–	15
16-BX-Noriega B Express [3]	10	–	15
19-Polk	10	12	10
27-Bryant	12	12	12
31-Balboa	10	15	10
38-Geary	8	8	6
38L-Geary Limited	7	7	5-7
47-Van Ness	8	9	8
49-Van Ness-Mission	8	9	8
C-California	6	8	8

Notes:
Muni = San Francisco Municipal Railway
[1] Frequencies do not reflect December 2009 and May 2010 service changes.
[2] 4-Sutter service was discontinued in December 2009. The area served by this route is currently served by the 2-Clement and 3-Jackson.
[3] 16AX/BX-Noriega Express service operates in the peak direction only—inbound to downtown during the a.m. peak period, and outbound from downtown during the p.m. peak period.
Source: Data provided by San Francisco Municipal Transportation Agency in 2008 and compiled by Fehr & Peers in 2010

Table 4.5-2
Muni Lines Serving the Pacific Campus—Existing Conditions

Route	Frequency of Service[1] (average time between buses in minutes)		
	A.M. Peak Period (7–9 a.m.)	Midday Peak Period (9 a.m. –4 p.m.)	P.M. Peak Period (4–6 p.m.)
1-California	3	6	3
2-Clement	10	20	10
3-Jackson	10	20	10
4-Sutter [2]	15	–	15
10-Townsend	10	15	10
12-Folsom-Pacific	10–20	10–20	10–20
19-Polk	10	15	10
22-Fillmore	10	8	7
24-Divisadero	9	10	10
38-Geary	8	8	6
38L-Geary Limited	7	7	5–7
47-Van Ness	8	9	8
49-Van Ness-Mission	8	9	8

Notes:
Muni = San Francisco Municipal Railway
[1] Frequencies do not reflect December 2009 and May 2010 service changes.
[2] 4-Sutter service was discontinued in December 2009. The area served by this route is currently served by the 2-Clement and 3-Jackson.
Source: Data provided by San Francisco Municipal Transportation Agency in 2008 and compiled by Fehr & Peers in 2010

Table 4.5-3
Muni Lines Serving the California Campus—Existing Conditions

Route	Frequency of Service[1] (average time between buses in minutes)		
	A.M. Peak Period (7–9 a.m.)	Midday Peak Period (9 a.m.–4 p.m.)	P.M. Peak Period (4–6 p.m.)
1-California	9	6	8
1BX-California B Express [2]	6	–	15
2-Clement	10	20	10
3-Jackson	10	20	10
4-Sutter [3]	15	–	15
31BX-Balboa Express [2]	10	–	15
33-Stanyan	15	15	15
38-Geary	8	8	6
38L-Geary Limited	7	7	5–7
38BX-Geary B Express [2]	8	–	15
43-Masonic	10	12	12
44-O'Shaughnessy	10	15	10

Notes:
Muni = San Francisco Municipal Railway
[1] Frequencies do not reflect December 2009 and May 2010 service changes.
[2] 1AX/BX, 31AX/BX, and 38BX express services operate in the peak direction only—inbound to downtown during the a.m. peak period, and outbound from downtown during the p.m. peak period.
[3] 4-Sutter service was discontinued in December 2009. The area served by this route is currently served by the 2-Clement and 3-Jackson.
Source: Data provided by San Francisco Municipal Transportation Agency in 2008 and compiled by Fehr & Peers in 2010

Table 4.5-4
Muni Lines Serving the Davies Campus—Existing Conditions

Route	Frequency of Service[1] (average time between buses in minutes)		
	A.M. Peak Period (7–9 a.m.)	Midday Peak Period (9 a.m.–4 p.m.)	P.M. Peak Period (4–6 p.m.)
6-Parnassus	10	12	10
7-Haight	15	–	15
21-Hayes	7	12	7
22-Fillmore	8	8	7
24-Divisadero	9	10	10
33-Stanyan	15	15	15
35-Eureka	20	30	20
37-Corbett	15	30	15
71-Haight/Noriega	10	12	10
71L-Haight/Noriega Limited	10	12	10
F-Market	6	8	7
N-Judah	7	10	7
J-Church	9	10	9
K-Ingleside	9	10	9
L-Taraval	8	10	8
M-Ocean View	9	12	9

Notes:
Muni = San Francisco Municipal Railway
[1] Frequencies do not reflect December 2009 and May 2010 service changes.
Source: Data provided by San Francisco Municipal Transportation Agency in 2008 and Fehr & Peers in 2010

Table 4.5-5
Muni Lines Serving the St. Luke's Campus—Existing Conditions

Route	Frequency of Service [1] (average time between buses in minutes)		
	A.M. Peak Period (7–9 a.m.)	Midday Peak Period (9 a.m.–4 p.m.)	P.M. Peak Period (4–6 p.m.)
12-Folsom-Pacific	20	20	20
14-Mission	6	8	6
14L-Mission Limited	10	10	10
27-Bryant	12	12	12
36-Teresita	30	30	30
48-Quintara-24th Street	12	10	12
49-Van Ness-Mission	8	8	8
67-Bernal Heights	20	20	20
J-Church	9	10	9

Notes:
Muni = San Francisco Municipal Railway
[1] Frequencies do not reflect December 2009 and May 2010 service changes.
Source: Data provided by San Francisco Municipal Transportation Agency in 2008 and compiled by Fehr & Peers in 2010

Existing Muni lines in the vicinity of each CPMC campus site and existing capacity utilization for those lines are described below.

- **Cathedral Hill Campus:** Figure 4.5-6, "Cathedral Hill Campus—Existing Transit Network" (page 4.5-18), presents the 16 Muni transit lines near the site of the proposed Cathedral Hill Campus. Table 4.5-1, "Muni Lines Serving the Cathedral Hill Campus Site—Existing Conditions" (page 4.5-23), presents the frequency of service for these Muni lines. The site of the proposed Cathedral Hill Campus is located in a transit-rich area of San Francisco. Transit riders typically have multiple transit options and will choose their route to the site based on several factors: reliability, headways, type of transit, comfort, and convenience. If one transit line becomes overcrowded, transit riders may choose to take a parallel line with less crowding, even if it requires a longer walk to the transit stop. The existing capacity utilization for the Muni lines serving the site of the proposed Cathedral Hill Campus ranges from 17 percent (C-California cable car) to 101 percent (38L-Geary Limited) during the a.m. peak hour, and from 29 percent (12-Folsom-Pacific) to 108 percent (38L-Geary Limited) during the p.m. peak hour. The 38L-Geary Limited is the only line operating at or above Muni's capacity utilization. The four Muni corridors serving the Cathedral Hill Campus operate at capacity utilization of less than 85 percent during both the a.m. and p.m. peak hours (see Table 4.5-21, "Muni Corridor Analysis—Cathedral Hill, St. Luke's, and California Campuses," on page 4.5-119).

- **Pacific Campus:** Figure 4.5-7, "Pacific Campus—Existing Transit Network" (page 4.5-19), presents the 13 Muni transit lines in the vicinity of the Pacific Campus. Table 4.5-2, "Muni Lines Serving the Pacific Campus—Existing Conditions" (page 4.5-24), presents the frequency of service for these Muni lines. The existing p.m. peak-hour capacity utilization for the Muni lines serving the Pacific Campus vicinity ranges from 29 percent (3-Jackson) to 108 percent (38L-Geary Limited). The 38L-Geary Limited is the only line operating at or above Muni's capacity utilization. The four Muni corridors serving the Pacific Campus operate at capacity utilization of less than 85 percent during the p.m. peak hour (see Table 4.5-36, "Muni Corridor Analysis—Pacific and Davies Campuses," on page 4.5-172).

- **California Campus:** Figure 4.5-8, "California Campus—Existing Transit Network" (page 4.5-20), presents the 14 Muni transit lines in the vicinity of the California Campus. Table 4.5-3, "Muni Lines Serving the California Campus—Existing Conditions" (page 4.5-25), presents the frequency of service for these Muni lines. The existing p.m. peak-hour capacity utilization for the Muni lines serving the California Campus vicinity ranges from 29 percent (2-Clement) to 108 percent (38L-Geary Limited). The 38L-Geary Limited and the 44-O'Shaughnessy lines operate at or above Muni's capacity utilization. The four Muni corridors serving the California Campus operate at capacity utilization of less than 85 percent during the p.m. peak hour (see Table 4.5-36).

- **Davies Campus:** Figure 4.5-9, "Davies Campus—Existing Transit Network" (page 4.5-21), presents the 18 Muni transit lines in the vicinity of the Davies Campus. Table 4.5-4, "Muni Lines Serving the Davies Campus—Existing Conditions" (page 4.5-26), presents the frequency of service for these Muni lines. The existing p.m. peak-hour capacity utilization for the Muni lines serving the Davies Campus vicinity ranges from 19 percent (37-Corbett) to 96 percent (N-Judah). The J-Church, K-Ingleside, L-Taraval, and N-Judah light rail lines operate at or above Muni's capacity utilization. The four Muni corridors serving the Davies Campus operate at capacity utilization of less than 85 percent during the p.m. peak hour (see Table 4.5-36, page 4.5-172).

- **St. Luke's Campus:** Figure 4.5-10, "St. Luke's Campus—Existing Transit Network" (page 4.5-22), presents the nine Muni transit lines in the vicinity of the St. Luke's Campus. Table 4.5-5, "Muni Lines Serving the St. Luke's Campus—Existing Conditions" (page 4.5-27), presents the frequency of service for these Muni lines. The existing p.m. peak-hour capacity utilization for the Muni lines serving the St. Luke's Campus vicinity ranges from 29 percent (12-Folsom-Pacific) to 91 percent (J-Church). The J-Church light rail line operates above Muni's capacity utilization. The four Muni corridors serving the St. Luke's Campus operate at capacity utilization of less than 85 percent during the p.m. peak hour (see Table 4.5-21, "Muni Corridor Analysis—Cathedral Hill, St. Luke's, and California Campuses," on page 4.5-119).

Regional Transit

Routes served by the San Francisco Bay Area's regional transit agencies and the proximity of these routes to the CPMC campus sites are summarized below.

BART provides regional commuter rail service between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton, and Fremont) and San Francisco, and between San Mateo County and San Francisco, with operating hours between 4 a.m. and midnight. Within downtown San Francisco, BART operates underground beneath Market Street, and proceeds south through the Mission District toward Daly City after the Civic Center Station. During the weekday p.m. peak period, headways for each line are generally 5–15 minutes. The BART station most easily accessible to the proposed Cathedral Hill Campus and to the Pacific, California, and Davies Campuses is the Civic Center Station, accessible via the intercampus CPMC shuttle (see "CPMC Shuttle Service" on page 4.5-31) or Muni bus and light rail lines. The nearest BART station to the St. Luke's Campus is the 24th Street Station, accessible on foot.

AC Transit, operated by the Alameda–Contra Costa County Transit District, provides bus service in western Alameda and Contra Costa Counties, as well as routes to San Francisco and San Mateo County. AC Transit operates 27 "Transbay" bus routes between the East Bay and the Transbay Terminal, located at First and Mission Streets. To access the proposed Cathedral Hill Campus or the Pacific or California Campus, AC Transit riders would need to transfer to the Muni 38-Geary or 38L-Geary Limited, at the Transbay Terminal. AC Transit riders traveling to the Davies Campus would transfer to the N-Judah or other light rail lines, while those headed to the St. Luke's Campus would transfer to the 12-Folsom-Pacific. Most Transbay service is provided only during commute periods, with headways between buses of approximately 15–20 minutes.

SamTrans is operated by the San Mateo County Transit District, which provides bus and rail service in San Mateo County and select transit routes serving areas outside of the county. SamTrans Routes DX, FX, KX, MX, NX, PX, RX, 292, and 397 serve downtown San Francisco, providing connections to San Mateo County destinations. In general, SamTrans service to downtown San Francisco operates along Mission Street, terminating at the Transbay Terminal at First and Mission streets. To access the proposed Cathedral Hill Campus, SamTrans riders would need to transfer to the 47-Van Ness Muni line at 11th Street.

Caltrain provides passenger rail service on the Peninsula between downtown San Francisco and downtown San Jose, with stops at several communities in San Mateo and Santa Clara Counties. The Peninsula Corridor Joint Powers Board—a joint powers agency consisting of San Francisco, San Mateo, and Santa Clara Counties—operates Caltrain. Limited service is available to communities south of San Jose. Within San Francisco, Caltrain terminates at 4th and King Streets in the South of Market neighborhood, and also has a stop at 22nd Street in Potrero Hill. Both stations are accessible via Muni lines; one or more transfers may be required. Caltrain service

headways during the a.m. and p.m. peak periods are between 5 and 20 minutes, depending on the type of train (i.e., local, limited, or express "baby bullet").

Golden Gate Transit is operated by the Golden Gate Bridge, Highway and Transportation District. GGT provides bus and ferry service between the North Bay (Marin and Sonoma Counties) and San Francisco. GGT operates 22 commuter bus routes, nine basic bus routes, and 16 ferry feeder bus routes into San Francisco. Basic bus routes operate at regular intervals of 15–90 minutes, depending on time and day of week. GGT also operates ferry service between Larkspur and Sausalito in the North Bay and the Ferry Building in San Francisco during the morning and evening commute periods. GGT operates five lines near the Cathedral Hill Campus. The closest stop is located at Van Ness Avenue and Geary Street. GGT Route 10 also operates in the vicinity of the California Campus, and has a stop at the intersection of Geary and Arguello Boulevards.

Table 4.5-6, "Golden Gate Transit Lines in the Vicinity of the Proposed Cathedral Hill Campus—Existing Conditions" (page 4.5-30), summarizes the service frequencies for the GGT lines that serve the site of the proposed Cathedral Hill Campus during the weekday a.m. and p.m. peak periods. Table 4.5-7, "Golden Gate Transit Peak Hour Capacity Utilization—Existing Conditions" (page 4.5-31), presents the number of passengers and capacity utilization factors during the weekday a.m. and p.m. peak hours for each of the five GGT routes that operate within one-half mile of the proposed campus. The maximum load point (MLP) for all five lines occurs at the Golden Gate Bridge transfer stop during the a.m. peak hour and at the Richardson Avenue transfer stop during the p.m. peak hour. As shown in Table 4.5-7, all lines operate at capacity utilization of 74 percent or less.

Table 4.5-6
Golden Gate Transit Lines in the Vicinity of the Proposed Cathedral Hill Campus—Existing Conditions

Route	Direction	Hours of Operation	Frequency of Service (average time between buses in minutes)	
			A.M.	P.M.
Route 10	Southbound	6:38 a.m.–7:47 p.m.	60	30–60
	Northbound	6:32 a.m.–8:27 p.m.	30–60	60
Route 70	Southbound	5:27 a.m.–9:01 p.m.	30–60	50–60
	Northbound	5:18 a.m.–1:55 a.m.	30–60	30–60
Route 73[1]	Southbound	4:59 a.m.–9:51 a.m.	45–60	–
	Northbound	2:58 p.m.–6:43 p.m.	–	30–60
Route 93[1]	Southbound	7:10 a.m.–8:35 a.m.	10–15	–
	Northbound	4:07 p.m.–5:31 p.m.	–	30
Route 101[1]	Southbound	4:33 a.m.–7:14 p.m.	60	60
	Northbound	7:04 a.m.–8:38 p.m.		

Note:
[1] Route provides commuter service on weekdays only.
Source: Data provided by Golden Gate Transit and compiled by Fehr & Peers in 2009

Table 4.5-7
Golden Gate Transit Peak Hour Capacity Utilization—Existing Conditions

Routes/Direction	Northbound		Southbound	
	Ridership	Capacity Utilization [1]	Ridership	Capacity Utilization
A.M. Peak Hour (7–8 a.m.)				
10	12	30%	18	45%
70	59	74%	41	51%
73	–	–	27	68%
93	–	–	37	31%
101	24	60%	10	25%
P.M. Peak Hour (4–5 p.m.)				
10	13	33%	25	63%
70	45	56%	23	58%
73	53	66%	–	–
93	21	26%	–	–
101	20	50%	14	35%

Note:
[1] Capacity utilization calculated at the at maximum load point in San Francisco, which typically occurs at the intersection of Richardson Avenue and Francisco Street or at the Golden Gate Bridge Toll Plaza.
Source: Data provided by Golden Gate Transit and compiled by Fehr & Peers in 2010.

CPMC Shuttle Service

CPMC currently provides a free shuttle bus service during daytime operating hours (approximately 5 a.m. to 9 p.m.) for doctors, staff, visitors, and patients. Shuttle buses serve CPMC's existing campus sites, as well as the site of the proposed Cathedral Hill Campus (existing Cathedral Hill Hotel and the 1255 Post Street Office building),[7] the off-site leased parking facility at Japantown, and the Civic Center BART/Muni Metro Station. Seven "full-service" fixed shuttle routes operate through the day and three limited-service shuttle routes operate during employee shift changes. The CPMC shuttle service runs from 5 a.m. to 9 p.m. during weekdays. Shuttles run approximately every 20 minutes during the day.

The CPMC shuttle system currently has 15 shuttle vehicles in its fleet, each with a capacity of 14 passengers. On average, 12 shuttle vehicles are in operation within the entire shuttle network. The number of shuttles in service is managed according to fluctuations in demand; reserve shuttles may go into service during peak periods if additional shuttle capacity is needed. Fewer shuttles are in operation during the midday and off-peak periods.

[7] The Cathedral Hill Hotel and the 1255 Post Street Office building ceased operation on October 31, 2009. Some CPMC administrative offices are currently located two blocks north of the proposed Cathedral Hill Hotel site at the existing Pacific Plaza Office Building, the site of the proposed 1375 Sutter Medical Office Building (MOB).

Existing average weekday ridership data for the seven lines were obtained from CPMC and are summarized in Table 4.5-8, "CPMC Shuttle Service—Daily Capacity Utilization- Existing Conditions" (page 4.5-32). The overall daily capacity utilization for the shuttle lines ranges between 17 and 63 percent. However, a large portion of daily shuttle ridership occurs during the peak hours, when employees use the service for a portion of their commute to and from work, and capacity utilization during the peak hours is generally greater. No hourly ridership data were available for the system.

Table 4.5-8
CPMC Shuttle Service Daily Capacity Utilization—Existing Conditions

Route	Weekday P.M. Service (minutes)	Daily Ridership	Daily Capacity Utilization
CH-Line—Cathedral Hill Hotel	20	172	17%
C Line—California/Pacific Campus	15	414	62%
D Line—Davies/Pacific Campus	15	423	63%
JC Express—Japan Center Garage	10	381	38%
BV Line—Civic Center BART & Van Ness/Market	10	503	56%
GMC Line—Geary Mall Garage	15	82	24%
SL Line—St. Luke's/Davies	30	30	18%

Notes:
BART = Bay Area Rapid Transit
Ridership numbers presented as average number of passengers over the course of a weekday; higher capacity utilization occurs during peak periods.
Passenger count data collected the week of June 4–8, 2007.
Sources: Data provided by CPMC and Wilbur Smith Associates in 2008

Bicycles

Existing bicycle facilities in the vicinity of the five campus sites include routes that are part of the San Francisco Bicycle Network. Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, and Class III bikeways are signed bike routes where bicycles share the street with vehicles.

The Environmental Impact Report (EIR) for the *San Francisco Bicycle Plan* was certified by the San Francisco Planning Commission in June 2009.[8] This EIR has been challenged in San Francisco Superior Court and a hearing has been set for June 2010. The "Future Transportation Improvements" discussion on page 4.5-61 in Section

[8] San Francisco Planning Department. 2009 (August). San Francisco Bicycle Plan Final Environmental Impact Report, San Francisco, CA. Planning Department Case No. 2007.0347E.

4.5.3, "Significance Criteria," presents the planned *San Francisco Bicycle Plan* improvements in the vicinity of the CPMC campuses.

Cathedral Hill Campus

Figure 4.5-11, "Cathedral Hill Campus Site—Existing Bicycle Route Network" (page 4.5-34) presents the existing bicycle route network in the vicinity of the proposed Cathedral Hill Campus. Four bicycle routes exist in this area:

- Route 16 on eastbound Post Street and on westbound Sutter Street (Class III);
- Route 20 on McAllister Street (Class III);
- Route 25 on Polk Street (Class II between Market and Post Streets and between Union and Beach Streets, and Class III between Post and Union Streets); and
- Route 310 on California Street (Class III).

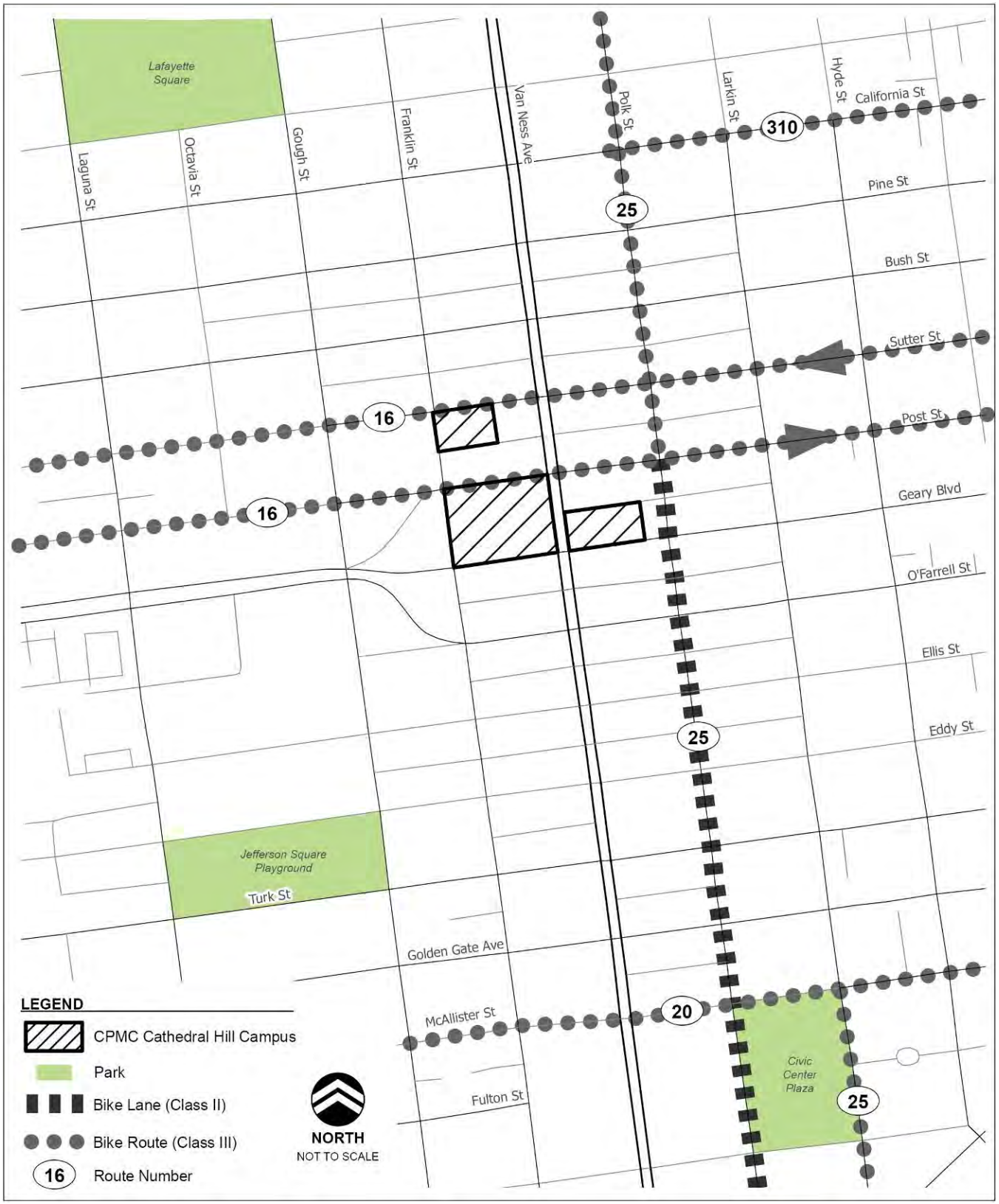
Bicycle counts were conducted along the eastbound Route 16 on Post Street, and northbound/southbound Route 25 on Polk Street in August 2006 during the a.m. (7–9 a.m.) and p.m. (4–6 p.m.) peak periods. In general, relatively low bicycle volumes were observed during both the a.m. and p.m. peak periods along Route 16 on Post Street. Bicycle volumes along Route 25 on Polk Street were substantially greater, about 60–100 bicyclists per hour in both directions of travel. Bicycle operating conditions were observed to be acceptable, with only minor conflicts between bicyclists, pedestrians, and vehicles. According to SFMTA, the intersection of Geary/Polk is among those intersections identified as having the highest number of bicycle injury collisions in 2008, and for the 5-year period between 2004 and 2008. [9]

Pacific Campus

Figure 4.5-12, "Pacific Campus—Existing Bicycle Route Network" (page 4.5-35), presents the bicycle route network in the vicinity of the Pacific Campus. Six bicycle routes exist in this area:

- Route 10 on Clay Street (Class III);
- Route 16 on eastbound Post Street and westbound Sutter Street (Class III);
- Route 20 on McAllister Street (Class III);

[9] SFMTA. 2010 (February). City of San Francisco Bicycle Collision Report. San Francisco, CA.



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus Site—Existing Bicycle Route Network **Figure 4.5-11**

Source: Data compiled by Fehr & Peers in 2010

Pacific Campus—Existing Bicycle Route Network **Figure 4.5-12**

- Route 25 on Polk Street (Class II between Market Street and Post Street and between Union Street and Beach Street, and Class III between Post and Union Street);
- Route 45 on Steiner Street (Class III); and
- Route 345 on Webster Street (Class II).

Bicycle access to the Pacific Campus is more challenging than access to the other campuses because the campus lies at a higher elevation than nearby neighborhoods. Many streets approaching the Pacific Campus have grades greater than 10 percent.

Bicycle counts were conducted in August 2006 during the p.m. peak hour along northbound and southbound Webster Street along Route 10. Bicycle volumes in the vicinity of the Pacific Campus are generally low. During field observations, bicycle operating conditions were observed to be acceptable. According to SFMTA, no intersections within the Pacific Campus study area have experienced a substantial amount of bicycle injury collisions.

California Campus

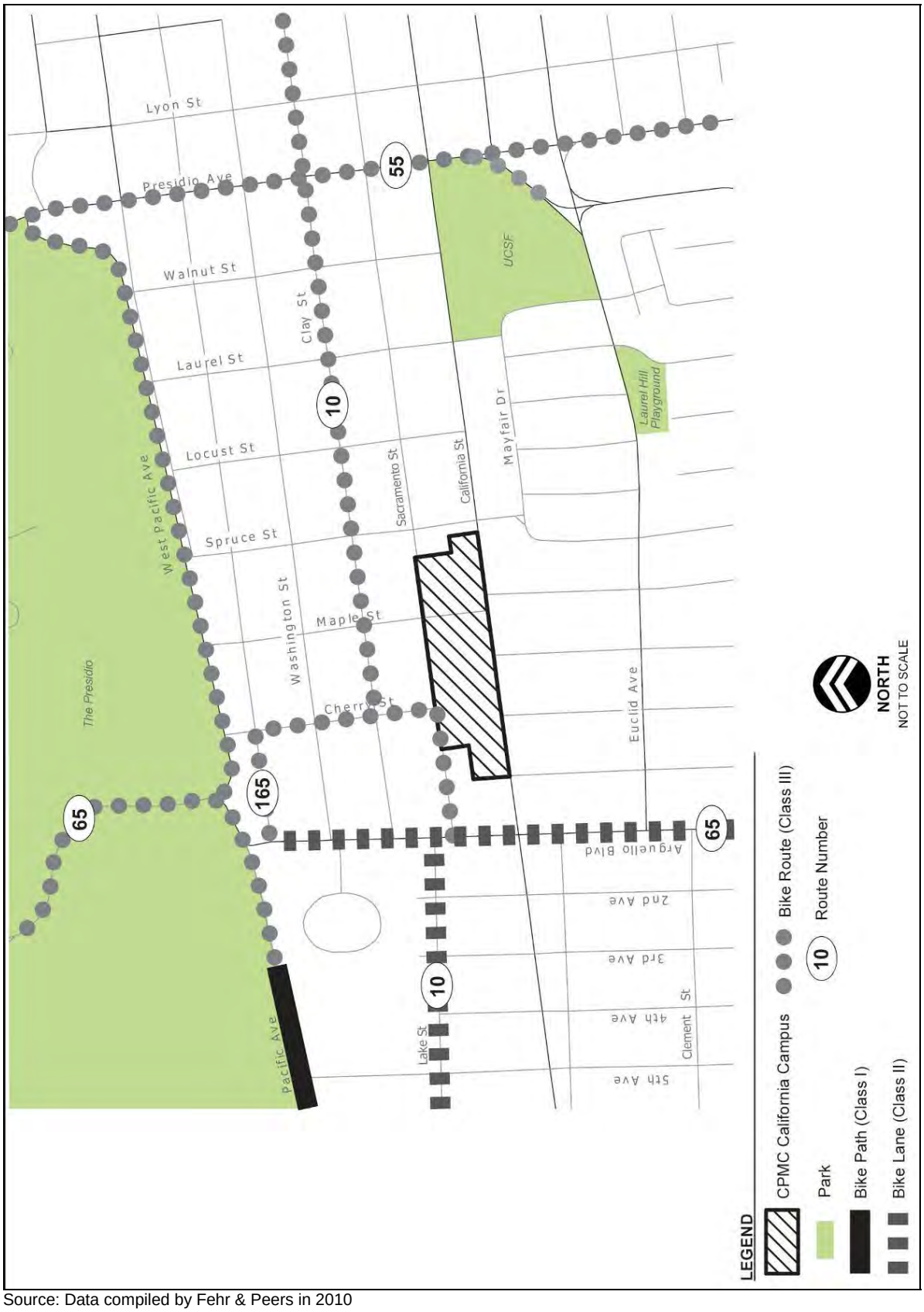
Figure 4.5-13, "California Campus—Existing Bicycle Network" (page 4.5-37), presents the existing bicycle route network in the vicinity of the California Campus. Four bicycle routes exist in this area:

- Route 10 on Clay Street (Class II);
- Route 55 on Presidio Avenue (Class III);
- Route 65 on Arguello Boulevard (Class II); and
- Route 165 on Cherry Street, Sacramento Street, and Jackson Street (Class III).

Bicycle counts were conducted near the California Campus in August 2006 during the p.m. peak hour along the eastbound/westbound Route 10 on Clay Street, along the northbound/southbound Route 65 on Arguello Boulevard, and along the eastbound/westbound Route 165 on Sacramento Street. Low bicycle volumes were observed on Clay Street and Sacramento Street, while volumes on Arguello Boulevard were greater—20 to 30 bicyclists per hour per direction. No substantial safety or right-of-way issues were observed in the vicinity of the California Campus. According to SFMTA, no intersections within the California Campus study area experienced a substantial amount of bicycle injury collisions.

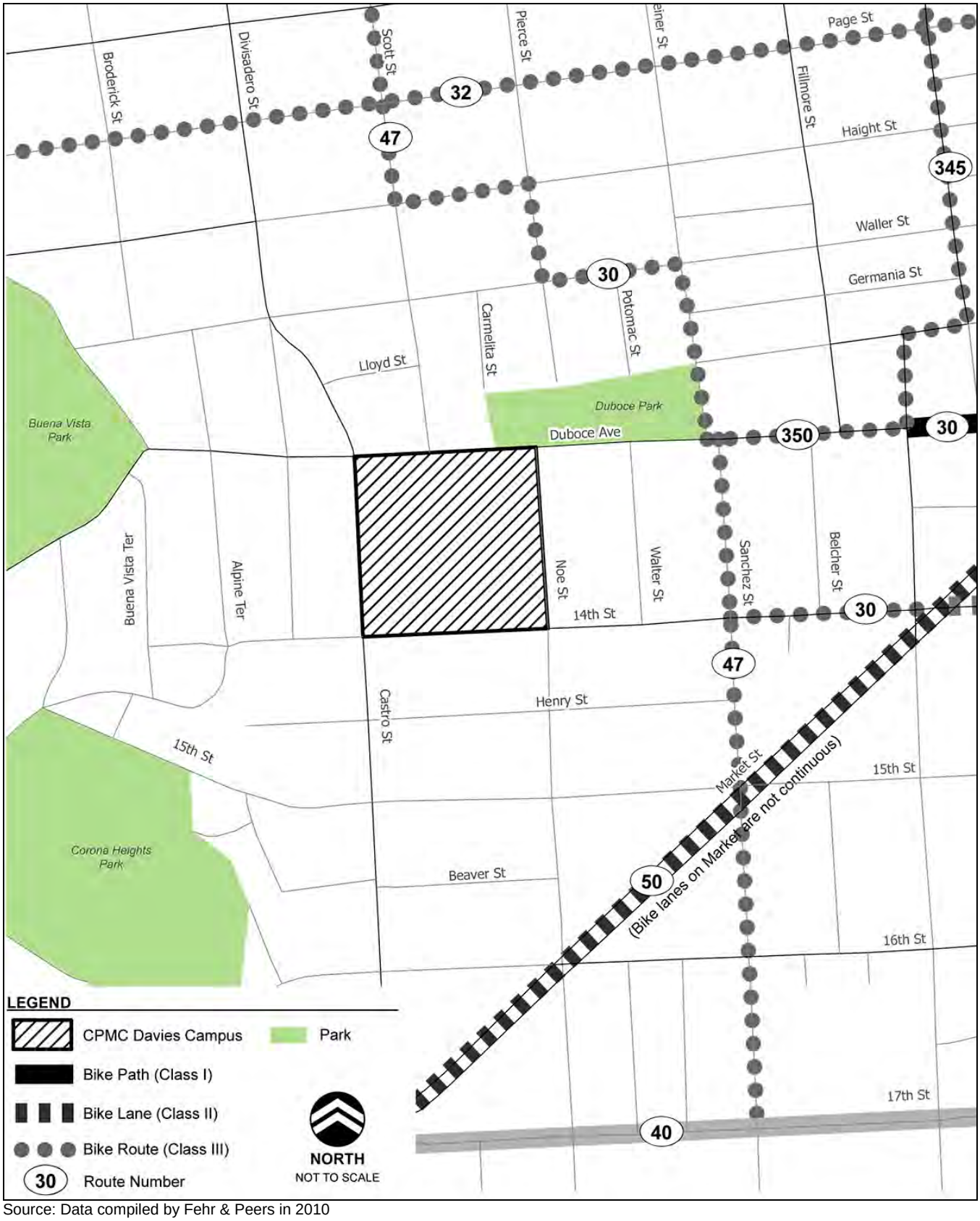
Davies Campus

Figure 4.5-14, "Davies Campus—Existing Bicycle Route Network" (page 4.5-38), presents the bicycle route network in the vicinity of the Davies Campus. Six Class III bicycle routes exist in this area:



Source: Data compiled by Fehr & Peers in 2010

California Campus—Existing Bicycle Route Network **Figure 4.5-13**



Source: Data compiled by Fehr & Peers in 2010

Davies Campus—Existing Bicycle Route Network **Figure 4.5-14**

- Route 30 on Duboce Avenue ("the Wiggle"[10]);
- Route 32 on Page Street;
- Route 40 on 17th Street;
- Route 47 on Sanchez Street ("the Wiggle");
- Route 350 on Duboce Avenue ("the Wiggle"); and
- Route 345 on Webster Street.

Bicycle counts were conducted near the Davies Campus in August 2006 during the p.m. peak hour along the eastbound/westbound Route 30 on Duboce Avenue. About 110 westbound and 20 eastbound bicyclists were observed during the p.m. peak hour. At the intersection of Sanchez Street and Duboce Avenue, several vehicles were observed to not yield to cyclists. The intersection of Church Street and Duboce Avenue is noted for being challenging for bicyclists because of the light rail tracks and vehicle movements at the intersection; however, the intersection has high levels of bicycle traffic and is located at the end of the Duboce Avenue bike path, which connects the Wiggle bike routes to Market Street. SFMTA's ongoing light rail replacement project along Duboce Avenue and Church Street will include improvements for pedestrians and bicyclists. According to SFMTA, no intersections within the Davies Campus study area have experienced a substantial amount of bicycle injury collisions.

St. Luke's Campus

Figure 4.5-15, "St. Luke's Campus—Existing Bicycle Route Network" (page 4.5-40), presents the bicycle route network in the vicinity of the St. Luke's Campus. Four bicycle routes exist in this area:

- Route 33 on Harrison Street (Class II north of 23rd Street, Class III between 23rd Street and 26th Street, and Class II between 26th Street and Cesar Chavez Street);
- Route 45 on Valencia, Tiffany, 29th, Dolores, and 30th Streets (Class II on Valencia Street between McCoppin Street and Tiffany Avenue, Class III on Tiffany Street between Valencia and 29th Streets, Class III on 29th Street between Tiffany Avenue and Dolores Street, Class III on Dolores Street between 29th and 30th Streets, and Class III on 30th Street between Dolores and Chenery Streets);
- Route 49 on Sanchez Street (Class III); and
- Route 60 on Cesar Chavez Street (Class III).

[10] The "Wiggle" is the local reference to the connected set of bike facilities that exist between Market Street and the Panhandle via Duboce Avenue, Steiner Street, Waller Street, Haight Street, Scott Street, and Fell Street.

Source: Data compiled by Fehr & Peers in 2010

St. Luke's Campus—Existing Bicycle Route Network **Figure 4.5-15**

Bicycle counts were conducted in October 2008 during the p.m. peak hour. Bicycle volumes on Cesar Chavez Street are generally low (up to 10 bicyclists per hour), but are much higher on Valencia Street (between 50 and 110 bicyclists per direction per hour). During the p.m. peak hour, the southbound bicycle volumes on Valencia Street were higher than the northbound volumes. Bicycle operating conditions were observed to be acceptable, with only minor conflicts between bicyclists, pedestrians, and vehicles. According to SFMTA, no intersections within the St. Luke's Campus study area have experienced a substantial amount of bicycle injury collisions.

Pedestrians

This section describes the existing pedestrian environment around the existing and proposed CPMC campuses. Pedestrian facilities include sidewalks, crosswalks, curb ramps, and pedestrian signals and countdown timers. Pedestrian facilities and conditions were assessed qualitatively except at the site of the proposed Cathedral Hill Campus, where midday and p.m. peak-hour conditions for pedestrians at crosswalks at adjacent intersections were analyzed quantitatively.

Cathedral Hill Campus

The site of the proposed Cathedral Hill Campus slopes downward from north to south from Post Street to Geary Boulevard/Geary Street, and slopes downward from west to east from Franklin Street to Polk Street. There are approximately 10-foot and 9-foot changes in grade from Post Street (north) to Geary Boulevard (south) along Franklin Street and Van Ness Avenue, respectively. 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. There are approximately 30-foot and 23-foot changes in grade from Van Ness Avenue (west) to Polk Street (east) along Post Street and Geary Street, respectively.

Sidewalks near the proposed Cathedral Hill Campus are generally 10 to 15 feet wide. All of the signalized intersections have crosswalks at all four crossings and operate with fixed-time signals, which means that pedestrian WALK phases are called automatically every signal cycle, and pedestrian pushbuttons are not required. However, pushbuttons have been installed at some signals to activate an Accessible Pedestrian Signal, which consists of audible and/or tactile WALK indications for pedestrians with visual impairments. Pedestrian countdown signals are located at the intersection of Van Ness Avenue and Geary Street.

The Cathedral Hill Hotel and the 1255 Post Street Office Building[11] occupies the site of the proposed Cathedral Hill Hospital. The primary pedestrian entrance to the hotel is located on Van Ness Avenue between Post and Geary Streets. Pedestrian counts were conducted in August 2006 at the pedestrian entrances of the Cathedral Hill Hotel during the a.m. (7–9 a.m.) and p.m. (4–6 p.m.) peak periods. The hotel, when operational in 2006, generated

[11] The Cathedral Hill Hotel and 1255 Post Street Office building ceased operation in October 31, 2009.

about 400 pedestrians per hour during the a.m. peak hour and about 440 pedestrians per hour during the p.m. peak hour. During both the a.m. and p.m. peak hours, the highest pedestrian volumes occurred at Cathedral Hill Hotel/Upper Level Drive and Van Ness Avenue/Geary Street. Muni bus stops located on the corners of Van Ness and Geary, Van Ness and Post, Geary and Franklin, and mid-block at Geary Street between Polk and Van Ness also serve as important pedestrian origins and destinations.

Pedestrian crosswalk counts were also conducted in August 2006 at six intersections in the vicinity of the proposed Cathedral Hill Campus during the midday and p.m. peak periods. Crosswalk LOS analysis indicates that the existing crosswalks operate at LOS D or better. At the Van Ness Avenue/Geary Street and Van Ness Avenue/Post Street intersections, the north and south crossings of Van Ness Avenue are LOS A during both the midday and p.m. peak hours, and the east and west crossings of Geary Street and Post Street are more congested, at LOS C and LOS D. The "Methodology" discussion on page 4.5-54 in Section 4.5.4, "Significance Criteria," presents the pedestrian LOS methodology; Table 4.5-25, "Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—Midday Peak-Hour Conditions" (page 4.5-133), and Table 4.5-26, "Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—P.M. Peak-Hour Conditions" (page 4.5-134), presented under Impact TR-40, present the crosswalk analysis results for the midday and p.m. peak hours, respectively.

Pacific Campus

The Pacific Campus slopes downward from north to south near Clay Street toward Sacramento Street, and slopes downward from east to west from Buchanan Street to Webster Street. There is an approximately 80-foot grade change in the site vicinity between Buchanan Street (east) and Webster Street (west).

Sidewalks near the Pacific Campus are generally 12–15 feet wide. Pedestrian crosswalks are provided at most intersections in the campus vicinity, with the exception of the unsignalized intersection of Laguna and Washington Streets, which does not have crosswalks. The signalized study intersections have pedestrian signals for one or both street crossings.

The primary pedestrian entrance for the Pacific Campus is located on Webster Street. Primary pedestrian attractions in the area include the CPMC shuttle stop located on Buchanan Street between Clay and Sacramento Streets, the Muni bus stop located at the southwest corner of Sacramento and Webster Streets, and a passenger loading/unloading zone located on Webster Street between Sacramento and Clay Streets. Muni bus stops located on the corners of Webster and Sacramento Streets, Webster and Washington Streets, and Fillmore and Sacramento Streets also serve as important pedestrian origins and destinations.

Pedestrian conditions in the vicinity of the Pacific Campus were observed during field visits to the site. Overall, pedestrian volumes on the sidewalks are generally low to moderate (i.e., 50–200 pedestrians per hour). In general, pedestrians moved at normal walking speeds and had freedom to bypass other pedestrians as needed. Campus driveways were observed in the immediate vicinity of the Pacific Campus at the following locations: Sacramento Street (between Webster and Buchanan Streets), Webster Street (between Sacramento and Washington Streets), and Buchanan Street (between Clay and Sacramento Streets). Minimal pedestrian/vehicle conflicts were observed at the driveways serving the campus. In addition, occasional pedestrian/vehicle conflicts were observed at the intersection of Webster and Clay Streets.

The passenger loading/unloading (white) zones on Webster Street (140 feet in length) and Buchanan Street (100 feet in length) were the busiest passenger loading/unloading zones for visitors to the Pacific campus. During peak mid-morning and mid-afternoon demand periods, the Webster Street passenger zone was oversubscribed, with several vehicles double-parking curb spaces or blocking crosswalks at intersections. This is a safety concern for pedestrian circulation because pedestrians are required to navigate around parked cars as they cross a street. The existence of double-parked cars on Webster Street also affects vehicle circulation because cars are required to navigate around parked vehicles in the lane of travel. However, no substantial queuing issues were observed because Webster Street is a relatively low-volume local street.

California Campus

The California Campus slopes downward from north to south and gradually downward to the west. Elevations range from about 254 feet at the northeast corner of the campus to 210 feet at the southwest corner.

The main pedestrian entrance to the California Campus is located on California Street between Cherry and Maple Streets. Additional pedestrian access to the campus is located on Cherry Street between California and Sacramento Streets, on Sacramento Street between Cherry and Maple Streets, and on California Street between Maple and Spruce Streets.

Sidewalks in the vicinity of the California Campus are generally 10–15 feet wide. All of the study intersections have crosswalks except the unsignalized intersections of Commonwealth Avenue and California Street and Palm Avenue and California Street, where crosswalks are provided for some of the crossings. The crosswalk on the west leg of the unsignalized Commonwealth Avenue/California Street intersection is located adjacent to the main entrance to the California Campus.

Field observations of pedestrian conditions in the California Campus vicinity indicated low to moderate pedestrian volumes (i.e., 50–200 pedestrians per hour). In general, pedestrians moved at normal walking speeds and had freedom to bypass other pedestrians as needed. Several driveways were observed serving the off-street

parking facilities on Cherry Street (between California and Sacramento Streets), on Maple Street (between Sacramento and California Streets), at 3773 Sacramento Street, and at 3698 California Street. Although pedestrians were observed to occasionally pause to allow vehicles to enter and exit, this did not substantially affect pedestrian behavior.

Davies Campus

The Davies Campus slopes downward from west to east from Castro Street toward Noe Street, and slopes downward from north to south from Duboce Avenue to 14th Street. Noe Street (north to south) and Castro Street, the east and west borders of the 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 an approximately 80-foot grade change from Castro Street (west) to Noe Street (east) along 14th Street.

The main pedestrian entrance to the Davies Campus is located off Castro Street, with a secondary entrance on Duboce Avenue, located between the existing 45 Castro MOB (located in the northwest corner of the campus at Castro Street and Duboce Avenue) and the Davies Hospital North Tower. Pedestrian activity in the vicinity of the pedestrian entrance is associated with walking trips to and from the Muni bus stops at Castro Street and Duboce Avenue and at Castro and 14th Streets, the Muni Metro N-Judah stop on Duboce Avenue at Duboce Park, the Castro Street/14th Street Parking Garage, and the existing 45 Castro MOB.

Sidewalks near the Davies Campus are generally 9–19 feet wide. All study intersections have crosswalks except the east crossing of Duboce Avenue at Scott Street. Several intersections in the Duboce Triangle area have pedestrian curb extensions at intersections that shorten pedestrian crossing distances and slow turning vehicles.

Field observations indicated that pedestrian volumes on the sidewalks adjacent to the campus are generally low to moderate (i.e., 50–200 pedestrians per hour). In general, pedestrians moved at normal walking speeds and had freedom to bypass other pedestrians or obstacles as needed. During the p.m. peak hour, sidewalks and crosswalks serving the Duboce Park/East Portal N-Judah Muni stop experience higher pedestrian volumes and pedestrian congestion when light rail vehicles are present; however, after light rail vehicles exit the stop, pedestrians can typically continue without substantial delay.

Some pedestrian/vehicle conflicts were observed at the campus driveways on Castro Street, Duboce Avenue, and 14th Street; however, vehicle traffic entering and exiting the campus did not substantially affect pedestrians or traffic on adjacent streets.

St. Luke's Campus

The northern half of the St. Luke's 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. There is an approximately 7-foot change in grade in the site vicinity between Guerrero Street (west) and Valencia Street (east) and an approximately 9-foot grade change from 27th Street (south) to Cesar Chavez Street (north).

Sidewalks in the vicinity of the St. Luke's Campus range from 9 to 14 feet wide. Pedestrian crosswalks are provided at most intersections in the campus vicinity, except at the unsignalized intersection of 27th Street/San Jose Avenue, which does not have a crosswalk. The signalized study intersections have pedestrian signals for all street approaches.

The main pedestrian entrance to the St. Luke's Campus is located on Valencia Street south of Cesar Chavez Street. Pedestrian traffic in the vicinity of the St. Luke's Campus is associated primarily with the existing St. Luke's Hospital operations and pedestrians walking to and from the Muni bus stops located on the northeast and southwest corners of Valencia and Cesar Chavez Streets. The current ingress and egress locations for the on-site parking lots are on Valencia Street (between Cesar Chavez and Duncan Streets), San Jose Avenue (between 27th and Duncan Streets), 27th Street (between Guerrero Street and San Jose Avenue) and Cesar Chavez Street (between Guerrero and Valencia Streets).

Pedestrian conditions in the vicinity of the St. Luke's Campus were observed during field surveys in November and December 2009. Overall, pedestrian volumes in the campus vicinity are low to moderate (50–200 pedestrians per hour). In general, sidewalks and crosswalks were observed to operate at free-flow conditions, with pedestrians moving at normal walking speeds and having the freedom to bypass other pedestrians. No pedestrian safety issues were observed at crosswalks in the immediate project vicinity.

Parking

Existing parking supply and occupancy conditions in the vicinity of the five existing and proposed CPMC campuses were based on field surveys conducted in 2006 and 2008. Field surveys at the St. Luke's Campus were conducted in 2008 and 2009.

The Cathedral Hill Campus, Pacific Campus, California Campus, and Davies Campus are located within Residential Permit Parking (RPP) areas, which restrict vehicles without a permit to posted parking time limits

generally between 1 and 4 hours. Vehicles displaying RPP permits, which are available to residents and on a limited basis to businesses in the area, are not subject to the parking restrictions.[12]

Cathedral Hill Campus

On-street and off-street parking conditions were assessed for the parking study area (Figure 4.5-1, page 4.5-2) bounded by Pine Street to the north, Hyde Street to the east, Eddy Street to the south, and Laguna Street to the west. The Cathedral Hill Campus is in the vicinity of a residential area west of Van Ness Avenue, and a commercial area east of Van Ness Avenue. Although the Cathedral Hill Campus site does not lie within a RPP zone, three residential permit parking areas exist in the vicinity of the proposed campus:

- **Permit Area "C"** is bounded by Broadway to the north, Kearny Street to the east, Sutter Street to the south, and Polk Street to the west. In the vicinity of the proposed campus, vehicles without a permit are restricted to 2-hour parking between 9 a.m. and 9 p.m. on weekdays.

- **Permit Area "G"** is bounded by Broadway to the north, Polk Street to the east, Post Street to the south, and Presidio Avenue to the west. In the vicinity of the proposed campus, vehicles without a permit are restricted to 2-hour parking between 8 a.m. and 6 p.m. on weekdays.

- **Permit Area "R"** is bounded by Geary Street to the north, Gough Street and Franklin Street to the east, Turk Street and Ivy Street to the south, and Webster Street and Laguna Street to the west. In the vicinity of the proposed campus, vehicles without a permit are restricted to 2-hour parking between 9 a.m. and 6 p.m. on weekdays.

On-street parking regulations on the streets adjacent to the proposed Cathedral Hill Campus are as follows:

- On the south side of Post Street between Van Ness Avenue and Franklin Street, there are five metered parking spaces and five metered commercial-vehicle loading spaces.

- On the north side of Geary Street between Van Ness Avenue and Franklin Street, there are six metered parking spaces and two commercial-vehicle loading spaces.

- On the north side of Geary Street between Polk Street and Van Ness Avenue, there are five metered parking spaces, three metered commercial-vehicle loading spaces, and a midblock bus stop.

- On the south side of Cedar Street between Polk Street and Van Ness Avenue, there are 10 metered parking spaces.

[12] Businesses located within an RPP area are permitted to apply for one permit per business (and up to three additional permits for delivery vehicles with commercial license plates registered to the business address). Under certain circumstances SFMTA may also issue permits for caregivers, company vehicles, carpools/vanpools, contractors, fire stations, foreign consulates, military personnel, and teachers.

- On the east side of Franklin Street between Post and Geary Streets, there are 11 metered parking spaces.
- On the west side of Van Ness Avenue between Post and Geary Streets, there are three metered parking spaces.
- On the east side of Van Ness Avenue between Cedar and Geary Streets, there are two metered loading spaces.

On-street parking supply and hourly-occupancy surveys for the period between 1 and 8 p.m. were conducted in April 2008. As part of the surveys, the number of vehicles displaying appropriate RPP permits were inventoried. Parking duration and turnover surveys were conducted to determine how on-street parking spaces are utilized. Within the study area there are about 2,500 on-street parking spaces**.** During the 1 to 8 p.m. survey period, parking occupancy was observed to range between 57 percent (at about 4 p.m.) and 77 percent (at about 7 p.m.). The blocks in the northwest portion of the study area (generally bounded by Laguna Street, Pine Street, Gough Street, and Post Street) had the highest parking occupancy throughout the day. This area also had the most vehicles displaying RPP permits, which ranged between 17 and 23 percent of all vehicles, and with the highest percentage between 3 and 6 p.m. Very few vehicles with RPP permits were observed parked within the study area east of Van Ness Avenue.

The on-street parking spaces in the Cathedral Hill Campus parking study area experienced low turnover and extended parking duration for the 1-hour metered and unmetered parking spaces. Vehicles parked in 2-hour metered and time-limited spaces had higher turnover and a parking duration of about 2 hours. Vehicles displaying RPP permits had the lowest turnover and longest duration of stay of all vehicles parked within the permit area (generally between 4 and 5 hours).

There are 14 off-street public parking facilities (10 garages and four surface lots) within the Cathedral Hill Campus parking study area, providing a total of 1,800 parking spaces. Two of the public parking facilities are managed by CPMC, including the 1133 Van Ness Avenue Garage (405 spaces) and the 855 Geary Street parking lot (150 spaces). Parking occupancy at these facilities is greatest during the midday period, and gradually decreases to less than 50 percent occupancy during the evening period.

Pacific Campus

On-street and off-street parking conditions were assessed for the parking study area (Figure 4.5-2, page 4.5-3) bounded by Pacific Avenue to the north, Gough Street to the east, Bush Street to the south, and Steiner Street to the west. The Pacific Campus site is within the “G” RPP area, which is generally bounded by Broadway to the north, Post Street to the south, Polk Street to the east, and Presidio Avenue to the west.

On-street parking regulations on the streets adjacent to the Pacific Campus are as follows:

- On the south side of Washington Street between Webster and Buchanan Streets, there are 15 RPP parking spaces.
- On the south side of Clay Street between Fillmore and Webster Streets, there are 17 metered parking spaces.
- On the north side of Sacramento Street between Fillmore and Webster Streets, there are 12 metered parking spaces and one commercial-vehicle loading space.
- On the north side of Sacramento Street between Webster and Buchanan Streets there are 14 unrestricted parking spaces, and one commercial vehicle loading space.
- On the east side of Webster Street between Washington and Sacramento Streets, there are four metered spaces, six RPP spaces, and a passenger loading/unloading zone.
- On the west side of Buchanan Street between Washington and Sacramento Streets, there are 10 RPP spaces, seven unrestricted spaces, and a passenger loading/unloading zone.

On-street parking supply and hourly-occupancy surveys were conducted for the period between 1 and 8 p.m. in October 2008. Within the Pacific Campus study area, there are about 2,000 on-street parking spaces. Of these, about 1,730 are 2-hour RPP spaces, about are 230 metered spaces (20-minute, 1-hour, and 2-hour spaces), and the remainder comprise commercial-vehicle spaces and passenger loading zones. During the 1 p.m. to 8 p.m. survey period, on-street parking occupancy was observed to range between 89 and 93 percent. Most blocks immediately adjacent to the Pacific Campus had a parking occupancy of at least 80 percent during the 1 p.m. to 8 p.m. survey period, and several blocks had an occupancy of 100 percent during the peak 3 p.m. to 4 p.m. period. In general, although parking occupancy on the blocks immediately adjacent to the Pacific Campus peaked in the mid-afternoon, the overall parking occupancy was greatest in the evening—generally between 6 and 8 p.m. This later peak parking period reflects the residential parking demand, which is greatest during the evening and overnight hours, and the commercial demand associated with evening restaurant and entertainment uses along the Fillmore Street corridor.

The “G” RPP regulations restrict vehicles without a permit to 2-hour parking between 8 a.m. and 6 p.m. on weekdays. The number of vehicles observed with a RPP permit ranged between 42 and 45 percent, with greater RPP use on blocks without adjacent CPMC or commercial uses.

There are eight off-street parking facilities (five garages and three surface lots) in the Pacific Campus study area providing both permit and public parking spaces, and containing a total of 1,505 parking spaces. Four of the seven facilities are managed by CPMC.

Of the 1,505 off-street spaces, 1,095 are dedicated to CPMC employees and physicians, and about 410 are available to the general public, including CPMC patients and visitors. Of the 1,095 spaces dedicated to CPMC employees and physicians, 400 spaces are located at the Japan Center Garage, and which could be accessed via the CPMC shuttle system. Parking occupancy at the off-street facilities is high throughout the day, and peaks in the midday hours between 2 and 4 p.m.

California Campus

On-street and off-street parking conditions were assessed for the parking study area (Figure 4.5-3, page 4.5-4) bounded by West Pacific Avenue to the north, Laurel Street to the east, Euclid Avenue to the south, and Arguello Boulevard to the west. The California Campus site is within the "F" RPP area, which is generally bounded by West Pacific Avenue to the north, Geary Street and California Street to the south, Presidio Avenue and Spruce Street to the east, and Arguello Boulevard to the west.

On-street parking regulations on the streets adjacent to the California Campus are as follows:

- On the south side of Sacramento Street between Cherry and Spruce Streets, there are 17 RPP spaces, four 10-minute spaces, eight 2-hour time-limited spaces, and a shuttle zone and a passenger loading/unloading zone.
- On the north side of California Street between Palm and Spruce Streets, there are 24 metered spaces, one handicapped-accessible space, and a passenger loading/unloading zone.
- On the west side of Cherry Street between California and Sacramento Streets, there are 11 unrestricted parking spaces.
- On the east side of Cherry Street between California and Sacramento Streets, there are 10 unrestricted spaces and a passenger loading/unloading zone.
- On the west side of Maple Street between California and Sacramento Streets, there are 25 RPP parking spaces.
- On the east side of Maple Street between California and Sacramento Streets, there are 11 RPP parking spaces.

On-street parking supply and hourly-occupancy surveys were conducted for the period between 1 and 8 p.m. in September 2006. Within the California Campus study area, there are about 1,907 on-street parking spaces. Of

these, about 1,577 are 2-hour and 3-hour RPP spaces, about 184 are metered spaces (15-minute, 1-hour, and 2-hour spaces), 121 are unrestricted spaces, and the remainder comprise commercial-vehicle spaces and passenger loading zones. During the 1 p.m. to 8 p.m. survey period, on-street parking occupancy was observed to range between 65 and 86 percent. The blocks closest to California Street and Geary Street had the highest observed occupancy throughout the day, with average occupancy 75 percent or greater throughout the survey period.

Most blocks immediately adjacent to the California Campus had a parking occupancy of at least 70 percent during the 1 to 8 p.m. survey period, and several blocks had an occupancy greater than 85 percent during the peak 1 p.m. to 3 p.m. period.

There are eight off-street parking facilities (five garages and three surface lots) in the California Campus study area providing both permit and public parking spaces, and containing a total of 698 parking spaces. Six of the eight facilities are managed by CPMC. Of the 698 off-street spaces, 31 are dedicated to CPMC employees and physicians, and the remainders are available to the general public, including CPMC patients and visitors. CPMC also leases 700 parking spaces at the Geary Mall garage located on Geary Street at 17th Avenue, which could be accessed via the CPMC shuttle system.

Parking occupancy at the off-street facilities averages about 83 percent occupied between 1 and 5 p.m., with a peak in the midday hours between 1 and 3 p.m. Parking occupancy between 5 and 8 p.m. drops to about 40 percent.

Davies Campus

On-street and off-street parking conditions were assessed for the parking study area (Figure 4.5-4, page 4.5-5) bounded by Page Street to the north, Church Street and Fillmore Street to the east, 16th Street and Market Street to the south, and Buena Vista Avenue and Broderick Street to the west. The Davies Campus site is within the "S" RPP area, which is generally bounded by Haight Street to the north, Valencia Street and Gough Street to the east, 22nd Street to the south, and Buena Vista Avenue to the west.

On-street parking regulations on the streets adjacent to the Davies Campus are as follows:

- On the south side of Duboce Avenue between Castro and Noe Streets, there are 22 unrestricted parking spaces and a handicapped-accessible space.
- On the north side of 14th Street between Castro and Noe Streets, there are 27 unrestricted parking spaces.
- On the east side of Castro Street between Duboce Avenue and 14th Street, there are 18 unrestricted parking spaces.

- On the west side of Noe Street between Duboce Avenue and 14th Street, there are 47 RPP parking spaces.

On-street parking supply and hourly-occupancy surveys were conducted for the period between 1 and 8 p.m. in August 2006. Within the Davies Campus study area, there are about 2,000 on-street parking spaces. Of these, about 1,830 are RPP spaces and about 332 are unrestricted spaces, and the remainder comprises short-term metered spaces, commercial-vehicle spaces, and passenger loading zones. During the 1 p.m. to 8 p.m. survey period, on-street parking occupancy was observed to range between 77 and 88 percent. The overall parking occupancy between 1 and 5 p.m. was about 78 percent, and between 5 and 8 p.m. was slightly higher at about 87 percent. The blocks immediately adjacent to the Davies Campus had a parking occupancy of at least 99 percent between 1 and 5 p.m., and 94 percent between 5 and 8 p.m.

There are five off-street parking facilities (two garages and three surface lots) in the Davies Campus study area providing both permit and public parking spaces, and containing a total of 486 parking spaces. Four facilities are managed by CPMC. Parking occupancy at the off-street facilities ranges between 73 and 87 percent between 1 and 5 p.m., and decreases after 5 p.m.

St. Luke's Campus

On-street and off-street parking conditions were assessed for the parking study area (Figure 4.5-5, page 4.5-6) bounded by 24th Street to the north, South Van Ness Avenue to the east, 29th Street/Fair Avenue/Mirabel Avenue to the south, and Dolores Street to the west. The St. Luke's Campus parking study area lies partially to the north and west within "I" and "Z" RPP areas, which are bounded by 17th Street to the north, Folsom Street to the east, 28th Street to the south, and Noe Street to the west. The RPP restrictions in the vicinity of the St. Luke's Campus are in effect from 8 a.m. to 6 p.m. on weekdays and restrict parking for vehicles without a permit to a 2-hour duration.

On-street parking regulations on the streets adjacent to the St. Luke's Campus project site are as follows:

- On the south side of Cesar Chavez Street between San Jose Avenue and Valencia Street, there are 10 unregulated parking spaces.

- On the west side of Valencia Street between Cesar Chavez and Duncan Streets, there are three metered spaces and a passenger zone accommodating two vehicles.

- On the north side of Duncan Street between San Jose Avenue and Valencia Street, there are eight metered spaces and eight unrestricted spaces.

- On the east and west sides of San Jose Avenue between 27th and Cesar Chavez Streets, there are 28 permit-only spaces. This public street has been used for parking by the medical center since 1968, pursuant to an encroachment permit.

On-street parking supply and hourly-occupancy surveys were conducted for the period between 1 and 8 p.m. in October 2006 and October 2009. Within the parking study area, there are about 1,825 on-street parking spaces. During the 1 p.m. to 8 p.m. survey period, on-street parking occupancy was observed to range between 78 and 89 percent. The blocks immediately adjacent to the St. Luke's Campus had a parking occupancy of 70 to 100 percent during the survey period, with the greatest occupancy between 3 and 4 p.m.

There are three off-street parking facilities (two garages and one surface lot) in the study area providing both permit and public parking spaces, and containing a total of 329 parking spaces. All three facilities are managed by CPMC. Parking occupancy at the off-street facilities ranges between 62 and 73 percent between 1 and 5 p.m., and decreases after 5 p.m.

4.5.2 REGULATORY FRAMEWORK

These plans and policies are relevant to transportation and circulation and are included in the General Plan, the *San Francisco Better Streets Plan*, the *San Francisco Bicycle Plan*, and the Transit-First Policy. Please refer to Chapter 3, "Plans and Policies," for a discussion of these plans and their respective applications to the implementation of the proposed LRDP. No federal, state, or regional transportation regulations are applicable to the CPMC LRDP other than with respect to the Caltrans ROW for the pedestrian tunnel underneath Van Ness Avenue near the proposed Cathedral Hill Campus.

CITY/LOCAL

San Francisco General Plan

The Transportation Element of the General Plan is composed of objectives and policies that relate to the nine aspects of the citywide transportation system: General Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Management. Consistency of the *San Francisco General Plan* is addressed in Chapter 3, "Plans and Policies."

San Francisco Bicycle Plan

The *San Francisco Bicycle Plan* describes a City program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The *San Francisco Bicycle Plan*'s improvements in the vicinity of the campuses are presented in "Approach to Analysis," under "Future Transportation Improvements" on pages 4.5-61 through 4.5-68. Project consistency with this plan is addressed in Chapter 3, "Plans and Policies."

Transit-First Policy

In 1998, the San Francisco voters amended the City Charter (Charter Article 8A, Section 8A.115) to include a Transit-First Policy. The Transit-First Policy is a set of principles that underscore the City's commitment that travel by transit, bicycle, and on foot be given priority over travel by the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the General Plan and are addressed in Chapter 3, "Plans and Policies."

4.5.3 SIGNIFICANCE CRITERIA

These criteria are organized by mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as the ones in the environmental checklist (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 proposed project would result in a significant impact to transportation and circulation.

- **Traffic**—In San Francisco, the threshold for a significant adverse impact on traffic has been established as deterioration in the LOS at a signalized intersection from LOS D or better to LOS E or LOS F, or from LOS E to LOS F.[13] The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic would cause the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and California Department of Transportation (Caltrans) signal warrants would be met, or if the project would cause Caltrans signal warrants to be met when the worst approach is already at LOS E or LOS F. For an intersection that operates at LOS E or LOS F under existing conditions, there may be a significant adverse impact depending on the magnitude of the project's contribution to the worsening of delay. In addition, a project would have a significant adverse impact if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in LOS to unacceptable levels (i.e., to LOS E or LOS F).

- **Transit**—The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts on transit service levels could result.

[13] Level of service (LOS) is a qualitative description of a facility's performance based on average delay per vehicle, vehicle density, or volume-to-capacity ratios. Levels of service range from LOS A, which indicates free-flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays.

- **Bicycles**—The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicycles or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

- **Pedestrians**—The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

- **Loading**—The project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading facilities or within convenient on-street loading zones, and create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

- **Emergency Vehicle Access**—The project would have a significant impact on the environment if it would result in inadequate emergency vehicle access.

- **Construction**—Construction-related impacts generally would not be considered significant due to their temporary and limited duration. However, in circumstances involving large development plans where construction would occur over long periods of time, construction-related impacts may be considered significant.

METHODOLOGY

This section presents the methodology for developing Modified Baseline and Cumulative conditions, and information considered in the travel demand and impact analysis in the following order.

1. Approach to impact analysis, including analysis years.

2. Analysis methodologies for intersection operations, transit capacity utilization, transit delay, and pedestrian crosswalk analyses.

3. Planned transportation improvements assumed to be implemented by the City of San Francisco, and included in the impact assessment.

4. Methodology for development of Modified Baseline and Cumulative No Project traffic and transit forecasts.

5. Methodology and results of the project travel demand forecasts for the campus programs.

Approach to Impact Analysis

The impact analysis for each campus was conducted for either future year 2015 or 2020 Modified Baseline conditions, as well as for future year 2030 Cumulative conditions. Projects in San Francisco are typically analyzed under an "existing plus project" scenario in which the project's travel demand is layered onto existing transportation conditions. However, because of the scale and construction timeframe of the projects included in the CPMC LRDP, a Modified Baseline scenario was developed to present a more accurate representation of the transportation system at the time when implementation of the CPMC LRDP is anticipated for each CPMC campus.

Use of a modified baseline better describes the environmental setting at the time that LRDP is actually implemented at each campus, as the Modified Baseline takes into consideration reasonably anticipated growth in vehicular traffic, due to increases in population, housing units and employment as forecasted by ABAG and the Planning Department, taking into consideration existing zoning, approved area plans, an area's potential zoning capacity and anticipated redevelopment. Additional details on travel demand forecasting for the proposed LRDP is documented in Assessment of No Project Cumulative Traffic Conditions near Five CPMC Campus Sites in San Francisco - Year 2015 and 2030 Traffic Volume Estimates, April 2010, prepared by Adavant Consulting.

For the Cathedral Hill Campus and the St. Luke's Campus, a Modified Baseline year of 2015 was chosen to represent when all or the most substantial portion of the new construction work at each campus is anticipated to be completed and those buildings would be occupied. For the Pacific and Davies Campuses, 2020 was chosen as the Modified Baseline year for the same reasons. For the California Campus, a Modified Baseline year of 2015 was chosen to reflect conditions when the majority of the Women's and Children's inpatient and outpatient activity would be relocated to the Cathedral Hill and Pacific campuses, and use of the California Campus after 2015 would decrease until 2020, when only a limited amount of ancillary activities would remain at the California Campus.

The purpose of the Modified Baseline is to better describe the environmental setting at the time that the project is actually implemented. CEQA does not mandate a uniform or inflexible requirement for describing the project baseline. Rather, it allows flexibility from the typical baseline in cases, such as this, where the timing of master plan development and review, and the nature and timing of construction, indicate that a better view will be provided by analyzing the project at the time it becomes operational, rather than against a prior point in time.

Project impacts were assessed by comparing Modified Baseline plus Project conditions to Modified Baseline No Project conditions for the appropriate analysis year—either 2015 or 2020, as noted above. Similarly, for 2030 Cumulative conditions, project impacts were assessed by comparing 2030 Cumulative plus Project conditions to 2030 Cumulative No Project conditions. Year 2030 was selected as the future cumulative analysis year because

the San Francisco County Transportation Authority (SFCTA) travel demand model (SF-CHAMP) provides traffic and transit forecasts for cumulative development and growth through the year 2030.

Analysis Methodology

Intersection LOS Methodology

The operating characteristics of signalized intersections are described by the concept of LOS. LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS levels A–D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are unacceptable. In San Francisco, operating conditions of LOS D or better are considered acceptable. Table 4.5-9 presents the level of service descriptions and associated delays for signalized and unsignalized intersections.

The study intersections were evaluated using the 2000 *Highway Capacity Manual* (2000 HCM) methodology. For signalized intersections, this methodology uses various intersection characteristics (e.g., traffic volumes, lane geometry, and signal phasing and timing) to estimate the capacity for each lane group approaching the intersection, and to calculate the average control delay experienced by motorists traveling through the intersection. The LOS is based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS is presented for the intersection. For unsignalized intersections, average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay. For the purpose of this analysis, the operating conditions (LOS and delay) for unsignalized intersections are presented for the worst approach (i.e., the approach with the highest average delay per vehicle).

The project was determined to have a significant traffic impact at an intersection if project-generated trips would cause an intersection operating at LOS D or better under No Project conditions to operate at LOS E or LOS F, or intersections operating at LOS E under No Project conditions to deteriorate to LOS F conditions. At intersections that would operate at LOS E or LOS F under No Project conditions, and would continue to operate at LOS E or LOS F under project conditions, the increase in project vehicle trips was reviewed at the critical movements to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.[14]

[14] At an intersection, the critical traffic movements operate with the highest volume-to-capacity ratio. In other words, the critical movements are the most congested movements.

Table 4.5-9
Level of Service Definitions for Signalized and Unsignalized Intersections

Control/LOS	Description of Operations	Average Control Delay (seconds per vehicle)
Signalized		
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10.0 and ≤ 20.0
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20.0 and ≤ 35.0
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35.0 and ≤ 55.0
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	> 55 and ≤ 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80.0
Unsignalized		
A	No delay for STOP-controlled approach.	≤ 10.0
B	Operations with minor delays.	> 10.0 and ≤ 15.0
C	Operations with moderate delays.	> 15 and ≤ 25.0
D	Operations with some delays.	> 25.0 and ≤ 35.0
E	Operations with high delays and long queues.	> 35.0 and ≤ 50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

Note: LOS = level of service
Source: Transportation Research Board. 2000. *Highway Capacity Manual—Special Report*. Washington, DC.

The project was also determined to have a significant cumulative impact if project-generated trips would cause an intersection operating at LOS D or better under 2030 Cumulative conditions to operate at LOS E or LOS F under the 2030 Cumulative plus Project conditions. The project was also determined to have a significant cumulative impact if the LOS deteriorated from LOS E to LOS F between 2030 Cumulative conditions and 2030 Cumulative plus Project conditions. Additionally, as with project-specific impacts, at intersections that would operate at LOS E or LOS F under 2030 Cumulative conditions, and would continue to operate at unacceptable conditions, the increase in project vehicle trips were reviewed at the critical movements to determine whether the increase would contribute considerably to those critical movements. For 2030 Cumulative plus Project conditions, if it was determined that a project would have a significant project-specific traffic impact at an intersection, then the impact would also be considered a significant cumulative impact.

Transit Capacity Utilization Analysis Methodology

The impact of additional transit ridership generated by the CPMC LRDP was assessed by comparing the projected ridership to the available capacity. Transit "capacity utilization" refers to transit riders as a percentage of the capacity of the transit line, or group of lines combined and analyzed as cordons across which the transit lines travel. For each campus, the transit capacity utilization analysis was conducted for the north/south and east/west lines serving the campus.

The number of existing transit riders for each line was obtained from Muni's monitoring data for existing conditions, and adjusted for the Modified Baseline (future year 2015 or 2020) No Project and for the 2030 Cumulative No Project conditions based on the information on existing and future transit ridership obtained from the SF-CHAMP travel demand model. The existing service capacity of each line was estimated by multiplying the passenger capacity of each transit vehicle by the number of scheduled bus, light rail, or cable car trips. The modified Baseline and 2030 Cumulative capacity for each line was estimated by multiplying the passenger capacity for each transit vehicle by the number of buses, light rail, or cable car trips that are projected to occur under the proposed TEP headways. The capacity includes seated passengers and an appreciable number of standing passengers per vehicle (the number of passengers is between 30 and 80 percent of the seated passengers depending upon the specific transit vehicle configuration). The maximum loads, include both seated and standing passengers, vary by vehicle type and are 45 passengers for a 30-foot bus, 63 passengers for a 40-foot bus, 94 passengers for a 60-foot bus, and 119 passengers for a light-rail vehicle. The percent utilization of capacity was then calculated by comparing the ridership demand to the capacity provided. Muni has established a capacity utilization standard of 85 percent.

Muni capacity utilization corridors were established for each campus, which include the lines serving the vicinity of the campus. The corridors for each campus are:

Cathedral Hill Campus

- **North/South Lines:** 12-Folsom-Pacific, 19-Polk, 27-Bryant, 47-Van Ness, 49-Van Ness-Mission
- **East/West Lines:** 1-California, 2-Clement, 3-Jackson, 5-Fulton, 16AX-Noriega A Express, 16BX-Noriega B Express, 31-Balboa, 38-Geary, 38L-Geary Limited

Pacific Campus

- **North/South Lines:** 22-Fillmore, 24-Divisadero
- **East/West Lines:** 1-California, 2-Clement, 3-Jackson, 4-Sutter, 12-Folsom-Pacific, 38-Geary, 38L-Geary Limited

California Campus

- **North/South Lines:** 33-Stanyan, 43-Masonic, 44-O'Shaughnessey
- **East/West Lines:** 1-California, 1AX-California A Express, 1BX-California B Express, 2-Clement, 38-Geary, 38L-Geary Limited, 38BX-Geary B Express

Davies Campus

- **North/South Lines:** 22-Fillmore, 24-Divisadero, J-Church
- **East/West Lines:** 6-Parnassus, 37-Corbett, 71-Haight-Noriega, F-Market & Wharves, K-Ingleside, L-Taraval, M-Ocean View, N-Judah

St. Luke's Campus

- **North/South Lines:** 12-Folsom-Pacific, 14-Mission, 14L-Mission Limited, 48-Van Ness-Mission, 67-Bernal Heights, J-Church
- **East/West Lines:** 27-Bryant, 48-Quintara-24th Street

Transit Delay Methodology

Impacts on transit lines were also measured in terms of increases to transit travel times. The analysis evaluated the increases to transit travel times associated with the following three influencing factors:[15]

- **Traffic congestion delay**—Traffic congestion associated with increases in area traffic slows down transit vehicles and results in increased transit travel times. Traffic congestion delays are calculated by summing the average vehicular delay at each intersection along the transit line's route within the study area. The increase in total route segment delay is equal to the increase in travel time associated with the project.
- **Transit reentry delay**—Transit vehicles typically experience delays after stopping to pick up and drop off passengers while waiting for gaps in adjacent street traffic in order to pull out of bus stops. As traffic volumes on the adjacent street increase, reentering the flow of traffic becomes more difficult and transit vehicles experience increased delay. Transit reentry delay was calculated using empirical data presented in the 2000 HCM. Total transit reentry delay for each route was calculated as the sum of transit reentry delay at each stop within the study area.

[15] The methodology used is similar to that used in the San Francisco Bicycle Plan Final EIR, San Francisco Planning Department, August 2009, except that methodology included the additional transit delay associated with substantial increases in bicycle volumes, which was appropriate for a project contemplating large-scale changes to the City's bicycle network. As indicated in "Project Travel Demand," the LRDP project would not be expected to generate a substantial number of bicycle trips, therefore, the "bicycle delay" component was not included. However, instead, this evaluation includes the added delay associated with increases in passenger boardings, which is more appropriate for this project.

- **Passenger boarding delay**—Although increases in transit ridership are generally viewed positively, the amount of time a transit vehicle has to stop to pick up and drop off passengers (i.e., the transit vehicle dwell time) is directly correlated to the number of passengers boarding the vehicle. As general transit ridership grows, vehicles would have to spend more time at stops, which may increase overall transit travel times. Passenger boarding delay was calculated assuming 2 seconds per passenger boarding or alighting. Passenger boardings within the study area were estimated using the transit assignment by line.

This analysis assumes that the proposed Van Ness Avenue and Geary Corridor Bus Rapid Transit (BRT) projects are not in place and bus routes operate within mixed flow travel lanes, as they do today because the BRT projects are still undergoing environmental review and have not been approved. Because the 2-Clement, 3-Jackson, and 38-Geary transit lines already operate in bus-only lanes and any increases in vehicular delay would have minimal impact in their travel times, only passenger boarding delay was added to the No Project scenario to gauge the impact of the project on these lines.

The project was determined to have a significant transit impact if project-generated transit trips would cause a downtown screenline, operating at less than its capacity utilization standard under No Project conditions, to operate at more than capacity utilization conditions (i.e., at more than 85 percent capacity utilization). For the proposed Cathedral Hill Campus, the project was determined to have a significant impact if it would increase transit travel times so that additional transit vehicles would be required to maintain the proposed headways.[16] This was assumed to be the case if either the project's travel time increases to a particular route would be greater than half the proposed headway or the number of required vehicles estimated using SFMTA's cost/scheduling model, would increase by one or more vehicles with the addition of the project travel demand. The project would have a significant contribution to a cumulative transit impact if it was determined to have a significant project impact.

Pedestrian Crosswalk LOS Methodology

The level of service for the study crosswalks were calculated using the methodology presented in the 2000 HCM. Crosswalk LOS levels are measures of the amount of space (square feet) each pedestrian has in the crosswalk. These measurements depend on pedestrian volumes, signal timing, corner dimensions, crosswalk dimensions and roadway widths. LOS A represents free-flowing pedestrian conditions, while LOS F indicates that there are substantial restrictions to pedestrian movement and speed.

[16] The transit delay analysis was only conducted for the Cathedral Hill campus because it would be a new medical campus and due to the size of the development, its location and potential adverse impacts on adjacent intersections.

Future Transportation Improvements

The analysis assumes completion of certain planned and reasonably foreseeable transit and bicycle network improvements as described below, that, although not part of the CPMC LRDP, could affect circulation and transit capacity. These improvements would be completed by the City and County of San Francisco directly.

Cesar Chavez Street Streetscape Plan

The Cesar Chavez Streetscape Plan is a detailed design effort to re-envision Cesar Chavez Street between Hampshire and Guerrero Streets in the Mission District. The Cesar Chavez Streetscape Plan consists generally of a widened median with trees and landscaping, large corner curb extensions, improved pedestrian crossings, and dedicated left turn pockets for vehicles. These improvements would likely include the removal of one travel lane (from three to two) in each direction and accommodate a 5-foot wide bicycle lane in each direction. The intersection LOS analysis for the St. Luke's Campus assumed implementation of the project, including one less travel lane and additional bicycle lanes, as part of the 2015 Modified Baseline and 2030 Cumulative conditions.

SF Muni Transit Effectiveness Project

SFMTA and the City Controller's Office are in the process of implementing the TEP, a review of the City's public transit system with recommendations designed to make Muni service more reliable, quicker and more frequent. The TEP proposals were endorsed by the SFMTA Board of Directors in October 2008. The TEP proposed the following potential changes to transit lines within the study area:

1-California:

- More frequent service proposed during peak hours between Presidio Avenue and 33rd Avenue
- All service would terminate north of Market Street at Clay Street/Drumm Street (currently some weekday daytime service extends to Main Street/Howard Street)
- Would simplify peak period short-line service by turning all short-lines at Presidio Avenue (some buses currently terminate at Fillmore Street and 6th Avenue)
- Decreased frequency from 2.5-minute headways to 3-minute headways during the p.m. peak period

1BX-California B Express:

- Increased frequency (6 minute a.m. peak and 12 minute p.m. peak headways)
- New stop at Van Ness Avenue
- Service would begin at 4th Avenue

2-Clement:

- Service west of 14th Avenue would be discontinued due to low ridership and access to high-quality service nearby (1-California and 38-Geary)
- In combination with 4-Sutter, would provide frequent service east of Presidio Avenue

3-Jackson:

- Line discontinued, with service on Sutter Street maintained with a more frequent 4-Sutter
- Lines 2-Clement, 12-Folsom-Pacific, 22-Fillmore, 24-Divisadero, and 43-Masonic would continue to offer service along majority of existing route

4-Sutter:

- Would run all day to maintain frequent service on Sutter Street
- Line discontinued west of Presidio and California, but segment would continue to be served by the 1-California and 2-Clement

5-Fulton:

- Two service types proposed for peak periods
- Long-line "5L" would make local stops west of 6th Avenue and limited stops between 6th Avenue and Van Ness Avenue, decreasing travel time for most passengers
- Short-line "5" from 6th Avenue to Downtown would provide additional, local service in Western Addition to address high peak ridership and crowding
- Nonpeak service would make all local stops from the ocean to Downtown
- Would go to downtown at all times, rather than turning back at Civic Center in the evening

6-Parnassas:

- Extended to West Portal Station

7-Haight:

- Service eliminated and replaced by increased service on other Haight Street buses (including 6-Parnassus and 71L-Haight-Noriega Limited)

12-Folsom-Pacific:

- Would provide frequent, direct connections from Pacific Avenue to Financial District via Sansome Street

- Would eliminate indirect segment along The Embarcadero
- Would provide direct connections from Downtown to South of Market, Caltrain, Potrero Hill, and San Francisco General Hospital via Second Street, Townsend Street, Mission Bay, Connecticut Street, Wisconsin Street, Dakota Street, 25th Street
- Short line would operate between Van Ness Avenue/Pacific Avenue and the Montgomery Station
- Service on Folsom Street would be replaced by revised 27-Bryant and new 11-Downtown Connector

14-Mission:

- Would be extended to Daly City BART station from its current terminus on Mission Street and San Jose Avenue
- Mission Street would have more frequent service at all times of day provided by the local (14-Mission) and limited stop service (14L-Mission Limited and 49L-Van Ness-Mission Limited lines)

16X-Noriega Express:

- Would be extended to Market Street and Spear Streets in the Financial District (currently terminates at 4th Street)

19-Polk:

- Would operate between Van Ness Avenue/North Point Street and SF General Hospital
- Would have modified route in Civic Center to simplify route structure and reduce travel time
- Segment south of 24th Street would be served by revised 48-Quintara/24th Street, providing direct connection to the Mission, rather than to Civic Center

21-Hayes:

- Increase frequency from 7-minute headways to 6-minute headways during the p.m. peak period
- Service west of Stanyan Street was eliminated and replaced by increased frequency of 5-Fulton

22-Fillmore:

- Increase frequency from 7-minute headways to 6-minute headways during the p.m. peak period
- Rerouted along 16th Street and Third Street to serve Mission Bay

24-Divisadero:

- Increase frequency from 10-minute headways to 7.5-minute headways during the p.m. peak period

27-Bryant:

- Service extended north on Leavenworth Street and Vallejo Street to Van Ness Avenue
- Line simplified by running two-way on Leavenworth Street and Ellis Street (further study needed)
- 27-Bryant would run on Folsom Street in South of Market and the Inner Mission to Cesar Chavez Street, replacing the 12-Folsom-Pacific service
- Direct connection would be provided to 24th Street BART Station and St. Luke's Hospital
- Service on Bryant Street would be discontinued and resources reallocated to Potrero Avenue and Folsom Street to provide more frequent service on both corridors

31-Balboa:

- Line simplified by running two-way on Eddy Street (further study needed)

33-Stanyan:

- Proposed 15-minute peak period frequency
- Service east of Potrero Avenue would be altered to service 16th Street, Kansas Street, 17th Street, Connecticut Street, and 18th Street
- Service west of Potrero Avenue would operate on current route

35-Eureka:

- Service extended to Glen Park BART Station
- Service on Farnum, Moffitt, Bemis, and Addison Streets eliminated
- Rerouted to Hoffman and Douglas Streets between 21st and 24th Streets
- Capacity reduced to van service

37-Corbett:

- Service to Corona Heights, Cole Valley, and the Haight would be eliminated and replaced by 32-Roosevelt

38-Geary:

- More frequent 38-Geary local service would be provided, in addition to more frequent 38L-Geary Limited service
- 38-Geary local would terminate at Fort Miley for most of the day, and would go to 48th Avenue/Point Lobos during late night hours when the 38L-Geary Limited is not running
- 38-Geary branch service to Ocean Beach would be discontinued, and replaced by rerouted 18–46th Avenue line
- Would coordinate with Geary BRT study currently under way, which aims to achieve significant travel time and reliability improvements

38BX-Geary B Express

- Stop would be added at Van Ness Avenue
- Proposed 10-minute a.m. peak and 15-minute p.m. peak period frequency

38L-Geary Limited

- Service would be expanded to operate between 6 a.m. and 10 p.m., 7 days a week
- Proposed 5-minute a.m. peak and 10-minute p.m. peak period frequency
- Service would be coordinated with Geary BRT studies

43-Masonic

- Service would be extended to Fort Mason
- Service in the Presidio would be modified to service the Presidio Transit Center
- Proposed 10-minute peak period (a.m. and p.m.) frequency

44-O'Shaughnessy

- Proposed 5-minute a.m. peak and 6.5-minute p.m. peak period frequency

47-Van Ness:

- Would terminate at Van Ness Avenue and North Point Street to allow better coordination with 49L-Van Ness-Mission; North Point segment would be picked up by new 11-Downtown Connector

- Would operate along South Van Ness Avenue, Division Street, and Townsend Street instead of Bryant Street/Harrison Street to provide faster connection to Caltrain and retail along 13th Street/Division Street
- Would coordinate with Van Ness BRT Study currently under way, which aims to achieve significant travel time and reliability improvements

48-Quintara-24th Street:

- Would extend service to Hunters Point Shipyard to cover portions of existing 19-Polk line
- Would operate the new 58, a 24th Street route to complement service between Diamond Street and the Potrero Hill area

49-Van Ness-Mission:

- Would make local stops on Van Ness Avenue and make limited stops on Mission Street to provide shorter travel times
- Mission Street would have more frequent service at all times of day provided by all-day local (14-Mission) and limited-stop service (14L-Mission Limited and 49L-Van Ness-Mission Limited)
- Limited-stop service would use trolley coaches and run every 5 minutes or better from 6 a.m. to 7 p.m., reducing travel time for most customers
- Would coordinate with Van Ness BRT Study currently under way, which aims to achieve significant travel time and reliability improvements

67-Bernal Heights:

- Service eliminated on the western portion of loop along Crescent Avenue and Mission Street

71-Haight/Noriega & 71L-Haight/Noriega Limited:

- Limited service would run all day to increase travel time for passengers west of Stanyan Street

F-Market & Wharves:

- Increase frequency from 7-minute headways to 5-minute headways during the p.m. peak period

J-Church:

- Increase frequency from 9-minute headways to 6-minute headways during the p.m. peak period
- Service extended to San Francisco State University (SFSU) at 19th Avenue

K-Ingleside:

- Increase frequency from 9-minute headways to 8.5-minute headways during the p.m. peak period

L-Taraval:

- Increase frequency from 7-minute headways to 5-minute headways during the p.m. peak period

M-Ocean View:

- Service would end at SFSU and would be replaced by the J-Church between Balboa Park and SFSU to allow more two-car trains during peak periods

N-Judah:

- Increase frequency from 7-minute headways to 5-minute headways during the p.m. peak period

Van Ness Avenue Bus Rapid Transit

The San Francisco County Transportation Authority (SFCTA) and SFMTA are currently preparing the *Van Ness Corridor BRT Study*. The agencies initiated this study in 2004 and anticipate BRT serving the corridor by 2014. Currently, the proposed project is in the environmental review stage that will identify a preferred project alternative. BRT would increase bus service frequency along Van Ness Avenue by giving buses a dedicated travel lane, priority at traffic signals, and high-quality bus stations. The agencies are considering these improvements to benefit existing riders and to attract new transit riders.

The Van Ness Corridor BRT Study[17] report identified and assessed four alternatives for bus improvements along Van Ness Avenue, including dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. Implementation of BRT may result in the reconfiguration of the travel lanes and curb parking on Van Ness Avenue. The extent of the changes would depend on the service option selected for implementation. While four alternatives have been identified, the details of these various options are currently not known since the design of the project would be determined after a preferred alternative is chosen.

Geary Street Bus Rapid Transit

SFCTA and SFMTA are currently preparing the Geary Corridor BRT Study. The agencies initiated this study in 2004 and anticipate BRT serving the corridor by 2015–2016. The study was published in April 2007, and the Geary BRT project is in the environmental review process to identify a preferred project alternative. The Geary BRT would increase bus service frequency along Geary Street by giving buses a dedicated travel lane, priority at traffic signals, and high-quality bus stations. The agencies are considering these improvements to improve service for existing riders, attract new transit riders, and prevent increased auto congestion.

[17] San Francisco County Transportation Authority. 2007 (April). Van Ness Corridor Bus Rapid Transit Study. San Francisco, CA.

The Geary Corridor BRT Study[18] report identified and assessed five alternatives for bus improvements along Geary Street, including dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. Implementation of BRT may result in the reconfiguration of the travel lanes and curb parking on Geary Street, and the extent of the changes will depend on the service option selected for implementation.

Because the proposed Van Ness Avenue and Geary Corridor BRT projects are still being defined and evaluated by the SFCTA, no roadway geometric changes or transit operational improvements that would be proposed by these two projects were incorporated into the Modified Baseline and Cumulative impact analyses. However, an analysis was conducted to assess whether the project, in combination with the changes proposed as part of the BRT projects, would result in additional impacts not identified in the Modified Baseline and 2030 Cumulative impact analyses.

Bicycle Plan Changes

The recently approved *San Francisco Bicycle Plan* includes many improvements to the bicycle network throughout the City. Of the recommended improvements, 45 have been approved for implementation in the near-term. The following improvements were identified near the CPMC campuses:

- **McAllister Street Bike Lanes**—Bike lanes would be added to McAllister Street (Route 20) from Market Street to Masonic Avenue
- **Broadway Tunnel Signage Improvements**—Signage to the Broadway tunnel entrance areas would denote bicycles' shared use of the roadway and presence of the signed Class III bicycle route.
- **Broadway Bicycle Lanes**—Bicycle lanes (Class II facility) would be installed in both directions on Broadway between Polk Street and Webster Street.
- **Scott Street Northbound Left-Turn Lane**—A striped northbound bike left-turn lane has been added on Scott Street between Oak Street and Fell Street to connect existing bike lanes on Scott Street with bike lanes on Fell Street.
- **17th Street Bicycle Lanes**—New bike lanes would be added to 17th Street between Corbett Avenue and Kansas Street to connect with 16th Street BART, Valencia Street, and Division Street.
- **Polk Street Bicycle Lane**—A striped Class II bicycle lane in the northbound direction will be added on Polk Street between Market Street and McAllister Street. A segment of this bicycle lane would be contra-flow and

[18] San Francisco County Transportation Authority. 2007 (April). Geary Boulevard/Street Corridor Bus Rapid Transit Study. San Francisco, CA.

allow bicycles to travel northbound on Polk Street between Market Street and Grove Street (vehicle traffic is restricted to southbound one-way along this segment).

- **Cesar Chavez Street/16th Street Bicycle Lanes**—Installation of Class II and Class III facilities in both directions on Cesar Chavez Street between Hampshire Street and Sanchez Street.

Additionally, several potential long-term bicycle route modifications nearby have been identified in the *San Francisco Bicycle Plan* including:

- **Golden Gate Avenue Bicycle Route**—Golden Gate Avenue would be designated as a bicycle route between Baker Street and Market Street.

- **Post Street Bicycle Route**—Minor route enhancements would be made for the existing Class III Route 16 such as signage, striping, and signal timings, where feasible.

- **Sutter Street Bicycle Route**—Minor bicycle route enhancements would be made for the existing Class III Route 16 such as signage, striping, and signal timings, where feasible.

- **Geary Boulevard Bicycle Route**—Geary Boulevard would be designated as a bicycle route between 25th Avenue and Divisadero Street.

- **Steiner Street Bicycle Route**—Minor route enhancements would be made for the existing Class III Route 45 such as signage, striping, and signal timings, where feasible.

- **Webster Street Bicycle Route**—Minor route enhancements would be made for the existing Class III Route 10 such as signage, striping, and signal timings, where feasible.

- **O'Farrell Street Bicycle Route—**Provision of a Class II or Class III facility on O'Farrell Street between Market Street and Polk Street.

Development of Modified Baseline and Cumulative Traffic and Transit Forecasts

SFCTA's SF-CHAMP travel demand model was used to develop future year traffic and transit forecasts used in the impact analysis.[19] Year 2015 Modified Baseline, 2020 Modified Baseline, and 2030 Cumulative traffic

[19] The SF-CHAMP model is an activity-based travel demand model that has been validated to existing conditions and can be used to forecast future transportation conditions in San Francisco, and is updated regularly. The model predicts person-travel based on assumptions of growth in population, housing units, and employment by auto, transit, walk and bicycle modes. The SF-CHAMP model also provides forecasts of vehicular traffic on regional freeways, major arterials and local roadway networks considering the available roadway capacity, origin-destination demand, and congested travel speeds. The SF-CHAMP model travel demand estimates incorporate the Association of Bay Area Governments (ABAG) land use and socio-economic database and growth forecasts for the year 2030 (from ABAG Projections 2007), which provide forecasts of economic and population growth for San Francisco, as well as for the remaining eight Bay Area counties, as well as the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan and SFCTA's Countywide Transportation Plan. Within San Francisco, the San Francisco Planning Department is responsible for allocating ABAG's countywide growth forecasts to

volumes were developed based on traffic growth rates between 2005 and 2030 developed from SF-CHAMP model output. The growth predicted by the model was applied to the existing year traffic volumes at the study intersections in order to obtain year 2015, 2020, or 2030 turning movement volumes, an approach that is typically followed to develop future traffic volume estimates in San Francisco. The resulting traffic estimates represent No Project traffic volumes within the study area, assuming no changes to the existing uses within the campuses.

Future year plus-Project traffic estimates for each area can then be developed by adding the number of vehicle trips that would be generated by each campus to the No Project traffic volumes. To determine Modified Baseline plus Project and Cumulative plus Project conditions, the project travel demand related to the full buildout of each campus was added to the Modified Baseline No Project and Cumulative No Project conditions.[20] The analysis for each CPMC campus accounts for any overlap in trips at common analysis locations. Future 2015 Modified Baseline, 2020 Modified Baseline, and 2030 Cumulative transit ridership on the Muni routes serving the campuses were similarly developed from the SF-CHAMP model output.

Modified Baseline 2015 No Project and Project conditions were developed for the proposed Cathedral Hill Campus, the California Campus, and the St. Luke's Campus, while Modified Baseline 2020 No Project and Project conditions were developed for the Pacific and Davies Campuses.

Project Travel Demand

The transportation effects associated with the travel demand generated by the project land uses were determined by calculating the daily person-trips generated, and the portion of those trips that would occur during the peak hours analyzed. Project travel demand was calculated for each campus separately. Because the CPMC LRDP involves construction of a new campus at Cathedral Hill and relocation of activities at existing campuses to the new campus and between campuses, the trip generation was based on the net-new uses. After determining the number of person trips generated by the Project, the trips were distributed to geographical origins/destination areas, including four San Francisco areas (i.e., Superdistrict 1, Superdistrict 2, Superdistrict 3, Superdistrict 4) and three other regions in the Bay Area (South Bay, East Bay, and North Bay).[21] The mode split analysis determined the portion of these trips made via automobile, transit, or any other mode of transportation, based upon the

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each SFCTA Traffic Analysis Zone (TAZ), based upon existing zoning and approved plans, using an area's potential zoning capacity and the anticipated extent of redevelopment of existing uses. The increase in transit and vehicle trips between existing conditions and 2030 No Project conditions was based on a comparison between model output that represents existing conditions and model output for 2030 conditions. Additional details on travel demand forecasting for the proposed LRDP is documented in Assessment of No Project Cumulative Traffic Conditions near Five CPMC Campus Sites in San Francisco—Year 2015 and 2030 Traffic Volume Estimates, April 2010, prepared by Adavant Consulting. This memo is on file with the San Francisco 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. 20005.0555E.

[20] Adavant Consulting. 2010 (April 9). CPMC LRDP Travel Demand Estimation for the San Francisco Campuses, San Francisco, CA. This information is on file with the San Francisco 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. 20005.0555E.

[21] Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). San Francisco is divided into four Superdistricts delineated to capture the different travel characteristics that are associated with the various street network, transit opportunities, and geographical constraints of different areas of San Francisco.

origin/destination of the trips, the purpose of the trips, and the availability of various modes. Finally, automobile occupancy rates were determined, to yield the average number of individuals in a vehicle, and, thus, determine the number of vehicles that would be traveling to and from the campuses.

Project Trip Generation

The methods commonly used for forecasting trip generation of development projects in San Francisco are based on person-trip generation rates, trip distribution information, and mode split data described in the *Transportation Impact Analysis Guidelines for Environmental Review*, San Francisco Planning Department, October 2002 (SF Guidelines). These data are based on a number of detailed travel behavior surveys conducted within San Francisco. The data in the SF Guidelines are generally accepted as more appropriate than conventional methods because of the relatively unique mix of uses, density, availability of transit, and cost of parking commonly found in San Francisco. However, the SF Guidelines do not include hospital and medical office building trip generation rates. Similarly, standard trip generation rates, such as those provided by Trip Generation, 7th Edition, 2003, Institute of Transportation Engineers, would not be suitable for the project, unless appropriate adjustments were made to account for the project size, mix, and availability of transit.

Travel demand estimates for the campuses were calculated based on the projected number of physicians, staff and visitors and travel surveys of existing CPMC facilities, including pedestrian and traffic counts. Forecasting the net new travel demand involved estimating the number of trips generated at project completion of each campus, less trips associated with the existing uses on-site. Travel demand characteristics and forecasts for the Cathedral Hill Campus were developed by Adavant Consulting,[22] and additional detail related to the trip generation methodology are included in the transportation impact study for each campus.

Trip Generation Sources

Medical facilities generate travel demand in unique ways, depending on their location, specialties, and surrounding land uses. To forecast travel demand for the campus, several CPMC-specific data sources were obtained and processed, including:

- **CPMC Population Estimates:** Daily and a.m. and p.m. peak period population estimates, in terms of doctors, staff and visitors, were provided by CPMC by major land use and campus location and reflect the proposed uses. This information informed the fundamental assumptions for the trip generation projections at the campuses.

[22] Adavant Consulting. 2010 (April 9). CPMC LRDP Travel Demand Estimation for the San Francisco Campuses. San Francisco, CA. This information is on file with the San Francisco 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. 20005.0555E.

- **Employee, Patient, and Visitor Travel Surveys:**[23] A series of employee, patient and visitor travel behavior surveys were conducted by CHS Consulting Group in 2001 at the Pacific, California, and Davies Campuses.[24] CPMC employees were surveyed in January 2001, while patients and visitors were surveyed in February 2001. The employee survey questions included residence location, work schedule, travel mode, parking locations and reasons for driving alone. The visitor survey questions focused on travel mode, origin/destination, parking location, and parking costs. In 2009, CPMC conducted the same travel survey for the St. Luke's Campus.

- **Travel Surveys and Counts:** CHS Consulting Group conducted a series of travel surveys and pedestrian and vehicular counts at three CPMC campuses between October 2002 and April 2003: Pacific, California, and Davies.[25] For each of the three campuses, several data collection efforts were conducted:

  - **Person counts**—Counts of individuals entering and exiting the individual buildings and the perimeter of the CPMC campus were conducted at 15-minute intervals from 7 a.m. to 7 p.m. on a typical weekday;

  - **Vehicle and occupancy counts**—Counts of the number of vehicles entering and exiting the garages at each campus were conducted at 15-minute intervals from 7 a.m. to 7 p.m. on a typical weekday. The number of occupants in each vehicle was also recorded;

  - **Intercept questionnaire surveys**—Surveys of individual travel patterns, including origin and destination, were conducted using questionnaires at selected locations on each campus from 8 a.m. to 4 p.m. The results of the intercept questionnaires were also used to estimate the number of internal trips within each campus; and

  - **Supplemental sample survey**—Counts of persons entering and exiting minor access points at selected buildings were conducted between 2 p.m. and 4 p.m.

- **Additional Travel-Related Data:** In addition to the travel surveys other travel-related information has been gathered for this analysis between 2001 and 2009, such as:

  - entry-exit parking ticket records for the garages at each campus under CPMC control;

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[23] Travel surveys of existing CPMC personnel, patients and visitors conducted 2001 through 2009 were used to develop origin-destination, travel mode split, and average vehicle occupancy assumptions. Survey information was determined to be valid for determining LRDP travel demand, since existing CPMC campuses are located in established neighborhoods with limited land use changes, and with limited roadway network, transit service, and parking supply changes.

[24] CHS Consulting Group. 2001. CPMC 2001 Employee and Patient/Visitor Travel Patterns. San Francisco, CA. This information is on file with the San Francisco 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. 20005.0555E.

[25] CHS Consulting Group. 2004. CPMC Trip Generation Methodology Survey and Findings. San Francisco, CA. This information is on file with the San Francisco 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. 20005.0555E.

- inbound and outbound vehicle counts at the parking garage at the Cathedral Hill Hotel;
- average hotel room and office occupancy rates for the existing buildings at the project site; and
- number of existing and proposed employees by shift at the campus (Daytime: 9 a.m. to 6 p.m., Shift 1: 7 a.m. to 3 p.m., Shift 2: 3 p.m. to 11 p.m., Shift 3: 11 p.m. to 7 a.m.), as well as the number of employees expected to be absent (either sick or paid time off) on a typical weekday.

Person Trip Generation Rates

Using Daily and a.m. and p.m. peak-hour population data for each of the existing CPMC campuses, person trip generation rates were developed for each population group through an iterative process. The conditions for the development of these trips were:

- reflect logical travel journeys to/from the campus and within the campus for each population type (physicians, staff, patients and visitors);
- have the same value across all campuses for each land use type (MOB, ambulatory care center [ACC], hospital, research/office);
- produce results that are in line with those obtained from the staff, patient and visitor surveys previously conducted at each campus; and
- result in overall trip generation rates that are comparable to those shown in other transportation studies of similar facilities or obtained from other recognized sources such as the other medical centers in San Francisco, the Institute of Transportation Engineers (ITE), the San Diego Association of Governments (SANDAG), and Caltrans.
- Estimates for staffing and patient levels on a daily basis were developed by CPMC based on the services proposed to be located at the campus and reviewed by the San Francisco Planning Department. The population groups include the following:
- **Physicians:** Physicians include CPMC doctors and physicians, as well as community doctors and physicians working at the MOBs who are not directly affiliated with CPMC but are physically present ("on-site") at the campus on a typical day. It also includes "visiting" doctors who are not based at the campus full-time, but come to the campus for patient visits or to perform surgery.
- **Staff:** Staff includes nurses, physician assistants, therapists, dieticians, administrative workers and nonmedical employees who are physically on the campus on a typical day, including volunteers. Similar to

the physician's category, these may or may not be affiliated with CPMC. Collectively, staff and physicians comprise the employees on the campus.

- **Patients:** This group includes all individuals at the campus for some sort of medical treatment. They may include inpatients or outpatients visiting a MOB or receiving diagnostic work throughout the day.

- **Visitors:** Visitors may include individuals accompanying outpatients, plus those visiting patients, staff, or physicians throughout the day.

The resultant trip generation rates for each population group were then compared to the travel surveys conducted at each of the existing campuses. This comparison was done to ensure that the estimated trip generation values correspond with existing travel patterns at the Pacific, California, and Davies Campuses. The estimated values correspond well with those obtained from the survey data, but tend to overestimate trips by about 10 percent, meaning the trip rates used in the analysis tend to be conservative. The empirical trip generation rates were also compared with other person trip generation rates and travel demand data gathered from other transportation studies for comparable land uses (e.g., UCSF Medical Center, Kaiser San Francisco Medical Center, San Francisco General Hospital). In general, the daily person trip generation rate developed for CPMC was higher for hospital uses and the same for MOB uses. The vehicle trip generation rates for CPMC are comparable and slightly higher than other San Francisco medical centers, but slightly lower than SANDAG and ITE sources. This was attributed to the availability of public transit within San Francisco.[26]

It should be noted that the travel demand estimates reflect the effects of CPMC's existing Transportation Demand Management (TDM) Program. Key elements of the TDM program include:

- free shuttle service to and from the various campuses;

- a commuter benefit program (pretax dollars for public transportation fares);

- a guaranteed ride home program;

- participation in 511.org's Regional Rideshare Program;

- a yearly monetary ($2,500) subsidy for vanpool vehicles;

- an annual transportation fair with free bicycle workshops sponsored by RIDES for Bay Area Commuters and the San Francisco Bicycle Coalition;

[26] Adavant Consulting. 2010 (April 9). CPMC LRDP Travel Demand Estimation for the San Francisco Campuses, San Francisco, CA. This information is on file with the San Francisco 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. 20005.0555E. See Section 4.4. .

- a monthly parking fee charge of $110 by CPMC staff who drive (although physicians receive free parking);
- provision of free parking for registered carpool/vanpool vehicles with three or more CPMC campus employees; and
- parking fees for visitors and patients set at levels to discourage long-term parking.

As part of the *California Pacific Medical Center Institutional Master Plan* (IMP), several elements of the existing TDM program would be expanded to enhance the effectiveness of the program to encourage use of alternate modes and reduce single-occupant vehicle trips by employees, patients and visitors. Since the effectiveness of the expanded TDM program and effect on CPMC employee, patient and visitor travel modes would be difficult to determine, the expanded program was not considered in developing the travel demand forecasts.

Person Trip Generation Estimates

For each campus, the trip generation rates were applied to the proposed populations to determine the total trips that would be generated at full buildout conditions. The trip generation estimates were adjusted to reflect the change in CPMC-related uses at each campus. For the Cathedral Hill Campus, since the project includes demolition of existing land uses, the trips generated by these uses were subtracted from the new project trips to determine the net-new trips. The trip generation for the existing uses was based on standard rates obtained from the SF Guidelines, supplemented with data gathered from the ITE for the a.m. peak hour. In some cases where buildings to be demolished were only partially occupied, trip generation credits were not taken. Table 4.5-10, (page 4.5-76) “Daily and Peak Hour Person Trip-Generation by Population Group by Campus” summarizes the total daily and p.m. peak-hour trip generation by population group for each campus. The analysis does not assume any new trip generation at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to the Pacific or Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.

Mode Split

Mode split is the relative proportioning of project-generated trips to various travel modes, including automobile, transit, walking and other, where “other” includes bicycle, motorcycle and taxi. An average vehicle occupancy factor was applied to the number of automobile person trips to determine the number of vehicle trips. Mode split and average vehicle occupancy assumptions were based on information contained in the *SF Guidelines*, as well as the data described earlier that was collected at other CPMC campuses. This analysis also assumes that all physicians drive to campus.

Table 4.5-10
Daily and Peak-Hour Person Trip-Generation by Population Group by Campus[1]

	Daily	(A.M. Peak Hour for Cathedral Hill Only) P.M. Peak Hour				
		Physicians	Staff	Patients	Visitors	Total
Cathedral Hill Campus[2]						
Proposed Population	***9,569***	***(201) 180***	***(1,481) 1,149***	***(151) 310***	***(126) 216***	***(1,950) 1,855***
New Person Trip Generation						
Cathedral Hill Hospital	16,203	(65) 53	(1,045) 856	(25) 30	(67) 85	(1,202) 1,024
Cathedral Hill MOB	8,480	(80) 80	(324) 324	(116) 260	(58) 130	(578) 794
1375 Sutter MOB	2,929	(27) 27	(112) 112	(40) 90	(20) 45	(199) 274
Total New Trips	***27,611***	***(172) 160***	***(1481) 1,292***	***(182) 380***	***(145) 260***	***(1,980) 2,092***
Credit for Existing Uses	-7,664	–	–	–	–	(-550) -693
Net-New Trips	***19,947***	***–***	***–***	***–***	***–***	***(1,430) 1,399***
Pacific Campus						
Net-New Population Growth	***-1,495***	***-90***	***-21***	***199***	***56***	***144***
Net-New Person Trip Generation						
MOB	-3,295	-19	-339	127	63	-168
ACC	7,380	8	747	153	101	1,009
Hospital	-8,460	-37	-449	-25	-74	-585
Research/Office	-324	-3	-55	0	0	-58
Net-New Trips	***-4,701***	***-51***	***-96***	***255***	***90***	***198***
Davies Campus						
Net-New Population Growth	***1,221***	***18***	***286***	***51***	***33***	***388***
Net-New Person Trip Generation						
MOB	2,986	14	239	56	28	337
Hospital	1,081	1	56	3	9	69
Net-New Trips	***4,070***	***15***	***295***	***59***	***37***	***406***
St. Luke's Campus						
Net-New Population Growth	***1,258***	***33***	***121***	***89***	***45***	***288***
Net-New Person Trip Generation						
MOB	3,674	29	119	113	57	318
Hospital	299	1	10	-1	-1	9
Research Office	-34	0	-6	0	0	-6
Net-New Trips	***3,941***	***30***	***123***	***112***	***56***	***321***
Total Net-New Trips	***23,257***	***154***	***1,614***	***806***	***443***	***3,017***

Notes: ACC = Ambulatory Care Center; MOB = Medical Office Building

[1] The analysis does not assume any new travel demand at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to the Pacific and Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.

[2] For the Cathedral Hill Campus, the a.m. peak-hour travel demand is presented in (parentheses).

Source: Data compiled by Adavant Consulting and Fehr & Peers in 2010.

The methodology assumes that the modal share would be appropriate to represent both existing and future travel conditions at the CPMC campuses, that is, mode shifts between existing conditions and future conditions are not expected. Although the CPMC LRDP development plans assume an increase in parking supply with the construction of new garages, it is assumed that similar transportation management strategies to those that exist today would be in place when such facilities are opened to act as disincentives to driving by employees, patients and visitors despite the increase in the supply of off-street parking.

Table 4.5-11, "Net-New Peak Hour Person Trips by Mode and Vehicle Trips by Campus" (page 4.5-77), presents the net-new peak-hour person trips by mode, as well as vehicle trips, for each campus. The mode share varies between campuses, with the lowest auto mode at the Cathedral Hill Campus and highest auto mode at the St. Luke's Campus. At the Cathedral Hill Campus, about 50 percent of person trips would occur by auto, 40 percent by transit, and 10 percent by walking, bicycling and other modes. At the Pacific Campus, about 58 percent of person trips would be by auto, 19 percent by transit, and 23 percent by walking, bicycling and other modes. At the Davies Campus, about 55 percent of trips would be by auto, 34 percent by transit, and 11 percent by walking, bicycling and other modes. At the St. Luke's Campus, about 78 percent of trips would be by auto, 12 percent by transit, and 10 percent by walking, bicycling, and other modes.

Table 4.5-11
Net-New Peak-Hour Person Trips by Mode and Vehicle Trips by Campus [1]

	Person Trips by Mode					
Campus	Auto	Transit	Walk	Other [2]	Total	Vehicle Trips
Cathedral Hill Campus						
a.m. peak hour	682	586	108	54	1,430	593
p.m. peak hour	689	551	107	50	1,399	609
Pacific Campus						
p.m. peak hour	114	37	27	20	198	71
Davies Campus						
p.m. peak hour	224	138	10	34	406	202
St. Luke's Campus						
p.m. peak hour	251	39	25	6	321	207

Notes:
[1] The analysis does not assume any new travel demand at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to the Pacific and Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.
[2] "Other" includes bicycle, motorcycle and taxi trips.
Source: Data compiled by Adavant Consulting and Fehr & Peers in 2010

Project Trip Distribution

Trip distribution patterns for the hospital and medical facilities were based on surveys of employees, patients and visitors conducted by CPMC at the Pacific, Davies, and St. Luke's Campuses. Table 4.5-12, "Trip Distribution Patterns by Campus" (page 4.5-78), presents the distribution of trips to and from San Francisco and areas outside of San Francisco. At all campuses, the majority of patient and visitor trips would occur within the boundaries of San Francisco. At the Cathedral Hill, Pacific, and Davies Campuses, about 50 percent of the employee trips would be from within San Francisco, with employee trips to and from the East Bay representing the greatest majority from outside of San Francisco. At the St. Luke's Campus, the proportion of employee trips from within San Francisco would be the lowest (i.e., 42 percent), with a substantial proportion of employee trips (36 percent) from the South Bay.

Table 4.5-12
Trip Distribution Patterns by Campus

	Cathedral Hill and Pacific Campus			Davies Campus			St. Luke's Campus		
	Employees	Patients	Visitors	Employees	Patients	Visitors	Employees	Patients	Visitors
San Francisco									
Superdistrict 1 (northeast)	8%	20%	8%	11%	15%	8%	6%	14%	12%
Superdistrict 2 (northwest)	24%	31%	30%	17%	13%	36%	4%	5%	12%
Superdistrict 3 (southeast)	11%	17%	13%	17%	47%	28%	26%	63%	37%
Superdistrict 4 (southwest)	8%	9%	11%	8%	8%	6%	6%	3%	4%
East Bay	18%	8%	12%	22%	7%	4%	16%	2%	10%
North Bay	15%	7%	8%	9%	5%	4%	5%	0%	8%
South Bay	16%	8%	13%	17%	6%	11%	36%	11%	17%
Out of Region	0%	1%	6%	0%	1%	4%	1%	3%	2%
	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: Data compiled by Adavant Consulting and Fehr & Peers in 2010

Parking Demand

Because of the unique nature of a hospital and medical campuses, parking demand cannot be estimated by directly applying the parking demand methodology described in the SF Guidelines for commercial uses. Instead, the existing parking demand at each campus was estimated based on travel surveys of CPMC employees, visitors, and patients, and the parking demand rate developed from this information was applied to the future buildout population that would be on each campus. A CPMC-specific parking demand tool, developed by CHS

Consulting,[27] was used to estimate parking demand for each campus. The existing parking demand was estimated using existing data sources: population estimates from CPMC and mode splits obtained from travels surveys conducted at CPMC campuses in 2001, 2002 and 2009. Parking turnover rates were estimated for each user and building (i.e., MOB, hospital) based on the following key assumptions:

- all physicians drive alone (assigned parking provided to physicians);
- MOB business hours are from 8:30 a.m. to 4:30 p.m.;
- 90 percent of patients and visitors make a trip to the hospital between 9 a.m. to 6 p.m.;
- the average duration of stay for outpatients at the MOB and hospital is 1.5 hours;
- the average duration of stay for visitors to the MOB is 1.5 hours;
- each inpatient at the hospital would generate 2.5 visitors: one family visitor, one friend visitor, and 0.5 business visitor per day;
- the average duration of stay for each visitor would be 5 hours (family), 3 hours (friends), and 1.5 hours (business), respectively; and
- CPMC would provide a limited number of employee parking permits issued through a lottery system.

The existing parking demand estimated using the travel surveys and parking turnover assumptions was compared to the parking supply provided by CPMC at all parking facilities owned or leased by CPMC. Any unmet demand (i.e., drivers not finding parking in CPMC parking facilities) was assumed to park on street in the vicinity of the campus. The percentages of people who park on the street were compared to the CPMC Travel Survey results. Future parking demand was calculated using the future population estimates and parking demand rates developed by validating the existing parking demand model described earlier. The existing mode split rates from the surveys, from which parking demand is derived, were assumed for the Pacific, Davies, and St. Luke's Campuses, and the rates provided in the SF Guidelines were used for the Cathedral Hill Campus.

Table 4.5-13, "Parking Demand by Campus," summarizes the parking demand for the campus by population group. For the Pacific, Davies, and St. Luke's Campuses, the parking demand associated with the existing uses is presented as well as the parking demand at buildout conditions, and the net-new demand is identified. The parking assessment was conducted using the demand presented for buildout conditions.

[27] CHS Consulting Group. 2010 (July 7). CPMC Parking Analysis. Memorandum to Robert Ecklers of Fehr & Peers. This memo is on file with the San Francisco 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. 20005.0555E.

Table 4.5-13
Parking Demand by Campus[1]

	Physicians	Employees	Visitors/Patients	Total
Cathedral Hill				
Cathedral Hill Hospital	107	415	242	764
Cathedral Hill MOB	114	107	244	465
1375 Sutter	39	37	84	160
Total demand	260	559	570	1,389
Pacific Campus				
Existing	366	851	589	1,806
Buildout Conditions	260	708	609	1,577
Net-New Demand	-106	-143	20	-229
Davies Campus				
Existing Conditions	82	308	179	569
Buildout Conditions	105	478	250	833
Net-New Demand	23	178	71	264
St. Luke's Campus				
Existing Conditions	70	225	224	519
Buildout Conditions	98	337	324	759
Net-New Demand	28	112	100	240

Note:
[1] The analysis does not assume any new travel demand at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to the Pacific and Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.
Source: Data compiled by Adavant Consulting and Fehr & Peers in 2010

Service Vehicle and Truck Loading/Unloading Demand

Service vehicle and truck loading/unloading demand was calculated based on the uses proposed at each campus, and information obtained through extensive surveys of the existing loading facilities at the Pacific, California, Davies, and St. Luke's Campuses. The results of the surveys are included in the transportation impact studies for these campuses.

For the **Davies Campus** and the **St. Luke's Campus**, the daily truck trip generation rate was based on surveys of the existing campus. At the St. Luke's Campus, a rate of 0.15 trip per 1,000 square feet of hospital and medical office uses, as developed from existing conditions at St. Luke's, was used. At the Davies Campus, a rate of 0.22 trip per 1,000 square feet of combined medical office/hospital space was used. To calculate peak-hour demand, the loading methodology presented in the SF Guidelines was modified to reflect the average duration of stay for vehicles at loading spaces based on the surveys.

For the **Pacific Campus**, which would include conversion of 2018 Sacramento Street into office space, the SF Guidelines methodology for estimating commercial vehicle and freight loading/unloading demand was used to calculate the demand. Daily truck trip generated per 1,000 square feet were calculated based on the rates contained in the SF Guidelines. The resulting truck trips were then converted to an hourly demand for loading spaces based on a 9-hour day, and a 25-minute average stay. Average hourly demand was converted to a peak-hour demand by applying a peaking factor, as specified in the SF Guidelines.

For the **Cathedral Hill Campus**, the loading demand was based on existing surveys of hospital and MOB uses that were conducted at the Pacific Campus and California Campus.

- **At the Cathedral Hill Hospital**, the programmatic activities related to the inpatient activities at the Pacific Campus and the California Campus would be relocated to the Cathedral Hill Hospital and the project-generated truck trips at the new hospital would be expected to be similar to the total trucks at these two campuses. In addition to findings of the surveys, the CPMC Materials Management staff reviewed a list of vendors that currently make deliveries to the Pacific Campus and the California Campus, and a CPMC truck management plan was developed to identify opportunities to consolidate trips and reduce the number of trucks deployed to the various campuses. The following plan elements were identified to consolidate and reduce the total number of truck trips to the various campuses:

  1. Vendors that now make separate trips to both the California Campus and the Pacific Campus (two trips) would make a consolidated trip to the proposed Cathedral Hill Campus (e.g., Federal Express, UPS, Office Depot);

  2. Some deliveries would be shifted to a proposed distribution center in Burlingame (e.g., medical surgical supplies, linen, and uniforms); and

  3. Some service deliveries would be eliminated due to operational changes at the campuses.

  The number of loading spaces needed to accommodate the consolidated demand was estimated using the recorded truck arrival and departure times at the Pacific Campus and the California Campus that occurred during the peak 5-minute period on the survey day with the highest number of recorded deliveries.

- **For the Cathedral Hill MOB and 1375 Sutter Street MOB,** a daily and peak-hour loading demand was estimated based on the loading surveys conducted at the Pacific Campus and California Campus MOBs. A weighted average rate of 0.20 trips per 1,000 square feet of medical office space was used to calculate daily loading demand and a weighted average rate of 0.007 space per 1,000 square feet was used to calculate loading demand during the peak hour of loading activities.

CPMC proposes to maintain warehouse facilities off-site to serve the CPMC campus system. Some of the shipments to the CPMC campuses would be delivered to the off-site warehouse, then get consolidated into smaller trucks for delivery whenever possible.

The *CPMC LRDP Truck Management Plan* outlined below would serve to reduce the demand for large trucks at the campuses. The plan includes the following measures:

- Extend dock operating hours to 19-hour or 24-hour periods to meet demand between 7 a.m. and 7 p.m;
- Actively manage loading areas 24 hours a day to ensure that trucks park efficiently and do not dwell in loading spaces;
- Deliveries from the West Bay Distribution Center (the centralized-CPMC delivery center in Burlingame) would occur between 9:30 p.m. and 4 a.m. to minimize conflicts with non-CPMC couriers;
- Deliveries, such as laundry services and trash haulers, would be scheduled before 7 a.m. or after 7 p.m. to minimize conflicts with other couriers;
- Vehicles longer than 55 feet would be prohibited from entering the loading dock at the hospital; and
- Trash pick-up would occur between 4 a.m. and 5 a.m. At the Cathedral Hill Hospital there would be two dedicated loading spaces within the hospital's loading dock area. The Cathedral Hill MOB would have a trash storage room that would be accessible from the service driveway on Cedar Street.

Table 4.5-14, "Service Vehicle and Truck Loading Space Demand by Campus," presents the number of service vehicles/trucks generated by the CPMC LRDP uses on a daily basis by campus, and the demand for loading dock spaces during the peak hour of loading activities.

Passenger Loading/Unloading Demand

The demand for visitor and patient loading/unloading activities at the campuses was estimated using the methodology described in the SF Guidelines for passenger loading areas at hotels, with adjustments made to account for the difference between hotels and medical facilities. Passenger loading/unloading demand was estimated using the number of peak-hour arrivals by vehicle, and converting the peak-hour arrivals into the number of passenger vehicles expected to be loading simultaneously.[28] Table 4.5-15, "Passenger

[28] Passenger loading/unloading demand was calculated using 50% of the peak hour patient and visitor trips by vehicle, multiplied by a peaking factor of 2, and divided by 4 to estimate the number of vehicle arrivals in a peak 15-minute period. The resulting vehicle trips are multiplied by an average 3-minute duration of loading/unloading activity, and divided by 15 minutes to calculate the peak minute vehicles at the loading/unloading zone. The number of vehicles is multiplied by 25 feet to estimate the length in feet of loading demand.

Table 4.5-14
Service Vehicle and Truck Loading Space Demand by Campus[1]

	Daily Service Vehicles/Trucks	Peak-Hour Loading Space Demand
Cathedral Hill Campus		
Cathedral Hill Hospital	113	19.0
Cathedral Hill MOB	52	3.7
1375 Sutter	18	1.3
Total Demand	***183***	***24.0***
Pacific Campus		
MOB	152	9
Retail	2	0.2
Office Building	1	0.2
Total Demand	***155***	***9.4***
Davies Campus		
Total Demand	***114***	***8***
St. Luke's Campus		
Total Demand	***66***	***5***

Note:
[1] The analysis does not assume any new travel demand at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to the Pacific and Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.
Source: Data compiled by Fehr & Peers in 2010

Loading/Unloading Zone Demand by Campus," presents the passenger loading/unloading demand for the campuses.

CPMC Shuttle Demand

The CPMC shuttle demand was calculated based on existing characteristics of the shuttle service, the proposed repurposing of the CPMC campuses, and the revised shuttle routes. With the repurposing of the CPMC campuses, as envisioned by the CPMC LRDP, intercampus trips based on the services provided on each campus would likely be reduced, but the full extent of this reduction is still unknown. It is likely that as medical activities and disciplines such as emergency care, inpatient care, and medical offices become more consolidated at the campuses, there would be less demand for employees or patients to visit multiple campuses throughout the day. Currently, three shuttle routes primarily serve intercampus trips: the California–Pacific Line, Davies–Pacific Line, and Cathedral Hill–Pacific Line. The shuttle routes would be reconfigured as part of the proposed LRDP to connect to the proposed Cathedral Hill Campus instead of the Pacific Campus. The proposed shuttle system would have shuttle connections between the Cathedral Hill Campus and the Pacific Campus, Davies Campus, and the St. Luke's Campus.

Table 4.5-15
Peak Hour Passenger Loading/Unloading Zone Demand by Campus[1]

	Passenger Car Equivalents	Length in Feet of Loading Demand
Cathedral Hill Campus[2]		
Cathedral Hill Hospital	(2.4) 3.0	(60) 75
Cathedral Hill MOB	(4.6) 10.1	(114) 253
1375 Sutter	(1.6) 3.5	(40) 88
Pacific Campus		
New ACC	8.6	215
Buildout Conditions[3]	25.0	625
Davies Campus		
Neuroscience Institute & Castro/14th St MOB	2.5	63
Buildout Conditions[3]	8.7	218
St. Luke's Campus		
Replacement Hospital & New MOB	3.0	75
Buildout Conditions[3]	10.1	253

Notes: MOB = Medical Office Building

[1] The analysis does not assume any new travel demand at the California Campus because campus activities would remain unchanged until 2015, and would then be gradually relocated to Pacific and Cathedral Hill Campuses. By 2020, almost all CPMC-related uses at the California Campus are expected to cease.

[2] For Cathedral Hill Campus, the a.m. peak-hour demand is presented in (parentheses).

[3] Buildout conditions represent total activity associated with uses of the existing facilities (that would remain the same) and uses of the proposed facilities.

Source: Fehr & Peers, Data compiled by CHS Consulting Group in 2010

With the shifting of primary hospital and inpatient care uses from the Pacific Campus to the proposed Cathedral Hill campus, the CPMC shuttle system would be reconfigured around the Cathedral Hill campus, with several new routes serving the site. The system would have eight routes that would serve the four future campuses—Cathedral Hill, Pacific, Davies, and St. Luke's—and BART and Caltrain. Shuttle vans, with a capacity of 14 passengers, would be used.

- **The Pacific-BART line** would serve the Pacific Campus, the Japan Center Garage, the proposed Cathedral Hill Campus, and the Civic Center BART Station at approximately 6-minute headways. The route is assumed to operate approximately between 5:30 a.m. and 7 p.m. (similar to the existing BV-Line). Approximately five shuttles would be needed to operate the shuttle route at 6-minute headways, depending on traffic conditions.

- **The Cathedral Hill–BART line** would serve the Cathedral Hill Campus and the Civic Center BART Station at approximately 3-minute headways. The route is assumed to operate approximately between 5 and 11 a.m. and between 2:30 and 9 p.m. (similar to the existing JC-Express shuttle route serving commuting hours).

Approximately five shuttles would be needed to operate the shuttle route at 3-minute headways, depending on traffic conditions.

- **The Folsom–Caltrain line** would serve the Cathedral Hill Campus, the 4th Street Caltrain Station, and CPMC offices located at 633 Folsom Street at approximately 30-minute headways. This route is assumed to operate approximately between 6 a.m. and 9 a.m. and between 3 p.m. and 6 p.m. and would require one shuttle to operate the route at 30-minute headways, depending on traffic conditions.

- **The Cathedral Hill–Davies line** would serve the Cathedral Hill Campus and the Davies Campus at approximately 30-minute headways. This route is assumed to operate approximately between 6 a.m. and 6 p.m. (similar to the existing D-Line). One shuttle would be needed to operate the shuttle route at 30-minute headways, depending on traffic conditions.

- **The Cathedral Hill–St. Luke's line** would serve the Cathedral Hill Campus and the St. Luke's Campus at approximately 30-minute headways. This route is assumed to operate approximately between 6 a.m. and 6 p.m. (similar to the existing SL-Line). One shuttle would be needed to operate the shuttle route at 30-minute headways, depending on traffic conditions.

- **The Pacific–Davies line** would serve the Pacific Campus and the Davies Campus at approximately 30-minute headways. This route is assumed to operate approximately between 6 a.m. and 6 p.m. One shuttle would be needed to operate the shuttle route at 30-minute headways, depending on traffic conditions.

- **The St. Luke's–Davies–BART line** would serve the Davies and St. Luke's Campuses and the 24th Street BART station in San Francisco at approximately 30-minute headways. This route is assumed to operate approximately between 6 a.m. and 6 p.m. One shuttle would be needed to operate the shuttle route at 30-minute headways, depending on traffic conditions.

- **Non-CPMC private shuttle services** would be provided by a private garage operator as demand for off-campus parking increases. Operating details of this shuttle service, including service hours and vehicle capacities, would be based on observed demand.

Table 4.5-16, "Daily CPMC Shuttle Demand," below summarizes the shift in shuttle ridership associated with the redistribution of shuttle services, as well as increased development associated with the CPMC LRDP. These estimates conservatively assume that most transit riders to and from the campuses use the CPMC shuttle, rather than Muni, to access the nearest BART station. The total daily estimated shuttle trip demand, including users of satellite parking facilities, transit riders, and intercampus users, is approximately 7,500–8,000 passengers.

Table 4.5-16
Daily CPMC Shuttle Demand

CPMC Shuttle Line	Existing Demand	Future Estimated Daily Demand[7]
Cathedral Hill–Civic Center BART[1]	–	4,028
Cathedral Hill–Pacific/Japantown/BART[2]	172	1,756–2,004
Cathedral Hill–St. Luke's/24th Street BART[3]	–	270
Cathedral Hill–Davies	–	212–317
Cathedral Hill–Folsom/Caltrain	–	150[8]
Pacific–Davies	423	106–212
St. Luke's–Davies/24th Street BART[4]	30	270
Non-CPMC Private Shuttle Services[5]	–	750
California–Pacific[6]	496	–
BART–Van Ness	503	–
Japan Center Garage–Pacific	381	–
Total	**2,005**	**7,542–8,001**

Notes:
BART = Bay Area Rapid Transit
[1] Assumes that 100 percent of daily transit trips between the Cathedral Hill Campus and the East Bay, South Bay and Superdistrict 4 use this shuttle to access Civic Center BART/Muni Station.
[2] Assumes that 50 percent of daily transit trips from Superdistrict 3, 100 percent of daily transit trips from the South Bay, 75 percent of daily transit trips from Superdistrict 4, and 100 percent of daily transit trips from the East Bay use this shuttle to access Civic Center BART/Muni Station.
[3] Assumes that 50 percent of daily transit trips between the St. Luke's Campus and the 24th BART station use this line. These trips are composed of 38 percent of the daily transit trips from Superdistrict 1, the East Bay and the South Bay, and 12 percent of daily trips from Superdistrict 3 use this route. Persons traveling between St. Luke's Campus and Cathedral Hill Campus may be fewer.
[4] Assumes that 50 percent of daily transit trips between the St. Luke's Campus and the 24th BART station use this line. These trips are composed of 37 percent of the daily transit trips from Superdistrict 1, the East Bay and the South Bay, and 12 percent of daily trips from Superdistrict 3 use this route. Persons traveling between St. Luke's Campus and Davies Campus may be fewer.
[5] Assumes that 205 of St. Luke's staff and 170 of Davies staff park in other off-site garages, such as the 12th Street Garage. This service could be provided by the garage operator.
[6] Includes the GMG Line between California Campus and Geary Mall Garage.
[7] Assumes that between 50 and 75 percent of all existing shuttle trips between Pacific Campus and other Campuses (Davies, California, Cathedral Hill) transfer to Cathedral Hill shuttle routes.
[8] Assumes that approximately 10 percent of transit trips between the South Bay and Cathedral Hill Campus use Caltrain.
Sources: Data provided by CPMC and compiled by Fehr & Peers in 2010

4.5.4 IMPACT EVALUATIONS

◆ CATHEDRAL HILL CAMPUS

PROPOSED PROJECT AT CATHEDRAL HILL CAMPUS

Development of this proposed Cathedral Hill Campus would occur in the near term (2010–2015) and would involve five proposed components: the approximately 1,163,800-sq.-ft., 555-bed hospital Cathedral Hill Hospital; the approximately 491,300-sq.-ft. Cathedral Hill MOB; the Van Ness Avenue pedestrian tunnel (connecting the eastern portion of the proposed Cathedral Hill Hospital (at Level P3) to the western portion of the Cathedral Hill MOB (at Level G2); the 1375 Sutter MOB conversion; and streetscape improvements. All five project components would be completed in the near term and the facilities would be operational by mid-2015. No program-level, long-term (beyond 2015) project components for the proposed Cathedral Hill Campus are identified in the LRDP.

CATHEDRAL HILL CAMPUS PROPOSED SITE ACCESS

The main vehicular ingress to the hospital would be from the south side of the building along Geary Boulevard, with a new one-way (south to north) drive-through lane that would connect Geary Boulevard to Post Street at midblock. Drivers would either turn off at the adjacent nonemergency passenger drop-off area or descend to the 513-space parking garage. Vehicular ingress and egress would be provided via Post Street (see Figure 2-4, "Cathedral Hill Campus—Proposed Site Plan," page 2-53; and Figure 2-18, "Cathedral Hill Hospital—Level 2," page 2-75). Egress from the hospital would be restricted to Post Street; egress onto Geary Boulevard would be allowed only during emergency situations such as after an earthquake. The main pedestrian entrance would be from Van Ness Avenue. The vehicular entrance to the proposed Cathedral Hill Hospital's Emergency Department (located on Level 3) would be from Franklin Street and would allow ambulances and cars to conveniently drop off patients inside the building. Egress from the Emergency Department would be onto Post Street. A separate ambulance bay with access to the Emergency Department would be provided off Post Street, which would have ingress and egress onto Post Street. The proposed service vehicle and loading entrance would also be accessed from Franklin Street. The Post Street driveway into the parking garage would be a single ingress lane inbound and a single egress lane outbound, with a combined driveway not to exceed 22 feet in width. The Geary Boulevard driveway would be a single ingress lane inbound and a single emergency egress lane outbound, each not to exceed 12 feet in width. The emergency egress lane would be closed with a gate or a similar device across the driveway that would remain closed except during an emergency situation. The Geary Boulevard parking garage curb cut permit would be revocable, and this condition would be recorded as a Special Restriction on the deed of the Hospital.

The Cathedral Hill MOB would contain seven at- or below-grade parking levels (Levels G1–G7) that would provide 542 parking spaces. Vehicular ingress into the MOB garage would be provided via Geary Street and Cedar Street. Egress from the MOB garage would be allowed onto Cedar Street only. Cedar Street west of the MOB's parking garage driveway would be converted to a two-way operation. The Cedar Street driveway would be a single ingress lane inbound and a single egress lane outbound, with a combined driveway not to exceed 22 feet in width. The Geary Street driveway would be a single ingress lane, not to exceed 12 feet in width. The Geary Street parking garage curb cut permit would be revocable, and this condition shall be recorded as a Special Restriction on the deed of the MOB.

The 1375 Sutter MOB 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, midblock street that runs along the rear of the building and connects Franklin Street to Van Ness Avenue. Pedestrian and vehicular access to the site of the proposed 1375 Sutter MOB is currently available along Sutter Street and Franklin Street. Vehicular ingress-only would continue to be provided from Franklin Street and both ingress and egress via Sutter Street. This access would remain the same with implementation of the proposed LRDP.

Implementation of the Cathedral Hill Campus project would include the following changes to the street network:

- Provision of new driveways on Franklin and Post Streets for the off-street loading facility and Emergency Department;

- Sidewalk widening and provision of a recessed bay on Post Street between Franklin Street and Van Ness Avenue. The recessed bay would accommodate three CPMC shuttles and one commercial vehicle loading/unloading space. A driveway into the internal passenger zone and garage for the Cathedral Hill Hospital would be provided on Geary Boulevard and Post Street;

- Sidewalk widening on the west side of Van Ness Avenue adjacent to the project site. The existing bus stop at the southbound approach to Geary Boulevard would either be maintained at its current location, or relocated as part of the Van Ness Avenue BRT project south of Geary Street. The driveways into the existing Cathedral Hill Hotel would be eliminated;

- Sidewalk widening on the north side of Geary Boulevard between Van Ness Avenue and Franklin Street. An entry-only driveway into the internal passenger zone and garage for the Cathedral Hill Hospital would be provided;

- Relocation of the bus stop at the approach to Franklin Street to the far side of the intersection either as part of the proposed Geary Corridor BRT project or the Cathedral Hill Campus project;

- Relocation of the midblock bus stop on Geary Street between Van Ness Avenue and Polk Street, to west of Van Ness Avenue as part of the Cathedral Hill Campus project;

- Conversion of Cedar Street west of the proposed MOB's parking garage driveway to a two-way operation (would require elimination of all existing on-street parking spaces on Cedar Street). East of the garage driveway, Cedar Street would remain one-way eastbound;

- Provision of a passenger loading/unloading zone and new driveways into the Cathedral Hill MOB on Cedar Street;

- Conversion of the existing truck loading/unloading zone on Van Ness Avenue between Geary Street and Cedar Street to a passenger loading/unloading zone;

- Construction of raised crosswalks at the unsignalized intersections of Cedar Street at Van Ness Avenue and at Polk Street; and

- As part of the improvements at Polk Street, one parking space on Polk Street directly north of Cedar Street would be eliminated and a sidewalk extension would be constructed to improve sight distances.

The Cathedral Hill Campus impact analysis also considered the following two vehicle access variants, which are illustrated in Figure 4.5-16, "Cathedral Hill Campus Access" (page 4.5-91)

- **Two-Way Post Street Variant**—Under this variant, Post Street between Van Ness Avenue and Gough Street would be converted from one-way eastbound to a two-way operation (Post Street is currently a two-way street west of Gough Street and one-way eastbound east of Gough Street). The hospital driveway on Post Street would be reconfigured to allow full ingress and egress onto Post Street from both the eastbound and westbound directions. Also under this variant, access from Geary Boulevard would remain ingress-only.

- **MOB Access Variant**—Under this variant, Cedar Street between Van Ness Avenue and Polk Street would remain one-way eastbound, as under existing conditions. In addition, the MOB driveway on Geary Street would be reconfigured to allow full ingress *and egress* onto Geary Street. Under the MOB Access Variant, a 125-foot-long passenger loading/unloading zone would be provided on Cedar Street east of Van Ness Avenue, and the existing truck loading/unloading zone on Van Ness Avenue between Geary Street and Cedar Street would be changed to a passenger loading/unloading zone.

The Cathedral Hill Campus project also includes the following pedestrian access variant.

No Van Ness Avenue Pedestrian Tunnel Variant—Under this variant, the Van Ness Avenue pedestrian tunnel would be eliminated from the project. The No Van Ness Avenue Pedestrian Tunnel Variant is intended

to provide flexibility, accommodating permit timing and other considerations. This variant is not CPMC's preference because it would create substantial operational, health care delivery, and efficiency problems. Specifically, the subsurface tunnel would no longer be available for doctors, staff, patients, and visitors to cross Van Ness Avenue, or for goods and materials to be transferred between the hospital and MOB. This project variant would instead require that patients, visitors, medical staff, and other employees cross Van Ness Avenue at the Post Street or Geary Boulevard/Geary Street intersections to travel between the proposed Cathedral Hill Hospital and the Cathedral Hill MOB.

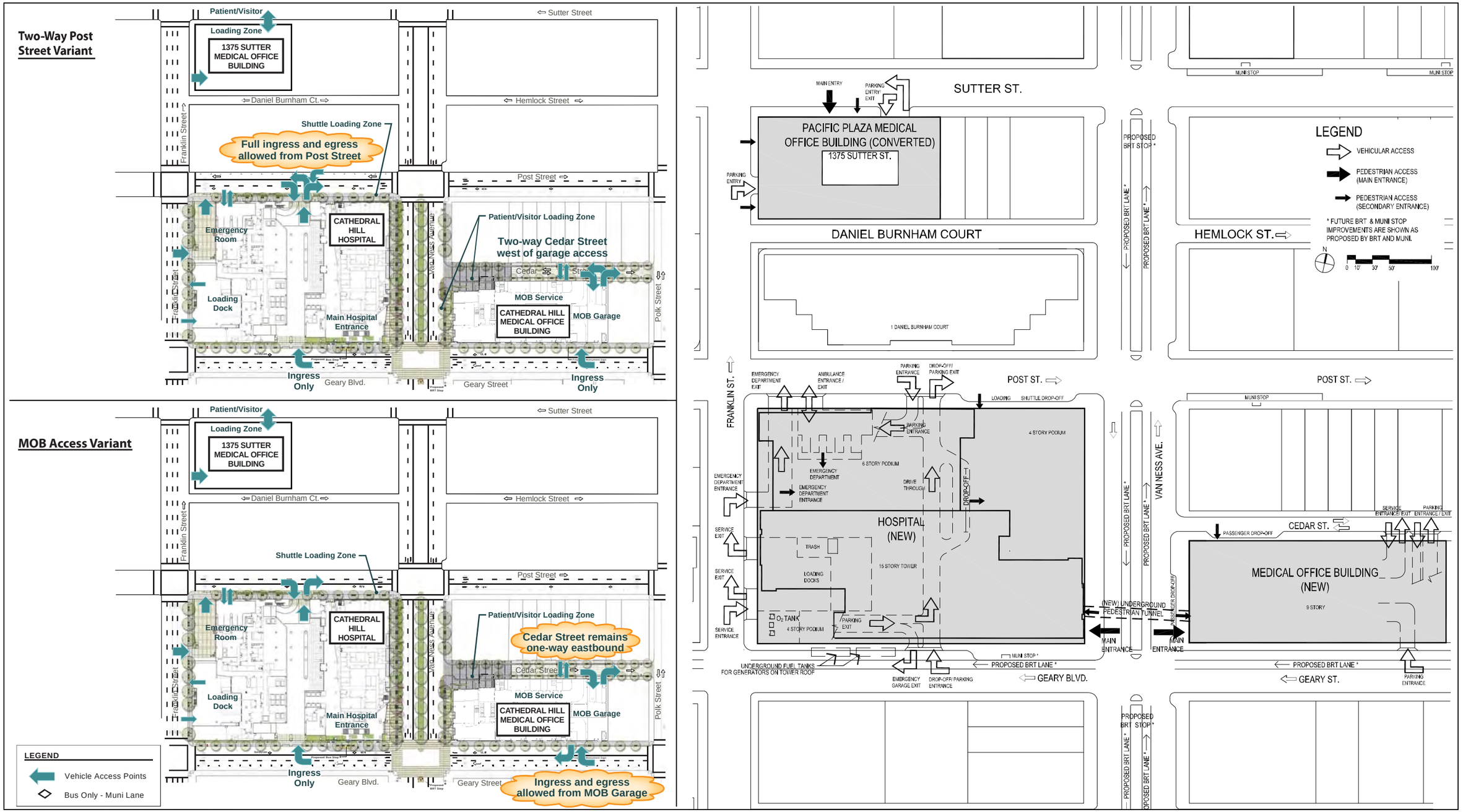
The conservative pedestrian and traffic analysis conducted for the Cathedral Hill Campus project did not assume construction of the tunnel but rather that all pedestrian trips between buildings would occur at street level.

Impacts associated with the proposed project at Cathedral Hill Campus are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impacts TR-1 through TR-23
- *Transit:* Impacts TR-24 through TR-36
- *Bicycle:* Impacts TR-37 through TR-39
- *Pedestrian:* Impacts TR-40 through TR-42
- *Loading:* Impacts TR-43 through TR-51
- *Emergency vehicle access:* Impacts TR-52 through TR-54
- *Construction:* Impacts TR-55 through TR-58

Overview of Project Traffic Impacts at the proposed Cathedral Hill Campus

The proposed Cathedral Hill Campus project would generate new vehicle trips and increase the number of vehicles and average delay per vehicle at the 26 study intersections during both the a.m. and p.m. peak hours. The proposed project would result in significant and unavoidable impacts at the intersections of Van Ness/Market and Polk/Geary, and feasible mitigation measures have not been identified. At six intersections that would operate poorly under 2015 Modified Baseline No Project and 2015 Modified Baseline plus Project conditions, the project contributions to the poor operating conditions would be less than significant (Gough/Geary, Franklin/O'Farrell, Franklin/Sutter, Franklin/Bush, Eighth/Market, and Octavia/Market/U.S. 101). Eighteen of the 26 study intersections would continue to operate at acceptable levels of LOS D or better under 2015 Modified Baseline plus Project conditions (Gough/Post, Gough/Sutter, Franklin/Geary, Franklin/Post, Franklin/Pine, Van Ness/Fell, Van Ness/Hayes, Van Ness/O'Farrell, Van Ness/Geary, Van Ness/Post, Van Ness/Sutter, Van Ness/Bush, Van Ness/Pine, Van Ness/Broadway, Polk/O'Farrell, Polk/Cedar, Polk/Post, and Polk/Sutter).



Source: SmithGroup, Fehr & Peers, AECOM 2010.

Cathedral Hill Campus Access

Figure 4.5-16

The MOB Access Variant would result in the same impacts as under the proposed LRDP, except that it would result in a traffic hazard impact (see Impact TR-17 on page 4.5-110) at the proposed MOB's driveway onto Geary Street. Mitigation Measure MM-TR-17 would reduce but not eliminate this significant and unavoidable impact. Under the Two-Way Post Street Variant, conditions would be similar to the proposed LRDP, with the exception that the variant would result in a significant and unavoidable impact at one additional intersection (Franklin/Bush; see Impact TR-8 on page 4.5-105).

IMPACT TR-1

Implementation of the Cathedral Hill Campus project would result in a significant impact at the intersection of Van Ness/Market. (Significant and Unavoidable)

As discussed on page 4.5-55 under "Approach to Impact Analysis," the Cathedral Hill Campus project was determined to have a significant impact at an intersection if project-generated trips would cause an intersection operating at LOS D or better under the 2015 Modified Baseline No Project condition to operate at LOS E or LOS F, or intersection operating at LOS E under the 2015 Modified Baseline No Project Condition to deteriorate to LOS F conditions. At intersections that would operate at LOS E or LOS F under the 2015 Modified Baseline No Project Condition, and would continue to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions, the increase in project vehicle trips were reviewed to determine whether the increase would contribute considerably to critical movements[29] operating at LOS E or LOS F.

The Cathedral Hill Campus project would result in an increase of 593 vehicle trips during the a.m. peak hour (508 inbound and 85 outbound trips), and 609 vehicle trips during the p.m. peak hour (42 inbound and 567 outbound trips). Table 4.5-17, "Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions" (page 4.5-94), and Table 4.5-18, "Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-95), present the intersection LOS for the 26 study intersections under 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions for the a.m. and p.m. peak hours, respectively. The LOS conditions for the study intersections analyzed for 2015 Modified Baseline conditions are presented in Figure 4.5-17, "Cathedral Hill Campus—2015 Modified Baseline plus Project Conditions—Intersection Level of Service, A.M. Peak Hour" (page 4.5-96), for a.m. peak-hour conditions, and in Figure 4.5-18, "2015 Modified Baseline plus Project Conditions—Intersection Level of Service, P.M. Peak Hour" (page 4.5-97), for p.m. peak-hour conditions.

[29] At an intersection, the critical movements are the traffic movements that operate with the highest volume to capacity ratio. In other words, the critical movements are the most congested movements.

Table 4.5-17
Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions

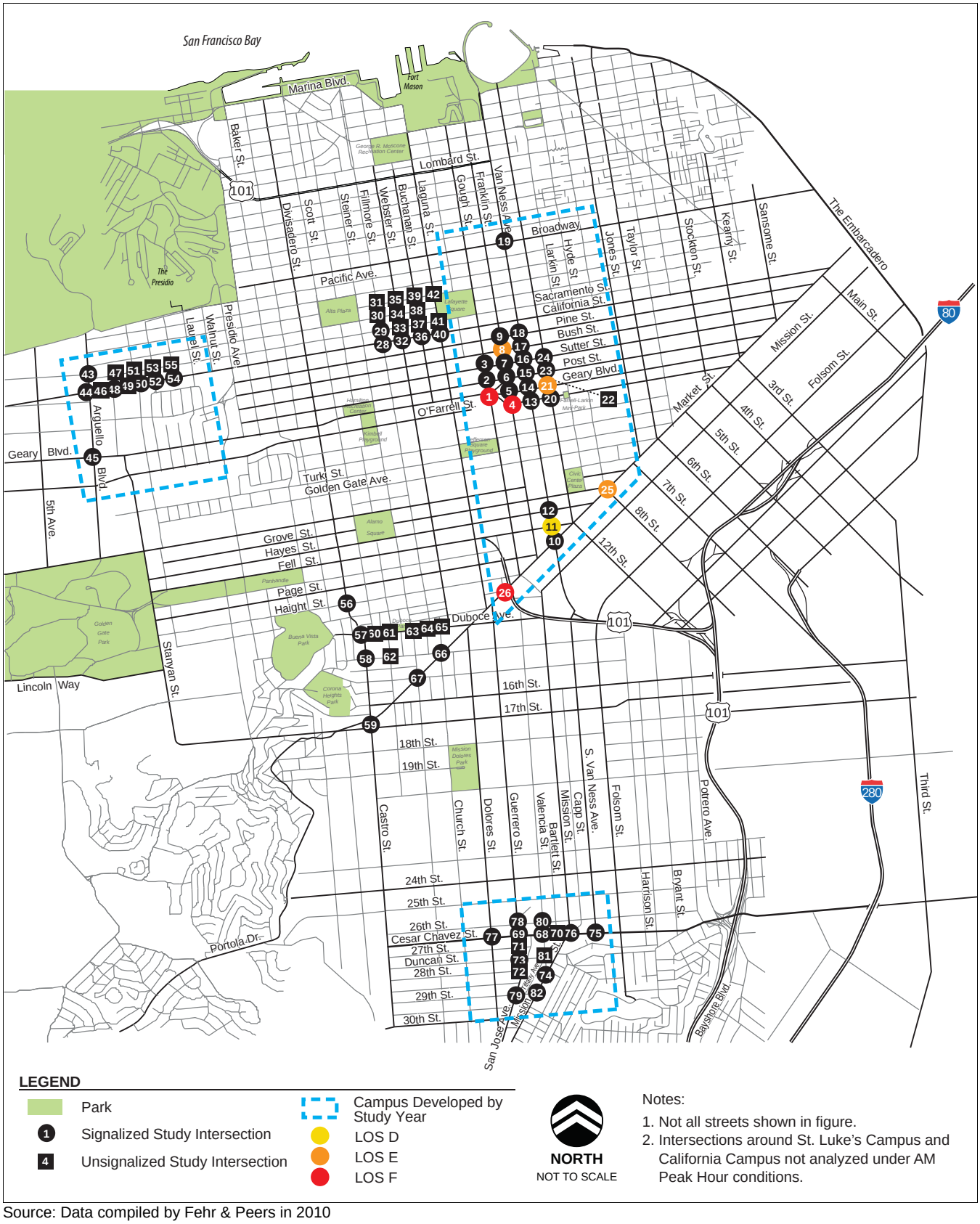
Intersection	Existing		Modified Baseline 2015				2030 Cumulative			
			2015 No Project		2015 Project		2030 No Project		2030 Project	
	Delay/v/c [1,2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
1. Gough/Geary	**>80/1.17**	**F**	**>80/1.18**	**F**	**>80/1.21**	**F**	**>80/1.23**	**F**	**>80/1.26**	**F**
2. Gough/Post	10.7	B	10.9	B	11.5	B	12.4	B	13.1	B
3. Gough/Sutter	9.5	A	8.4	A	9.1	A	8.4	A	8.9	A
4. Franklin/O'Farrell	**>80/1.23**	**F**	**>80/1.26**	**F**	**>80/1.31**	**F**	**>80/1.33**	**F**	**>80/1.38**	**F**
5. Franklin/Geary	8.7	A	9.1	A	9.2	A	10.5	B	11.1	B
6. Franklin/Post	15.2	B	13.4	B	14.9	B	16.3	B	18.4	B
7. Franklin/Sutter	17.0	B	13.9	B	13.6	B	19.8	B	19.3	C
8. Franklin/Bush	**71.4**	**E**	**78.3**	**E**	**79.9**	**E**	**>80/1.15**	**F**	**>80/1.15**	**F**
9. Franklin/Pine	12.6	B	13.4	B	13.5	B	14.7	B	14.7	B
10. Van Ness/Market	23.1	C	23.1	C	23.9	C	28.5	C	32.3	C
11. Van Ness/Fell	30.6	C	41.1	D	47.0	D	**63.0**	**E**	**70.5**	**E**
12. Van Ness/Hayes	20.5	C	19.4	B	19.3	B	19.7	B	19.7	B
13. Van Ness/O'Farrell	22.4	C	21.4	C	24.8	C	24.7	C	31.4	C
14. Van Ness/Geary	22.7	C	24.5	C	23.9	C	26.9	C	26.9	C
15.Van Ness/Post	15.3	B	15.0	B	15.2	B	15.9	B	16.1	B
16.Van Ness/Sutter	11.2	B	11.0	B	11.1	B	11.4	B	11.4	B
17.Van Ness/Bush	23.6	C	23.4	C	24.6	C	30.8	C	33.0	C
18.Van Ness/Pine	22.8	C	23.2	C	24.7	C	25.1	C	28.1	C
19.Van Ness/Broadway	28.0	C	34.4	C	35.1	C	45.5	D	46.8	D
20.Polk/O'Farrell	18.6	B	19.0	B	23.6	C	20.6	C	27.8	C
21.Polk/Geary	47.9	D	50.0	D	**57.4**	**E**	**59.1**	**E**	**66.0**	**E**
22.Polk/Cedar	14.6(eb)	B	14.7(eb)	C	15.5(eb)	C	14.7(eb)	C	15.5(eb)	C
23.Polk/Post	18.3	B	17.2	B	19.0	B	17.2	B	18.8	B
24.Polk/Sutter	27.5	C	23.8	C	31.3	C	22.5	C	28.9	C
25.Eighth/Market	**>80/0.87**	**F**	**78.8**	**E**	**79.5**	**E**	**76.4**	**E**	**77.1**	**E**
26.Octavia/Market/U.S. 101	**>80/1.18**	**F**	**>80/1.21**	**F**	**>80/1.20**	**F**	**>80/1.31**	**F**	**>80/1.31**	**F**

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for LOS F conditions.
Source: Fehr & Peers 2010

Table 4.5-18
Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions

Intersection	Existing		Modified Baseline 2015				2030 Cumulative			
			2015 No Project		2015 Project		2030 No Project		2030 Project	
	Delay/v/c [1,2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
1. Gough/Geary	29.9	C	36.2	D	41.0	D	46.9	D	51.7	D
2. Gough/Post	8.6	A	10.0	A	10.9	B	12.7	B	14.4	B
3. Gough/Sutter	15.0	B	15.5	B	19.6	C	20.8	C	26.2	C
4. Franklin/O'Farrell	30.7	C	34.1	C	33.5	C	46.7	D	45.9	D
5. Franklin/Geary	22.1	C	28.8	C	26.7	C	47.7	D	45.2	D
6. Franklin/Post	12.3	B	11.0	B	11.3	B	13.3	B	13.7	B
7. Franklin/Sutter	**65.5**	**E**	**57.0**	**E**	**56.4**	**E**	**66.1**	**E**	**65.5**	**E**
8. Franklin/Bush	9.7	A	10.1	A	10.2	B	10.4	A	10.6	B
9. Franklin/Pine	16.8	B	20.2	B	25.6	B	27.7	C	35.9	D
10. Van Ness/Market	49.1	D	54.9	D	**55.1**	**E**	**73.1**	**E**	**74.2**	**E**
11. Van Ness/Fell	23.3	C	25.1	C	25.0	C	35.2	D	35.1	D
12. Van Ness/Hayes	23.3	C	25.7	C	26.8	C	37.1	D	39.5	D
13. Van Ness/O'Farrell	26.3	C	26.5	C	26.7	C	33.2	C	33.4	C
14. Van Ness/Geary	26.3	C	40.2	D	35.9	D	**64.2**	**E**	**57.8**	**E**
15.Van Ness/Post	14.4	B	14.8	B	15.6	B	16.7	B	17.6	B
16.Van Ness/Sutter	16.9	B	17.4	B	17.6	B	24.9	C	25.2	C
17.Van Ness/Bush	26.6	C	28.7	C	36.7	C	39.3	D	49.5	D
18.Van Ness/Pine	23.2	C	33.7	C	40.5	C	54.6	D	**59.7**	**E**
19.Van Ness/Broadway	26.0	C	28.0	C	27.8	C	30.7	C	30.8	C
20.Polk/O'Farrell	18.3	B	20.0	B	28.7	C	21.1	C	30.4	C
21.Polk/Geary	28.6	C	34.4	C	**59.8**	**E**	54.8	D	**76.0**	**E**
22.Polk/Cedar	12.3(eb)	B	13.0(eb)	B	24.1(eb)	C	13.1(eb)	B	24.3(eb)	C
23.Polk/Post	15.9	B	16.1	B	16.9	B	17.9	B	19.1	B
24.Polk/Sutter	28.7	C	29.7	C	30.0	C	49.0	D	48.8	D
25.Eighth/Market	**70.0**	**E**	**>80/1.18**	**F**	**>80/1.19**	**F**	**>80/1.28**	**F**	**>80/1.29**	**F**
26.Octavia/Market/U.S. 101	38.7	D	49.3	D	49.8	D	**>80/1.02**	**F**	**>80/1.02**	**F**

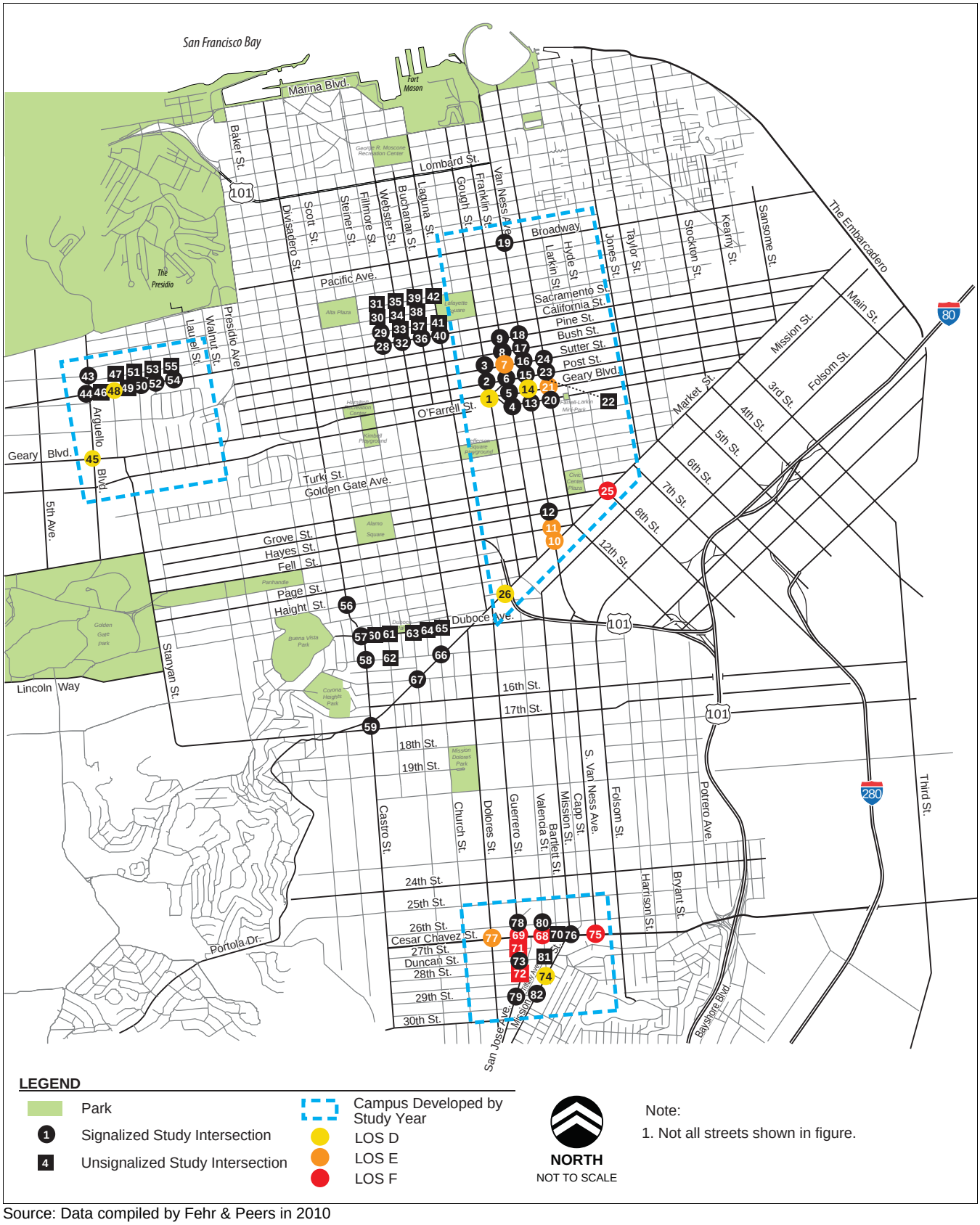
Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for LOS F conditions.
Source: Data compiled by Fehr & Peers in 2010



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus—2015 Modified Baseline plus Project Conditions—Intersection Level of Service, A.M. Peak Hour

Figure 4.5-17



Source: Data compiled by Fehr & Peers in 2010

2015 Modified Baseline plus Project Conditions—Intersection Level of Service, P.M. Peak Hour

Figure 4.5-18

- The proposed Cathedral Hill Campus project would result in project-specific impacts at two study intersections that operate at LOS D or better under 2015 Modified Baseline conditions and would deteriorate to LOS E or LOS F under 2015 Modified Baseline plus Project conditions, or that operate at LOS E under 2015 Modified Baseline conditions, and would deteriorate to LOS F under 2015 Modified Baseline plus Project conditions (Impacts TR-1 and TR-2).

- The proposed Cathedral Hill project would have less than significant contributions at six study intersections that operate at LOS E or LOS F under 2015 Modified Baseline conditions and would continue to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions (Impact TR-3).

- The proposed Cathedral Hill 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 (Impact TR-4).

During the p.m. peak hour, the addition of the proposed LRDP project trips would degrade operations at the signalized intersection of Van Ness/Market from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions (see Table 4.5-18, page 4.5-95). **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to substandard widths, and/or demolition of buildings adjacent these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible due to traffic, transit or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. CPMC has indicated that it is planning on expanding its current TDM program to discourage use of private automobile; although this may reduce the number of trips through this intersection, the extent of this program or reduction to impacts is not known. **The traffic impact at the intersection of Van Ness/Market would therefore, remain significant and unavoidable.**

IMPACT TR-2

Implementation of the Cathedral Hill Campus project would result in a significant impact at the intersection of Polk/Geary. (Significant and Unavoidable)

The addition of the proposed LRDP project trips would degrade operations at the signalized intersection of Polk/Geary from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions during the a.m. peak hour, and from LOS C under 2015 Modified Baseline No Project conditions to LOS E under 2015 Modified Baseline plus Project conditions during the p.m. peak hour. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to substandard widths, and/or demolition of buildings adjacent to these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible due to traffic, transit or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to discourage use of private automobile; although this may reduce the number of trips through this intersection, the extent of this program or potential reduction to impacts is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The traffic impact at the intersection of Polk/Geary would remain significant and unavoidable.**

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. (Less than Significant)*

As indicated in Table 4.5-17, "Levels of Service at Cathedral Hill Campus Study Intersections—A.M. Peak-Hour Conditions" (page 4.5-94), and Table 4.5-18, "Levels of Service at Cathedral Hill Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-95), the intersection LOS at six of the 26 study intersections 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. The six intersections include:

- Gough/Geary (LOS F during a.m. peak hour)
- Franklin/O'Farrell (LOS F during a.m. peak hour)
- Franklin/Sutter (LOS E during p.m. peak hour)
- Franklin/Bush (LOS E during a.m. peak hour)
- 8th/Market (LOS E during a.m. peak hour, and LOS F during p.m. peak hour)
- Octavia/Market/U.S. 101 (LOS F during a.m. peak hour)

The increase in vehicle trips at these six intersections by the proposed Cathedral Hill Campus project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. The poor operating conditions at these study intersections would be due to background traffic volume increases associated with other developments in the Project vicinity. Since the proposed Cathedral Hill Campus project would not contribute significantly to the poor operating conditions, **the project-related traffic impact would be less than significant**.

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. (Less than Significant)

With implementation of the Cathedral Hill Campus project, the following 18 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours **and, therefore, traffic impacts at these locations would be less than significant:**

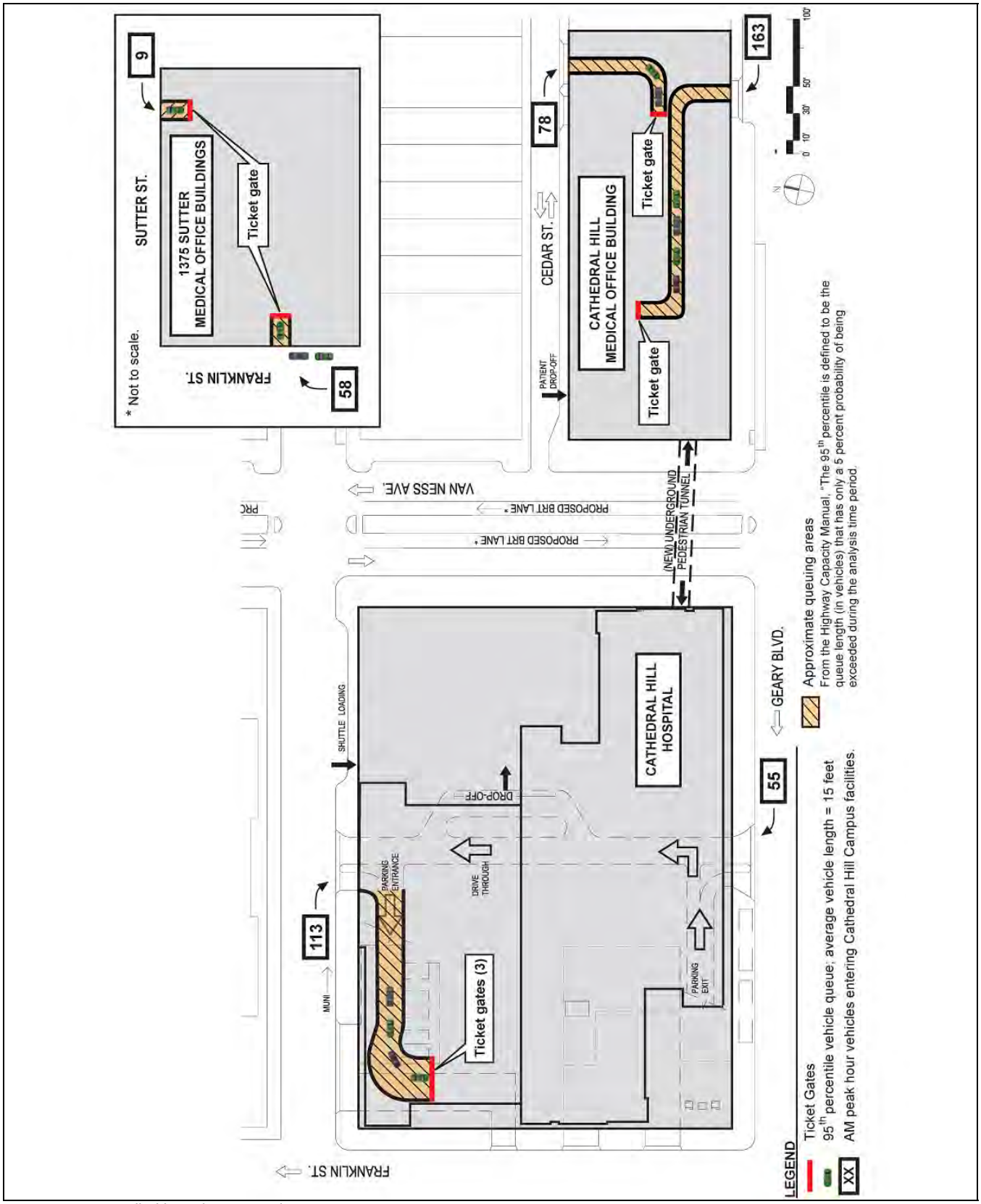
- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Fell
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Geary
- Van Ness/Post
- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Pine
- Van Ness/Broadway
- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Less than Significant)

A queuing analysis was conducted to determine whether vehicles entering the proposed Cathedral Hill Campus parking garages would queue out into the adjacent travel lanes. The queuing analysis was conducted for the a.m. peak-hour conditions, when most vehicles would be entering the garage, and considered that all vehicle trips would be destined to the garages (in some instances patients may be dropped off and picked up without a vehicle entering and parking at one of the CPMC garages, while some visitors may park on-street). At each of the three Cathedral Hill Campus garages (Cathedral Hill Hospital, Cathedral Hill MOB, and 1375 Sutter MOB), the 95th percentile queue from the ticket machine was calculated, which identifies the queue length that would not be exceeded for 95 percent of the time during the peak hour. Figure 4.5-19, "Cathedral Hill Campus—Garage Entrance Queues" (page 4.5-103), illustrates the projected queues at the hospital and MOB garage entrances. Additional details are presented in the *CPMC LRDP Cathedral Hill Campus Transportation Impact Study*.

- **Cathedral Hill Hospital Garage**—The parking garage would have three entry gates with automated ticket machines located approximately 150 linear feet from the midblock Post Street driveway entrance. The 95th percentile queues would be accommodated within the garage and are not expected to occur on the street.



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus—Garage Entrance Queues **Figure 4.5-19**

- **Cathedral Hill MOB Garage**—Both driveways into this garage would have one entry gate, with the Geary entry access gate located 225 feet from Geary Street, and the Cedar entry access gate located 100 feet from Cedar Street. The 95th percentile queue would be fewer than four vehicles at either entry.

- **1375 Sutter MOB Garage**—Both driveways into this garage would have one entry gate, with the Sutter and Franklin entry access gates located 20 feet from the street. The 95th percentile queues at both locations would be three vehicles. During the a.m. peak hour, the queue would extend onto Franklin Street; however, it would be accommodated within the red-curb with queuing space for two vehicles that is currently provided along Franklin Street upstream of the garage entrance.

Since the 95th percentile queue could be accommodated at all three Cathedral Hill Campus garages, **the traffic impact of spillback into adjacent traffic lanes from the garage operations would be less than significant**.

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. (Significant and Unavoidable)

The Two-Way Post Street Variant would convert Post Street between Gough Street and Van Ness Avenue from one-way eastbound operation to two-way operation. The hospital driveway on Post Street would be reconfigured to allow full ingress and egress onto Post Street from both the eastbound and westbound directions.

Table 4.5-19, "Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variants—A.M. Peak-Hour Conditions" (page 4.5-103), and Table 4.5-20, "Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variant—P.M. Peak-Hour Conditions" (page 4.5-104), present the intersection LOS for the 26 study intersections under 2015 Modified Baseline plus Project conditions for the a.m. and p.m. peak hours, respectively.

- The Two-Way Post Street Variant would result in project-specific impacts at three study intersections that operate at LOS D or better under 2015 Modified Baseline conditions and would deteriorate to LOS E or LOS F under 2015 Modified Baseline plus Project conditions, or that operate at LOS E under 2015 Modified Baseline conditions and would deteriorate to LOS F under 2015 Modified Baseline plus Project conditions (Impacts TR-6 through TR-8).

- The Two-Way Post Street Variant would have less than significant contributions at five study intersections that operate at LOS E or LOS F under 2015 Modified Baseline conditions and would continue to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions (Impact TR-9).

Table 4.5-19
Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variants—A.M. Peak-Hour Conditions

Intersection	Modified Baseline 2015						2030 Cumulative					
	2015 No Project		Two-Way Post Street Variant		MOB Access Variant		2030 No Project		Two-Way Post Street Variant		MOB Access Variant	
	Delay/v/c [1,2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
1. Gough/Geary	**>80/1.18**	**F**	**>80/1.21**	**F**	**>80/1.21**	**F**	**>80/1.23**	**F**	**>80/1.26**	**F**	**>80/1.26**	**F**
2. Gough/Post	10.9	B	18.7	B	11.5	B	12.4	B	27.1	C	13.1	B
3. Gough/Sutter	8.4	A	9.1	A	9.1	A	8.4	A	8.9	A	8.9	A
4. Franklin/O'Farrell	**>80/1.26**	**F**	**>80/1.31**	**F**	**>80/1.31**	**F**	**>80/1.33**	**F**	**>80/1.38**	**F**	**>80/1.38**	**F**
5. Franklin/Geary	9.1	A	9.2	A	9.2	A	10.5	B	11.0	B	11.1	B
6. Franklin/Post	13.4	B	16.6	B	14.9	B	16.3	B	20.9	C	18.4	B
7. Franklin/Sutter	13.9	B	13.9	B	13.6	B	19.8	B	19.8	C	19.3	C
8. Franklin/Bush	**78.3**	**E**	**>80/1.13**	**F**	**79.9**	**E**	**>80/1.15**	**F**	**>80/1.15**	**F**	**>80/1.15**	**F**
9. Franklin/Pine	13.4	B	13.5	B	13.5	B	14.7	B	14.8	B	14.7	B
10. Van Ness/Market	23.1	C	23.9	C	23.9	C	28.5	C	32.3	C	32.3	C
11. Van Ness/Fell	41.1	D	47.0	D	47.0	D	**63.0**	**E**	**70.5**	**E**	**70.5**	**E**
12. Van Ness/Hayes	19.4	B	19.3	B	19.3	B	19.7	B	19.7	B	19.7	B
13. Van Ness/O'Farrell	21.4	C	24.8	C	24.8	C	24.7	C	31.4	C	31.4	C
14. Van Ness/Geary	24.5	C	23.4	C	23.9	C	26.9	C	26.5	C	26.9	C
15.Van Ness/Post	15.0	B	12.3	B	15.2	B	15.9	B	16.2	B	16.1	B
16.Van Ness/Sutter	11.0	B	11.1	B	11.1	B	11.4	B	11.4	B	11.4	B
17.Van Ness/Bush	23.4	C	24.5	C	24.6	C	30.8	C	32.6	C	33.0	C
18.Van Ness/Pine	23.2	C	24.7	C	24.7	C	25.1	C	28.1	C	28.1	C
19.Van Ness/Broadway	34.4	C	34.9	C	35.1	C	45.5	D	46.8	D	46.8	D
20.Polk/O'Farrell	19.0	B	23.6	C	23.5	C	20.6	C	27.8	C	27.8	C
21.Polk/Geary	50.0	D	**57.4**	**E**	**57.4**	**E**	**59.1**	**E**	**66.0**	**E**	**66.0**	**E**
22.Polk/Cedar	14.7(eb)	C	15.5(eb)	C	16.2(eb)	C	14.7(eb)	C	15.5(eb)	C	16.2(eb)	C
23.Polk/Post	17.2	B	19.0	B	19.0	B	17.2	B	18.8	B	18.8	B
24.Polk/Sutter	23.8	C	31.3	C	31.3	C	22.5	C	28.9	C	28.9	C
25.Eighth/Market	**78.8**	**E**	**79.5**	**E**	**79.5**	**E**	**76.4**	**E**	**77.1**	**E**	**77.1**	**E**
26.Octavia/Market/U.S. 101	**>80/1.21**	**F**	**>80/1.20**	**F**	**>80/1.20**	**F**	**>80/1.31**	**F**	**>80/1.31**	**F**	**>80/1.31**	**F**

Notes:

[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).

[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for LOS F conditions.

Source: Fehr & Peers 2010

Table 4.5-20
Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variants—P.M. Peak-Hour Conditions

Intersection	Modified Baseline 2015						2030 Cumulative					
	2015 No Project		Two-Way Post Street Variant		MOB Access Variant		2030 No Project		Two-Way Post St. Variant		MOB Access Variant	
	Delay/v/c [1,2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
1. Gough/Geary	36.2	D	45.1	D	41.0	D	46.9	D	**55.1**	**E**	51.7	D
2. Gough/Post	10.0	A	30.8	C	10.9	B	12.7	B	51.3	D	14.4	B
3. Gough/Sutter	15.5	B	19.6	C	19.6	C	20.8	C	26.2	C	26.2	C
4. Franklin/O'Farrell	34.1	C	33.5	C	33.5	C	46.7	D	45.9	D	45.9	D
5. Franklin/Geary	28.8	C	26.6	C	26.7	C	47.7	D	45.1	D	45.2	D
6. Franklin/Post	11.0	B	12.6	B	11.3	B	13.3	B	15.4	B	13.7	B
7. Franklin/Sutter	**57.0**	**E**	**59.4**	**E**	**56.4**	**E**	**66.1**	**E**	**68.5**	**E**	**65.5**	**E**
8. Franklin/Bush	10.1	A	10.3	A	10.2	B	10.4	A	10.7	A	10.6	B
9. Franklin/Pine	20.2	B	26.0	B	25.6	B	27.7	C	36.9	D	35.9	D
10. Van Ness/Market	54.9	D	**55.1**	**E**	**55.1**	**E**	**73.1**	**E**	**74.2**	**E**	**74.2**	**E**
11. Van Ness/Fell	25.1	C	25.0	C	25.0	C	35.2	D	35.1	D	35.1	D
12. Van Ness/Hayes	25.7	C	26.8	C	26.8	C	37.1	D	39.5	D	39.5	D
13. Van Ness/O'Farrell	26.5	C	26.7	C	26.7	C	33.2	C	33.4	C	33.4	C
14. Van Ness/Geary	40.2	D	33.0	C	35.9	D	**64.2**	**E**	54.0	D	**57.5**	**E**
15.Van Ness/Post	14.8	B	16.1	B	15.6	B	16.7	B	20.0	B	17.6	B
16.Van Ness/Sutter	17.4	B	17.6	B	17.6	B	24.9	C	25.2	C	25.2	C
17.Van Ness/Bush	28.7	C	35.0	C	36.7	C	39.3	D	47.8	D	49.5	D
18.Van Ness/Pine	33.7	C	39.8	C	40.5	C	54.6	D	**58.8**	**E**	**59.7**	**E**
19.Van Ness/Broadway	28.0	C	27.9	C	27.8	C	30.7	C	30.8	C	30.8	C
20.Polk/O'Farrell	20.0	B	28.7	B	28.7	C	21.1	C	30.4	C	30.4	C
21.Polk/Geary	34.4	C	**59.8**	**E**	**59.8**	**E**	54.8	D	**76.0**	**E**	**76.0**	**E**
22.Polk/Cedar	13.0(eb)	B	24.1(eb)	B	24.1(eb)	C	13.1(eb)	B	24.3(eb)	B	24.3(eb)	C
23.Polk/Post	16.1	B	16.9	B	16.9	B	17.9	B	19.1	B	19.1	B
24.Polk/Sutter	29.7	C	30.0	C	30.0	C	49.0	D	48.8	D	48.8	D
25.Eighth/Market	**>80/1.18**	**F**	**>80/1.19**	**F**	**>80/1.19**	**F**	**>80/1.28**	**F**	**>80/1.29**	**F**	**>80/1.29**	**F**
26.Octavia/Market/U.S. 101	49.3	D	49.8	D	49.8	D	**>80/1.02**	**F**	**>80/1.02**	**F**	**>80/1.02**	**F**

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for LOS F conditions.
Source: Data compiled by Fehr & Peers in 2010

- The 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 (Impact TR-10).

Compared with the project, the two-way Post Street Variant would result in an impact at one additional intersection beyond those identified for the project. During the p.m. peak hour, the addition of the proposed Cathedral Hill Campus project trips with the Two-Way Post Street Variant would degrade operations at the signalized intersection of Van Ness/Market from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions. **This would be considered a significant traffic impact.**

As discussed in Impact TR-1 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. **Therefore, the Two-Way Post Street Variant-related traffic impact at the intersection of Van Ness/Market would remain significant and unavoidable.**

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. (Significant and Unavoidable)*

Under 2015 Modified Baseline conditions with the Two-Way Post Street Variant, the addition of the proposed Cathedral Hill Campus project trips would degrade operations at the signalized intersection of Polk/Geary from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions during the a.m. peak hour, and from LOS C under 2015 Modified Baseline No Project conditions to LOS E under 2015 Modified Baseline plus Project conditions during the p.m. peak hour. **This would be considered a significant traffic impact.**

As discussed in Impact TR-2 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, **the Two-Way Post Street Variant-related traffic impact at the intersection of Polk/Geary would remain significant and unavoidable**.

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. (Significant and Unavoidable)*

Under 2015 Modified Baseline conditions with the Two-Way Post Street Variant, the addition of the proposed Cathedral Hill Campus project trips would degrade operations at the signalized intersection of Franklin/Bush from

LOS E under 2015 Modified Baseline No Project conditions, to LOS F under 2015 Modified Baseline plus Project conditions during the a.m. peak hour. **This would be considered a significant traffic impact.**

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, **the Two-Way Post Street Variant-related traffic impact at the intersection of Franklin/Bush would remain significant and unavoidable**.

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. (Less than Significant)

Under the Two-Way Post Street Variant conditions, the intersection LOS at five of the 26 study intersections 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. The five intersections include:

- Gough/Geary (LOS F during a.m. peak hour)
- Franklin/O'Farrell (LOS F during a.m. peak hour)
- Franklin/Sutter (LOS E during p.m. peak hour)
- 8th/Market (LOS E during a.m. peak hour, and LOS F during p.m. peak hour)
- Octavia/Market/U.S. 101 (LOS F during a.m. peak hour)

The increase in vehicle trips at these five intersections by the proposed Cathedral Hill Campus project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. Because the proposed Cathedral Hill Campus project Two-Way Post Street Variant would not contribute significantly to the poor operating conditions at these intersections, the **Two-Way Post Street Variant–related traffic impact would be less than significant**.

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. (Less than Significant)

With implementation of the Two-Way Post Street Variant, the following 18 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours and, therefore, **traffic impacts at these locations would be less than significant:**

- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Fell
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Geary
- Van Ness/Post
- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Pine
- Van Ness/Broadway
- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Less than Significant)

The Two-Way Post Street Variant would convert Post Street between Gough Street and Van Ness Avenue from a one-way eastbound operation to a two-way operation, and access into the hospital driveway on Post Street would be possible from both the eastbound and westbound directions. The reconfiguration of Post Street would not substantially change the number of vehicles accessing the hospital via the Post Street driveway and, similar to the Cathedral Hill Campus project described in Impact TR-5, the 95th percentile queue would be accommodated. The Two-Way Post Street Variant would not affect the operations of the proposed Cathedral Hill MOB garage or the 1375 Sutter MOB garage.

Since the 95th percentile queue could be accommodated at all three proposed Cathedral Hill campus garages, **the potential traffic impact of spillback into adjacent traffic lanes from the garage operations would be less than significant**.

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. (Significant and Unavoidable)

Under the MOB Access Variant, Cedar Street between Van Ness Avenue and Polk Street would remain one-way eastbound as under existing conditions. In addition, the MOB driveway on Geary Street would be reconfigured to allow full ingress and egress onto Geary Street. Table 4.5-19, "Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variants—A.M. Peak-Hour Conditions" (page 4.5-103), and Table 4.5-20, "Levels of Service at Cathedral Hill Campus Study Intersections for Project Access Variant—P.M. Peak-Hour Conditions" (page 4.5-104), present the intersection LOS for the 26 study intersections under 2015 Modified

Baseline plus Project conditions for the a.m. and p.m. peak hours, respectively. Under the MOB Access Variant, impacts at the study intersections would be the same as for the proposed Cathedral Hill Campus project.

- The MOB Access Variant would result in project-specific impacts at two study intersections that operate at LOS D or better under 2015 Modified Baseline conditions and would deteriorate to LOS E or LOS F under 2015 Modified Baseline plus Project conditions, or that operate at LOS E under 2015 Modified Baseline conditions and would deteriorate to LOS F under 2015 Modified Baseline plus Project conditions (Impacts TR-12 and TR-13).

- The MOB Access Variant would have less than significant contributions at six study intersections that operate at LOS E or LOS F under 2015 Modified Baseline conditions and would continue to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions (Impact TR-14).

- The 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 (Impact TR-15).

Under the MOB Access Variant, the addition of the proposed LRDP project trips would degrade operations at the signalized intersection of Van Ness/Market from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions in the p.m. peak hour. **This would be considered a significant traffic impact.**

As discussed in Impact TR-1 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. **Therefore, the MOB Access Variant-related traffic impact at the intersection of Van Ness/Market would remain significant and unavoidable.**

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. (Significant and Unavoidable)

Under 2015 Modified Baseline conditions with the MOB Access Variant, the addition of the proposed Cathedral Hill Campus project trips would degrade operations at the signalized intersection of Polk/Geary from LOS D under 2015 Modified Baseline No Project conditions, to LOS E under 2015 Modified Baseline plus Project conditions during the a.m. peak hour. **This would be considered a significant traffic impact.**

As discussed in Impact TR-2 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the **MOB Access Variant-related traffic impact at the intersection of Polk/Geary would remain significant and unavoidable**.

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 Modified Baseline plus Project conditions. (Less than Significant)

Under the MOB Access Variant conditions, the intersection LOS at six of the 26 study intersections 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. The six intersections include:

- Gough/Geary (LOS F during a.m. peak hour)
- Franklin/O'Farrell (LOS F during a.m. peak hour)
- Franklin/Sutter (LOS E during p.m. peak hour)
- Franklin/Bush (LOS E during a.m. peak hour)
- 8th/Market (LOS E during a.m. peak hour, and LOS F during p.m. peak hour)
- Octavia/Market/U.S. 101 (LOS F during a.m. peak hour)

The increase in vehicle trips at these six intersections by the proposed Cathedral Hill Campus project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. Because the proposed Cathedral Hill Campus project MOB Access Variant would not contribute significantly to the poor operating conditions at these intersections, the **MOB Access Variant-related traffic impact would be less than significant**.

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. (Less than Significant)

With implementation of the MOB Access Variant, the following 18 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours and, therefore, **traffic impacts at these locations would be less than significant:**

- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Fell
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Geary
- Van Ness/Post

- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Pine
- Van Ness/Broadway
- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Less than Significant)

Under the MOB Access Variant, Cedar Street between Van Ness Avenue and Polk Street would remain one-way eastbound. The MOB driveway on Geary Street would be reconfigured to allow full ingress and egress onto Geary Street.

Allowing Cedar Street to continue to operate one-way eastbound operations and allowing for egress onto Geary Street would not substantially change the number of vehicles accessing the MOB garage via either the Geary Street or Cedar Street driveway and, similar to the Cathedral Hill Campus project described in Impact TR-5, the 95th percentile queue at the two driveway accesses to the MOB garage would be accommodated. The MOB Access Variant would not affect the operations of the proposed Cathedral Hill Hospital garage or the 1375 Sutter MOB garage.

Because the 95th percentile queue at the proposed Cathedral Hill MOB garage would be accommodated, **the potential traffic impact of spillback into adjacent traffic lanes from the garage operations would be less than significant**.

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. (Significant and Unavoidable with Mitigation)

As indicated above, the MOB Access Variant would reconfigure the Cathedral Hill MOB access driveway on Geary Street to permit both ingress and egress (the Cathedral Hill Campus project includes ingress-only from Geary Street). A traffic simulation model analysis was conducted for p.m. peak-hour conditions to evaluate the impact of the driveway operations on traffic and pedestrians. The simulation showed that permitting ingress and egress onto Geary Street would create traffic hazards for vehicles and pedestrians (refer to Impact TR-42 for discussion of pedestrian hazards).

The block of Geary Street adjacent to the proposed MOB, between Polk Street and Van Ness Avenue, is expected to experience increased congestion in the future, especially in the volume of vehicles turning right from Geary Street westbound onto Van Ness Avenue northbound. In addition, pedestrian volumes on Geary Street are expected to increase because of the proposed Cathedral Hill Campus project patients, visitors, and doctors, as well as growth in the Van Ness and Japantown neighborhoods. Because of the increase in vehicular and pedestrian traffic, not all right-turning vehicles would be served within the traffic signal cycle, and a queue of unserved vehicles would form in the right lane at the intersection of Geary and Van Ness. This queue is expected to stretch beyond the MOB garage entrance, and some drivers in queue may block the garage driveway. Vehicles attempting to exit the garage would have to force their way across the queue, entering the travel lanes with potentially limited visibility (particularly if there are large vehicles in the queue obstructing visibility), which would increase the likelihood of a collision. **Thus, the MOB Access Variant's impact related to traffic hazards would be considered significant.**

Mitigation Measure MM-TR-17

> During peak periods of MOB garage activity (generally mid-morning to mid-afternoon), CPMC shall staff the garage exit with a traffic control attendant or provide equivalent measures to facilitate vehicular egress from the Geary Street driveway. CPMC shall incorporate signage into the garage that directs exiting drivers to use Cedar Street during peak periods of congestion on Geary Street, and shall incorporate traffic control mechanisms within the garage with the capability to close the Geary Street exit and redirect exiting vehicles intermittently to use Cedar Street (as determined by a traffic control attendant or equivalent measure). CPMC shall install and operate pedestrian warning devices, a stop sign, and a notice for drivers to yield the right-of-way to pedestrians at the Geary Street driveway. The pedestrian warning device shall have a flashing yellow light and an intermittent audible signal that will be activated when vehicles exit the garage and drive over the sidewalk.

With implementation of Mitigation Measure MM-TR-17, the project's impact related to traffic hazards would be reduced, however not to a less-than-significant level because the potential for hazardous traffic conditions would still exist. Measures that limit vehicular access onto Geary Street, such as those included as part of the proposed LRDP project (e.g., MOB garage egress onto Cedar Street only), would be required. Therefore, **the MOB Access Variant's impact related to traffic hazards would remain significant and unavoidable**.

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. (Less than Significant)

As described above, SFMTA and SFCTA have proposed implementation of the Van Ness Avenue BRT and Geary Corridor BRT projects. These projects and alternatives are currently under environmental review, and are

scheduled for completion of construction by 2014. The proposed BRT system on Van Ness Avenue would convert one travel lane in each direction into a bus-only lane dedicated for use by BRT buses. With implementation of the Van Ness Avenue BRT, the existing southbound bus stop at the approach to Geary Boulevard and the northbound bus stop at the approach to Cedar Street would be relocated to south of Geary Street. Adjacent to the project site, buses along Geary Street currently operate in a bus-only lane and implementation of the Geary Corridor BRT would not change this operation, however other improvements would be made to enhance the efficiency of the bus-only lane and passenger operations. With implementation of the Geary Corridor BRT, the existing westbound bus stop at the approach to Franklin Street would be relocated west of Franklin Street, and a curb right-turn only lane would be provided on Geary Boulevard.

While detailed information regarding BRT design and impacts on the transportation network is not currently available, both the Van Ness Avenue BRT and the Geary Corridor BRT are reasonably foreseeable projects, and therefore, a sensitivity analysis was conducted to assess the potential combined effects of the proposed Cathedral Hill Campus and BRT projects. This analysis was conducted at a limited number of intersections based on the following criteria:

- If an intersection is projected to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions, the intersection was assumed to continue to operate at unacceptable levels regardless of the type of BRT service that is ultimately selected as the preferred alternative, although operations at intersections may worsen with implementation of BRT service, and operations at these intersections were not further assessed.

- For intersections that are projected to operate at LOS D under 2015 Modified Baseline plus Project, it was assumed that the combined effect could potentially result in LOS E or LOS F conditions and therefore, these intersections were selected for additional analysis. At these intersections, traffic volumes and roadway geometries were adjusted based on information provided by SFCTA to determine if the proposed Cathedral Hill Campus project, in combination with the BRT, would result in additional intersections operating at LOS E or LOS F. [30]

- Based on engineering judgment, the analysis also studied intersections that had the potential to be most impacted due to change in background travel patterns or reduction in intersection capacity.

When the results of the analysis indicated that an intersection would operate at LOS E or LOS F with both the Cathedral Hill Campus project and the BRT projects, the Cathedral Hill Campus project contributions to the critical movements were examined to determine whether the Cathedral Hill Campus project contributions would be considered significant. Finally, if the Cathedral Hill Campus resulted in a significant intersection impact

[30] Study intersection #26 (Octavia Boulevard/Market Street/US 101) is not located on the BRT corridors or on adjacent facilities that would be likely to experience increased traffic due to diversion. Therefore, it is not discussed further in this section.

(Impacts TR-1 and TR-2), it was assumed that it would continue to result in such an impact with implementation of the BRT.

In general, with implementation of the BRT service, intersection delay and LOS is expected to worsen along Van Ness Avenue due to the loss of the travel lanes required to exclusively accommodate the BRT service. Levels of service on nearby streets would also likely degrade, since some traffic would be expected to use parallel facilities (e.g., Gough Street, Franklin Street) instead of Van Ness Avenue.

Based on the criteria presented above, a total of four study intersections were analyzed for combined project and BRT impacts assessment (Gough/Geary, Van Ness/Fell, Van Ness/Geary, and Polk/Geary). In addition, the intersections of Van Ness/Hayes and Van Ness/Broadway were analyzed because the potential vehicle lane reductions proposed by the Van Ness Avenue BRT project could substantially affect intersections operations (these intersections are projected to operate at LOS C or better under 2015 Modified Baseline plus Project conditions).

The sensitivity analysis for the combined impact of the Cathedral Hill Campus project and the BRT projects indicated that two of the six intersections (Van Ness/Geary and Van Ness/Broadway) would operate at LOS D or better and four of the six intersections would operate at LOS E or LOS F conditions, including Gough/Geary, Van Ness/Fell, Van Ness/Hayes, and Polk/Geary. An examination of the proposed Cathedral Hill Campus project contributions to the critical movements at these four intersections indicated that the Cathedral Hill Campus project would have a less-than-significant project contribution at the intersections of Gough/Geary, Van Ness/Fell and Van Ness/Hayes**.** Therefore**, the project's traffic impact identified for the combined impact of the Cathedral Hill Campus project and the BRT projects at the five intersections of Gough/Geary, Van Ness/Fell, Van Ness/Hayes, Van Ness/Geary, and Van Ness/Broadway would be less than significant**.

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. (Significant and Unavoidable)*

Based on the sensitivity analysis conducted for future conditions with BRT and an examination of the proposed Cathedral Hill project contributions to intersections (as described above in Impact TR-18), the project contributions to the critical movements at the intersection of Polk/Geary, which would operate at LOS E under 2015 Modified Baseline plus Project with the proposed BRT during both the a.m. and p.m. peak hours, were determined to be less than significant. However, because this intersection was identified in Impact TR-2 as a significant and unavoidable impact, this impact determination would also apply to the sensitivity analysis. As

discussed under Impact TR-2, no feasible mitigation measures have been identified. Therefore**, the Cathedral Hill Campus project's contribution to the traffic impact identified for the combined Cathedral Hill Campus and BRT projects at the intersection of Polk/Geary would be significant and unavoidable**.

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. (Significant and Unavoidable)*

As determined in Impact TR-1, the Cathedral Hill Campus project would result in a significant and unavoidable impact at the intersection of Van Ness/Market under 2015 Modified Baseline plus Project conditions. As discussed under Impact TR-1, no feasible mitigation measures have been identified. Therefore, **the project's contribution to the traffic impact identified for the combined impact of the Cathedral Hill Campus and BRT projects at the intersection of Van Ness/Market would be significant and unavoidable.**

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. (Less than Significant)*

For the Two-Way Post Street Variant, a similar sensitivity analysis was conducted as described for the Cathedral Hill Campus project in Impact TR-18. The sensitivity analysis for the combined impact of the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects indicated that two of the six intersections (Van Ness/Geary and Van Ness/Broadway) would operate at LOS D or better and four of the six intersections analyzed for the sensitivity analysis would operate at LOS E or LOS F conditions, including Gough/Geary, Van Ness/Fell, Van Ness/Hayes, and Polk/Geary. An examination of the proposed Cathedral Hill Campus project contributions to the critical movements at these intersections indicated that under the Two-Way Post Street Variant, the Cathedral Hill Campus project would have less-than-significant project contributions at the intersections of Gough/Geary, Van Ness/Fell and Van Ness/Hayes**.** Therefore**, the traffic impact identified for the combined impact of the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects at the five intersections of Gough/Geary, Van Ness/Fell, Van Ness/Hayes, Van Ness/Geary, and Van Ness/Broadway would be less than significant**.

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. (Significant and Unavoidable)

Based on the sensitivity analysis conducted for the Two-Way Post Street Variant with future conditions with BRT and an examination of the proposed Cathedral Hill Campus project contributions to intersections (as described above in Impact TR-18), the Cathedral Hill Campus project contributions to the critical movements at the intersection of Polk/Geary, which would operate at LOS E under 2015 Modified Baseline plus Project with the proposed BRT during both the a.m. and p.m. peak hours, were determined to be less than significant. However, because this intersection was identified in Impact TR-7 as a significant and unavoidable project impact, this impact determination would also apply to the sensitivity analysis. No feasible mitigation measures have been identified to reduce the project impact to less-than-significant level. Therefore**, the contribution to the traffic impact identified for the combined impact of the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects at the intersection of Polk/Geary would be significant and unavoidable.**

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. (Significant and Unavoidable)

As determined in Impact TR-6, the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant and unavoidable impact at the intersection of Van Ness/Market under 2015 Modified Baseline plus Project conditions. No feasible mitigation measures have been identified to reduce the project impact to less-than-significant level. Therefore, **the contribution to the traffic impact identified for the combined impact of the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects at the intersection of Van Ness/Market would be significant and unavoidable**.

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. (Less than Significant)

For the MOB Access Variant, a similar sensitivity analysis was conducted as described for the Cathedral Hill Campus project in Impact TR-18. The sensitivity analysis for the combined impact of the Cathedral Hill Campus

project MOB Access Variant and the BRT projects indicated that two of the six intersections (Van Ness/Geary and Van Ness/Broadway) would operate at LOS D or better and four of the six study intersections would operate at LOS E or LOS F conditions, including Gough/Geary, Van Ness/Fell, Van Ness/Hayes, and Polk/Geary. An examination of the proposed Cathedral Hill Campus project contributions to the critical movements at these intersections indicated that under the MOB Access Variant, the Cathedral Hill Campus project would have less-than-significant project contributions at the intersections of Gough/Geary, Van Ness/Fell and Van Ness/Hayes**.** Therefore**, the traffic impact identified for the combined impact of the Cathedral Hill Campus project MOB Access Variant and the BRT projects at the three intersections of Gough/Geary, Van Ness/Fell, Van Ness/Hayes, Van Ness/Geary, and Van Ness/Broadway would be less than significant.**

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. (Significant and Unavoidable)*

Based on the sensitivity analysis conducted for the MOB Access Variant with future conditions with BRT and an examination of the proposed Cathedral Hill project contributions to intersections (as described in Impact TR-18), the project contributions to the critical movements at the intersection of Polk/Geary, which would operate at LOS E under 2015 Modified Baseline plus Project with the proposed BRT during both the a.m. and p.m. peak hours, were determined to be less than significant. However, because this intersection was identified in Impact TR-13 as a significant and unavoidable impact, this impact determination would also apply to the sensitivity analysis. No feasible mitigation measures have been identified to reduce the project impact to less-than-significant level. Therefore**, the contribution to the traffic impact identified for the combined impact of the Cathedral Hill Campus project MOB Access Variant and the BRT projects at the intersection of Polk/Geary would be significant and unavoidable**.

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. (Significant and Unavoidable)*

As determined in Impact TR-12, the Cathedral Hill Campus project MOB Access Variant would result in a significant and unavoidable impact at the intersection of Van Ness/Market under 2015 Modified Baseline plus Project conditions. No feasible mitigation measures have been identified to reduce the project impact to less-than-significant level. Therefore, **the contribution to the traffic impact identified for the combined impact of the**

Cathedral Hill Campus project MOB Access Variant and the BRT projects at the intersection of Van Ness/Market would be significant and unavoidable.

Overview of Project Transit Impacts at the proposed Cathedral Hill Campus

The proposed Cathedral Hill Campus project would generate new transit riders. Muni would have sufficient capacity to accommodate all the project-generated riders while maintaining its capacity utilization standard of 85 percent or less. The Two-Way Post Street Variant and the MOB Access Variant would not change the number of transit trips generated by the proposed project and, therefore, would result in similar less-than-significant capacity utilization impacts.

The proposed Cathedral Hill Campus project would add vehicles to the street network and riders to the Muni lines. The increased congestion and ridership would cause operational delays to Muni lines 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), requiring additional vehicles to maintain proposed levels of service. To mitigate the impact on transit, CPMC would financially compensate SFMTA for the cost of providing the additional services. Although the mitigation measure would reduce the impacts to a less-than-significant level, the ability of SFMTA to provide additional service for the project is uncertain. Therefore, the impact on transit would remain significant and unavoidable. The Two-Way Post Street Variant and the MOB Access Variant would result in the same transit delay impacts as the proposed project except for the 19-Polk bus line. Under the MOB Access Variant, the transit delay impact on the 19-Polk would be less than significant. The same mitigation measures identified for the proposed project would apply to both variants.

The CPMC LRDP project was determined to have a significant impact on transit operations if it would result in an increase in transit vehicle travel times such that additional vehicles would be required to maintain headways. The need for additional transit vehicles was determined by comparing the project's travel time increase on a particular route to the headway anticipated under the TEP, which is reasonably expected to be implemented by Modified Baseline 2015. An impact was identified if the travel time increases were greater than half of the proposed TEP headway or if the number of required vehicles estimated using SFMTA's cost/scheduling model increased by one or more vehicles with the addition of project travel demand. However, even if the TEP is not implemented, the CPMC LRDP would result in similar less-than-significant capacity utilization impacts and similar significant transit delay impacts as identified for the project, the Two-Way Post Street and MOB Access variants.

With implementation of the Van Ness BRT, the 47-Van Ness and the 49-Van Ness-Mission would operate in bus only lanes. Therefore, any increase in vehicular caused delay would be expected to have minimal impact on transit travel times. Passenger boarding delay associated with the proposed Cathedral Hill Campus project would

be reduced with the Van Ness BRT.[31] Accordingly, transit impact on the 49-Van Ness-Mission would be reduced with implementation of the Van Ness BRT. Impacts on all other transit lines serving the Cathedral Hill Campus area would remain the same irrespective of whether the Van Ness BRT is implemented.

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. (Less than Significant)*

The Cathedral Hill Campus project would generate 586 new transit trips during the a.m. peak hour and 551 transit trips during the p.m. peak hour, as shown in Table 4.5-11 (page 4.5-77). Transit trips to and from the Cathedral Hill Campus would utilize the nearby Muni bus lines, and may include transfers to other Muni bus and light rail lines, or other regional transit providers. Table 4.5-21, "Muni Corridor Analysis—Cathedral Hill, St. Luke's, and California Campuses" (page 4.5-119), summarizes the corridor capacity utilization analysis for the 14 Muni routes serving the Cathedral Hill Campus vicinity. The additional transit demand could be accommodated during the a.m. and p.m. peak hours, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **the proposed Cathedral Hill Campus project's impact on transit capacity at the study area corridors would be less than significant. Impacts of the Two-Way Post Street Variant and the MOB Access Variant on capacity utilization also would be less than significant as these two variants would not change the number of transit riders generated by the proposed Cathedral Hill Campus project.**

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. (Less than Significant)*

The CPMC shuttle to the Cathedral Hill Campus would use the proposed 100-foot long shuttle loading zone on the south side of Post Street at the approach to Van Ness Avenue. The shuttle loading area would be recessed into the sidewalk and would accommodate up to four CPMC shuttles at any one time. Therefore, it is not anticipated that shuttle stop activities would conflict with the Muni operations within the eastbound bus-only lane on Post Street. **Impacts of CPMC's shuttle service on nearby transit lines would be less than significant. Shuttle impacts of the two variants would be the same as identified above, because the variants would not change the configuration of the shuttle loading zone proposed under the Cathedral Hill Campus project.**

[31] Passenger dwell time for the Van Ness BRT (about 0.5 seconds) is less than for other buses.

Table 4.5-21
Muni Corridor Analysis—Cathedral Hill, St. Luke's, and California Campuses

	Existing		Modified Baseline 2015 No Project		Modified Baseline 2015 Project		Cumulative 2030 No Project		Cumulative 2030 Project	
	Ridership	Capacity Utilization	Ridership	Capacity Utilization	Ridership	Capacity Utilization	Ridership	Capacity Utilization	Ridership	Capacity Utilization
Cathedral Hill—A.M. Peak Hour										
Northbound	1,377	63%	1,415	64%	1,569	71%	1,458	66%	1,612	73%
Southbound	1,242	57%	1,373	62%	1,445	66%	1,521	69%	1,593	72%
Eastbound	3,687	64%	3,722	65%	3,926	69%	3,761	66%	3,965	69%
Westbound	2,111	45%	2,510	51%	2,559	51%	2,964	60%	3,013	61%
Cathedral Hill—P.M. Peak Hour										
Northbound	1,307	60%	1,397	56%	1,464	58%	1,702	68%	1,769	70%
Southbound	1,176	54%	1,198	48%	1,366	54%	1,267	50%	1,435	57%
Eastbound	2,408	52%	2,599	52%	2,645	53%	3,345	65%	3,288	66%
Westbound	3,926	68%	3,975	69%	4,192	73%	4,249	72%	4,360	76%
St. Luke's Campus—P.M. Peak Hour										
Northbound	1,553	46%	1,690	44%	1,717	45%	2,054	54%	2,081	55%
Southbound	2,157	56%	2,163	57%	2,186	57%	2,181	57%	2,204	58%
Eastbound	442	70%	460	73%	471	75%	500	79%	511	81%
Westbound	318	50%	319	51%	325	52%	321	51%	327	52%
California Campus—P.M. Peak Hour										
Northbound	382	38%	387	32%	387	32%	393	32%	393	32%
Southbound	1,421	74%	1,421	61%	1,452	62%	1,421	61%	1,452	62%
Eastbound	3,122	34%	3,543	35%	3,609	36%	3,839	38%	3,905	39%
Westbound	7,380	81%	7,750	77%	7,765	77%	8,073	80%	8,088	80%

Notes: Capacity utilization calculations reflect capacity changes associated with the TEP project. Service changes resulting in capacity increases are proposed for the 5-Fulton, 12-Folsom-Pacific, 19-Polk, 21-Hayes, 22-Fillmore, 24-Divisadero, 27-Bryant, 31-Balboa, 38L-Geary Limited, 44-O'Shaughnessy, 47-Van Ness, 49-Van Ness-Mission, F-Market & Wharves, J-Church, L-Taraval, and N-Judah. Service changes resulting in decreases in capacity are proposed to occur on the 1BX-California Express, 2-Clement, 16AX/BX-Noriega Expresses, 38BX-Geary Express, 48-Quintara-24th Street, and M-Ocean View. Source: Data Compiled by Fehr & Peers in 2010.

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. (Significant and Unavoidable with Mitigation)

The Cathedral Hill Campus project was determined to have a significant impact on transit operations if it would result in an increase in transit vehicle travel times such that additional vehicles would be required to maintain the proposed headways. The need for additional transit vehicles was determined by comparing the project's travel time increases on a particular route to the proposed headway. An impact was identified if the travel time increases were greater than half of the proposed headway, or if the number of required vehicles estimated using SFMTA's cost/scheduling model increased by one or more vehicles with the addition of project travel demand. Table 4.5-22, "Transit Corridor Delay Analysis—Cathedral Hill Campus" (page 4.5-121), presents a comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus. The results of the analysis using SFMTA's cost/scheduling model, in terms of additional buses needed to serve the project, are summarized in Table 4.5-23, "Additional Muni Transit Vehicle Requirements—A.M. and P.M. Peak Hours" (page 4.5-122).

Under 2015 Modified Baseline plus Project conditions, the proposed Cathedral Hill Campus project would result in an increase in travel time on the northbound 49-Van Ness-Mission by about 4 minutes during the a.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the results of SFMTA's cost/scheduling model indicated that, as a result of the proposed project, an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on the operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would result in a significant transit operational impact.**

To determine the appropriate mitigation for this impact, SFMTA considers the additional service level delay occurring as a direct result of the proposed project's increase in traffic levels and increase in transit demand. The SFMTA determines whether the additional delay can be absorbed by service on that line, and if not, what appropriate fee would be required to mitigate the proposed project's impact to transit, with the goal of maintaining proposed levels of service. The fee accounts for operating costs of new buses, including labor and maintenance, over an approximately 45-year period.

Table 4.5-22
Transit Corridor Delay Analysis—Cathedral Hill Campus

Route	Headway (min:sec)[1]	Cathedral Hill Campus Project Increases in Travel Time between No Project and Plus Project Conditions (minutes:seconds)			
		2015 Modified Baseline		2030 Cumulative	
		Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound
2-Clement					
a.m.	12:00	0:20	0:15	0:20	0:15
p.m.	12:00	0:16	0:21	0:16	0:21
3-Jackson					
a.m.	10:00	0:20	0:15	0:20	0:15
p.m.	10:00	0:16	0:21	0:16	0:21
19-Polk					
a.m.	10:00	0:31	2:05	0:31	1:53
p.m.	10:00	0:28	**8:22**[2]	0:28	**8:18**
38-Geary					
a.m.	7:30	0:51	0:27	0:51	0:27
p.m.	6:00	0:27	1:34	0:27	0:54
38L-Geary Limited[3]					
a.m.	5:00	1:22	0:16	1:22	0:16
p.m.	5:00	0:12	2:07	0:12	1:28
47-Van Ness[3]					
a.m.	7:30	1:34	1:29	1:58	1:38
p.m.	7:30	2:20	0:55	2:37	0:49
49-Van Ness-Mission					
a.m.	7:30	**3:56**	0:40	**4:21**	0:49
p.m.	7:30	1:14	3:39	1:31	3:32

Notes:

[1] TEP proposed headway. Does not account for BRT service on Van Ness Avenue.

[2] Location where additional delay exceeds half the proposed headway is highlighted in **bold.**

[3] Although the proposed project would not result in a delay that would amount to half of a proposed headway on the 3-Jackon, 38/38L Geary, and 47-Van Ness, as shown in Table 4.5-23, the delay would be large enough to necessitate the provision of additional buses to maintain the proposed headways.

Source: Data compiled by Fehr & Peers in 2010

Table 4.5-23
Additional Muni Transit Vehicle Requirements—
2015 Modified Baseline—Weekday A.M. and P.M. Peak Hours

Route	Project		Two-Way Post Street Variant		MOB Access Variant	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
2-Clement	0	0	0	0	0	0
3-Jackson	0	0	0	0	0	0
19-Polk	0	0	0	0	0	0
38/38L-Geary	**1**	**2**	**1**	**2**	**1**	**2**
47-Van Ness	0	0	0	0	0	0
49-Van Ness-Mission	**1**	**1**	**1**	**1**	**1**	**1**
2030 Cumulative Conditions—Weekday A.M. and P.M. Peak Hours						
Route	Project		Two-Way Post Street Variant		MOB Access Variant	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
2-Clement	0	0	0	0	0	0
3-Jackson	0	**1**	0	**1**	0	**1**
19-Polk	0	**1**	0	**1**	0	**1**
38/38L-Geary	**1**	**2**	**1**	**2**	**1**	**2**
47-Van Ness	0	**1**	0	**1**	0	**1**
49-Van Ness-Mission	**1**	**1**	**1**	**1**	**1**	**1**

Source: Data provided by San Francisco Municipal Transportation Agency in 2010

Mitigation Measure MM-TR-29

> CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 49-Van Ness-Mission is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.

The payment of the fee identified in Mitigation Measure MM-TR-29 would reduce the project's impact on the operation of the 49-Van Ness-Mission bus route to a level of insignificance. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the proposed project's impacts on the operation of the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

As indicated in Table 4.5-23 (page 4.5-122), assessment conducted by SFMTA of the Cathedral Hill Campus project impact on the 38/38L-Geary using the SFMTA's cost/scheduling model identified that an additional bus would be required to maintain peak period headways during the a.m. peak hour and two additional buses during the p.m. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would result in a significant transit operational impact.**

Mitigation Measure MM-TR-30

> CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 38/38L-Geary is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.

The payment of the fee identified in Mitigation Measure MM-TR-30 would reduce the project's impact on the operation of the 38/38L-Geary bus routes to a level of insignificance. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the proposed project's impacts on the operation of the 38/38L-Geary bus routes would remain significant and unavoidable.**

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. (Significant and Unavoidable with Mitigation)

As indicated in Table 4.5-22 (page 4.5-121), under 2015 Modified Baseline plus Project conditions, the proposed Cathedral Hill Campus project would result in increase in travel time on the southbound 19-Polk bus route by about 8 minutes during the p.m. peak hour. This increase would be more than half of the proposed headway of 10 minutes. A new bus would be required to maintain peak period headways during the P.M. peak hour; therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 19-Polk bus route during the p.m. peak hour would result in a significant transit operational impact.**

Mitigation Measure MM-TR-31

> CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 19-Polk is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.

The payment of the fee identified in Mitigation Measure MM-TR-31 would reduce the project's impact on the operation of the 19-Polk bus route to a level of insignificance. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the proposed project's impacts on the operation of the 19-Polk bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

The Two-Way Post Street Variant would convert Post Street between Gough Street and Van Ness Avenue from a one-way eastbound operation to a two-way operation. The hospital driveway on Post Street would be reconfigured to allow full ingress and egress onto Post Street from both the eastbound and westbound directions. Table 4.5-24, "Transit Corridor Delay Analysis—Cathedral Hill Campus Two-Way Post Street Variant and MOB Access Variant Conditions" (page 4.5-125), presents a comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus for conditions with the Two-Way Post Street Variant. Table 4.5-23, "Additional Muni Transit Vehicle Requirements—2015 Modified Baseline and 2030 Cumulative Conditions—Weekday A.M. and P.M. Peak Hours" (page 4.5-122), presents the results of SFMTA's cost/scheduling model analysis that was conducted to identify the need for additional buses.

Under 2015 Modified Baseline plus Two-Way Post Street Variant conditions, the proposed Cathedral Hill Campus project would result in an increase in travel time on the northbound 49-Van Ness-Mission bus route by about 4 minutes during the a.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the results of SFMTA's cost/scheduling model indicated that an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, the **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger**

Table 4.5-24
Transit Corridor Delay Analysis—Cathedral Hill Campus
Two-Way Post Street Variant and MOB Access Variant Conditions

Route	Headway (min:sec)[1]	Two-Way Post Street Variant Increases in Travel Time between No Project and Plus Project Conditions (minutes:seconds)				MOB Access Variant Increases in Travel Time between No Project and Plus Project Conditions (minutes:seconds)			
		2015 Modified Baseline		2030 Cumulative		2015 Modified Baseline		2030 Cumulative	
		Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound	Northbound/ Eastbound	Southbound/ Westbound
2-Clement									
a.m.	12:00	0:20	0:15	0:20	0:15	0:20	0:15	0:20	0:15
p.m.	12:00	0:16	0:21	0:16	0:21	0:16	0:21	0:16	0:21
3-Jackson									
a.m.	10:00	0:20	0:15	0:20	0:15	0:20	0:15	0:20	0:15
p.m.	10:00	0:16	0:21	0:16	0:21	0:16	0:21	0:16	0:21
19-Polk									
a.m.	10:00	0:31	2:05	0:31	2:05	0:31	2:00	0:31	1:44
p.m.	10:00	0:28	**8:22**[2]	0:28	**8:22**	0:27	2:58	0:28	3:47
38-Geary									
a.m.	7:30	0:51	0:27	0:51	0:27	0:51	0:27	0:51	0:27
p.m.	6:00	0:27	1:34	0:27	0:54	0:27	1:34	0:27	0:54
38L-Geary Limited									
a.m.	5:00	1:22	0:16	1:22	0:16	1:22	0:16	1:22	0:16
p.m.	5:00	0:12	2:08	0:12	1:28	0:12	2:07	0:12	1:28
47-Van Ness									
a.m.	7:30	1:30	1:28	1:30	1:28	1:34	1:29	1:58	1:39
p.m.	7:30	2:13	0:49	2:13	0:49	2:20	0:55	2:37	0:49
49-Van Ness-Mission									
a.m.	7:30	**3:53**	0:38	**3:53**	0:38	**3:56**	0:40	**4:21**	0:49
p.m.	7:30	1:07	3:33	1:07	3:33	1:14	3:40	1:31	3:33

Notes:
[1] TEP proposed headway. Does not account for Bus Rapid Transit service on Van Ness Avenue.
[2] Location where additional delay exceeds half the proposed headway is highlighted in **bold.**
Source: Data compiled by Fehr & Peers in 2010

loading delays associated with increased ridership on operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would result in a significant transit operational impact.

Mitigation Measure MM-TR-29 would reduce the transit delay impact related to the Cathedral Hill Campus project Two-Way Post Street Variant on the 49-Van Ness-Mission bus route to a less-than-significant level. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the proposed project's Two-Way Post Street Variant-related impact on the operation of the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

As indicated in Table 4.5-23 (page 4.5-122), assessment conducted by SFMTA of the Cathedral Hill Campus project Two-Way Post Street Variant impact on the 38/38L-Geary using the SFMTA's cost/scheduling model identified that an additional bus would be required to maintain peak period headways during the a.m. peak hour, and two additional buses during the p.m. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would result in a significant transit operational impact**.

Mitigation Measure MM-TR-30 would reduce the transit delay impacts related to the Cathedral Hill Campus project Two-Way Post Street Variant on the 38/38L-Geary to a less-than-significant level. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the Two-Way Post Street Variant-related impact on the operation of the 38/38L-Geary would remain significant and unavoidable.**

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. (Significant and Unavoidable with Mitigation)*

As indicated in Table 4.5-24 (page 4.5-125), under 2015 Modified Baseline plus Two-Way Post Street Variant conditions, the proposed Cathedral Hill Campus project would result in an increase in travel time on the

southbound 19-Polk bus route by about 8 minutes during the p.m. peak hour. This increase would be more than half of the proposed headway of 10 minutes. A new bus would be required to maintain peak period headways during the P.M. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 19-Polk bus route during the p.m. peak hour would result in a significant transit operational impact.**

Mitigation Measure MM-TR-31 would reduce the transit delay impacts related to the Cathedral Hill Campus project Two-Way Post Street Variant on the 19-Polk to a less-than-significant level. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the Two-Way Post Street Variant-related impact on the operation of the 19-Polk bus route would remain significant and unavoidable.**

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. (Significant and Unavoidable with Mitigation)*

Under the MOB Access Variant, Cedar Street between Van Ness Avenue and Polk Street would remain one-way eastbound as under existing conditions. In addition, the MOB driveway on Geary Street would be reconfigured to allow full ingress and egress onto Geary Street.

Table 4.5-24 (page 4.5-125) presents a comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus for conditions with the MOB Access Variant. Under 2015 Modified Baseline plus MOB Variant conditions, the proposed Cathedral Hill Campus project MOB Access Variant would result in an increase in travel time on the northbound 49-Van Ness-Mission bus route by about 4 minutes during the a.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the results of SFMTA's cost/scheduling model indicated that an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, **the MOB Access Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would result in a significant transit operational impact**.

Mitigation Measure MM-TR-29 would reduce the transit delay impacts related to the Cathedral Hill Campus project MOB Access Variant on the 49-Van Ness-Mission to a less-than-significant level. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain,

the feasibility of the mitigation measure is unknown. Therefore, **the MOB Access Variant-related impact on the operation of the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

Assessment conducted by SFMTA of the Cathedral Hill Campus project MOB Access Variant impacts on the 38/38L-Geary using the SFMTA's cost/scheduling model indicated that an additional bus would be required to maintain a.m. peak hour and two buses during the p.m. peak hour headways. Therefore, **the project's impact on project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would result in a significant transit operational impact**.

Mitigation Measure MM-TR-30 would reduce the transit delay impacts related to the Cathedral Hill Campus project MOB Access Variant on the 38/38L-Geary to a less-than-significant level. However, because the ability of SFMTA to provide the additional service on this line needed to accommodate this project is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the MOB Access Variant-related transit impact on the operation of the 38/38L-Geary would remain significant and unavoidable**.

IMPACT TR-37 *Implementation of the Cathedral Hill Campus project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project site and adjoining areas. (Less than Significant)*

The San Francisco Planning Code (Planning Code) requires that the proposed Cathedral Hill Campus project provide bicycle parking as well as showers and locker facilities. It is anticipated that the proposed Cathedral Hill project would provide 150 bicycle parking spaces at the hospital and 62 spaces at the MOB, which would exceed the Planning Code requirements and result in an increase over existing conditions in the number of bicycle parking spaces.

As part of the San Francisco Bicycle Plan, the City plans to construct a new contra-flow bicycle lane along Polk Street between Market Street and Grove Street. This new bicycle lane is expected to improve northbound bicycle circulation by connecting the existing bicycle lanes on Market Street and Polk Street along a one-way southbound segment of Polk Street. The Cathedral Hill Campus project would not interfere with implementation of the elements of the Bicycle Plan on Polk Street.

The new Cathedral Hill MOB would have a parking garage exit onto Cedar Street between Van Ness Avenue and Polk Street, which could increase conflicts between vehicles exiting the MOB parking garage and accessing Polk Street, and bicyclists traveling southbound on Polk Street. The project would include the removal of one on-street parking space on the west side of Polk Street immediately north of Cedar Street and construction of a curb extension (bulbout) at this location to ensure visibility for drivers and bicyclists at the intersection of Polk/Cedar. This project feature would ensure that potential vehicular-bicycle conflicts at this location would be minimized.

A portion of the 54 a.m. peak-hour and 49 p.m. peak-hour "other" trips identified in Table 4.5-11 (page 4.5-77) would be expected to be by bicycle. Although the Cathedral Hill Campus project would result in an increase in the number of vehicles in the vicinity of the project site, these new trips would not affect bicycle travel in the area, and therefore, **the project's impact on bicyclists would be less than significant**.

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. (Less than Significant)

Under the Two-Way Post Street Variant, bicycle conditions would be the same as under the proposed LRDP described in Impact TR-37. As described in the impact discussion above, although the proposed Cathedral Hill Campus project would result in an increase in the number of vehicles in the vicinity of the project site, these new trips would not affect bicycle travel in the area and, therefore, **the Two-Way Post Street Variant's impact on bicyclists would be less than significant**.

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. (Less than Significant)

Under the MOB Access Variant, bicycle conditions would be similar to the proposed LRDP project described in Impact TR-37, with the exception of conditions on Polk Street between Cedar Street and Geary Street. The proposed Cathedral Hill MOB would have a parking garage exit onto Cedar Street between Van Ness Avenue and Polk Street and, under the MOB Access Variant, an additional exit would be provided onto Geary Street. Providing two exits from the MOB garage would reduce the number of vehicles exiting via Cedar Street and accessing Polk Street, and would minimize the increased potential for conflicts between vehicles and bicyclists at the intersection of Cedar/Polk. As under the proposed LRDP, the MOB Access Variant would include the removal of one on-street parking space on the west side of Polk Street immediately north of Cedar Street and

construction of a curb extension (bulbout) at this location to ensure visibility for drivers and bicyclists at the intersection of Polk/Cedar. This project feature would ensure that potential vehicular-bicycle conflicts at this location would be minimized. Thus, although the MOB Access Variant would result in an increase in the number of vehicles in the vicinity of the project site, these new trips would not affect bicycle travel in the area and, therefore, **the MOB Access Variant's impact on bicyclists would be less than significant**.

IMPACT TR-40

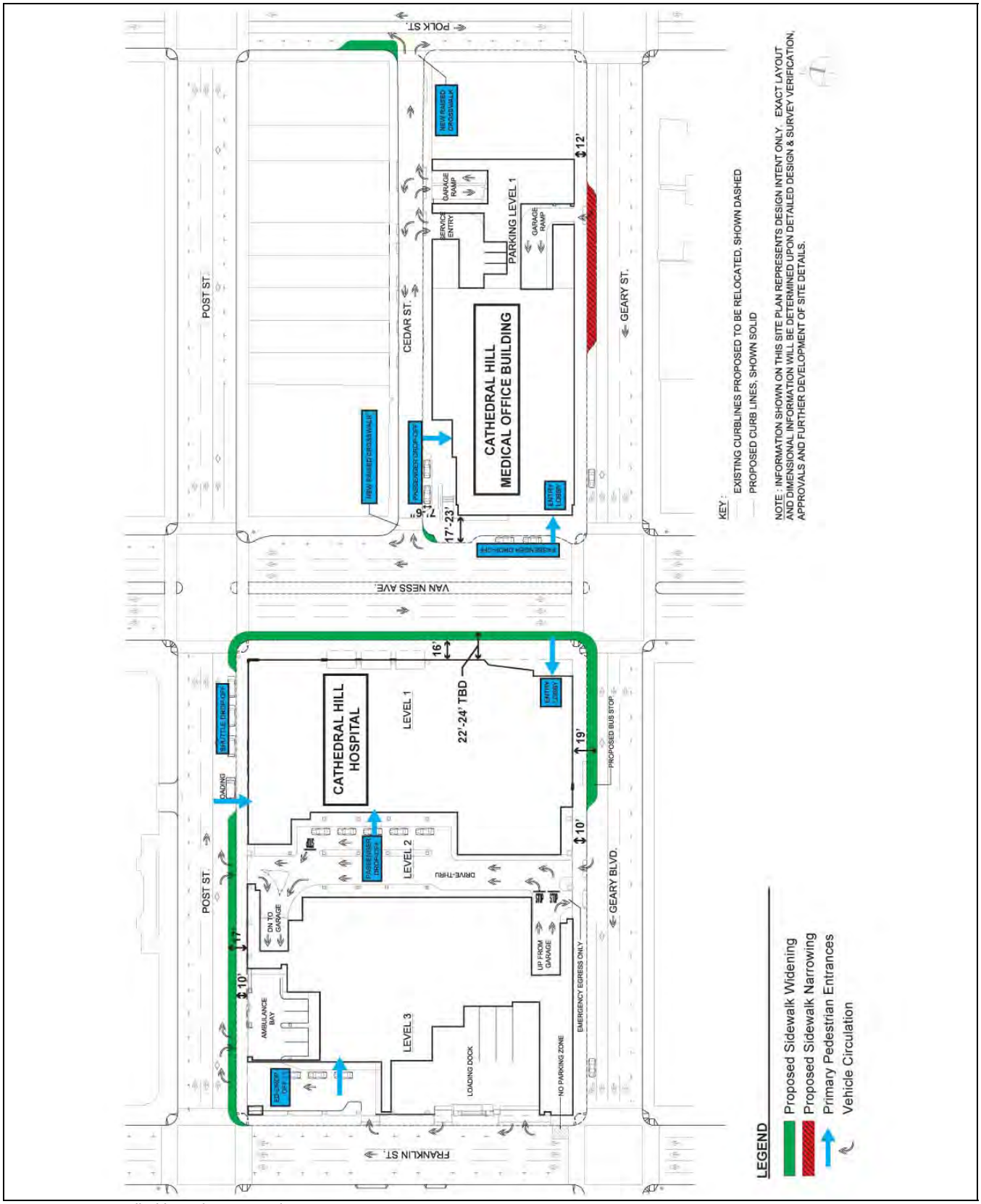
Implementation of the Cathedral Hill Campus project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project site or adjoining areas. (Less than Significant)

Figure 4.5-20, "Pedestrian Circulation at the Cathedral Hill Campus" (page 4.5-104), illustrates the pedestrian entrances to the proposed Cathedral Hill Hospital and MOB, and the proposed improvements to the sidewalks network. The proposed Cathedral Hill Hospital would have a primary pedestrian entrance on Van Ness Avenue north of Geary Street. The proposed Cathedral Hill MOB would have a primary entrance on Van Ness Avenue, north of Geary Street, and a secondary entrance on Cedar Street, where the proposed passenger drop-off and loading zone would be located. At the 1375 Sutter MOB, pedestrian entrances would remain on Franklin Street and Sutter Street.

Existing sidewalks along Van Ness Avenue at the entrances to the proposed Cathedral Hill Hospital and Cathedral Hill MOB are currently approximately 16 feet wide, while sidewalks along Geary Street are approximately 10 to 12 feet wide. The Cathedral Hill Campus project would widen sidewalks adjacent to the project site along Van Ness Avenue, Geary Street, and Post Street.

The following sidewalks are proposed to be widened (see Figure 4.5-20, page 4.5-131):

- Along Van Ness Avenue, sidewalks would be widened into the adjacent parking lane. On the west side of Van Ness Avenue sidewalks would be widened from 16 feet to between 22 feet and 24 feet in width.
- Along Geary Street between Van Ness Avenue and Franklin Street, sidewalks would be widened into the adjacent parking lane to 19 feet in width for approximately 130 feet west of the Geary and Van Ness intersection. This would accommodate the proposed bus stop.
- Along Geary Street between Van Ness Avenue and Polk Street, sidewalks would be widened into the parking lane to 12 feet because the existing midblock bus stop would be removed and the sidewalk on this portion of Geary Street would be a uniform 12 feet in width.



Source: Data compiled by Fehr & Peers in 2010

Pedestrian Circulation at the Cathedral Hill Campus **Figure 4.5-20**

- Sidewalk widening along Post Street between Franklin Street and Van Ness Avenue would be widened into the adjacent parking lane, and would be widened from 10 feet to 17 feet in width.

In addition to the sidewalk widening, the Cathedral Hill Campus project would include crosswalk improvements at the intersection of Cedar Street with Van Ness Avenue and with Polk Street. At these locations, a raised crosswalk, creating a level street crossing, would be provided to facilitate pedestrian crossings, increase driver visibility of pedestrians, and reduce vehicle speeds across the crosswalk.

The Cathedral Hill Campus project would result in an increase in pedestrian activity in the vicinity of the campus, including walk trips to and from the new uses, plus walk trips to and from Muni bus stops. In addition, there would be pedestrian activity associated with trips between buildings on the campus. During the a.m. peak hour, the project would add about 694 new pedestrian trips (an increase of 108 walk trips, and 586 trips that account for walk trips to and from the Muni transit stops) to the surrounding streets, while during the p.m. peak hour, the project would add about 660 new pedestrian trips (an increase of 107 walk trips and 553 walk trips to transit). In addition to these walk and transit trips to and from the project site, the Cathedral Hill Campus project would generate trips between buildings on the campus, including about 125 intracampus pedestrian trips during the a.m. peak hour, and 159 intracampus pedestrian trips during the p.m. peak hour.

The new pedestrian trips generated by the Cathedral Hill Campus project could be accommodated on nearby sidewalks without significantly affecting pedestrian conditions. As indicated above, sidewalks in the project vicinity are 12 to 15 feet in width, and would be widened as part of the Cathedral Hill Campus project. Current peak period pedestrian volumes are low to moderate (50 to 200 pedestrians per hour) and pedestrian flows operate at acceptable levels of service.

Intracampus trips between the proposed Cathedral Hill Hospital and Cathedral Hill MOB would be able to use the proposed tunnel under Van Ness Avenue as well as surface streets pedestrian crossings, most likely at the intersections of Van Ness/Geary and Van Ness/Post. At these intersections, pedestrian countdown signals are provided. The proposed tunnel would provide a direct underground connection between the two buildings, and would eliminate the need for employees, patients, and visitors to exit the buildings to make deliveries or visit various departments on the campus (e.g., a doctor's office in the MOB and a diagnostic room in the hospital).

A pedestrian crosswalk analysis was conducted for the crosswalks adjacent to the Cathedral Hill Campus for Midday and p.m. peak-hour conditions. The new pedestrian trips, including intra-campus pedestrian trips, were distributed to the street network based on the transit lines that would be used, and projected origins and destinations. Table 4.5-25, "Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—Midday Peak Hour Conditions" (page 4.5-133), and Table 4.5-26, "Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—P.M. Peak-Hour Conditions" (page 4.5-134), present the results of the Existing

Table 4.5-25
Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—Midday Peak-Hour Conditions

Intersection/ Crosswalk	Existing			Existing plus Project		
	Pedestrian Volume	Square feet per pedestrian	LOS	Pedestrian Volume	Square feet per pedestrian	LOS
Franklin/Geary						
North	34	>60	A	48	>60	A
South	37	>60	A	50	>60	A
East	72	>60	A	78	>60	A
West	40	>60	A	46	>60	A
Franklin/Post						
North	130	52	B	154	44	B
South	118	58	B	142	48	B
East	101	>60	A	104	>60	A
West	97	>60	A	115	>60	A
Van Ness/O'Farrell						
North	118	>60	A	124	>60	A
South	144	>60	A	154	>60	A
East	358	30	C	373	29	C
West	211	52	B	244	45	B
Van Ness/Geary						
North	117	>60	A	259	>60	A
South	79	>60	A	98	>60	A
East	511	24	C	563	22	D
West	294	43	B	513	24	C
Van Ness/Post						
North	147	>60	A	177	>60	A
South	109	>60	A	204	>60	A
East	371	29	C	387	28	C
West	239	47	B	297	38	C
Van Ness/Sutter						
North	256	>60	A	274	>60	A
South	304	60	B	323	56	B
East	110	>60	A	123	>60	A
West	99	>60	A	144	45	B

Source: Data compiled by Fehr & Peers in 2010

Table 4.5-26
Pedestrian Crosswalk LOS Analysis for the Proposed Cathedral Hill Campus—
P.M. Peak-Hour Conditions

Intersection/ Crosswalk	Existing			Existing plus Project		
	Pedestrian Volume	Square feet per pedestrian	LOS	Pedestrian Volume	Square feet per pedestrian	LOS
Franklin/Post						
North	135	51	B	157	44	B
South	96	>60	A	118	58	B
East	64	>60	A	67	>60	A
West	90	>60	A	107	>60	A
Van Ness/Geary						
North	258	>60	A	387	45	B
South	109	>60	A	126	>60	A
East	485	26	C	532	23	D
West	425	29	C	625	20	D
Van Ness/Post						
North	194	>60	A	221	>60	A
South	212	>60	A	298	52	B
East	480	22	D	494	21	D
West	302	37	C	355	31	C

Source: Data compiled by Fehr & Peers in 2010

and Existing plus Cathedral Hill Campus project conditions for the Midday and p.m. peak hours, respectively. During the Midday and p.m. peak hours, all study crosswalks in the Cathedral Hill Campus vicinity would continue to operate at acceptable levels of service (LOS D or better).

Since the new pedestrian trips would not result in substantial overcrowding on the sidewalks and crosswalks, or result in hazardous conditions, **the project's impact on pedestrians would be less than significant**.

While the impact on pedestrians would be less than significant, implementation of Improvement Measure I-TR-40 below would further reduce the less-than-significant impact by requiring pedestrian countdown signals at intersections in the immediate vicinity of the campus. Two of the eight intersections adjacent to the project blocks currently have pedestrian countdown signals (Van Ness/Geary and Polk/Geary).

Improvement Measure I-TR-40 Install Pedestrian Countdown Signals

> As an improvement measure to facilitate pedestrian movements, SFMTA should install pedestrian countdown signals for all directions at the signalized intersections of Franklin/Sutter, Franklin/Post, Franklin/Geary, Van Ness/Sutter, Van Ness/Post, and Polk/Post.

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. (Less than Significant)

Under the Two-Way Post Street Variant, pedestrian conditions would be the same as under the proposed LRDP described in Impact TR-40. The project would include widened sidewalks (as illustrated on Figure 4.5-20 on page 4.5-131), and the new pedestrian trips generated by the proposed Cathedral Hill Campus would not result in substantial overcrowding on the sidewalks and crosswalks, or result in hazardous conditions. Therefore, **the Two-Way Post Street Variant's impact on pedestrians would be less than significant**.

Although the impact on pedestrians would be less than significant, implementation of Improvement Measure I-TR-40 would further reduce the less-than-significant impact by providing pedestrian countdown signals at six intersections in the immediate vicinity of the campus.

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. (Significant and Unavoidable with Mitigation)

Under the MOB Access Variant, pedestrian conditions would be similar to the proposed LRDP project described in Impact TR-40, with the exception of pedestrian conditions on Geary Street between Van Ness Avenue and Polk Street. The MOB Access Variant would reconfigure the proposed Cathedral Hill MOB access driveway on Geary Street to permit both ingress and egress (the LRDP project would include ingress-only from Geary Street). Analysis of the project driveway conducted for p.m. peak-hour conditions indicated that permitting ingress and egress onto Geary Street would create traffic hazards for vehicles and pedestrians.

The block of Geary Street adjacent to the proposed Cathedral Hill MOB, between Polk Street and Van Ness Avenue, is expected to experience increased congestion in the future, especially in the volume of vehicles turning right from Geary Street westbound onto Van Ness Avenue northbound. In addition, pedestrian volumes on Geary Street are expected to increase because of the patients, visitors, and doctors destined to the proposed Cathedral Hill Campus, as well as expected growth in the Van Ness and Japantown neighborhoods. Vehicular congestion on Geary Street would require vehicles exiting the garage to execute aggressive and potentially unsafe maneuvers to enter the vehicle queue, which could potentially endanger pedestrians on the sidewalk. During congested conditions, vehicles attempting to exit the garage would likely block the sidewalk, as they forced their way into the queue. This would result in hazardous conditions for pedestrians and could interfere with pedestrian

accessibility, particularly for vulnerable pedestrians such as the elderly and disabled who could be expected to visit a medical campus. **Thus, the MOB Access Variant's impact related to pedestrian hazards would be considered significant.**

Mitigation Measure MM-TR-17 described on page 4.5-111 would include pedestrian warning devices, a stop sign, and a notice for drivers exiting the garage to yield the right-of-way to pedestrians. In addition, during peak periods of MOB activity, a traffic control attendant would be positioned in the vicinity of the driveway to help minimize pedestrian-vehicle conflicts on the driveway. With implementation of Mitigation Measure MM-TR-17, impacts related to pedestrian hazards would be reduced, however not to a less-than-significant level. Measures that limit vehicular access onto Geary Street, such as those included as part of the proposed LRDP project (e.g., MOB garage egress onto Cedar Street only), would be required to fully mitigate the impact. Therefore, **the MOB Access Variant's impact on traffic hazards would remain significant and unavoidable**.

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 zones. (Less than Significant)*

At buildout of the proposed Cathedral Hill Campus, a total of 20 on-site loading spaces would be provided, including 18 spaces at the proposed Cathedral Hill Hospital (one space for trucks up to 55 feet in length, three spaces for trucks up to 45 feet in length, and 14 spaces for vans and smaller vehicles 20 feet long or shorter) and two at the Cathedral Hill MOB. The proposed 1375 Sutter MOB would not contain any off-street loading spaces, and would rely on the existing on-street commercial vehicle loading/unloading spaces located on Sutter Street. Deliveries for the Cathedral Hill MOB and the 1375 Sutter MOB that occur at the Cathedral Hill Hospital loading dock off of Franklin Street would be transported either through the proposed tunnel or by smaller trucks or vans between the buildings.

The CPMC LRDP includes a proposed Truck Management Plan for the Cathedral Hill Campus to efficiently manage the loading facilities to ensure that the daytime loading demand is accommodated. The plan would include the following measures:

- Extend dock operating hours to 24-hours/day to accommodate the demand which is currently confined between 7 a.m. and 7 p.m. at the Pacific and California campuses.
- Actively manage loading areas 24-hours/day to ensure that trucks park efficiently and do not dwell in loading spaces.

- Deliveries from the West Bay Distribution Center (the centralized-CPMC delivery center) would be scheduled to occur between 7:00 p.m. and 7:00 a.m. to minimize conflicts with non-CPMC couriers.
- Deliveries, such as laundry services, medical supplies, linen processors, and trash haulers, would be scheduled before 7 a.m. or after 7 p.m. to minimize conflicts with other couriers.
- Vehicles longer than 55 feet would be prohibited from entering the loading dock at the hospital.
- Various waste pick-up would be scheduled and dock space would be dedicated to minimize the impact of truck visits during peak traffic hours (e.g., would occur between 4 and 5 a.m.). The Cathedral Hill MOB would have a dedicated trash room that would be accessed via the service driveway on Cedar Street.

Table 4.5-27, "Summary of Service Vehicle and Truck Loading/Unloading Space Supply and Demand by Campus," presents a comparison of the proposed loading supply to the loading demand for the proposed Cathedral Hill Campus buildings. During the peak hour of loading activity, the Cathedral Hill Hospital would have a loading demand for 19 spaces, which, compared to a loading supply of 18 spaces, would result in a shortfall of one space. This shortfall would be managed through scheduling of deliveries such that the loading demand does not exceed the 18-space supply.

Table 4.5-27
Summary of Service Vehicle and Truck Loading/Unloading Space Supply and Demand by Campus

	Loading Space Supply	Loading Space Demand	Surplus/(Shortfall)
Cathedral Hill Campus			
Cathedral Hill Hospital	18	19	(1)
Cathedral Hill MOB	2	4	(2)
1375 Sutter	0	1	(1)
Total	20	24	(4)
Pacific Campus			
Buildout	9	9	0
Davies Campus			
Buildout	4	8	(4)
St. Luke's Campus			
Buildout	5	5	0

Source: Data compiled by Fehr & Peers in 2010

At the Cathedral Hill MOB, during the peak hour of loading activity there would be a loading demand for four spaces, which, compared to the loading supply of two spaces would result in a shortfall of two spaces. This

shortfall would be managed through scheduling of deliveries. The shortfall could also be accommodated in the on-street loading spaces in the vicinity of the proposed Cathedral Hill MOB.

The conversion of the 1375 Sutter Street, Pacific Plaza Office Building into the 1375 Sutter MOB would not require new construction and would involve conversion of an existing building that has an existing loading space deficiency, and according to the San Francisco Planning Code, this lawful existing deficiency could be carried forward and the proposed 1375 Sutter MOB would not be required to provide any off-street loading space. The loading demand of one space during the peak hour of loading operations would be accommodated, similar to existing conditions, at the existing commercial vehicle loading/unloading zone along Sutter Street. Garbage pickups for this building would occur from Daniel Burnham Court located on the south side of the building. **The project's impact related to loading operations at the hospital, MOB, and at 1375 Sutter Street would be less than significant**.

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. (Less than Significant with Mitigation)*

The Cathedral Hill Campus would have a centralized on-site loading dock located within the Cathedral Hill Hospital. The main entrance to this loading dock would be from separate entrance and exit driveways on Franklin Street. The service dock in this portion of the hospital can accommodate six large trucks at separate loading bays, including two separate trash loading docks. Additional loading spaces would be located within the garage on the first below grade level, and would accommodate smaller delivery and service vehicles such as vans (e.g., flower deliveries). Access by smaller trucks to below-grade levels would occur from Post Street and Geary Boulevard. Of the 19 total trucks expected during the peak period at the Cathedral Hill Hospital, approximately eight would be over 20 feet long.

The on-site loading area would be large enough for trucks up to 55 feet in length to enter front-first from Franklin Street into the loading space within the building. Prior to entering the loading area, the truck would need to come to a stop in the second travel lane. An attendant would need to temporarily stop on-coming traffic on Franklin Street while the truck maneuvered into the dock. Once inside the loading area, a truck up to 55-feet long could maneuver into the loading spaces. To exit, trucks would pull out of the loading area front-first onto Franklin Street.

Because Franklin Street is a major arterial street with large platoons of vehicles during significant portions of the day, stopping these vehicles, even if only briefly, may cause vehicle queues to form and extend into upstream intersections (e.g., Franklin Street/Geary Street) and interrupt intersection operations. It may result in a safety

issue if vehicles stuck at an intersection decide to maneuver around other vehicles to move out of oncoming cross traffic. Therefore, **the project's impact related to loading operations at the off-street loading facility on Franklin Street would be a significant impact**.

Mitigation Measure MM-TR-44 Loading Dock Restrictions and Attendant

> To minimize the potential disruptions to intersections operations and safety, CPMC shall schedule delivery trucks longer than 46 feet in length to only arrive and depart between 10 p.m. and 5 a.m., when traffic volumes on Franklin Street are lower and when there would be a less likely chance that queues would form behind the truck and extend into adjacent intersections. Because some disruption may still occur between 10 p.m. and midnight, CPMC shall monitor and document truck deliveries occurring between 10 p.m. and midnight for a period of 6 months following full building occupancy/program implementation, recording truck size, number of lanes blocked by delivery trucks and for how long, and whether operations at the intersection of Franklin/Geary are temporarily affected and for how long. CPMC shall submit the truck loading report to the Planning Department and SFMTA. Based on the truck loading report and review, the deliveries by trucks longer than 46 feet in length may be modified. An attendant at the loading dock shall also be present to stop on-coming traffic while delivery trucks maneuver into the service loading area.

Implementation of this mitigation measure would reduce the impacts related to loading operations for trucks 46-feet or longer and, therefore, **the project impact of the Cathedral Hill Hospital's loading facility to create hazardous conditions on Franklin Street traffic operations would be less than significant with mitigation**.

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. (Less than Significant)

Under the Two-Way Post Street Variant, which would change Post Street between Gough Street and Van Ness Avenue from one-way eastbound to two-way operations, loading supply and demand would be the same as for the proposed Cathedral Hill Campus Project, and loading impacts would be the same as identified for the project in Impact TR-43. For the proposed hospital, MOB, and 1375 Sutter Street facilities, loading demand would be accommodated within the proposed supply, or within existing on-street commercial vehicle loading/unloading zones. **The Two-Way Post Street Variant impact related to loading operations at the proposed hospital, MOB, and at 1375 Sutter Street would be less than significant.**

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. (Less than Significant with Mitigation)

Under the Two-Way Post Street Variant, the off-street loading dock located within the proposed Cathedral Hill Hospital would remain the same as for the proposed Cathedral Hill Campus project and, therefore, the impact related to the off-street loading facility operations would be the same as described in Impact TR-44.

As noted above, large trucks accessing the loading dock would need to maneuver into adjacent travel lanes, which might cause vehicle queues to form and extend into upstream intersections and interrupt operations at the intersection of Franklin/Geary. Therefore, **the Two-Way Post Street Variant impact related to loading operations at the off-street loading facility on Franklin Street would be a significant impact**.

Implementation of Mitigation Measure MM-TR-44 (Loading Dock Restrictions and Attendant) would reduce the impacts related to loading operations for trucks that are 46 feet or longer and, therefore, **the Two-Way Post Street Variant impact of the Cathedral Hill Hospital's loading facility to create hazardous traffic conditions on Franklin Street would be less than significant with mitigation**.

IMPACT TR-47

Implementation of the Cathedral Hill Campus project MOB Access 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. (Less than Significant)

Under the MOB Access Variant, which would reconfigure Cedar Street between Van Ness Avenue and the MOB garage driveway from two-way to one-way eastbound operations and would permit both ingress and egress via the Geary Street driveway, loading supply and demand would be the same as for the proposed Cathedral Hill Campus Project, and loading impacts would be the same as identified for the project in Impact TR-43. For the proposed hospital, MOB, and 1375 Sutter Street facilities, the loading demand would be accommodated within the proposed supply or existing on-street commercial vehicle loading/unloading zones. **The MOB Access Variant's impact related to loading operations at the proposed hospital, MOB, and 1375 Sutter Street facilities would be less than significant.**

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. (Less than Significant with Mitigation)

Under the MOB Access Variant, the off-street loading dock located adjacent to the proposed Cathedral Hill Hospital would remain the same as for the proposed Cathedral Hill Campus project and, therefore, the impact related to the off-street loading facility operations would be the same as described in Impact TR-44.

As noted above, large trucks accessing the loading dock would need to maneuver into adjacent travel lanes, which might cause vehicle queues to form and extend into upstream intersections and interrupt operations at the intersection of Franklin/Geary. Therefore, **the MOB Access Variant impact related to loading operations at the off-street loading facility on Franklin Street would be a significant impact**.

Implementation of Mitigation Measure MM-TR-44 (Loading Dock Restrictions and Attendant) would reduce the impacts related to loading operations for trucks that are 46 feet or longer and, therefore, **the Two-Way Post Street Variant impact of the Cathedral Hill Hospital's loading facility to create hazardous traffic conditions on Franklin Street would be less than significant with mitigation**.

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. (Less than Significant)

Figure 4.5-21, "Cathedral Hill Campus—Proposed Passenger Zones" (page 4.5-143), presents the passenger loading/unloading areas for the Cathedral Hill Hospital and the Cathedral Hill MOB. Table 4.5-28, "Summary of Passenger Loading/Unloading Zone Supply and Demand by Campus" (page 4.5-144), presents a comparison of the proposed passenger loading/unloading supply to the demand.

The proposed Cathedral Hill Hospital would have an interior passenger loading/unloading zone, approximately 125 in length, which would be accessible from Geary Street and Post Street. This passenger zone could accommodate approximately five vehicles at one time. There would be a separate travel lane to allow for passenger cars to bypass stopped vehicles. The emergency room would have a separate passenger loading/unloading zone accessible from Franklin Street, which would contain 125 feet each along two aisles, for approximately 250 feet of effective passenger loading/unloading. Together, these two areas would provide 375 feet of loading/unloading space that could accommodate approximately 15 vehicles. As indicated in Table 4.5-28,

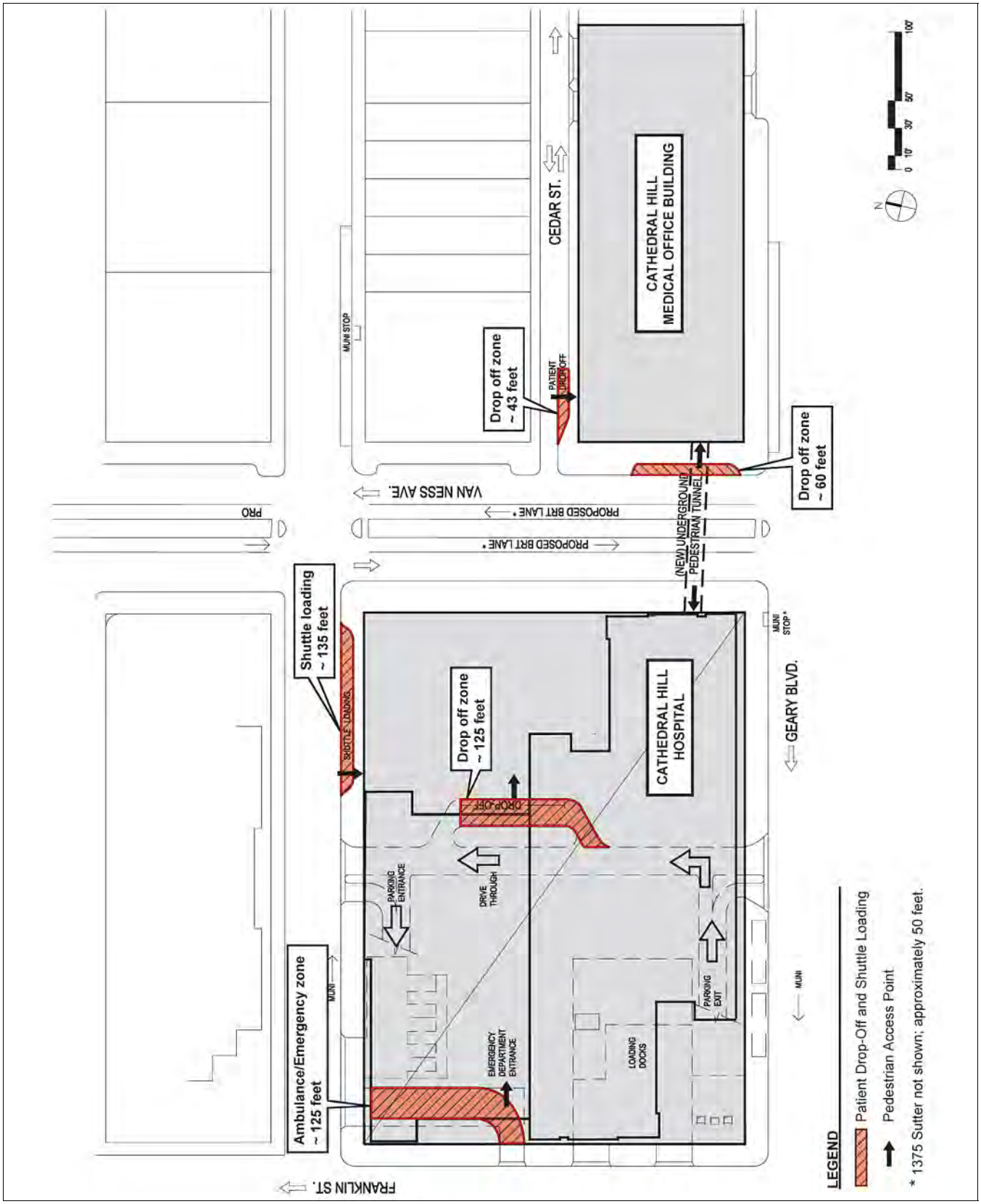
during both the a.m. and p.m. peak hours, the hospital passenger loading demand would be accommodated within the proposed supply.

Therefore, **the proposed project's impact related to passenger loading/unloading activities would be less than significant**.

The proposed Cathedral Hill MOB would have a recessed on-street passenger loading/unloading zone on Cedar Street that would provide approximately 43 feet in length, and a passenger loading/unloading zone on Van Ness Avenue of about 60 feet in length.[32] This zone could accommodate approximately four vehicles at one time. As indicated in Table 4.5-28, the MOB is expected to have a peak loading demand of 114 feet in the a.m. peak hour and 253 feet in the p.m. peak hour, and the estimated demand would exceed the proposed supply. CPMC plans to actively manage the passenger loading/unloading zones to direct drivers to leave the passenger zone and enter the parking garage, if there is additional demand that needs to be accommodated at the curb. The time-limited passenger loading/unloading zone within the MOB garage would accommodate four vehicles. Because the on-street passenger loading/unloading activities on Cedar Street and Van Ness Avenue would be actively monitored, and since additional passenger loading/unloading would be provided within the Cathedral Hill MOB parking garage, **the proposed Cathedral Hill MOB's impacts related to passenger loading/unloading activities would be less than significant**.

The 1375 Sutter MOB would have an exterior passenger loading area of approximately 50 feet, as it does today, that can approximate two vehicles. The MOB is expected to have a peak loading demand for between 80 and 88 feet, which would exceed the supply. CPMC would actively manage the passenger loading/unloading zone and, if the passenger loading demand was greater than the curbside capacity, CPMC personnel would direct drivers to leave the passenger zone and enter the parking garage. Therefore, **the proposed 1375 Sutter MOB impacts related to passenger loading/unloading activities would be less than significant**.

[32] The proposed 60-foot passenger zone would displace two existing on-street loading spaces.



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus—Proposed Passenger Zones **Figure 4.5-21**

Table 4.5-28
Summary of Passenger Loading/Unloading Zone Supply and Demand by Campus—P.M. Peak Hour

	Length in Feet of Loading Supply	Length in Feet of Loading Demand	Surplus or Shortfall (in feet)
Cathedral Hill Campus [1]			
Cathedral Hill Hospital	375	(60) 75	(+315)+300
Cathedral Hill MOB	103	(114) 253	(-11)-150
1375 Sutter	50	(40) 88	(+10)-38
Pacific Campus [3]			
Buildout Conditions [2]	620	625	-5
Davies Campus [4]			
Buildout Conditions [2]	497	218	+279
St. Luke's Campus [5]			
Buildout Conditions [2]	350	253	+97

Notes:
[1] For the Cathedral Hill Campus, a.m. peak-hour conditions are presented in parentheses.
[2] Buildout conditions represent activity associated with new facilities and existing uses that would remain.
[3] Pacific Campus passenger loading/unloading facilities include curbside loading zones totaling 500 feet in length within existing on-street passenger loading/unloading zones on Webster, Buchanan, and Sacramento Streets, as well as a new loading area in the proposed North-of-Clay Aboveground Parking Garage and 120 feet of additional on-street passenger loading/unloading on Buchanan Street.
[4] Davies Campus passenger loading/unloading facilities include curbside loading zones totaling 377 feet in length located along the existing campus driveways, plus six short-term parking spaces dedicated to passenger loading/unloading activities located in the lower surface parking lot near the proposed Neuroscience Institute building.
[5] St. Luke's Campus passenger loading/unloading facilities include curbside loading zones totaling about 350 feet in length on Cesar Chavez Street, 27th Street, Valencia Street, and at the proposed MOB/Expansion Building.
Source: Data compiled by Fehr & Peers in 2010

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. (Less than Significant)

For the Two-Way Post Street Variant, the impacts associated with passenger loading/unloading demand would be the same as under the proposed LRDP described in Impact TR-49. Passenger loading/unloading demands would be accommodated within the proposed and existing passenger loading zones and, therefore, **the Two-Way Post Street Variant impacts related to passenger loading/unloading activities at the proposed Cathedral Hill Campus would be less than significant**.

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. (Less than Significant)

For the MOB Access Variant, the impacts associated with passenger loading/unloading demand would be similar to the proposed LRDP project described in Impact TR-49. The exception would be the location of passenger loading/unloading facilities at the proposed Cathedral Hill MOB. Similar to the proposed LRDP, a passenger loading/unloading zone on Van Ness Avenue would also be provided. Under the MOB Access Variant, Cedar Street would remain one-way eastbound and a 125-foot-long passenger loading/unloading zone would be provided (as compared with a 43-foot-long zone under the proposed LRDP). Similar to the proposed LRDP project, the on-street passenger loading/unloading activities on Cedar Street and Van Ness Avenue would be actively monitored. Under the MOB Access Variant, the passenger loading/unloading demand would be accommodated within the proposed and existing passenger loading zones and, therefore, **the MOB Access Variant impacts related to passenger loading/unloading activities at the proposed Cathedral Hill Campus would be less than significant**.

IMPACT TR-52

Implementation of the Cathedral Hill Campus project would not result in a significant emergency vehicle access impact. (Less than Significant)

With implementation of the CPMC LRDP, the proposed emergency room at Cathedral Hill Hospital would replace the existing emergency rooms at CPMC's California and Pacific Campuses. The proposed Cathedral Hill Hospital would have a separate designated entrance for the Emergency Department and emergency vehicles. The Cathedral Hill Campus is expected to receive between 8,400 and 9,600 emergency calls, or about half of all emergency patients within the CPMC system, per year.[33]

Patients in emergency transport are typically delivered to the nearest emergency room with available space and capability to address a patient's need for medical care (for example, not all hospitals can treat trauma, neurological or stroke patients). The proposed Cathedral Hill Hospital would be slightly less than 1 mile from the existing Pacific Campus and is centrally located along major routes to many neighborhoods. Likely routes to the Cathedral Hill Hospital, as described in the TransOptions report include:

[33] TransOptions. 2009 (July 17). City of San Francisco Fire Department 911 Emergent Transports to CPMC Campuses: 2004, 2008, 2015. El Cajon, CA.

- Geary Boulevard/Street
- Franklin Street
- Gough Street
- Van Ness Avenue
- Turk Street
- Bush Street
- Oak Street

These streets are multi-lane arterial roadways that allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.[34] Because Franklin Street, Van Ness Avenue, Post Street, and Bush Street have multiple lanes, vehicles would be able to yield to emergency vehicles destined to the proposed Cathedral Hill Campus. Given the above, **the proposed Cathedral Hill Campus project emergency vehicle access impact would be less than significant**.

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. (Less than Significant)

The Two-Way Post Street Variant would convert Post Street between Van Ness Avenue and Gough Street from one-way eastbound operations to two-way operations. Post Street is currently a two-way operation west of Gough Street, and one-way eastbound east of Gough Street. Under the Two-Way Post Street Variant, the hospital driveway on Post Street would be reconfigured to allow full ingress and egress onto Post Street from both the eastbound and westbound directions. Converting Post Street to a two-way operation would increase accessibility to the Emergency Department from Van Ness Avenue. In particular, ambulances traveling southbound on Van Ness Avenue would be able to turn right onto Post Street westbound to access the dedicated off-street ambulance parking area (instead of continuing south on Van Ness Avenue to Geary Boulevard, west on Geary Boulevard to Franklin Street, north on Franklin Street to Post Street, and turning right onto Post Street eastbound). Ambulances would also be able to access the parking area from Franklin Street and Gough Street via Post Street.

Converting Post Street to a two-way operation would not affect access to the Emergency Department from either Franklin Street or Post Street, and would improve access from Van Ness Avenue; therefore, **the proposed project's impact on emergency vehicle access would be less than significant**.

IMPACT TR-54

Implementation of the Cathedral Hill Campus project MOB Access Variant would not result in a significant emergency vehicle access impact. (Less than Significant)

Under the MOB Access Variant, the proposed Cathedral Hill Hospital Emergency Department would remain the same as under the proposed LRDP and, therefore, the impact related to emergency vehicle access would be the same as described in Impact TR-52. Reconfiguring Cedar Street to a one-way eastbound operation and permitting

[34] Per the California Vehicle Code, Section 21806, all vehicles must yield right-of-way to emergency vehicles, and remained stopped until the emergency vehicle has passed.

ingress and egress from the MOB garage onto Geary Street would not affect access to the Emergency Department from either Franklin Street or Post Street and, therefore, **the MOB Access Variant's impact on emergency vehicle access would be less than significant**.

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. (Significant and Unavoidable with Mitigation)*

The proposed Cathedral Hill Hospital and Cathedral Hill MOB would be constructed over approximately 54 months. Construction activities would take place generally between 7 a.m. and midnight on weekdays and between 7 a.m. and 5 p.m. on Saturdays, depending on the phase of construction, and whether after-hour construction permits, when required for work after 8 p.m., are approved by the City. The proposed underground tunnel between the Cathedral Hill hospital and MOB would be located under Van Ness Avenue between Post Street and Geary Street, approximately 50 feet north of Geary Street. Construction staging for the hospital and MOB would occur on site, with some materials and equipment stored at off-site facilities outside of the City of San Francisco. Preliminary construction information for the Cathedral Hill Campus was prepared by Herrero Boldt.

Figure 4.5-22, "Cathedral Hill Campus—Construction Activity Summary" (page 4.5-149), illustrates the lane closures, sidewalk closures, construction gates, and truck routes that are expected to occur at the construction site. In general, lane and sidewalk closures as a part of construction activity must meet the City's *Regulations for Working in San Francisco Streets* (SFMTA Blue Book) and are subject to review and approval by the Department of Public Works (DPW) and the City's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). In addition, since Van Ness Avenue is part of U.S. 101, construction activities affecting Van Ness Avenue would also be subject to Caltrans review and approval.

Construction Workers by Shift—During construction of the Cathedral Hill Campus the maximum worker population would range between 80 (during demolition) and 735 workers (during interior finishing). A majority of these workers (about 80 percent) would be working on the Cathedral Hill Hospital. Work shifts would occur 7 a.m. to 4 p.m. and 4 p.m. to midnight on weekdays, and between 7 a.m. and 5 p.m. on Saturdays.

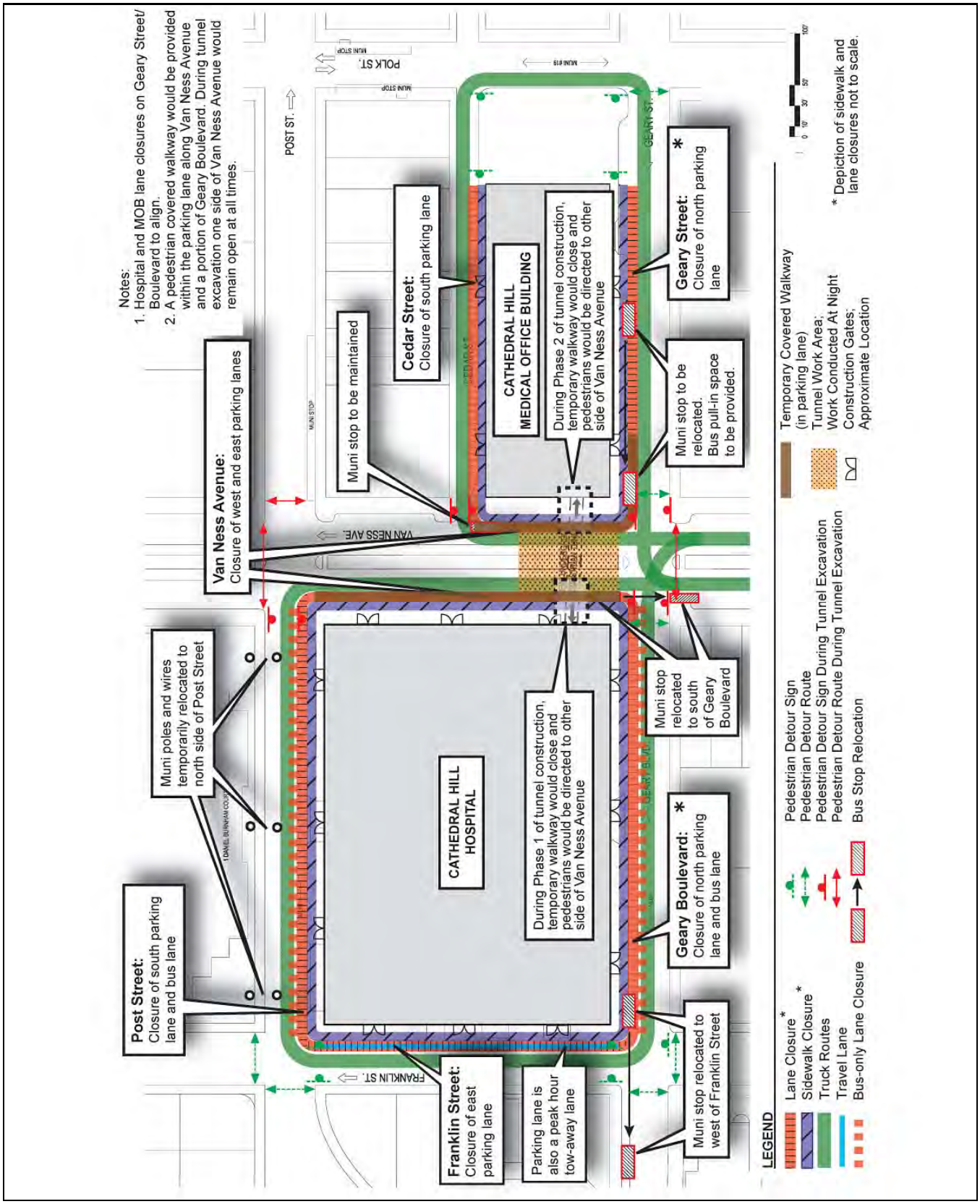
Table 4.5-29, "Cathedral Hill Campus—Worker Population by Construction Phase" (page 4.5-150), summarizes the average and maximum number of construction workers per shift per construction phase, their shift hours, construction worker parking demand, and anticipated parking locations. During construction activities, CPMC would encourage all staff and construction workers to use public transit services and ridesharing. Workers who

drive would be provided assigned parking spaces in the 855 Geary Garage (about 200 spaces), other leased lots, and existing CPMC garages as well as in the Cathedral Hill Campus parking garages, as they are completed. Workers parking in off-site lots would be shuttled to the worksite via CPMC shuttles dedicated for use by construction workers. Shuttle service would start 1 hour before each shift begins and ends; and run for approximately 2 hours. Limited shuttle service would be available to workers during work hours. Up to five shuttles would be used for this specific shuttle service, each with a capacity of 30 to 40 passengers.

Workers would have dedicated drop-off and pick-up zones at the construction site. The location of these zones, as well as the overall construction traffic management plan would be coordinated with Caltrans and the SFMTA, as appropriate, prior to each phase of construction to ensure City and State requirements are met. Drop-off and pick-up would be staggered so that only one shuttle is present at a time. In case of unanticipated congestion, both the hospital and MOB construction sites would have room to accommodate up to five queued vehicles, if needed.

Construction Truck Delivery Schedule—Table 4.5-30, "Cathedral Hill Campus—Average Trucks per Day and per Shift by Construction Phase" (page 4.5-151), summarizes the average number of trucks needed to haul excavated materials and for equipment and materials deliveries to the Cathedral Hill Campus during construction. Trucks would only arrive at the campus during construction shifts. As indicated in Table 4.5-30, between 100 and 320 trucks would travel to the Cathedral Hill site per day, with the greatest number of trucks arriving during the excavation and foundation phases.

Local Intersection Operations during Construction—Due to the scale of the Cathedral Hill Campus project, additional construction-related traffic may temporarily increase driver delay at intersections near the construction site. To estimate intersection operations during the construction project, intersection level of service was calculated for the a.m. and p.m. peak hour during the excavation phase of construction—the phase that would experience the greatest number of truck trips. The excavation phase is expected to occur over a 6-month period for the new hospital, and over a 7-month period for the new MOB, and would overlap during a 4-month period. Traffic increases due to construction workers going to and from the site was not included in this analysis since most construction shifts would begin and end before the peak hour. Table 4.5-31, "Cathedral Hill Campus Truck Generation—Excavation Phase," summarizes the total number of trucks arriving at the construction site during the peak hours.



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus—Construction Activity Summary **Figure 4.5-22**

Table 4.5-29
Cathedral Hill Campus—Worker Population by Construction Phase

Building	Demolition	Excavation	Foundation	Structure	Exterior	Interior
Cathedral Hill Hospital						
Average # of Workers per Shift	37	42	64	165	61	487
Maximum # of Workers per Shift	72	69	64	236	84	601
Shift Hours	7 a.m.–4 p.m.; 4 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7 a.m.–4 p.m.; 4 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7 a.m.–4 p.m.; 4 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7 a.m.–4 p.m.; 4 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7a.m.–5 p.m.; 7 a.m.–5 p.m. (Sat)	7 a.m.–4 p.m.; 4 p.m.–midnight; 7 a.m.–5 p.m. (Sat)
Worker Parking Locations	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary; CH MOB	1375 Sutter; 855 Geary; 1600 Geary; CH MOB	1375 Sutter; 855 Geary; 1600 Geary; CH MOB
# of Parking Spaces[1]	54	52	48	177	63	451
Cathedral Hill MOB						
Average # of Workers per Shift	9	15	25	46	53	91
Maximum # of Workers per Shift	11	20	30	97	82	134
Shift Hours	7 a.m.–5 p.m.; 7 a.m.–5 p.m. (Sat)	7 a.m.–5 p.m.; 7 a.m.–5 p.m. (Sat)	7 a.m.–5 p.m.; 5 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7 a.m.–5 p.m.; 5 p.m.–midnight; 7 a.m.–5 p.m. (Sat)	7 a.m.–5 p.m.; 7 a.m.–5 p.m. (Sat)	7 a.m.–5 p.m.; 7 a.m.–5 p.m. (Sat)
Worker Parking Locations	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary	1375 Sutter; 855 Geary; 1600 Geary; CH MOB	1375 Sutter; 855 Geary; 1600 Geary; CH MOB	1375 Sutter; 855 Geary; 1600 Geary; CH MOB
# of Parking Spaces[1]	9	16	24	78	66	107

Notes:

[1] Worker parking demand was estimated using mode split assumptions developed from the Bay Area Transportation State of the System, 2006, the Metropolitan Transportation Commission, 2007, and Caltrans, 2007. CPMC would lease dedicated parking spaces for these workers to ensure that demand could be met.

Source: Data compiled by Herrero Boldt in 2010

Table 4.5-30
Cathedral Hill Campus—Average Trucks per Day and per Shift by Construction Phase

Building	Demolition	Excavation	Foundation	Structure	Exterior	Interior
Cathedral Hill Hospital						
Trucks per Shift	35	135	15	35	15	15
Trucks per Day	55	220	152	110	25	25
Cathedral Hill MOB						
Trucks per Shift	25	50	10	12	15	10
Trucks per Day	40	100	160	130	25	15

Source: Data compiled by Herrero Boldt in 2010

Table 4.5-31
Cathedral Hill Campus Truck Generation—Excavation Phase

Building	Average # of Trucks per Shift[1]	% of Arriving in Peak Hour[2]	# of Trucks during the Peak Hour	PCE per Peak Hour[3,4]
Cathedral Hill Hospital	135	15%	20	55
Cathedral Hill MOB	50	15%	8	20
Total	**185**	**–**	**28**	**75**

Notes:
[1] Herrero Boldt 2009.
[2] Assumed to be distributed evenly throughout the day, with a break for lunch and at 3 p.m.
[3] PCE rate = 2.7 [from *Sacramento Recycling and Transfer Station EIR* (Fehr & Peers for the City of Sacramento 1998, 2006) and *Turk Island Consolidation Traffic Impact Analysis* (Fehr & Peers, 2009)]
[4] 60 percent inbound/ 40 percent outbound during the a.m. peak hour; 40 percent inbound/60 percent outbound during the p.m. peak hour. MOB construction shifts only generate trucks during the a.m. peak hour.
Source: Data compiled by Fehr & Peers in 2010

Approximately 185 trucks per shift would arrive at the construction site during the excavation phase, and assuming that 15 percent of these trucks would arrive during the peak hours, a total of 28 trucks would arrive during the peak a.m. and p.m. peak hours. Since a significant portion of the construction vehicle trips would be via large and heavy vehicles, the number of vehicles added to the intersection analysis was adjusted to reflect the impact of larger trucks on roadway capacity. Trucks were converted into passenger car equivalents (PCEs) based on the size and carrying capacity of vehicles. According to the Transportation Research Board's Special Report, 223 heavy-vehicles range from 1.5 to 3.7 PCEs with a PCE rate of 2.7 was applied for earthmoving vehicles/dump trucks/haulers for this study.

Trucks were assumed to arrive at the construction site at regular intervals throughout work shifts, i.e., there would be no peak hour of truck arrivals because truck arrivals would be consistent throughout the day. By applying the

PCE rate to the estimated number of trucks during the peak hour, the proposed construction plan would generate approximately 75 PCE during the peak hour during the excavation phase.

Truck Access Routes to and from the Cathedral Hill Campus Site—As part of the City's SFMTA Blue Book, CPMC would be required to identify truck routes to and from the Cathedral Hill Campus prior to construction for City review and approval. Truck routing around the construction site are shown in Figure 4.5-22 (page 4.5-149).

Trucks would travel to the construction site from various parts of the Bay Area, depending on the type of material being hauled and the size of the truck. During the excavation phase, disposal material would be transported to Brisbane, Half Moon Bay, Oakland, Richmond, and South San Francisco. In general, trucks traveling to the hospital construction site would use U.S. 101 or I-80 to the 8th Street (from the east) or 9th Street (from the south) exits in San Francisco. Within San Francisco, trucks would travel on 9th Street to Hayes Street to northbound Van Ness Avenue. From Van Ness Avenue, trucks would make a left onto Geary Street. Trucks would then enter the site at one of twelve gates around the hospital site, either on Geary Street, Franklin Street or Post Street. Trucks traveling to the MOB site would use a similar route; however, those trucks would enter the MOB site from Cedar Street or would travel around the block to enter from Geary Street.

Trucks leaving the Cathedral Hill Hospital site would exit from one of the twelve gates around the site, make an eastbound right from Post Street to Van Ness Avenue, and continue southbound to the U.S. 101 on-ramp at South Van Ness/13thStreet. Trucks leaving the MOB site would exit either from the Cedar Street gate or the Geary Street gate and make a westbound left from Geary Street onto Van Ness Avenue, and continue southbound to the U.S. 101 on-ramp at South Van Ness/13th Street.

In the case of heavy traffic, road closures or other off-site delays that may cause trucks to enter the construction site when other trucks are present, the Cathedral Hill Hospital site would have room for eight trucks to queue on the site. If trucks begin to stack, other trucks would be advised to return to their construction yard by the contractor's logistics superintendent.

Lane Closures during Construction—Construction activities would likely require sidewalk, parking lane, and bus-only lane closures during construction, as shown in Figure 4.5-22 (page 4.5-149). The location of sidewalk and lane closures is preliminary and would be subject to City review and approval prior to construction. Parking lanes would be closed throughout the construction period. These lane closures would provide a buffer between the construction site, pedestrians, and nonconstruction vehicular traffic; however, they would impact traffic and transit operations. The following lane closures would likely be required during construction:

- Van Ness Avenue, between Post Street and Geary Street (parking lane; approximately three parking spaces displaced);

- Van Ness Avenue, between Cedar Street and Geary Street (loading zone; two loading spaces displaced);
- Geary Boulevard, between Van Ness Avenue and Franklin Street (parking lane, bus-only lane, and loading zone; six parking spaces and two loading spaces displaced);
- Geary Street, between Van Ness Avenue and 300 feet east towards Polk Street (parking lane; approximately two parking spaces displaced)
- Franklin Street, between Post Street and Geary Street (parking lane; approximately 12 parking spaces displaced);
- Post Street, between Van Ness Avenue and Franklin Street (parking lane and tow-away lane, bus-only lane, passenger loading zone; approximately five parking spaces and five loading spaces displaced); and
- Cedar Street, between Van Ness Avenue and Polk Street (parking lane; approximately 10 parking spaces displaced)

Intersection Operating Conditions—Intersection level of service analysis was conducted for a.m. and p.m. peak-hour conditions, assuming the travel lane closures and construction vehicle trips during the excavation phase, when the number of construction vehicle trips would be the greatest. The excavation phases for the Cathedral Hill Hospital and the Cathedral Hill MOB is projected to occur over a 9-month period, with a 4-month overlap.

- During the a.m. peak hour, the addition of the construction vehicle trips would increase average delay per vehicle at most intersections. The intersections of Gough/Geary, Franklin/O'Farrell, Eighth/Market, and Octavia/Market/U.S. 101 would continue to operate at LOS F, and the intersection of Franklin/Bush would continue to operate at LOS E. Construction vehicle traffic would cause the intersection of Franklin/Post to deteriorate from LOS B to LOS F. Other intersections that would experience substantially greater delays due to construction vehicle traffic but that would continue to operate at LOS D or better during the a.m. peak hour include: Franklin/Geary, Van Ness/Fell, and Van Ness/Geary.
- During the p.m. peak hour, with the addition of construction vehicle trips, the intersection of Franklin/Sutter would continue to operate at LOS E. Construction vehicle traffic would cause the intersection of Franklin/Post to deteriorate from LOS B to LOS F, the intersection of Van Ness/Geary to deteriorate from LOS C to LOS E, and the intersection of 8th/Market Streets to deteriorate from LOS E to LOS F. Construction vehicle trips would not substantially affect other study intersection that would operate at LOS D or better during the p.m. peak hour.

Therefore, for a 4-month period when there is overlap in excavation between the proposed Cathedral Hill Hospital and MOB, level of service would be LOS E or LOS F at up to nine of the study intersections. Thus, **the project's construction impact on intersection operations at these nine study intersections would be significant**.

Sidewalk Closures during Construction—Construction activities would require temporary sidewalks closures adjacent to the proposed Cathedral Hill Hospital and MOB sites. Along Van Ness Avenue and Geary Street temporary (covered and lit) pedestrian walkways would be provided within the parking lane. The sidewalks on Franklin Street, Post Street, and Cedar Street would be closed, and pedestrians would be directed through signage to use the opposite side of the street. The following sidewalks adjacent to the project sites would be affected:

- Van Ness Avenue, between Post Street and Geary Street—pedestrian access maintained;
- Van Ness Avenue, between Cedar Street and Geary Street—pedestrian access maintained;
- Geary Street, between Van Ness Avenue and Franklin Street—pedestrian access restricted, pedestrians directed to use south side of Geary Street;
- Geary Street, between Van Ness Avenue and 100 feet east towards Polk Street—pedestrian access maintained to provide access and waiting area for the westbound bus stop. From approximately 100 feet and 300 feet east of Van Ness Avenue, the sidewalk would be closed and pedestrians would be directed to use the south side of Geary Street. Advance pedestrian detour signs would be provided at Van Ness Avenue and Polk Street;
- Franklin Street, between Post Street and Geary Street—pedestrian access restricted, pedestrians directed to use the west side of the street;
- Post Street, between Van Ness Avenue and Franklin Street—pedestrian access restricted, pedestrians directed to use the north side of the street; and
- Cedar Street, between Van Ness Avenue and 300 feet east towards Polk Street—pedestrian access restricted, pedestrians directed to use opposite side of the street.

Excavation for the proposed pedestrian tunnel under Van Ness Avenue would temporarily close the temporary walkways on Van Ness Avenue. When the tunnel is being excavated on the west side of Van Ness Avenue, the temporary walkway in the western parking lane would be closed during the evening construction hours and signage at Post Street and Geary Street would direct pedestrians to use the eastern side of Van Ness Avenue. During excavation under the east side of Van Ness Avenue, the temporary walkway in the eastern parking lane would close and signage at Post Street and Geary Street would direct pedestrians to use the western side of Van

Ness Avenue. Signage would also be placed on Cedar Street to direct pedestrians to use the north side of Cedar Street or use Polk Street or the opposite side of Van Ness Avenue.

Because of the number of temporary closures of sidewalks adjacent to the project sites necessitating pedestrian detours, **the proposed project would result in a significant impact on pedestrians during construction**.

Transit during Construction—In addition to the temporary closure of bus-only lanes along Geary Street and Post Street noted above, three Muni bus stops would need to be temporarily relocated:

- The existing westbound Geary Street bus stop on the northeast corner of Geary Street at Franklin Street would be relocated to the northwest corner of the intersection, requiring the temporary removal of one handicap parking space and a passenger loading/unloading zone.
- The existing southbound Van Ness Avenue bus stop on the northwest corner of Van Ness Avenue at Geary Street would be relocated to the southwest corner of the intersection, requiring the temporary removal of two parking and potentially a passenger loading/unloading zone.
- The existing westbound Geary Street bus stop located midblock between Van Ness Avenue and Polk Street would be relocated approximately 200 feet to the west within a temporary covered pedestrian walkway. As part of the project, this bus stop would be relocated west of Van Ness Avenue. The timing of relocation, whether as part of construction activities or following completion of hospital construction, would be determined by SFMTA.

The existing northbound Van Ness Avenue Muni and Golden Gate Transit stop at the approach to Cedar Street would be maintained within the temporary covered pedestrian walkway.

The bus-only lanes on eastbound Post Street between Franklin Street and Van Ness Avenue and on westbound Geary Street between Polk Street and Franklin Street would be closed during construction. During these times, Muni buses would need to merge into the mixed-flow traffic lanes for the one-block segment on Post Street, and the two-block segment on Geary Street. **Operation of buses in mixed-flow traffic at these locations would be considered a significant impact on Muni operations.**

Since the sidewalk on Post Street adjacent to the proposed Cathedral Hill Hospital site would be closed for construction activities, the existing Muni electric trolley line poles and overhead wires would need to be relocated to the north side of the street. CPMC and the construction contractor would work with SFMTA to develop a relocation plan for these Muni utilities.

Van Ness Avenue Tunnel Construction

The pedestrian tunnel between the proposed hospital and MOB would be constructed over an 18-month period, with only 10 months of work affecting Van Ness Avenue. To minimize impacts on traffic, transit, and pedestrians along Van Ness Avenue, construction activities during these 10 months would likely be limited to 7 p.m. to 5 a.m., when Van Ness Avenue is less congested. Work on the interior of the tunnel can be completed during typical construction hours (7 a.m. to 5 p.m.) because workers would not need to interrupt traffic along Van Ness Avenue. Construction activities across Van Ness Avenue would be subject to City and Caltrans review and approval.

Travel Lane Closures—At the proposed tunnel construction site, Van Ness Avenue has three travel lanes and a parking lane in each direction. Construction of the proposed tunnel would require sequential closures of two lanes of Van Ness Avenue at a time in 100-foot long segments. During the 10 months of construction affecting street operations, at least one travel lane in each direction would always be open during construction to minimize diversion of vehicles to other streets in the area. For example, initial construction would close the two western-most southbound lanes of Van Ness Avenue, leaving the left-most southbound lane open to through traffic; during this time, all northbound lanes would remain open. As work progresses from west to east across Van Ness Avenue, no more than two travel lanes would be closed at any one time.

Van Ness Avenue Operation—The effect of the lane closures during tunnel construction would be most acute at the intersections immediately upstream of the construction site; at the intersections of Van Ness/Post and Van Ness/Geary. Intersection operations would worsen upstream from the construction site, as drivers begin to position themselves to prepare for the lane closures.

To assess the impact of the lane closures on Van Ness Avenue during tunnel construction, adjacent intersections operations were analyzed for the hours between 7 p.m. and 5 a.m. Existing traffic volumes during the 7 p.m. to 5 a.m. period are greatest between 7 p.m. and 8 p.m. This is reasonable since traffic typically increases during the p.m. peak hour (5 p.m. to 6 p.m.) and slowly decreases until the next morning. Table 4.5-32, “Average Midweek Traffic Volumes on Van Ness Avenue” below, summarizes traffic volumes between 5 p.m. and 5 a.m. As shown, traffic volumes on Van Ness Avenue are greatest during the 5 to 6 p.m. peak hour, and incrementally decrease through the night and early morning hours.

Table 4.5-33, “Van Ness Avenue Tunnel Construction—Intersection LOS during Evening and Overnight Work Hours,” summarizes the intersection LOS analysis reflecting the tunnel construction travel lane closures. This analysis utilizes existing traffic volumes, and does not account for additional construction truck traffic.

Table 4.5-32
Average Midweek Traffic Volumes on Van Ness Avenue[1]

Hour	Northbound	Southbound	Total	% of Peak Hour
5 p.m. to 6 p.m.	987	1,188	2,175	100%
6 p.m. to 7 p.m.	908	1,104	2,013	93%
7 p.m. to 8 p.m.[2]	852	1,016	1,868	86%
8 p.m. to 9 p.m.	708	853	1,561	72%
9 p.m. to 10 p.m.	576	751	1,327	61%
10 p.m. to 11 p.m.	542	707	1,249	57%
11 p.m. to midnight	419	530	949	44%
Midnight to 1 a.m.	291	352	643	30%
1 a.m. to 2 a.m.	213	273	486	22%
2 a.m. to 3 a.m.	188	221	409	19%
3 a.m. to 4 a.m.	122	128	250	11%
4 a.m. to 5 a.m.	120	108	228	10%

Notes:
[1] Average midweek traffic volumes, September 2009.
[2] Hour used in analysis.
Source: California Pacific Medical Center. 2009 (September 29). 2006 and 2009 Traffic Count Comparisons for Select Intersections and Weekday/Weekend Peak Hour for the California Pacific Medical Center (CPMC) Master Plan EIR. San Francisco, CA.
Prepared by Fehr & Peers, San Francisco, CA.

As shown in Table 4.5-33, when the southbound traffic flow on Van Ness Avenue is restricted to one travel lane, the intersection of Van Ness/Geary would operate at LOS E or LOS F between 7 p.m. and midnight. Between 7 and 8 p.m. the upstream intersection of Van Ness/Post would operate at LOS E, and between 8 p.m. and midnight it would operate at LOS C or better. Since traffic volumes are generally lower in the northbound direction than the southbound direction (see Table 4.5-32), impacts of northbound travel lane closures would be less than described for the southbound lane closures. When the northbound traffic flow on Van Ness Avenue is restricted to one travel lane, the intersection of Van/Ness Geary would operate at LOS F between 7 and 9 p.m. Between 7 and 8 p.m. the upstream intersection of Van Ness/O'Farrell would also operate at LOS F, and between 8 and 9 p.m. it would operate at LOS D. **The closure of lanes on Van Ness Avenue during tunnel construction would be considered a significant impact on the intersections of Van Ness/Geary, Van Ness/Post, and Van Ness/O'Farrell.**

Table 4.5-33
Van Ness Avenue Tunnel Construction—Intersection LOS during Evening and Overnight Work Hours[1]

Intersection	Analysis Hour									
	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	1 a.m.	2 a.m.	3 a.m.	4 a.m.
Northbound[2]										
Van Ness/Post	B	B	B	B	A	A	A	A	A	A
Van Ness/Geary	**F**	**F**	D	D	C	B	B	B	B	B
Van Ness/O'Farrell	**F**	D	C	B	B	B	B	B	B	B
Southbound[2]										
Van Ness /Bush	B	B	B	B	B	B	B	B	B	B
Van Ness/Sutter	B	B	B	B	B	A	A	A	A	A
Van Ness/Post	**E**	C	B	B	B	A	A	A	A	A
Van Ness/Geary	**F**	**F**	**F**	**F**	**E**	B	B	B	B	B

Notes:
[1] LOS E or LOS F conditions are highlighted in **bold**.
[2] Reflects closure of two lanes. Since construction would proceed consecutively across Van Ness Avenue, and only two travel lanes would be closed at any one time, impacts would occur in either the northbound or southbound direction.
Source: Data compiled by Fehr & Peers in 2010

In summary, tunnel excavation would cause intersections near the tunnel construction site to operate unacceptably for a brief period when traffic is generally lighter when compared to daytime hours. This impact would occur for approximately 10 months and is not expected to cause substantial shifts in traffic to adjacent streets. Gough Street and Franklin Street may experience increases in traffic as drivers find alternative routes through the construction zone; however, similar to Van Ness Avenue, traffic along those streets is generally lighter between 7 p.m. and 5 a.m. and any increases in traffic would be short-term. Once tunnel construction is completed, Van Ness Avenue operations would return to normal.

As noted above, construction of the pedestrian tunnel under Van Ness Avenue would require closure of the temporary walkways during the evening and overnight hours on Van Ness Avenue. Since tunnel construction would only affect one side of Van Ness Avenue at any given time, detour routes would need to be established to direct pedestrians to the opposite side of the street. **Closure of the Van Ness Avenue sidewalks during this time would be considered a significant impact on pedestrians.**

Conclusion

Because of the extent of construction activities and duration, construction-related impact on traffic, transit, and pedestrians would be considered significant. Implementation of Mitigation Measure MM-TR-55 below, which would require CPMC and construction contractor to prepare a Construction Transportation Management Plan

would reduce some of the impacts, however **the proposed project's construction impact would remain significant and unavoidable**.

Mitigation Measure TR-55

CPMC shall develop and implement a Construction Transportation Management Plan (TMP) to anticipate and minimize impacts of various construction activities associated with the Proposed Project.

The Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation is maintained to the extent possible, with particular focus on ensuring pedestrian, transit, and bicycle connectivity. The program would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by Caltrans, SFMTA, DPW, or other City departments and agencies.

Specifically, the plan should:

- Identify construction traffic management best practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to
  - Identifying ways to reduce construction worker vehicle trips through transportation demand management programs and methods to manage construction work parking demands.
  - Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
  - Identifying ways to accommodate transit stops located at sidewalks slated for closure during construction. This may include identifying locations for temporary bus stops, as well as signage directing riders to those temporary stops.
  - Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.
  - Identifying best practices for managing traffic flows on Van Ness Avenue during the nighttime hours for the period when tunnel construction would involve surface construction activities. This may include coordination with Caltrans on appropriate traffic management practices and lane closure procedures.
- Describe procedures required by different departments and/or agencies in the city for implementation of a Construction TMP, such as reviewing agencies, approval processes, and estimated timelines. For example,
  - CPMC shall coordinate temporary and permanent changes to the transportation network within the City of San Francisco, including traffic, street and parking changes and lane closures, with the SFMTA. Any permanent changes may require meeting with the SFMTA Board of Directors or one of its sub-Committees. This may require a public hearing. Temporary traffic and transportation

changes must be coordinated through the SFMTA's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and would require a public meeting. As part of this process, the Construction Plan may be reviewed by SFMTA's Transportation Advisory Committee (TASC) to resolve internal differences between different transportation modes.

- Caltrans Deputy Directive 60 (DD-60) requires TMP and contingency plans for all state highway activities. These plans should be part of the normal project development process and must be considered during the planning stage to allow for the proper cost, scope and scheduling of the TMP activities on Caltrans right-of-way. These plans should adhere to Caltrans standards and guidelines for stage construction, construction signage, traffic handling, lane and ramp closures and TMP documentation for all work within Caltrans right-of-way.

- Require consultation with other Agencies, including Muni/SFMTA and property owners on Cedar Street, to assist coordination of construction traffic management strategies as they relate to bus-only lanes and service delivery on Cedar Street. CPMC should proactively coordinate with these groups prior to developing their Plan to ensure the needs of the other users on the Islands addressed within the construction TMP for the project.

- Identify construction traffic management strategies and other elements for the project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities. These include, but are not limited to, construction strategies, demand management activities, alternative route strategies, and public information strategies.

- Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and other lane closures.

The Construction Transportation Management Plan shall be submitted to SFMTA, SFDPW, and the Planning Department for review and approval.

Implementation of Mitigation Measure MM-TR-55 would help reduce the Project's contribution to construction-related traffic, transit, and pedestrian impacts; however, given the magnitude of the proposed project and the duration of the construction period, **the project's construction impact would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

For the Two-Way Post Street Variant, transportation impacts associated with construction activities would be the same as under the proposed LRDP, as described in Impact TR-55. Because of the extent of construction activities and expected duration, construction-related impacts on traffic, transit, and pedestrians would be considered

significant. Implementation of Mitigation Measure MM-TR-55 (a Construction Management Plan) would help reduce the project's contribution to construction-related traffic, transit, and pedestrian impacts; however, given the magnitude of the proposed project and the expected duration of the construction period, **the Two-Way Post Street Variant's construction impact would remain significant and unavoidable.**

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. (Significant and Unavoidable with Mitigation)*

For the MOB Access Variant, transportation impacts associated with construction activities would be the same as under the proposed LRDP, as described in Impact TR-55. Because of the extent of construction activities and expected duration, construction-related impacts on traffic, transit, and pedestrians would be considered significant. Implementation of Mitigation Measure MM-TR-55 (a Construction Management Plan) would help reduce the project's contribution to construction-related traffic, transit, and pedestrian impacts; however, given the magnitude of the proposed project and the expected duration of the construction period, **the MOB Access Variant's construction impact would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

For the No Van Ness Avenue Pedestrian Tunnel Variant, transportation impacts associated with construction activities would be similar to those under the proposed LRDP project. With the No Van Ness Avenue Pedestrian Tunnel Variant, construction impacts associated with the Van Ness Avenue Tunnel construction, as described in Impact TR-55, would not occur and, therefore, construction impacts would be less than under the proposed LRDP. However, because of the overall extent of construction activities and expected duration, construction-related impacts traffic, transit, and pedestrians would be considered significant. Implementation of Mitigation Measure MM-TR-55 (a Construction Management Plan) would help reduce the project's contribution to construction-related traffic, transit, and pedestrian impacts; however, given the magnitude of the proposed project and the expected duration of the construction period, **the proposed project's construction impact would remain significant and unavoidable**.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers. Therefore, a parking analysis and discussion for the proposed LRDP is presented for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (State CEQA Guidelines, Section 15131[a]). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit-First" policy. The City's Transit-First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

With implementation of the CPMC LRDP, the Cathedral Hill Campus would provide a total of 1,227 parking spaces, including 513 spaces at the Cathedral Hill Hospital, 542 spaces at the Cathedral Hill MOB, and 172 spaces at the 1375 Sutter MOB. The proposed project would be required to meet Planning Code requirements for the number of spaces, as well as the number of handicapped-accessible parking spaces, bicycle parking spaces, and car share spaces.

Table 4.5-34, "Summary of Parking Supply and Demand by Campus" (page 4.5-164), presents a comparison of the proposed supply to the estimated parking demand by population, including physicians, employees, as well as patients and visitors. At buildout, there would be a peak parking demand of about 1,389 spaces, compared with a total supply of 1,227 spaces. As indicated in Table 4.5-34, there would be an overall parking shortfall of 162 spaces, including a parking shortfall of 212 spaces for employees and an overall surplus of 50 spaces for patients and visitors (which includes a parking shortfall at the proposed 1375 Sutter MOB). It is anticipated that short-term visitors to the 1375 Sutter MOB that are unable to find parking within the building would likely park at the Cathedral Hill MOB and walk to the 1375 Sutter MOB, or park in any available on-street parking space around the campus, although some visitors may also choose to take transit, bicycle, or walk instead of driving. Employees unable to park at the campus could take transit, bicycle or walk to the campus, or park off-site at the Japan Center Garage. Employees who chose to park at the Japan Center Garage may increase the demand for CPMC shuttle services.

Proposed sidewalk widening and other pedestrian improvements would result in the displacement of 26 standard metered spaces, one handicapped-accessible space, and ten commercial vehicle loading/unloading spaces.

- On Franklin Street between Post Street and Geary Boulevard, the new loading dock driveways and the Emergency Department drop-off would result in the displacement of four metered parking spaces and one handicapped-accessible space.

  On Post Street between Franklin Street and Van Ness Avenue, the proposed sidewalk widening would result in the displacement of five metered parking spaces, five metered commercial vehicle loading/unloading spaces, and a passenger loading zone. On the eastern portion of the block, a shuttle stop recessed into the sidewalk would be provided, which would also accommodate one of the five displaced commercial vehicle loading/unloading spaces.

- On the west side of Van Ness Avenue between Post Street and Geary Boulevard, the proposed sidewalk widening would displace three metered parking spaces. The existing driveways into the Cathedral Hill Hotel garage would be eliminated, and there would not be any curb cuts adjacent to the project site on the west side of Van Ness Avenue.

Table 4.5-34
Summary of Parking Supply and Demand by Campus

	Parking Supply				Parking Demand				Supply less Demand			
	Physicians	Employees	Visitors/ Patients	Total	Physicians	Employees	Visitors/ Patients	Total	Physicians	Employees	Visitors/ Patients	Total
Cathedral Hill Campus												
Hospital	107	161	245	513	107	415	242	764	0	-254	3	-251
MOB	114	113	315	542	114	107	244	465	0	6	71	77
1375 Sutter	39	73	60	172	39	37	84	160	0	36	-24	12
Total	**260**	**347**	**620**	**1,227**	**260**	**559**	**570**	**1,389**	**0**	**-212**	**50**	**-162**
Pacific Campus	260	721	606	1,587	260	708	609	1,577	0	10	0	10
Davies Campus	105	307	218	630	105	478	250	833	0	-171	-32	-203
St. Luke's Campus	98	165	187	450	98	337	324	759	0	-172	-137	-309
Off-Campus 1	0	623	0	623	0	0	0	0	0	623	0	623
Total LRDP	***739***	***2,163***	***1,612***	***4,514***	***723***	***2,082***	***1,753***	***4,558***	***0***	***78***	***-119***	***-41***

Note:
[1] Off-campus parking supply of 623 spaces includes 400 spaces at the Japan Center Garage, 180 spaces at 855 Geary Street Garage, and 43 spaces at garage within 2015 Steiner Street.
Source: Data compiled by CHS Consulting Group and Fehr & Peers in 2010

- On the east side of Van Ness Avenue between Cedar Street and Geary Street, the proposed passenger loading/unloading zone would displace two metered commercial vehicle loading/unloading spaces.

- On Cedar Street between Van Ness Avenue and Polk Street, the proposed passenger loading/unloading zone, two-way operations, and driveways into the project site would displace ten metered parking spaces.

- On Geary Boulevard between Franklin Street and Van Ness Avenue, the proposed sidewalk widening would displace six on-street parking spaces and two commercial vehicle loading/unloading spaces. A driveway into the Cathedral Hill Hospital drive-through would be provided to the west of the sidewalk widening.

- On Geary Street between Van Ness Avenue and Polk Street, the new MOB garage entrance would require the relocation of the existing midblock bus stop and would displace one metered parking space and one commercial vehicle loading/unloading space.

- On the east side of Polk Street immediately north of Cedar Street, improvements to enhance driver sight distance would displace one metered parking space.

All of the on-street parking and commercial vehicle loading/unloading spaces that would be displaced are metered, with the exception of two commercial vehicle spaces on Geary Boulevard and one handicapped-accessible parking space on Franklin Street. The occupancy of the existing on-street parking spaces adjacent to the project sites varies throughout the day, and ranges between 57 percent in the mid-afternoon to about 77 percent at 8 p.m. The parking demand associated with the permanent displacement of about 36 parking spaces would be accommodated on other streets in the study area, and would result in increased parking occupancies. Some residents and visitors to the area would have to walk further between their parking space and destination, or switch to transit or other modes.

As presented above, improvements associated with the proposed Cathedral Hill Campus project would displace on-street commercial vehicle loading/unloading spaces directly adjacent to project sites on Post Street (four spaces), Van Ness Avenue (two spaces), Geary Boulevard between Franklin Street and Van Ness Avenue (two spaces), and Geary Street between Van Ness Avenue and Polk Street (one space), for a total of nine spaces. These on-street spaces generally serve uses on the project blocks that would be displaced with the project. Loading demand associated with the proposed Cathedral Hill Campus uses would be accommodated on-site, within off-street loading facilities, and at existing commercial vehicle loading/unloading spaces on Sutter Street. As described in Impact TR-43, any shortfall in loading supply would be managed through scheduling of deliveries.

With the Two-Way Post Street Variant, the number and location of parking spaces to be displaced would be the same as under the proposed LRDP. With the MOB Access Variant, the number and location of parking spaces to

be displaced would be the same as under the proposed LRDP, except on Cedar Street, where four metered on-street parking spaces would be maintained.

As noted above, 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. The loss of parking may cause potential social effects, which would include cars circling and looking for a parking space in neighboring streets. The secondary effect of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, who are aware of the constrained parking conditions in a given area, shifting to other modes.

◆ Pacific Campus

PROPOSED PROJECT AT PACIFIC CAMPUS

After completion of the proposed Cathedral Hill Hospital, all of the inpatient acute-care and Emergency Department functions at the Pacific Campus's existing 2333 Buchanan Street Hospital would be decommissioned and transferred to the Cathedral Hill Hospital (Table 2-2, "CPMC Existing and Proposed LRDP Licensed Hospital Bed Uses," page 2-10). This transfer of services would permit the interior renovation and conversion of the existing 2333 Buchanan Street Hospital into the Ambulatory Care Center (ACC).

The Stanford Building and the 2324 Sacramento Clinic would be demolished to accommodate the proposed Webster Street/Sacramento Street Underground Parking Garage and ACC Addition by 2020 (Figure 2-40, "Pacific Campus—Proposed Site Plan," page 2-123). A total of 715 new structured and surface parking spaces (Webster Street/Sacramento Street Underground Parking Garage and North-of-Clay Aboveground Parking Garage combined, 688 spaces; Buchanan Street surface parking lot, 27 spaces)[35] would be provided by the year 2020. This would bring the parking total at the Pacific Campus to 1,587 spaces by 2020, 648 parking more spaces than existing conditions.

PACIFIC CAMPUS PROPOSED SITE ACCESS

Several new or relocated access points are proposed for the Pacific Campus's existing and new buildings and parking garages via California, Buchanan, Sacramento, Webster, and Clay Streets (Figure 2-40, page 2-123). The main pedestrian entry to both the proposed ACC and the proposed ACC Addition would be located at the north end of the proposed Campus Drive near Clay Street. The main entry to the former 2333 Buchanan Street Hospital would be converted into a secondary entrance to the ACC.

[35] The existing Clay Street/Webster Street Parking Garage and the other surface parking spaces that would be retained at 2300 California Street (41 spaces) would not change.

Vehicular traffic serving the ACC and ACC Addition would be routed onto Clay Street east of Webster Street. The entry/exit for the North-of-Clay Aboveground Parking Garage and for the Webster Street/Sacramento Street Underground Parking Garage would be located on Clay Street and Campus Drive, respectively. Other passenger drop-off areas would be located on Webster Street south of Clay Street near the Pacific Professional Building, and on Buchanan Street near the north end of the ACC building (Figure 2-40, page 2-123). The ambulance entrance would remain on the north side of Sacramento Street (at the south end of the ACC building) near Buchanan Street. Four off-street loading docks would be located on Campus Drive near the loading entrance/exit on Sacramento Street.

The Pacific Campus would continue to operate as the hub of the existing CPMC intercampus shuttle system in the near term until the acute-care and Emergency Department functions at the Pacific Campus are transferred to the proposed Cathedral Hill Campus (i.e., the end of 2014). The CPMC shuttle stop, currently located on Buchanan Street, would be relocated to the drop-off area located within the proposed North-of-Clay Aboveground Parking Garage (Figure 2-40, page 2-123), which would be closer to the new main entry at the new Campus Drive near Clay Street.

The impacts associated with implementation of the Pacific Campus component of the CPMC LRDP are evaluated assuming a program level analysis. When the Pacific Campus final design is completed, project level analysis would be performed to determine if final design changes revise any assumptions used in the impact analysis.

Implementation of the Pacific Campus project would include the following changes to the street network:

- A new CPMC shuttle stop would be provided on Sacramento Street near the proposed Campus Drive (approximately midblock between Webster Street and Buchanan Street). This shuttle stop would require the removal of about three on-street parking spaces on Sacramento Street.
- The new Campus Drive would require a new driveway onto Sacramento Street, which would require the removal of three on-street parking spaces.
- A new curb cut would be provided on Buchanan Street for the new North of Clay parking garage, which would require the removal of three on-street parking spaces.

Impacts associated with the project proposed at Pacific Campus are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impact TR-59
- *Transit:* Impact TR-60
- *Bicycle:* Impact TR-61

- *Pedestrian:* Impact TR-62
- *Loading:* Impacts TR-63 and TR-64
- *Emergency vehicle access:* Impact TR-65
- *Construction:* Impact TR-66

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. (Less than Significant)

The Pacific Campus project would result in a net increase of 71 vehicle trips during the p.m. peak hour (12 net-new inbound and 59 net-new outbound trips). Table 4.5-35, "Levels of Service at Pacific Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-169) summarizes the intersection LOS conditions for 2020 Modified Baseline No Project and Modified Baseline plus Project conditions. With the addition of the new vehicle trips, the 16 study intersections would continue to operate at acceptable levels of service and, therefore, the Pacific Campus project would result in a less-than-significant impacts during the 2020 Modified Baseline plus Project conditions. Figure 4.5-23, "2020 Modified Baseline plus Project Conditions—Intersection Level of Service, P.M. Peak Hour" (page 4.5-122), presents the LOS conditions at the study intersections for 2020 Modified Baseline plus Project conditions for the p.m. peak hour. Since all Pacific Campus study intersections would continue to operate at acceptable levels of LOS D or better, **the Pacific Campus project traffic impact would be less than significant**.

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. (Less than Significant)

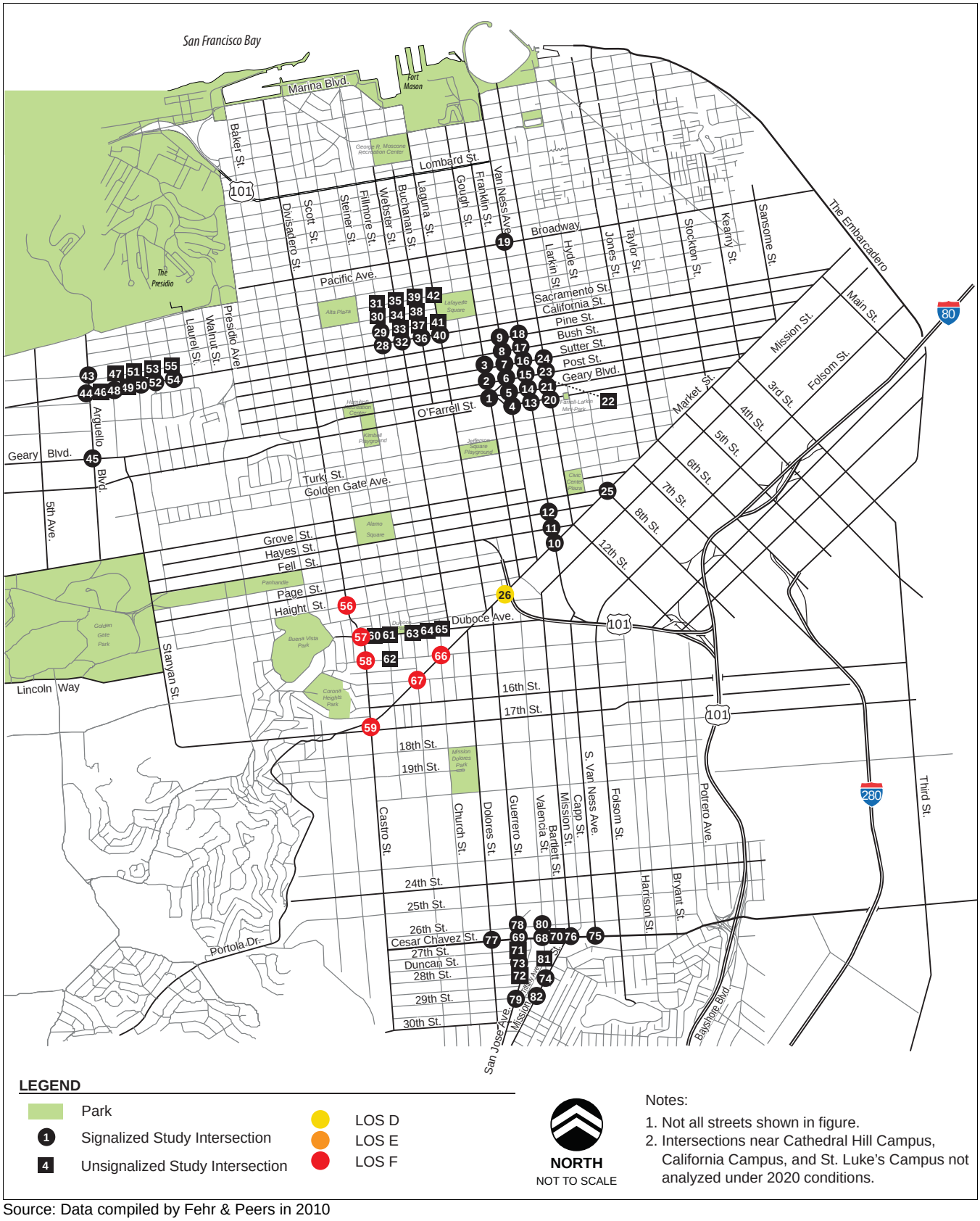
The Pacific Campus project would generate 37 net-new transit trips, as shown in Table 4.5-11 (page 4.5-77), 1 inbound and 36 outbound). Transit trips to and from the Pacific Campus would utilize nearby Muni bus lines, and may include transfers to other Muni bus and light rail lines, or other regional transit providers.

Table 4.5-36, "Muni Corridor Analysis—Pacific and Davies Campuses—P.M. Peak-Hour Conditions" (page 4.5-172), summarizes the corridor capacity utilization analysis for the routes serving the Pacific Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **Pacific Campus project impact on transit capacity at the study area corridors would be less than significant**.

Table 4.5-35
Levels of Service at Pacific Campus Study Intersections—P.M. Peak-Hour Conditions

	Existing		Modified Baseline 2020				Cumulative			
			2020 No Project		2020 Project		2030 No Project		2030 Project	
	Delay [1,2]	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
26. Octavia/Market	38.7	D	50.9	D	51.8	D	**>80/1.02**	**F**	**>80/1.02**	**F**
28. Fillmore/California	16.8	B	17.4	B	17.4	B	17.7	B	17.7	B
29. Fillmore/Sacramento	17.2	B	19.4	B	20.2	C	27.0	C	29.5	C
30. Fillmore/Clay	10.6(nb)	B	11.1(nb)	B	11.1(nb)	B	11.5(nb)	B	11.5(nb)	B
31. Fillmore/Washington	9.0(sb)	A	9.2(sb)	A	9.3(sb)	A	9.4(sb)	A	9.5(sb)	A
32. Webster/California	20.2	C	20.3	C	20.9	C	20.3	C	20.8	C
33. Webster/Sacramento	14.6(sb)	B	18.8(sb)	C	19.8(sb)	C	26.8(sb)	D	29.1(sb)	D
34. Webster/Clay	10.8(nb)	A	11.2(nb)	B	11.4(nb)	B	11.5(nb)	B	11.7(nb)	B
35. Webster/Washington	8.5(nb/sb)	A	8.9(nb/sb)	A	9.0(nb/sb)	A	9.3(nb/sb)	A	9.4(nb)	A
36. Buchanan/California	11.2	B	11.2	B	11.2	B	11.2	B	11.3	B
37. Buchanan/Sacramento	10.1(sb)	A	10.8(sb)	B	11.1(sb)	B	11.7(sb)	B	12.1(sb)	B
38. Buchanan/Clay	8.5(sb)	A	8.6(sb)	A	8.7(sb)	A	8.6(sb)	A	8.7(sb)	A
39. Buchanan/Washington	8.7(sb)	A	9.0(sb)	A	9.0 (sb)	A	9.1 (sb)	A	9.1(sb)	A
40. Laguna/California	14.6	B	14.7	B	14.7	B	14.6	B	14.6	B
41. Laguna/Sacramento	11.5(sb)	B	12.8(sb)	B	13.1(sb)	B	14.8(wb)	B	15.4 (wb)	C
42. Laguna/Washington	10.1(sb)	A	10.5(sb)	A	10.6(sb)	A	10.8(sb)	A	10.9(sb)	B

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in bold, and overall intersection volume-to-capacity (v/c) ratio is presented for intersections operating at LOS F.
Source: Data compiled by Fehr & Peers in 2010



Source: Data compiled by Fehr & Peers in 2010

2020 Modified Baseline plus Project Conditions—Intersection Level of Service, P.M. Peak Hour

Figure 4.5-23

The existing passenger loading/unloading zone on Webster Street near the intersection of Clay Street, and on Buchanan Street near Clay Street, would provide adequate room for the CPMC shuttle vehicles to maneuver and stop at the curb for loading and unloading of passengers. In addition, a new shuttle stop would be provided on Sacramento Street near the proposed Campus Drive. The scheduled headway for the shuttles is estimated to be approximately 5 minutes between shuttles, with each shuttle dwelling for no longer than 1 minute, and it would not be likely for more than one shuttle to be loading at the same time. Since the Clay Street and Buchanan Street shuttle stops would not be on streets with Muni bus routes, shuttle stop activities would not conflict with Muni operations. On Sacramento Street, the new shuttle stop would be at the curb and would be within a dedicated shuttle zone not used for passenger loading/unloading activities. Therefore, **impact of shuttle service on nearby transit lines would be less than significant**.

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. (Less than Significant)*

The Planning Code requires that the Pacific Campus project provide bicycle parking as well as showers and locker facilities. It is anticipated that the proposed project at Pacific Campus would meet the Planning Code requirements which would result in an increase over existing conditions in the number of bicycle parking spaces.

During the p.m. peak hour, a portion of the 20 "other" trips identified in Table 4.5-11 (page 4.5-77) would be expected to be made by bicycle, including on the nearby Route 10 on Webster and Clay Streets and Route 45 on Steiner Street. Although the Pacific Campus project would result in an increase in the number of vehicles and bicyclists in the vicinity of the project site, these new trips would be incremental and would not affect bicycle travel in the area and, therefore, **the project's impact on bicyclists would be less than significant**.

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. (Less than Significant)*

The Pacific Campus project would result in an increase in pedestrian activity in the vicinity of the campus, including walk trips to and from the new uses, plus walk trips to and from Muni bus stops. Overall, during the p.m. peak hour, the Pacific Campus project would add about 64 net-new pedestrian trips (an increase of 27 walk trips, and 37 net-new trips that account for walk trips to and from the Muni bus stops) to the surrounding streets during the p.m. peak hour, as shown in Table 4.5-11 (page 4.5-77).

Table 4.5-36
Muni Corridor Analysis—Pacific and Davies Campuses—P.M. Peak-Hour Conditions

	Existing		Modified Baseline 2020 No Project		Modified Baseline 2020 Project		Cumulative 2030 No Project		Cumulative 2030 Project	
	Passengers	Capacity Utilization	Passengers	Capacity Utilization	Passengers	Capacity Utilization	Passengers	Capacity Utilization	Passengers	Capacity Utilization
Pacific Campus										
Northbound	472	49%	514	45%	542	48%	549	48%	577	51%
Southbound	550	57%	550	49%	586	52%	550	49%	586	52%
Eastbound	1,964	55%	2,417	66%	2,490	68%	2,764	76%	2,837	78%
Westbound	2,751	77%	2,871	79%	2,924	80%	2,969	81%	3,022	83%
Davies Campus										
Northbound	812	42%	908	39%	934	40%	988	43%	1,014	44%
Southbound	1,421	74%	1,421	61%	1,452	62%	1,421	61%	1,452	62%
Eastbound	3,122	34%	3,543	35%	3,609	36%	3,839	38%	3,905	39%
Westbound	7,380	81%	7,750	77%	7,765	77%	8,073	80%	8,088	80%

Notes:
Capacity utilization calculations reflect capacity changes associated with the TEP project. Service changes resulting in capacity increases are proposed for the 5-Fulton, 12-Folsom-Pacific, 19-Polk, 21-Hayes, 22-Fillmore, 24-Divisadero, 27-Bryant, 31-Balboa, 38L-Geary Limited, 44-O'Shaughnessy, 47-Van Ness, 49-Van Ness-Mission, F-Market & Wharves, J-Church, L-Taraval, and N-Judah.
Service changes resulting in decreases in capacity are proposed to occur on the 1BX-California Express, 2-Clement, 16AX/BX-Noriega Expresses, 38BX-Geary Express, 48-Quintara-24th Street, and M-Ocean View
Source: Data compiled by Fehr & Peers in 2010

The new pedestrian trips generated by the Pacific Campus project could be accommodated on nearby sidewalks without significantly affecting pedestrian conditions. A new pedestrian access to the main entrance of the ACC would be provided on the new Campus Drive entrance. Existing pedestrian conditions on sidewalks and crosswalks were observed to be acceptable, with adequate space to accommodate additional pedestrians. The net-new pedestrian trips would not result in substantial overcrowding on the sidewalks or hazardous conditions. Therefore, **the Pacific Campus project's impact on pedestrian conditions would be less than significant**.

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. (Less than Significant)*

At buildout of the Pacific Campus, a total of four on-site loading spaces would be provided within a designated loading area off of the new Campus Drive south of the Main ACC entrance. Two of the four spaces would accommodate large trucks. In addition, similar to existing conditions, it is anticipated that loading/unloading activities by small trucks and vans would occur on the portion of the Clay Street alley internal to the project site (two spaces) and on-street on Webster Street at the yellow commercial vehicle loading/unloading zone (three spaces). At this time it is not known if loading/unloading activities would be permitted along Campus Drive. In total, there would be nine on-site and on-street loading spaces available for Pacific Campus loading/unloading activities, including two large truck loading spaces.

Trucks accessing the loading dock area would enter from either Clay Street and turn onto Campus Drive or access Campus Drive directly from Sacramento Street, and would back into the loading dock space from Campus Drive. Campus Drive is currently designed to be 24-feet wide and thus, a 35-foot long truck would have sufficient turning radius to back into a large truck loading space, provided it can use both lanes of Campus Drive. This maneuver would briefly interrupt traffic flow on Campus Drive. However, it is not likely that stopped traffic on Campus Drive would impact circulation on-site or on Sacramento Street. Larger trucks (e.g., 50 feet in length), would not be accommodated within the loading dock, and instead would be accommodated off-street along the Clay Street stub or Campus Drive. The number of larger truck deliveries (primarily linens) at the Pacific Campus would decrease as part of the project because these deliveries would be redirected to the proposed Cathedral Hill Campus.

As indicated in Table 4.5-27 (page 4.5-137), the proposed project would generate a demand for nine service vehicle and truck loading/unloading spaces during the peak hour of loading activities. With implementation of the truck management plan that would be proposed as part of the CPMC LRDP, large trucks would no longer

load/unload at the Pacific Campus. Since there would be a total of nine on-site and off-street loading/unloading spaces, the peak loading demand would be accommodated, and **loading impacts would be less than significant**.

While the loading impact would be less than significant, implementation of Improvement Measures I-TR-63.1 and I-TR-63.2 below would further reduce the less-than-significant loading/unloading impact and the potential for vehicles to double-park on Webster Street by requiring an additional on-site loading space. Implementation of Improvement Measure I-TR-63.2 would further reduce the less-than-significant loading impact by ensuring that an attendant would be on duty between 7 a.m. and 5 p.m. to manage the Clay Street alley and Campus Drive loading spaces.

Improvement Measure I-TR-63.1 Provide Additional On-site Loading Spaces

CPMC shall design Campus Drive between 2100 Webster Street and the ACC Addition to provide for at least one 8-foot-wide loading lane, to provide for one additional on-site loading space. Although detailed plans are not available at this time, and the Pacific Campus project would be a long term project under the CPMC LRDP, the preliminary proposed width of 24 feet of Campus Drive (too narrow to accommodate two travel lanes and a loading lane) could be widened as part of further design efforts. The clearance width between the 2100 Webster Building and the ACC Annex is approximately 48 feet, which could potentially allow for an 8-foot-wide loading lane, 10-foot-wide sidewalk, 6-foot-wide landscaping and planting area, in addition to two 12-foot wide travel lanes.

Improvement Measure I-TR-63.2 Provide Loading Attendant

CPMC shall provide for an attendant to manage the Clay Street alley and the Campus Drive loading areas between 7 a.m. and 5 p.m. to direct arriving trucks to available spaces and monitor loading/unloading activities and duration to ensure turnover.

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. (Less than Significant)

The Pacific Campus project would provide about a 150 feet passenger loading/unloading zone in the proposed North-of-Clay Garage that would be built as part of the demolition and construction of buildings in the area. In addition, six on-street parking spaces currently located on Buchanan Street would be converted to a time-limited (e.g., between 8 a.m. and 6 p.m.) curb-side passenger loading and unloading zone. These zones would be in addition to the 350 feet of existing passenger loading/unloading zones on Buchanan, Sacramento, and Webster Streets. The additional loading/unloading zone was incorporated into the project design to minimize the incidence

of double-parking and blocking of crosswalks that currently occur at the Webster Street passenger loading/unloading zone.

As indicated in Table 4.5-28 (page 4.5-144), the projected peak demand for about 625 feet of passenger loading/unloading activity would be generally accommodated within the proposed supply. Therefore, **the Pacific Campus project impact related to passenger loading/unloading activity would be less than significant**.

IMPACT TR-65

Implementation of the Pacific Campus project would not result in a significant emergency vehicle access impact. (Less than Significant)

With implementation of the LRDP, the 2333 Buchanan Street Hospital functions would be relocated to the new Cathedral Hill Campus and the Pacific Campus would no longer serve emergency ambulance vehicles at the campus. The existing ambulance/emergency room loading area on Sacramento Street west of Buchanan Street would be repurposed to serve as patient and visitor loading. This area would also be available to emergency vehicles (fire, police, ambulances, etc.) in the event of an emergency, as would the passenger loading/unloading zones on Buchanan Street, Webster Street, Clay Street alley, and Campus Drive and, therefore, emergency vehicle access to the Pacific Campus would be retained. Therefore, **the impact related to emergency vehicle access would be less than significant**.

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. (Less than Significant)

The Pacific Campus project would be constructed over multiple years between approximately 2015 and 2019, starting with the conversion of the 2333 Buchanan Street Hospital to ACC space between 2015 and 2016. At completion of the 2333 Buchanan Street ACC, the uses within 2351 Clay Street, 2340-2360 Clay Street, 2324 Sacramento Street and 2200 Webster Street would be relocated to the new building, and these buildings, as well as the Clay Street tunnel, would be demolished in 2017. 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 plan for the proposed project components including staging areas, worker parking, and temporary closures would be developed for project-level environmental review. Generally, construction of the project would be staged on the Pacific Campus as much as possible. After the Buchanan Street Hospital and other medical office and treatment uses in the Pacific Campus fully transfer to the proposed Cathedral Hill Campus, the buildings to be renovated, demolished, or modified would be fully vacated. This would allow construction staging and construction worker parking to occupy existing parking lots and loading areas in the Pacific Campus.

Much of the proposed demolition and construction would affect buildings located on both sides of the Clay Street alley within the Pacific Campus. The Clay Street alley would likely be closed during construction for the exclusive use of construction loading activities. The conversion of the Buchanan Street Hospital to ACC space would be primarily interior and would require little staging of heavy vehicles around the perimeter. The 2200 Webster Street building and the 2324 Sacramento Street buildings are the only buildings to be demolished that front on streets external to the Pacific Campus. Up to 24 on-street parking spaces would likely be temporarily displaced on Sacramento Street and Webster Street for the duration of construction to accommodate construction staging and activities. A portion or all of the sidewalks along these streets could similarly be closed, and pedestrian circulation would be limited to a portion of the sidewalk, rerouted to temporary walkways within the parking lane, or detoured to the other side of the street.

The poles supporting the overhead wire system for the 1-California bus line on Sacramento Street would need to be maintained. No overhead wires are currently attached to the existing Pacific Campus building, but rather are attached to poles that are located on the sidewalk and would not likely be impacted by the project construction.

It is not anticipated that any travel lane closures would be required; however, any street closures, parking restrictions, bus stop relocations, and/or temporary sidewalk closures necessary for construction activities would be reviewed and coordinated with SFMTA. The City's Traffic Advisory Staff Committee (TASC) reviews project traffic control plans, including proposed lane and sidewalk closures, prior to the project receiving a building permit. TASC, which consists of representatives from the Fire Department, Police Department, SFMTA Traffic Engineering Division, and the Department of Public Works, provides recommendations on construction projects that would impact the public right-of-way. Overall, the proposed Pacific Campus project construction would not substantially affect traffic, transit, pedestrian, or bicycle circulation, and any potential impacts would not be considered significant due to their temporary and limited duration. Therefore, **the construction impact associated with the Pacific Campus project would be less than significant**.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers. Therefore, a parking analysis and discussion for the proposed LRDP is presented for information purposes.

Parking conditions are not static because parking supply and demand vary from day to day, from day to night, and from month to month. The availability or lack of parking spaces is not a permanent physical condition but changes over time whenever people change their modes and patterns of travel. Parking deficits are considered to

be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (State CEQA Guidelines, Section 15131[a]).

The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's Transit-First Policy (Charter Article 8A, Section 8A.115). This policy provides that: "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounted for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if more convenient parking was unavailable. Moreover, the analysis took into account that the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

The Pacific Campus currently contains 939 off-street parking spaces, 847 in structured parking and 92 in surface lots. With implementation of the CPMC LRDP, approximately 811 spaces in the existing 2100 Webster Street and 2405 Clay Street garages would be retained, and a new parking structure north of Clay Street and an underground facility at Webster Street and Sacramento Street would be constructed. At buildout of the Pacific Campus, a total of 1,587 parking spaces would be provided, including about 1,510 spaces in structured parking and 77 spaces in surface lots. The project would be required to meet Planning Code requirements for the number of parking spaces, as well as the number of handicapped-accessible parking spaces, bicycle parking spaces, and car share spaces.

Construction of the new Campus Drive and the new entrance to the North-of-Clay Garage would result in a loss of up to six on-street parking spaces.

Table 4.5-34 (page 4.5-164) presents a comparison of the proposed supply to the estimated parking demand. At buildout, there would be a peak parking demand of about 1,577 spaces, compared with a total supply of 1,587 spaces. Overall, the Pacific Campus would have a small parking surplus of 10 spaces.

◆ California Campus

Implementation of the CPMC LRDP would create a new medical campus and hospital at Cathedral Hill and modify, upgrade and alter care provided at the Pacific, Davies and St. Luke's Campuses. The existing Women's and Children's service at the California Campus would be transferred to the Cathedral Hill Campus, and only a limited amount of ancillary services would remain at the California Campus.

PROJECT AT CALIFORNIA CAMPUS

As part of the CPMC LRDP, the facilities and operation of the California Campus would remain unchanged until 2015, when the majority of existing activities would be relocated to the Pacific Campus (medical offices and outpatient care) and the proposed Cathedral Hill Campus (hospital uses and inpatient care). By 2020, the remaining CPMC services at the California Campus would consist of outpatient imaging and the lab draw site that support the medical office building at 3838 California Street. These two remaining CPMC services would continue indefinitely. Once the California Campus is sold and the majority of services are transferred to the new Cathedral Hill and the Pacific Campuses, the California Campus would no longer be considered part of CPMC. Analysis of any potential reuse or future redevelopment of the site would be speculative. Any future proposals at the site would require a project specific, project-level environmental review.

With no planned changes in facilities or operations, transportation travel demand at the California Campus would be expected to remain similar to existing conditions until 2015, and then gradually diminish between 2015 and 2020. All existing CPMC shuttles service, carpooling and car sharing programs and operations would gradually reduce and be terminated by 2020.

Impacts associated with the project proposed at the California Campus are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impact TR-67
- *Transit:* Impact TR-68
- *Bicycle:* Impact TR-69
- *Pedestrian:* Impact TR-70

- *Loading:* Impact TR-71
- *Emergency vehicle access:* Impact TR-72
- *Construction:* Impact TR-73

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. (Less than Significant)

Intersection LOS analysis was conducted for 2015 Modified Baseline No Project conditions for the weekday p.m. peak hour at 14 study intersections in the vicinity of the California Campus. The 2015 Modified Baseline No Project condition assumes that the planned growth at other CPMC Campuses occurs, and that the level of activity at the California Campus remains similar to full operations of the existing California Campus facilities. This is a conservative assessment, for as described above, under the proposed CPMC LRDP, the majority of services would be transferred to the proposed Cathedral Hill Campus and to the Pacific Campus, and activity at the California Campus is expected to consist only of limited outpatient imaging and lab services. It is also possible that the existing site may be purchased and may remain in use as medical and hospital space by another medical provider, and therefore, future travel demand with implementation of the CPMC LRDP at the California Campus may remain similar to existing demand. Future proposals or plans for the California Campus site would need to be assessed as part of a separate environmental review process.

Table 4.5-37, "Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-180), presents the results of the intersection LOS analysis for the 2015 Modified Baseline No Project conditions for the weekday p.m. peak hour. Figure 4.5-18 (page 4.5-97) presents the LOS conditions at the 14 study intersections. During the p.m. peak hour, the level of service at the 14 study intersections would not change substantially from existing conditions, and all intersections would continue to operate at acceptable levels of LOS D or better. Therefore, the traffic impact related to the California Campus would be less than significant.

Table 4.5-37
Levels of Service at California Campus Study Intersections—P.M. Peak-Hour Conditions

	Existing		2015 Modified Baseline No Project		2030 Cumulative No Project	
	Delay/v/c [1, 2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS
43. Arguello/Sacramento	27.7	C	27.8	C	30.1	C
44. Arguello/California	28.8	C	30.3	C	36.8	D
45. Arguello/Geary	41.1	D	44.5	D	**72.8**	**E**
46. Palm/California	13.7(nb)	B	13.8(nb)	B	14.3(nb)	B
47. Cherry/Sacramento	9.5(wb)	A	9.3(wb)	A	10.1(wb)	A
48. Jordan/Cherry/California	26.0	C	28.4	C	45.1	D
49. Commonwealth/California	14.0(nb)	B	14.3(nb)	B	14.5(nb)	B
50. Parker/Maple/California	26.9	C	27.2	C	36.5	D
51. Maple/Sacramento	8.4(wb)	A	8.6(wb)	A	8.9(eb/wb)	A
52. Spruce/California	14.9	B	15.4	B	25.1	C
53. Spruce/Sacramento	9.1(nb)	B	9.4(nb)	A	10.4(nb)	B
54. Locust/California	10.3	B	10.4	B	11.1	B
55. Locust/Sacramento	8.4(wb)	A	9.0(wb)	A	9.6(wb)	A
26. Octavia/Market/U.S. 101	38.7	D	49.3	D	**>80/1.02**	**F**

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for intersections operating at LOS F.
Source: Data compiled by Fehr & Peers in 2010

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. (Less than Significant)

With implementation of the CPMC LRDP, transit ridership demand associated with the CPMC uses on the California Campus site would decrease. As a conservative assessment, the Muni transit corridor analysis for future year 2015 conditions was conducted assuming continued use of the California Campus, similar to existing conditions.

Table 4.5-36 (page 4.5-172) presents the Muni transit corridor analysis for p.m. peak-hour condition for the 2015 Modified Baseline No Project conditions. Under the 2015 Modified Baseline No Project conditions, the transit

corridors would continue to operate at less than Muni's capacity utilization standard of 85 percent, and therefore, **the California Campus project's impact on transit service would be less than significant**.

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. (Less than Significant)*

With implementation of the CPMC LRDP, the bicycle network and operating conditions in the vicinity of the California Campus would remain similar to existing conditions, and bicycle travel to and from the campus may decrease. The development would not substantially contribute to demand for bicycle use and facilities on the California Campus and vicinity, and therefore, **the California Campus impact on bicycle conditions would be less than significant**.

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. (Less than Significant)*

With implementation of the CPMC LRDP, the pedestrian network and operating conditions in the vicinity of the California Campus would remain similar to existing conditions, and pedestrian travel to and from the CPMC campus may decrease. The pedestrian operating conditions in the vicinity of the California Campus would remain acceptable, similar to existing conditions; therefore, **the impact on pedestrian conditions would be less than significant**.

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. (Less than Significant)*

With implementation of the CPMC LRDP, the loading demand associated with existing uses at the California Campus would decrease. The California Campus project would not substantially contribute to off-street or on-street loading demand in the campus vicinity, and therefore **the impact on loading conditions on the California Campus would be less than significant**.

IMPACT TR-72 *Implementation of the CPMC LRDP relevant to the California Campus would not result in a significant emergency vehicle access impact. (Less than Significant)*

With implementation of the CPMC LRDP, the existing uses on the California Campus requiring emergency vehicle access would be relocated to the proposed Cathedral Hill Campus by 2015, and emergency vehicle trips to the California Campus would be reduced. The development would not affect emergency vehicle access in the campus area, nor contribute to increased demand for emergency services in the vicinity. Therefore, **the impact on emergency vehicle access at the California Campus would be less than significant**.

IMPACT TR-73 *Implementation of the CPMC LRDP relevant to the California Campus would not result in construction-related impacts. (Less than Significant)*

No construction activity is proposed for the California Campus under the CPMC LRDP. As part of the CPMC LRDP, the facilities and operation of the California Campus would remain unchanged until 2015, and at that point the existing activities would gradually be relocated to the Pacific Campus and the proposed Cathedral Hill Campus. By 2020, all uses at the California Campus, with the exception of the outpatient imaging and the lab draw site, would be relocated. Activity associated with relocation of uses would be temporary and occur incrementally over a 5-year period. Therefore, **construction impacts associated with the California Campus would be less than significant**.

Parking Discussion

With implementation of the CPMC LRDP, vehicle trips to and from the California Campus, and associated parking demand, may decrease. Implementation of the CPMC LRDP would not substantially change parking conditions in the California Campus vicinity.

◆ Davies Campus

PROPOSED PROJECT AT DAVIES CAMPUS

Under the CPMC LRDP, the Davies Campus would focus on neurosciences and the complementary areas of rehabilitation and skilled nursing. Existing uses in the North and South Towers would continue. The existing Emergency Department would remain in the North Tower, along with inpatient care, with the focus on neuroscience-related treatment, microsurgery, and postsurgery rehabilitation. The existing South Tower would continue to be used for skilled nursing, outpatient care, and diagnostic and treatment space. Under the near term, an approximately 50,100-sq.-ft. Neuroscience Institute building is proposed for construction on the portion of the

Davies Campus currently occupied by the 206-space surface parking lot at the corner of Noe Street and Duboce Avenue (Figure 2-45, "Davies Campus—Proposed Site Plan," page 2-155).

Under the long term project at Davies, the existing 290-space garage at 14th and Castro Streets would be demolished and a second MOB (the proposed Castro Street/14th Street MOB) would be constructed on the parking garage site by 2020 (Figure 2-45, page 2-155). The proposed approximately 264,900-sq.-ft., 45-foot-tall, three-story Castro Street/14th Street MOB would contain medical offices, building infrastructure, lobby space, and mechanical and electrical spaces, and would include four levels of parking totaling approximately 184,000 sq. ft. and providing 490 parking spaces.

DAVIES CAMPUS PROPOSED SITE ACCESS

Near-Term Projects

With construction of the Neuroscience Institute building in the near term, a new passenger drop-off area would be located on the service drive, under the connection to the North Tower. All existing site access, including vehicular access and parking and passenger drop-off areas, would not change with one exception. The existing northeast entrance to the surface parking lot near the corner of Noe Street and Duboce Avenue would be removed to accommodate construction of the Neuroscience Institute. Truck loading for the Neuroscience Institute would occur in the campus's existing loading area southwest of the proposed Neuroscience Institute building, accessible via the existing service drive from Duboce Avenue.

Site access to the Davies Hospital South Tower and the hospital's Emergency Department (located in the North Tower) would remain available from the main entrance off Castro Street and the parking entrance from Duboce Avenue (Figure 2-45, page 2-155).

Long-Term Projects

Vehicular access to the proposed Castro Street/14th Street MOB would be provided in the long term via the main entrance off Castro Street, via Duboce Avenue, and via the parking entrance on 14th Street. Pedestrian site access to this building would be from the entrance drive.

Implementation of the Davies Campus project would not require any changes to the existing sidewalks or on-street parking supply or regulations.

Impacts associated with the project proposed at Davies Campus are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impacts TR-74 through TR-76
- *Transit:* Impact TR-77
- *Bicycle:* Impact TR-78
- *Pedestrian:* Impact TR-79
- *Loading:* Impacts TR-80 and TR-81
- *Emergency vehicle access:* Impact TR-82
- *Construction:* Impact TR-83

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. (Less than Significant)

As shown in Table 4.5-11 (page 4.5-77), the Davies Campus project would result in a net increase of 202 vehicle trips during the p.m. peak hour (16 net-new inbound and 186 net-new outbound trips). Table 4.5-38, "Levels of Service at Davies Campus Study Intersections—P.M. Peak-Hour Conditions" (page 4.5-185), and Figure 4.5-23 (page 4.5-170) summarize the results of the analysis for the 13 study intersections. The analysis concluded that:

- The Davies Campus project would have less than significant contributions at five study intersections that would operate at LOS E or LOS F under 2020 Modified Baseline conditions and continue to operate at LOS E or LOS F under 2020 Modified Baseline plus Project conditions (Impact TR-74).

- The Davies Campus project would add significant contributions at one study intersection (Church/Market/14th Street) that would operate at LOS F under 2020 Modified Baseline conditions and continue to operate at LOS F under 2020 Modified Baseline plus Project conditions (Impact TR-75).

- The Davies Campus Project would have less-than-significant impacts at seven study intersections that would operate at LOS D or better under 2020 Modified Baseline plus Project conditions (Impact TR-76).

At the six study intersections that would operate at LOS F under Modified Baseline 2020 No Project conditions and continue to operate at LOS F under Modified Baseline 2020 plus Project conditions, the increase in vehicle trips from 2020 Modified Baseline No Project conditions were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F. At five of the six intersections that would continue to operate at LOS E or LOS F under Modified Baseline 2020 plus Project conditions, the increase in vehicle trips from 2020 No Project caused by the Project was determined to be less than significant:

Table 4.5-38
Levels of Service at Davies Campus Study Intersections—P.M. Peak-Hour Conditions

	Existing		Modified Baseline 2020				Cumulative			
			2020 No Project		2020 Project		2030 No Project		2030 Project	
	Delay/v/c [1, 2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
56. Divisadero/Haight	**72.9**	**E**	**>80/1.15**	**F**	**>80/1.18**	**F**	**>80/1.08**	**F**	**>80/1.10**	**F**
57. Castro/Duboce	**>80/0.87**	**F**	**>80/1.18**	**F**	**>80/1.25**	**F**	**>80/1.18**	**F**	**>80/1.24**	**F**
58. Castro/14th	45.7	D	**>80/1.09**	**F**	**>80/1.13**	**F**	**>80/1.09**	**F**	**>80/1.13**	**F**
59. Castro/Market/17th	**>80/>1.5**	**F**	**>80/>1.5**	**F**	**>80/>1.5**	**F**	**>80/>1.5**	**F**	**>80/>1.5**	**F**
60. Scott/Duboce	10.1(sb/eb)	B	11.2(eb)	B	11.8(eb)	B	11.3(eb)	B	11.9(eb)	B
61. Noe/Duboce	10.3(eb)	B	11.8(eb)	B	12.5(eb)	B	12.3(eb)	B	13.1(eb)	B
62. Noe/14th	12.9(sb)	B	15.2(sb)	B	18.2(sb)	C	15.7(sb)	C	18.8(sb)	C
63. Sanchez/Duboce	10.3(nb/sb)	B	11.3(sb)	B	11.4(sb)	B	11.4(nb/sb)	B	11.5(nb/sb)	B
64. Fillmore/Duboce	8.8(sb)	A	8.8(sb)	A	8.8(sb)	A	8.8(sb)	A	8.8(sb)	A
65. Church/Duboce	12.6(sb)	B	16.0(nb)	C	16.0(nb)	C	16.2(nb)	B	16.2(nb)	B
66. Church/Market/14th	**>80/1.21**	**F**	**>80/1.32**	**F**	**>80/1.46**	**F**	**>80/1.33**	**F**	**>80/1.43**	**F**
67. Sanchez/Market/15th	**76.5**	**E**	**>80/1.33**	**F**	**>80/1.33**	**F**	**>80/1.28**	**F**	**>80/1.28**	**F**
26. Octavia/Market/U.S. 101	38.7	D	51.5	D	51.8	D	**>80/1.02**	**F**	**>80/1.02**	**F**

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for intersections operating at LOS F.
Source: Data compiled by Fehr & Peers in 2010

- Divisadero/Haight
- Castro/Duboce
- Castro/14th
- Castro/Market/17th
- Sanchez/Market/15th

Because the proposed project at the Davies Campus would not contribute significantly to the poor operating conditions, **project-related traffic impacts at these five study intersections would be less than significant**.

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. (Significant and Unavoidable)*

At the signalized intersection of Church/Market/14th Street which would operate at LOS F under 2020 Modified Baseline No Project conditions, and would continue to operate at LOS F under 2020 Modified Baseline conditions, the increase in vehicle trips from 2020 Modified Baseline No Project were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F. Based on this examination, **the project would result in a significant impact**.

Roadway capacity at this intersection has been maximized and potential improvements are limited by the right-of-way constraints and competing traffic volume demands on the north/south and east/west approaches. Improvements such as signal timing changes may improve operating conditions at the approaches experiencing high delays, however they would not substantially improve overall intersection operations, and may be infeasible due to traffic, transit or pedestrian signal timing requirements. Providing additional travel lanes at this intersection would require substantial reduction in sidewalk widths, which would be inconsistent with the pedestrian environment encouraged by the City of San Francisco. No feasible mitigation measures have been identified, and **traffic impact at the intersection of Church/Market/14th Street would remain significant and unavoidable**.

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. (Less than Significant)*

With implementation of the Davies Campus project, the following seven study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours under 2020 Modified Baseline conditions, and **therefore, traffic impacts at these locations would be less than significant:**

- Scott/Duboce
- Noe/Duboce
- Noe/14th
- Sanchez/Duboce
- Fillmore/Duboce
- Church/Duboce
- Octavia/Market/U.S. 101

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. (Less than Significant)

The Davies Campus project would generate 138 net-new transit trips during the weekday p.m. peak hour, as shown in Table 4.5-11 (page 4.5-77), eight inbound and 130 outbound. Transit trips to and from the Davies Campus would utilize nearby Muni bus lines, and may include transfers to other Muni bus and light rail lines, or other regional transit providers.

Table 4.5-36 (page 4.5-172) summarizes the corridor capacity utilization analysis for the routes serving the Davies Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, the **impacts on transit capacity relevant to the Davies Campus at the study area corridors would be less than significant**.

The CPMC shuttles serving the Davies Campus would be adequately accommodated on-site within the approximately 90-foot long passenger loading/unloading zone located between the 45 Castro MOB and the north hospital tower, as well as the interior passenger loading/unloading loop in front of the south hospital tower. Therefore, **impacts of shuttle service on nearby transit lines would be less than significant**.

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. (Less than Significant)

The Planning Code requires that the Davies Campus project provide bicycle parking as well as showers and locker facilities. The Davies Campus project would meet the Planning Code requirements, which would result in an increase over existing conditions in the number of bicycle parking spaces.

The San Francisco Bicycle Plan includes a number of projects in the area that would improve bicycle circulation. If implemented, new bicycle lanes would be provided on 17th Street, which would improve east-west access by connecting the existing bicycle lanes on Market Street, Valencia Street, Harrison Street, and Potrero Avenue. A new, left-turn lane for bicyclists has recently been striped on Scott Street between Oak Street and Fell Street.

During the p.m. peak hour, a portion of the 34 "other" trips identified in Table 4.5-11 (page 4.5-77) would be expected to be by bicycle, and would be accommodated on adjacent roadways. Although the Davies Campus project would result in an increase in the number of vehicles in the vicinity of the project site, these new trips would not affect bicycle travel in the area, and therefore, **impact on bicyclists would be less than significant**.

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. (Less than Significant)

The Davies Campus project would result in an increase in pedestrian activity in the vicinity of the campus, including walk trips to and from the new uses, plus walk trips to and from Muni bus stops. Overall, during the p.m. peak hour the project would add about 148 net-new pedestrian trips (an increase of 10 walk trips, and 138 net-new trips that account for walk trips to and from the Muni bus stops) to the surrounding streets.

Pedestrian access to the Castro Street/14th Street MOB would be from Castro Street and Duboce Avenue. The entrance to the Neuroscience Institute building would be located on Noe Street, south of Duboce Avenue.

The majority of the pedestrian trips would be to and from the transit stops on Castro Street, Duboce Avenue, Church Street and Market Street. Approximately 74 of the 146 new pedestrian trips during the p.m. peak hour would be to the N-Judah stop located at the intersection of Noe/Duboce. This unsignalized intersection was observed to have relatively high pedestrian volumes, primarily when a light rail vehicle was present at the stop. Since the N-Judah stop is parallel to Duboce Park, transit riders exiting the westbound light rail vehicle and other pedestrians must wait for the light rail vehicle to exit the station before crossing Duboce Avenue. The additional pedestrian trips generated by the Davies Campus project could be accommodated within the existing crosswalk. In addition, some pedestrian trips would include transit riders walking towards Church Street to access the 22-Fillmore and J-Church stops, and during the p.m. peak hour, these additional 34 pedestrians would be accommodated within the existing sidewalks. The net-new pedestrian trips generated by the Davies Campus project would not result in substantial overcrowding on the sidewalks or hazardous conditions. Therefore, **the impacts on pedestrian conditions on the Davies Campus would be less than significant**.

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. (Less than Significant)

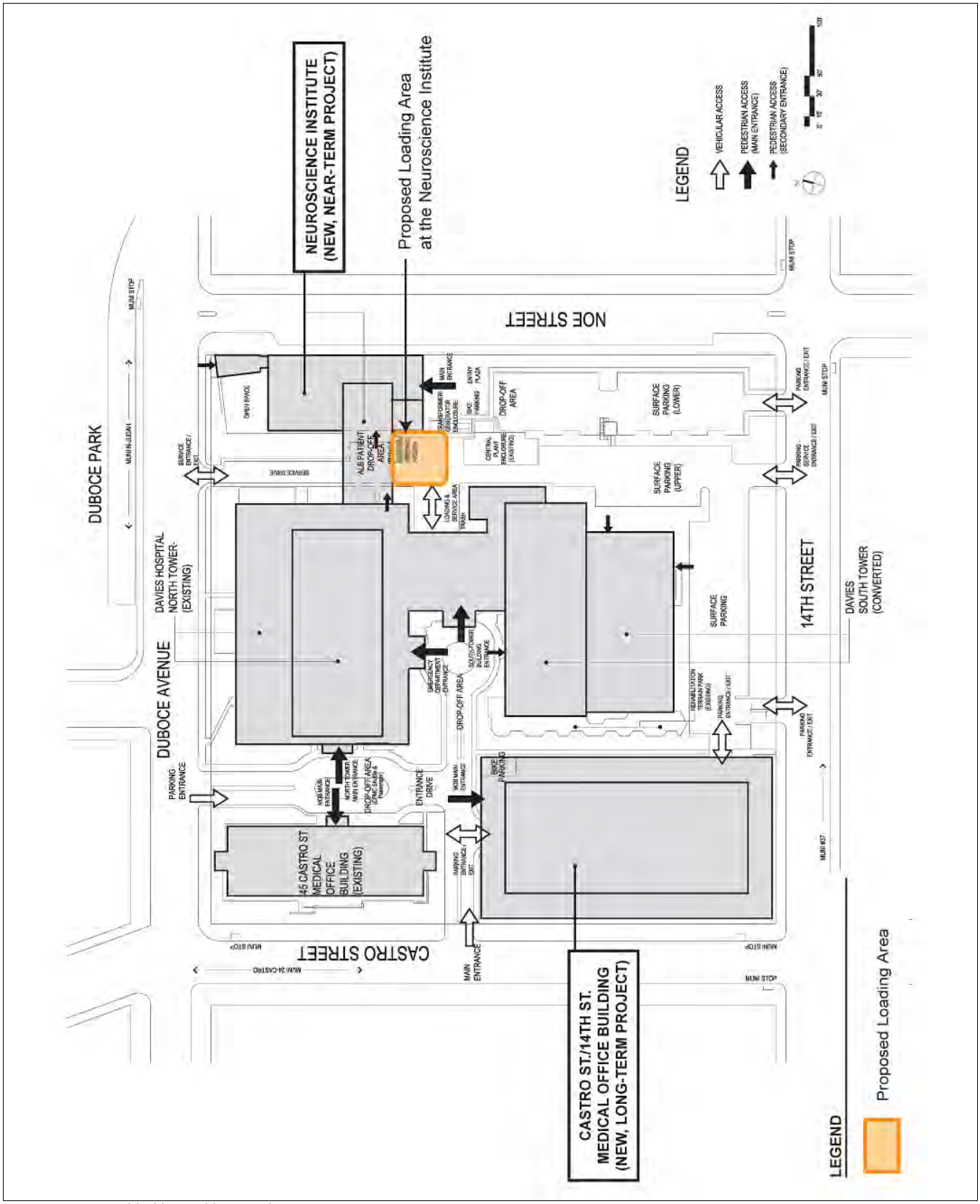
At buildout of the Davies Campus, a total of four on-site loading spaces would be provided, including three spaces in the existing loading dock between the Davies Hospital North and South Towers, and one new loading space that would be located adjacent to the Neuroscience Institute. It is anticipated that, similar to existing conditions, service vehicle and truck loading/unloading activities would also occur within off-street curbside passenger zones and surface parking areas. Figure 4.5-24, "Davies Campus—Proposed Truck and Service Vehicle Loading" (page 4.5-190), presents the location of the proposed truck and service vehicle loading/unloading zones.

As indicated in Table 4.5-27 (page 4.5-137), the proposed project would generate a demand for eight service vehicle and truck loading/unloading spaces during the peak hour of loading activities. Because only four loading spaces would be provided, a portion of the loading demand would need to be accommodated within the on-site loading/unloading zones and surface parking areas. Based on surveys of existing loading/unloading activities, approximately half of all deliveries to the Davies Campus are anticipated to be by vehicles 20 feet long or shorter, with a delivery duration of 15 minutes or less, and therefore, the use of the on-site curbside loading/unloading zones for deliveries would not substantially affect passenger loading/unloading activities at these locations. Because the loading demand would be accommodated within the existing and proposed loading spaces, the peak loading demand would be accommodated, and **loading impacts on the Davies Campus would be less than significant**.

IMPACT TR-81

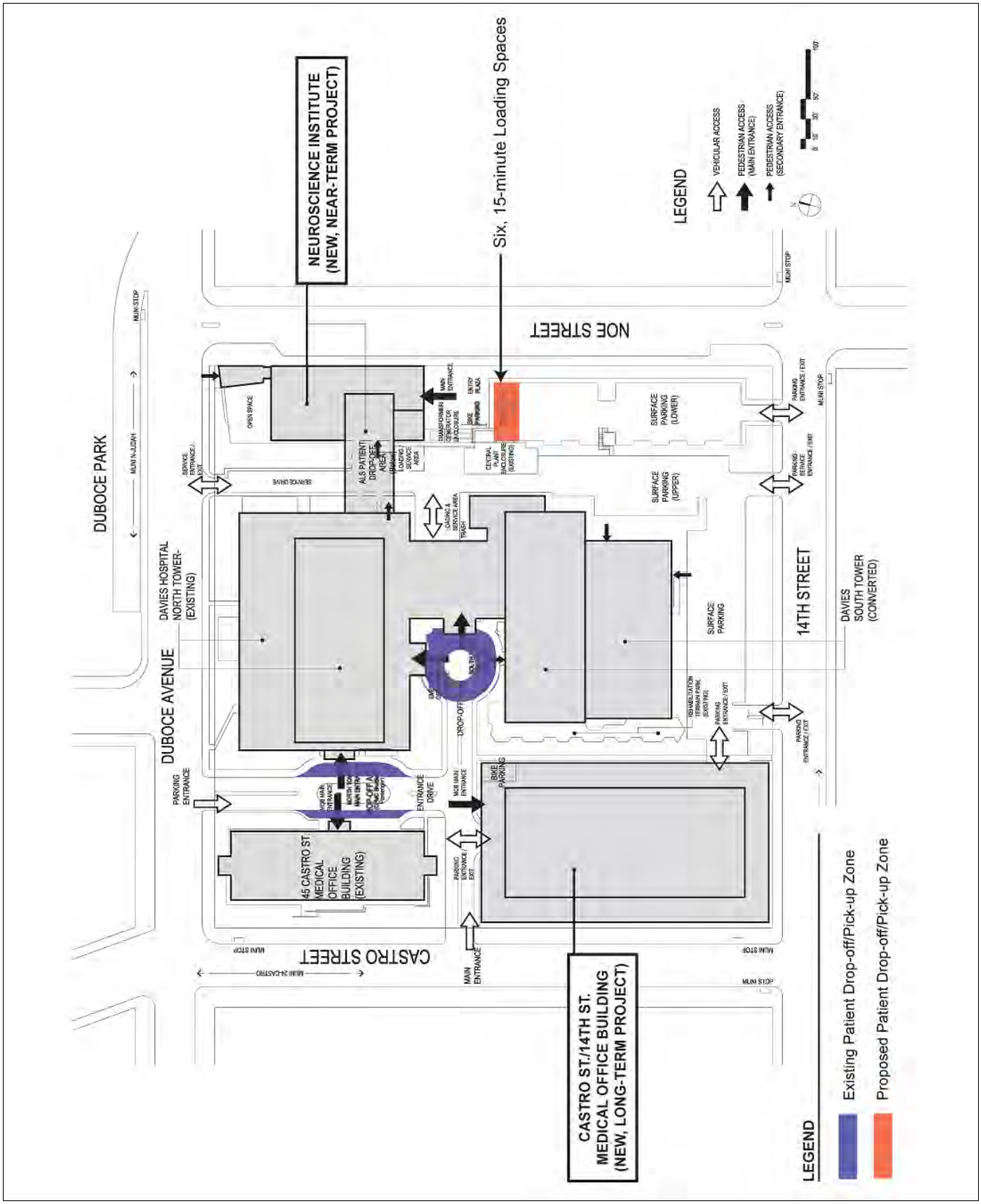
Implementation of the Davies Campus project would not result in a passenger loading/unloading demand that could not be accommodated within the existing and proposed passenger loading/unloading zones, and would not create potentially hazardous conditions. (Less than Significant)

The proposed Neuroscience Institute building would have a passenger loading area accessible from 14th Street that would include six short-term passenger loading/unloading spaces. In addition, the existing passenger zone within the existing interior driveway loop between the two hospital towers and along the driveway entrance from Duboce Avenue would be maintained (combined total of 377 feet of passenger zone), for about 497 feet of passenger loading/unloading zones. Figure 4.5-25, "Davies Campus—Proposed Passenger Zones" (page 4.5-191), presents the location of the passenger loading/unloading zones.



Source: Data provided by SmithGroup in 2010

Davies Campus—Proposed Truck and Service Vehicle Loading **Figure 4.5-24**



Source: Data provided by SmithGroup in 2010

Davies Campus—Proposed Passenger Zones **Figure 4.5-25**

Existing uses at the Davies Campus, the near term Neuroscience Institute building, and the long term Castro Street/14th Street MOB would use the existing passenger loading/unloading zones. As indicated in Table 4.5-28 (page 4.5-144), the projected peak demand for about 376 feet of passenger loading/unloading activity would be accommodated within the proposed supply of 497 feet of passenger loading/unloading zone. Therefore, **the impact on passenger loading/unloading activity on the Davies Campus would be less than significant**.

While the loading impact would be less than significant, implementation of Improvement Measure I-TR-81 below would further reduce the less than significant passenger loading/unloading impact and the potential for conflicts between vehicles entering and exiting the Davies Campus via Castro Street.

Improvement Measure I-TR-81 Provide Appropriate Signage

> To facilitate passenger drop off and pick up activities, CPMC shall provide signage to clearly indicate that visitors to the new Castro Street/14th Street MOB proceed to the existing passenger loading/unloading zones. Alternately, CPMC shall incorporate a passenger zone within the new parking structure at the interior entrance to the Castro Street/14th Street MOB.

IMPACT TR-82

Implementation of the Davies Campus project would not result in a significant emergency vehicle access impact. (Less than Significant)

The Davies Campus project would not change the existing access points for emergency vehicles entering the campus, nor change or increase the area used for emergency care. The existing ambulance parking space at the entrance off of Castro Street would be maintained. Although there would be increased vehicle trips and passenger loading/unloading activity associated with the Castro/14th Street MOB, it is not anticipated that the increased intensity of vehicle activity associated with the Castro/14th Street MOB would interfere with emergency vehicle access. **Impact on emergency vehicle access on the Davies Campus would be less than significant**.

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. (Less than Significant)

The Davies Campus project would be constructed over multiple years between 2011 and 2020, starting with the construction of the Neuroscience Institute building on the northeast corner of the campus, and followed by the Castro Street/14th Street MOB and garage. The Neuroscience Institute building would be constructed by 2012, and the Castro Street/14th Street MOB would be constructed and occupied by 2019.

During construction, access to the portions of the Davies Campus under construction would be restricted to allow for construction activities to be staged on-site. During construction of the Neuroscience Institute building, access

to the eastern surface parking lots on the project site would be closed and accessible only to contractors; however, all other access points to the campus would remain open.

During construction, the on-campus parking supply would be significantly reduced to accommodate construction staging. With the construction of the Neuroscience Institute building and demolition of the existing parking garage for the Castro Street/14th Street MOB, only 116 of the existing 496 on-site parking spaces would be available for patients, visitors, doctors, and employees. To accommodate the parking demand associated with existing uses on the site that would remain during the construction period, the following parking demand strategies developed by CPMC would be implemented.

- **Valet Parking:** Use of valet parking would allow for an additional 40 vehicles to be parked on-site.

- **Patient/Visitor Parking:** Patients and visitors would be given priority use of the 156 spaces that would be available (116 existing spaces, 40 additional spaces via valet). Based on parking surveys conducted by CHS Consulting in 2006, the existing uses generate an on-site parking demand of 134 spaces. Upon completion of the Neuroscience Institute, but before completion of the Castro Street/14th Street MOB, the parking demand would increase to 206 spaces. It is anticipated that a portion of the patient and visitor parking demand (those parking for shorter periods of time) could be accommodated on-street. Additionally, on-site parking, at times, may be required to be more heavily managed by increasing the amount of valet parked cars, in order to ensure the efficient use of the limited supply of parking spaces on the campus during construction of the Castro Street/14th Street MOB.

- **Physician Parking:** Given the limited supply of on-site parking spaces, the majority of physicians, with the exception of those on high-priority or emergency calls, would be required to park off-site. The physicians would have an estimated demand for 105 parking spaces, and up to 105 physicians would need to park off-site and take a shuttle to the campus. For doctors on high-priority of emergency calls, if on-site parking is not available, CPMC would make other arrangements, such as off-site valet services and the use of parking lifts, if needed, to accommodate the demand. Even with these arrangements, physicians not responding to high-priority or emergency calls would be required to park off-site.

- **Employee Parking:** All employees would be required to park off-site and would be shuttled to and from the campus. CPMC would provide up to 582 off-site parking spaces to accommodate the physicians (105 spaces) and employees (477 spaces). Shuttles would run at 5- to 6-minute headways during the peak periods to meet the projected demand.

Neuroscience Institute Building—Construction of the proposed Neuroscience Institute building would occur over approximately 2 years and primarily affect the northeast portion of the campus. Staging would occur just to the south of the proposed building site, within the existing surface parking lot.

No vehicular traffic detours, lane closures or emergency vehicle access issues are anticipated with the construction of the Neuroscience Institute building until the fourth floor is being constructed. At the time of the fourth floor construction, flag personnel would be in place to direct traffic accessing the driveway above the grade level of the Neuroscience Institute building. Although the loading dock would remain open throughout construction, flag personnel would control delivery traffic needing access to the loading dock, trash area and central utility plant, so that deliveries and construction vehicles did not conflict in the service driveway. This driveway would also be the fire lane access for the lower portion of the Davies Campus.

Materials for construction would enter the site through the existing driveway located on 14th Street and the existing service driveway on Duboce Avenue. Trucks would not use Noe Street to access the site. Trucks exiting the project site would be directed to take 14th Street to Guerrero Street. Trucks circulating around the campus would primarily affect the intersections on each corner of the project block.

Construction of the proposed Neuroscience Institute building would not require any existing transit facilities to be relocated during construction. The construction of the building may be concurrent with SFMTA planned construction of the Duboce Avenue/Church Street Light Rail Replacement project. To minimize potential conflicts, CPMC would be required to coordinate with SFMTA.

The additional construction-related truck traffic may increase pedestrian and bicycle conflicts in the area immediately surrounding the site; however, the construction plan would close sidewalks and parking lanes immediately adjacent to the construction site to minimize these conflicts. During the entire duration of construction, the 300 foot long section of sidewalk on the west side of Noe Street would be closed to pedestrians. This area would be used as a construction buffer zone, and would require that pedestrians coming from Duboce Avenue or 14th Street use the east side of Noe Street. During the entire duration of construction “Sidewalk Closed—Please Use Sidewalk on Other Side of Street” signs would be posted and maintained to alert pedestrians to take alternate routes. In addition to the sidewalk closure, construction would require the temporary closure of approximately 200 feet of the existing parking lane along the west side of Noe Street. The construction of the new buildings should not require any shift in pedestrian access in and around the existing campus buildings. Throughout the construction duration, construction trailers would be located within the construction site boundaries near 14th Street on Noe Street.

Carpooling and utilizing public transportation would be encouraged throughout the construction to reduce the parking demand. Employee and construction worker parking during construction of the Neuroscience Institute

would be housed in the existing Davies Campus parking structure and the Noe Street/Market Street public parking garage located at 254 Noe Street. Some construction workers who drive to the project site may also park on-street. Parking spaces on the blocks around the campus during the daytime are approximately 70 to 100 percent occupied. Workers may find available parking in these areas; however, they would be subject to posted RPP parking time restrictions.

Castro Street/14th Street MOB—Construction of the Castro Street/14th Street MOB would occur over approximately 2 years and primarily affect the southwestern portion of the campus. Construction of the new MOB would require the closure of main entrance to the Campus located on Castro Street. During construction, all nonconstruction-related vehicle access would use the Duboce Avenue entrance to the Davies Campus, including all emergency vehicles to and from the emergency department.

The additional construction-related truck traffic may increase pedestrian and bicycle conflicts in the area immediately surrounding the site; however, the construction plan would close sidewalks and parking lanes immediately adjacent to the construction site to minimize these conflicts. During construction the 220-foot long section of sidewalk on the north side of 14th Street would be closed to pedestrians. This area would be used as a pedestrian safety buffer zone, and would, subject to City approval, require that pedestrians on 14th Street or Castro Street use the south side of 14th Street or west side of Castro Street. During construction, "Sidewalk Closed—Please Use Sidewalk on Other Side of Street" signs would be posted to alert pedestrians to take alternate routes. Construction trailers would be located within the construction site boundaries on the 14th Street side of the project. Flag personnel would be provided at all active access exit gates on the project during construction work hours.

CPMC would provide off-site parking for construction workers during construction of the Castro/14th Street building. These spaces would be provided at the Market/Noe Street garage, the Japan Center Parking Garage, and the Civic Center Parking Garage (355 McAllister Street). A shuttle would be available to those workers parking in the Japan Center Garage. Some workers who drive to the site may also park on-street; however, on-street parking in the campus vicinity is generally short term or subject to RPP parking restrictions.

In general, lane and sidewalk closures as a part of construction activity are subject to review and approval by the TASC. Overall, the Davies Campus project construction would not substantially affect traffic, transit, pedestrian and bicycle circulation, and any potential impacts would not be considered significant due to their temporary and limited duration. Therefore, **construction impact associated with the Davies Campus project would be less than significant**.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers. Therefore, a parking analysis and discussion for the proposed LRDP is presented for information purposes.

Parking conditions are not static because parking supply and demand vary from day to day, from day to night, and from month to month. The availability or lack of parking spaces is not a permanent physical condition but changes over time whenever people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (State CEQA Guidelines, Section 15131[a]).

The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's Transit-First Policy (Charter Article 8A, Section 8A.115). This policy provides that: "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounted for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if more convenient parking was unavailable. Moreover, the analysis took into account that the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

The Davies Campus currently contains 496 off-street parking spaces, including 290 in structured parking and 206 in surface lots. With implementation of the CPMC LRDP, a total of 626 parking spaces would be provided, including 490 spaces provided in the 14th Street/Castro Street MOB parking structure, and 136 spaces in Noe Street surface lots. The proposed project would be required to meet Planning Code requirements for the number of spaces, as well as the number of handicapped-accessible parking spaces, bicycle parking spaces, and car share spaces.

Table 4.5-34 (page 4.5-164) presents a comparison of the proposed supply to the estimated parking demand. At buildout, there would be a peak parking demand of about 833 spaces, compared with a total supply of 626 spaces. Overall, there would be a shortfall of 207 spaces, including a shortfall of 171 spaces for employees and 36 spaces for patients and visitors. It is anticipated that short-term visitors to the Davies 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 driving. Employees unable to park at the campus would take transit, bicycle or walk to the campus, or park in one of CPMC's other campus parking facilities or within other facilities such as the Japan Center Garage where CPMC is anticipated to continue to lease 400 parking spaces. Employees who chose to park in off-site facilities may increase the demand for CPMC shuttle services.

◆ St. Luke's Campus

PROPOSED PROJECT AT ST. LUKE'S CAMPUS

The proposed project at St. Luke's Campus would be near term. Construction of the Replacement Hospital and the proposed MOB/Expansion building would be focused on the northern portion of the campus. No changes are proposed for the 1912 Building, Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building. Figure 2-59, "St. Luke's Campus—Proposed Site Plan" (page 2-197), illustrates the proposed plan for the St. Luke's Campus.

An approximately 80-bed, 145,000-sq.-ft., St. Luke's Replacement Hospital is proposed on the project site, west of the existing St. Luke's Hospital tower. Specifically, the Replacement Hospital would occupy the site of the existing 3615 Cesar Chavez Street Surface Parking Lot. A portion of the proposed Replacement Hospital would also be constructed across a section of San Jose Avenue.[36] The proposed St. Luke's Replacement Hospital would replace the acute-care hospital uses in the existing St. Luke's Hospital tower by 2015. The existing St. Luke's Hospital tower would then be demolished and an approximately 201,000-sq.-ft., five-story MOB/Expansion Building would be constructed at the site of the former hospital tower. The MOB/Expansion Building would

[36] The St. Luke's Campus has an encroachment permit from the City since 1968 for the portion of San Jose Avenue between 27th Street and Cesar Chavez Street. That portion of San Jose Avenue has been closed to traffic, and is used for on-street parking for St. Luke's Hospital. As part of the project, this section of San Jose Avenue would be vacated by the City and permanently closed.

include medical offices, diagnostic and treatment space, lobby space and building infrastructure, outpatient care, and four belowground parking levels that would provide approximately 220 parking spaces.

ST. LUKE'S CAMPUS PROPOSED SITE ACCESS

The main entrance to the St. Luke's Replacement Hospital would be from a central plaza area (Figure 2-59, page 2-197). The main building entrance would provide access to the Replacement Hospital at Level 1 close to Cesar Chavez Street and at Level 2 close to San Jose Avenue/27th Street. Access to the 1957 Building would be available via the path through the Duncan Street Parking Garage or from points off Cesar Chavez Street. Passenger drop-off to the main entrance of the Replacement Hospital would be from a white-zone drop-off area located along Cesar Chavez Street at midblock between Guerrero and Valencia Streets. A second curbside passenger zone would be located at the intersection of San Jose Avenue and 27th Street. The Duncan Street Parking Garage would continue to be accessed from San Jose Avenue near its intersection with Duncan Street, as under existing conditions.

The proposed Emergency Department would be located at Level 2 in the southern portion of the Replacement Hospital. Vehicular ingress and egress to the Emergency Department would be from 27th Street near its connection to San Jose Avenue. The primary loading dock for the Replacement Hospital would be located at Level 1 on the north side of the hospital. Service vehicles would enter and exit the loading area from Cesar Chavez Street.

Entrances to the MOB/Expansion Building would be located at the building's southwest corner (entrance to Level 2) and at its northeast corner at Valencia and Cesar Chavez Streets (entrance to Level 1) (Figure 2-59, page 2-197). This point of access would be for retail uses along Cesar Chavez Street. Vehicular access to the underground parking garage at the MOB/Expansion Building would be available from Cesar Chavez Street or Valencia Street.

Implementation of the St. Luke's Campus project would require the following sidewalk, on-street parking, bus stop and street closures:

- A new curb cut for the Replacement Hospital's driveway onto Cesar Chavez Street would be constructed approximately 166 feet east of Guerrero Street.
- Curb cuts would be constructed at the Replacement Hospital's driveway onto Cesar Chavez Street.
- Curb cuts would be constructed at the MOB/Expansion Building's driveway onto Cesar Chavez Street. This is an existing curb cut for the existing hospital's front parking lot. Vehicle access to the MOB/Expansion Building would be right-turn-in and right-turn-out via Cesar Chavez Street.

- Curb extensions would be constructed on the southwest corner of the intersection of Valencia Street/Cesar Chavez Street.

- The existing driveway on Valencia Street approximately 30 feet south of Cesar Chavez Street would be relocated approximately 60 feet south to serve the new parking garage at the MOB Expansion site.

- An approximately 108 foot long curb-side passenger loading zone would be located on Cesar Chavez Street between Guerrero Street and Valencia Street to serve the Replacement Hospital. This proposed new passenger zone would require removal of up to six on-street parking spaces.

- The existing Muni bus stop on Valencia Street south of the Cesar Chavez Street would be relocated approximately 130 feet south, to the far side of the proposed driveway into the new MOB Expansion parking garage. This bus stop relocation would require the removal of up to five parking spaces.

- Prior to construction of the Replacement Hospital, San Jose Avenue between 27th Street and Cesar Chavez Street would be vacated by the City and permanently closed. This portion of San Jose Avenue has been closed from public use under a temporary encroachment permit since 1968. This area is closed to traffic and is used as reserved parking spaces for the St. Luke's Hospital. The street vacation would permanently remove the 21 existing reserved on-street parking spaces. A curbside passenger zone would be provided at the intersection of the closed San Jose Avenue at 27th Street.

Permanent changes to the streetscape along Cesar Chavez Street and Valencia Street would be coordinated with the City's on-going streetscape planning efforts for Cesar Chavez and Valencia Street. The Cesar Chavez Streetscape Plan is a detailed design effort to re-envision Cesar Chavez Street between Hampshire and Guerrero Streets in the Mission District. The Cesar Chavez Streetscape Plan consists generally of a widened median with trees and landscaping, large corner curb extensions, improved pedestrian crossings, and dedicated left turn pockets for vehicles. These improvements would likely include the removal of one travel lane in each direction (from three to two lanes in each direction) and accommodate a 5-foot wide bicycle lane in each direction.

The St. Luke's Campus impact analysis also considered an Alternate Emergency Department Location Variant. Under this variant, the Emergency Department and ambulance bay for the St. Luke's Replacement Hospital would be relocated from the south side of the building near the intersection of San Jose Avenue and 27th Street, where it is proposed to be located under the LRDP, to the north side of the Replacement Hospital on Cesar Chavez Street (i.e., where the loading dock would be located under the proposed LRDP). A walk-in entrance to the Emergency Department would be located at the northeast corner of the Replacement Hospital, on the first floor. The loading dock would be relocated to the southwest corner, on the second floor, and service vehicles would enter the loading dock from 27th Street.

Impacts associated with the project proposed at St. Luke's Campus are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impacts TR-84 and TR-85
- *Transit:* Impact TR-86
- *Bicycle:* Impact TR-87
- *Pedestrian:* Impact TR-88
- *Loading:* Impacts TR-89 through TR-91
- *Emergency vehicle access:* Impacts TR-92 and TR-93
- *Construction:* Impact TR-94

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. (Less than Significant)

The St. Luke's Campus project would result in a net increase of 207 vehicle trips during the p.m. peak hour (26 net-new inbound and 181 net-new outbound trips). As indicated in Table 4.5-39, "Levels of Service at St. Luke's Campus Study Intersections—P.M. Peak-Hour Conditions" below, the additional vehicle trips would not cause the level of service at the study intersections to change from acceptable to unacceptable levels; however, under both 2015 Modified Baseline No Project and Modified Baseline plus Project conditions, six of the 15 study intersections would operate at LOS E or LOS F conditions during the p.m. peak hour.

- The St. Luke's Campus project would have less than significant contributions at six study intersections that would operate at LOS E or LOS F under 2015 Modified Baseline conditions and continue to operate at LOS E or LOS F under 2015 Modified Baseline plus Project conditions (Impact TR-84).

- 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 (Impact TR-85).

The six intersections that would operate at LOS E or LOS F under 2015 Modified Baseline No Project conditions and 2015 Modified Baseline plus Project conditions include:

- Cesar Chavez/Valencia
- Cesar Chavez/Guerrero
- Guerrero/27th
- Guerrero/28th
- Cesar Chavez/South Van Ness
- Cesar Chavez/Dolores

At these six intersections the increase in vehicle trips generated by the St. Luke's Campus project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, **the traffic impact at these six intersections were determined to be less than significant**.

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. (Less than Significant)

With implementation of the St. Luke's Campus project, the following nine study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours under 2015 Modified Baseline conditions, and **therefore, traffic impacts at these locations would be less than significant:**

- Cesar Chavez/Bartlett
- Guerrero/Duncan
- Mission/Valencia/Fair
- Cesar Chavez/Mission
- Guerrero/26th
- San Jose/29th
- Valencia/26th
- Valencia/Duncan/Tiffany
- Mission/29th

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. (Less than Significant)

The St. Luke's Campus project would generate 39 p.m. peak-hour net-new transit trips (9 inbound and 30 outbound), as shown in Table 4.5-11 (page 4.5-77). Transit trips to and from the St. Luke's Campus would utilize nearby Muni bus lines, and may include transfers to other Muni bus and light rail lines, or other regional transit providers.

Table 4.5-21 (page 4.5-119) summarizes the corridor capacity utilization analysis for the 10 Muni routes serving the St. Luke's Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **St. Luke's Campus project impacts on transit capacity at the study area corridors would be less than significant**.

Table 4.5-39
Levels of Service at St. Luke's Campus Study Intersections—P.M. Peak-Hour Conditions

	Existing		Modified Baseline 2015				Cumulative			
			2015 No Project		2015 Project		2030 No Project		2030 Project	
	Delay/v/c [1, 2]	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS	Delay/v/c	LOS
68. Cesar Chavez/Valencia	38.1	D	**>80/1.18**	**F**	**>80/1.19**	**F**	**>80/1.24**	**F**	**>80/1.25**	**F**
69. Cesar Chavez/Guerrero	37.9	D	**>80/0.95**	**F**	**>80/0.95**	**F**	**>80/1.08**	**F**	**>80/10.9**	**F**
70. Cesar Chavez/Bartlett	12.4(sb)	B	20.2(sb)	C	20.4(sb)	C	23.1(sb)	C	23.4(sb)	C
71. Guerrero/27th	**>50(eb)**	**F**	**>50(eb)**	**F**	**>50(eb)**	**F**	**>50(eb)**	**F**	**>50(eb)**	**F**
72. Guerrero/28th	**38.4(eb)**	**E**	**>50(eb)**	**F**	**>50(eb)**	**F**	**>50(eb)**	**F**	**>50(eb)**	**F**
73. Guerrero/Duncan	13.5	B	15.6	B	16.0	B	18.0	B	18.3	B
74. Mission/Valencia/Fair	11.0	B	31.5	C	39.6	D	32.9	D	40.6	D
75. Cesar/South Van Ness	24.8	C	**>80/1.99**	**F**	**>80/2.00**	**F**	**>80/2.22**	**F**	**>80/2.23**	**F**
76. Cesar Chavez/Mission	22.6	C	29.3	C	29.7	C	50.6	D	51.9	D
77. Cesar Chavez/Dolores	38.8	D	**63.7**	**E**	**65.6**	**E**	**>80/1.19**	**F**	**>80/1.19**	**F**
78. Guerrero/26th	12.6	B	15.3	B	16.2	B	22.3	C	23.9	C
79. San Jose/29th	17.9	B	22.8	C	24.0	C	37.9	D	40.5	D
80. Valencia/26th	18.3	B	20.7	C	20.8	C	23.1	C	23.3	C
81. Valencia/Duncan/Tiffany	9.0(nb)	A	9.3(nb)	A	9.6(nb)	A	9.3(nb)	A	9.6(nb)	A
82. Mission/29th	13.2	B	14.5	B	14.5	B	18.0	B	18.1	B

Notes:
[1] Delay presented in seconds per vehicle. For unsignalized intersections, delay and LOS presented for worst approach. Worst approach indicated in ( ).
[2] Intersections operating at LOS E or LOS F conditions highlighted in **bold,** and overall intersection volume-to-capacity (v/c) ratio is presented for intersections operating at LOS F.
Source: Data compiled by Fehr & Peers in 2010

The CPMC shuttle stop would be located at the proposed passenger loading/unloading zone at the intersection of 27th Street and San Jose Avenue. Since the shuttle stop would not be on streets with Muni bus routes (e.g., Valencia Street), shuttle stop activities would not conflict with Muni operations. Therefore, the **impact of shuttle service on nearby transit lines would be less than significant**.

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. (Less than Significant)*

The Planning Code requires that the St. Luke's Campus project provide bicycle parking as well as showers and locker facilities. It is anticipated that the St. Luke's Campus project would meet the Planning Code requirements, which would result in an increase over existing conditions in the number of bicycle parking spaces.

The St. Luke's Campus project would not include any design elements that would inhibit bicycle activity in the campus vicinity, nor would it interfere with implementation of the elements of the Bicycle Plan on Cesar Chavez Street. As noted above, the proposed Cesar Chavez Streetscape improvements would provide a bicycle lane in each direction on Cesar Chavez Street. The proposed passenger loading/unloading zone and off-street loading area for the Replacement Hospital on Cesar Chavez Street would create a new conflict point between loading activities, vehicles, and bicyclists on Cesar Chavez Street. Vehicle/bicycle/pedestrian conflicts would be similar to those that occur at the existing passenger loading/unloading zone adjacent to the existing hospital on Valencia Street, although on Valencia Street traffic volumes are lower and bicycle volumes are higher than they would be on Cesar Chavez Street with the noted improvements. The new parking garage access on Valencia Street and new project-generated vehicle trips to this facility would result in increased vehicle/bicycle conflicts on a street that is designed to facilitate bicycle travel.

During the p.m. peak hour, a portion of the six "other" trips identified in Table 4.5-11 (page 4.5-77) would be expected to be by bicycle. Although the St. Luke's Campus project would result in an increase in the number of vehicles in the vicinity of the project site, these new trips would not affect bicycle travel in the area, and therefore, the **impact on bicyclists would be less than significant**.

Although bicycle impacts would be less than significant, implementation of Improvement Measure I-TR-87 below would further reduce less-than-significant impacts by requiring pedestrian and bicycle warning signals at the proposed garage exits.

Improvement Measure I-TR-87 Provide Pedestrian/Bicycle Improvements

CPMC should implement improvement measures to minimize conflicts between vehicles, bicyclists, and pedestrians at the Cesar Chavez Street passenger loading/unloading zone, including: warning signs and colored bicycle lane treatment to alert drivers to the presence of bicyclists and bicycle lanes, and management of the passenger loading/unloading zone during peak periods of activity (e.g., between 10 a.m. and 4 p.m.).

As an improvement measure to minimize conflicts between vehicles exiting the proposed garages and pedestrians and bicyclists on Valencia Street and Cesar Chavez Street, CPMC should install flashing lights and audible signals to provide indications when a vehicle is exiting the garage.

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. (Less than Significant)

The St. Luke's Campus project would result in an increase in pedestrian activity in the vicinity of the campus, including walk trips to and from the proposed uses, plus walk trips to and from Muni bus stops and 24th Street BART Station. Overall, during the p.m. peak hour the project would add about 64 net-new pedestrian trips (an increase of 25 walk trips, and 39 net-new trips that account for walk trips to and from the transit stops) to the surrounding streets (see Table 4.5-11, page 4.5-77).

The new pedestrian trips generated by the St. Luke's Campus project could be accommodated on nearby sidewalks without substantially affecting pedestrian conditions. The primary pedestrian entrances would be from the new pedestrian plaza south of Cesar Chavez Street for the St. Luke's Replacement Hospital, from the new pedestrian plaza or directly from Cesar Chavez Street for the MOB/Expansion Building and from Valencia Street for the existing 1580 Valencia Street building. Existing pedestrian conditions on sidewalks and crosswalks were observed to be acceptable, with adequate space to accommodate additional pedestrians. The net-new pedestrian trips would not result in substantial overcrowding on the sidewalks or hazardous conditions, and while the proposed garage with access from Valencia Street would result in increased vehicle/pedestrian/bicycle conflicts, it would not result in unsafe conditions for pedestrians. Therefore, **the St. Luke's Campus project impact on pedestrians would be less than significant**.

Although pedestrian impacts would be less than significant, implementation of Improvement Measure I-TR-88 below would further reduce less-than-significant impacts by requiring pedestrian crosswalks at the unsignalized intersection of San Jose/27th Street.

Improvement Measure I-TR-88 Install Pedestrian Crosswalks

As an improvement measure to facilitate pedestrian movements, SFMTA shall install pedestrian crosswalks at the unsignalized intersection of San Jose/27th Street.

IMPACT TR-89

Implementation of the St. Luke's 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. (Less than Significant)

At buildout of the St. Luke's Campus, a total of five on-site loading spaces would be provided including the two existing spaces serving the Hartzell Building (555 San Jose Avenue) and three new spaces in the loading dock under the proposed Replacement Hospital. The three new loading spaces would be accessed from Cesar Chavez Street, and would accommodate trucks up to 35 feet in length. Existing off-street loading areas within the existing staff parking lot and the loading dock behind existing St. Luke's Hospital Tower would be removed. The on-street commercial vehicle loading/unloading zone on Valencia Street would remain. Figure 4.5-26, "St Luke's Campus—Proposed Passenger Zones" (page 4.5-207), presents the location of the passenger loading/unloading zones.

As indicated in Table 4.5-27 (page 4.5-217), the St. Luke's project would generate a demand for five service vehicle and truck loading/unloading spaces during the peak hour of loading activities. With implementation of the truck management plan that would be proposed as part of the CPMC LRDP project, the length of incoming trucks at the St. Luke's campus would be restricted to 35 feet in length. In addition, the truck management plan would specify that all truck maneuvering would be within the loading dock, without blocking the sidewalk or parking lanes on Cesar Chavez Street. Because there would be a total of five on-site and off-street loading/unloading spaces, the peak loading demand would be accommodated, and the **loading impact would be less than significant**.

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. (Less than Significant)

Under the Alternate Emergency Department Location Variant, the loading dock containing three loading spaces for the St. Luke's Replacement Hospital would be relocated from Cesar Chavez Street to 27th Street. With the relocation, the three proposed spaces would be maintained and, therefore, as described in Impact TR-89, the

loading demand would be accommodated within the proposed supply. The Alternate Emergency Department Location Variant-related impacts on loading operations would be less than significant.

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. (Less than Significant)*

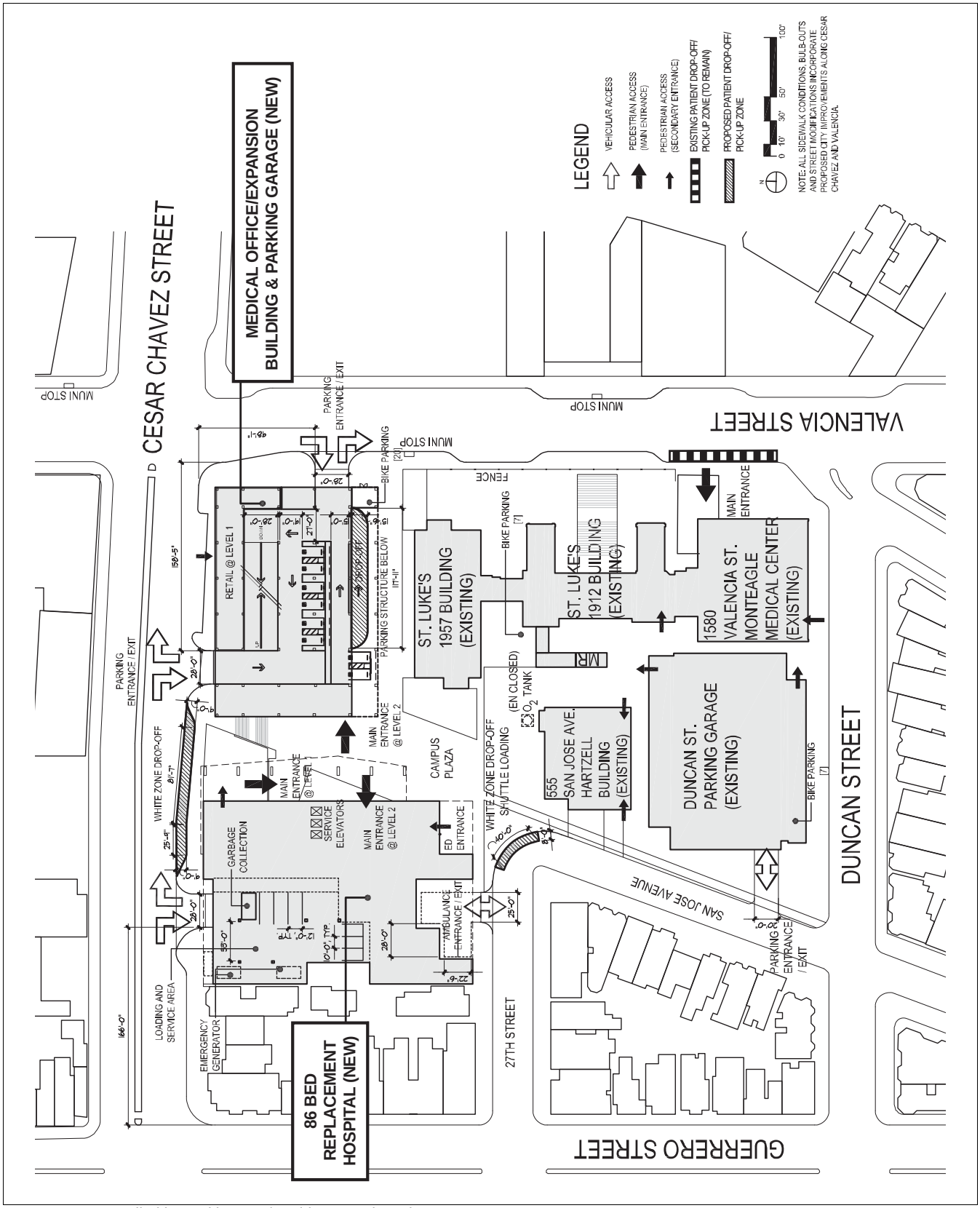
The St. Luke's Campus project would provide about 198 feet of curbside passenger loading/unloading zones on Cesar Chavez Street and Valencia Street, 40 feet of curbside on the north side of 27th Street at San Jose Avenue, and 112 feet within the garage under the new MOB/Expansion Building. Together, these three zones would provide approximately 310 feet of passenger loading/unloading for visitors and patients (see Figure 4.5-26, page 4.5-207). As indicated in Table 4.5-28 (page 4.5-218), the projected peak demand for existing and proposed facilities of about 253 feet of passenger loading/unloading activity would be accommodated within the existing and proposed supply of 350 feet. Therefore, the **impact on passenger loading/unloading activity for the proposed St. Luke's project would be less than significant**.

IMPACT TR-92 *Implementation of the St. Luke's Campus project would not result in a significant emergency vehicle access impact. (Less than Significant)*

The existing 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 vehicle access would be provided for the Replacement Hospital on 27th Street between Guerrero Street and San Jose Avenue. Therefore, the **impact related to emergency vehicle access would be less than significant**.

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. (Less than Significant)*

Under the Alternate Emergency Department Location Variant, the Emergency Department and ambulance bay would be relocated from the south side of the proposed Replacement Hospital near the intersection of San Jose and 27th Street, to the north side of the hospital on Cesar Chavez Street. The Alternate Emergency Department Location Variant would provide for new emergency vehicle access for the Replacement Hospital, and therefore, the **impact related to emergency vehicle access would be less than significant**.



Source: Data compiled by SmithGroup/Boulder Associates in 2010

St. Luke's Campus—Proposed Passenger Zones **Figure 4.5-26**

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. (Less than Significant)*

Construction of the proposed project would be phased between 2011 and 2019, starting with the proposed Replacement Hospital on the northwest quadrant of the campus, followed by the demolition of the existing hospital tower and the new construction of the proposed MOB/Expansion Building at the northeast quadrant. CPMC expects to occupy the proposed Replacement Hospital by 2015 and the MOB Expansion Building by about 2019. During construction of the Replacement Hospital, the existing St. Luke's Hospital Tower and other support buildings would remain operational.

As described in the preliminary construction management plans (see the description of projects at St. Luke's in Section 2.6 of Chapter 2, "Project Description"), construction activities would require temporary closure of portions of the sidewalks located adjacent to the construction site. As part of the St. Luke's Campus project, San Jose Avenue between Cesar Chavez Street and 27th Street would be abandoned. During construction of the proposed Replacement Hospital, the south side of Cesar Chavez Street and the north side of 27th Street adjacent to the project site would be closed and pedestrians would be directed to use the sidewalk on the opposite site of the street. During construction of the proposed MOB/Expansion Building, portions of the sidewalk on Cesar Chavez Street and on Valencia Street adjacent to the project site would be closed to pedestrians, subject to City approval.

Construction staging would occur on-site. Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction traffic would be a temporary lessening of the capacities of the streets immediately adjacent to the construction areas that front on Cesar Chavez Street, Valencia Street and San Jose Avenue. The reduced capacity would be due to the slower movement and larger turning radii of the trucks, which may affect both traffic and transit operations. It is anticipated that the majority of the construction-related truck traffic would use I-80/U.S. 101 to access the project site from the East Bay and South Bay via Cesar Chavez Street. Access to the South Bay would also be via San Jose Avenue and I-280. During construction of the Replacement Hospital, trucks would enter the project site from construction access gates on 27th Street, San Jose Avenue, and Cesar Chavez Street. During construction of the new MOB/Expansion, trucks would enter the project site from construction access gates on Valencia Street and Cesar Chavez Street.

The trip generation, distribution, and mode split of construction workers are not known. However, it is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation

conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project.

Employee and construction worker parking during the construction of the proposed Replacement Hospital, demolition of the existing hospital tower, and proposed construction of the MOB/Expansion Building would vary based on the stage of the project. Carpooling and utilizing public transportation would be encouraged throughout the construction to reduce the parking demand. During the utility realignment phase, the existing physician surface parking lot and the abandoned portion of San Jose Avenue would be used for construction worker parking and staging area. During the excavation, foundation, structural, exterior finish, interior and demolition stages existing off-site public parking garages and lots would be utilized. Specific locations of these off-site facilities have not been identified by CPMC. A shuttle service would be provided between the St. Luke's construction site and the off-site public parking garages and lots.

Construction truck trips would temporarily increase pedestrian/bike conflicts on Cesar Chavez Street, Valencia Street, and San Jose Avenue. Temporary detours may be required and traffic control personnel would be used to control traffic entering and exiting construction gates in order to reduce the potential of conflicts between construction vehicles and pedestrians and bicyclists.

At this time it is not anticipated that any travel lane closures would be required for building construction. However, deliveries during the construction of the Replacement Hospital may result in congestion on 27th Street between Guerrero Street and San Jose Avenue. Deliveries would be scheduled and coordinated to not hinder emergency vehicle access to the existing hospital. Utility relocation from San Jose Avenue between 27th Street and Cesar Chavez Street, to Cesar Chavez Street, Guerrero Street, and/or Valencia Street may require temporary travel lane and sidewalk closures, and may affect bus routes on Cesar Chavez Street and Valencia Street. Project construction activities affecting Cesar Chavez Street and Valencia Street may overlap with proposed implementation of bicycle lanes on Cesar Chavez Street, as well streetscape improvements along Cesar Chavez Street and Valencia Street. Temporary sidewalk and travel lane closures as a part of construction activity are subject to review and approval by the DPW, SFMTA, and TASC, and construction activities overlapping with other City projects would be coordinated. Overall, the proposed construction at the St. Luke's Campus would not substantially affect traffic, transit, pedestrian and bicycle circulation, and any potential impacts that would occur would not be considered significant due to their temporary and limited duration. Therefore, **construction impacts associated with the proposed LRDP on the St. Luke's Campus would be less than significant**.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San

Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers. Therefore, a parking analysis and discussion for the proposed LRDP is presented for information purposes.

Parking conditions are not static because parking supply and demand vary from day to day, from day to night, and from month to month. The availability or lack of parking spaces is not a permanent physical condition but changes over time whenever people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (State CEQA Guidelines, Section 15131[a]). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's Transit-First Policy (Charter Article 8A, Section 8A.115). This policy provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounted for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if more convenient parking was unavailable. Moreover, the analysis took into account that the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

The St. Luke's Campus currently contains 329 off-street parking spaces, including 215 parking spaces in the Duncan Street Garage, and 114 spaces in the existing surface lots and reserved on-street spaces. With implementation of the CPMC LRDP, a new parking structure containing 220 spaces would be constructed under

the proposed MOB/Expansion Building. At buildout of the St. Luke's Campus, a total of 450 parking spaces would be provided. The proposed project would seek an exception to the Planning Code requirements for the number of parking spaces as part of the PUD approval for the project. In addition, the proposed project would meet Planning Code requirements for the number of handicapped-accessible parking spaces, bicycle parking spaces, and car share spaces. In addition, to facilitate traffic flow within the garages and reduce around the block movements, CPMC would install electronic "FULL" signs near all garage entrances, and directional signage within the new MOB garage directing drivers to use the Cesar Chavez Street exit for access to U.S. 101.

Table 4.5-34 (page 4.5-164) presents a comparison of the proposed supply to the estimated parking demand. At buildout, there would be a peak parking demand of about 759 spaces, compared with a total supply of 450 spaces. Overall there would be a parking shortfall of 309 spaces, including 172 spaces for employees, and 137 spaces for patients and visitors. It is anticipated that 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. On-street parking adjacent to the project site is currently well-utilized, with parking occupancy ranging between 80 and 100 percent between 1 and 5 p.m., and about 70 percent occupied at 8 p.m. Employees unable to park at the campus would take transit, bicycle or walk to the campus, or park in one of CPMC's off-site parking facilities. Employees who chose to park in off-site facilities may increase the demand for CPMC shuttle services.

◆ Multiple Campus Impacts

The combined impacts associated with multiple campuses under CPMC LRDP are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impact TR-95
- *Transit:* Impact TR-96
- *Shuttle service:* Impact TR-97
- *Construction:* Impact TR-98

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. (Less than Significant)

The contribution of vehicle trips associated with each campus was reviewed at intersections operating at unacceptable levels of service (i.e., LOS E or LOS F), and it was determined that the CPMC LRDP project would have a potential multiple campus impact only at the intersection of Octavia/Market/U.S. 101. Development at the

Cathedral Hill, Pacific and Davies campuses would add traffic to the intersection of Octavia/Market/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. Impact TR-3 for the Cathedral Hill Campus, Impact TR-59 for the Pacific Campus, and Impact TR-74 for the Davies Campus identified that each individual campus project would not result in substantial contributions to the critical movements at this intersection, and therefore, the project-specific contributions to either 2015 or 2020 Modified Baseline plus Project impacts would not be significant. To determine whether the impact of the combined traffic from the three campuses at buildout of the LRDP would represent a significant impact, the combined traffic volumes at the critical movements were examined for p.m. peak-hour 2030 Cumulative conditions when construction at all three campuses would be completed. Based on this analysis, it was determined that the traffic volume contribution would not be significant, and that the three projects, in combination, would not have a significant contribution to the intersections unacceptable operating conditions. Therefore, **the combined impact of multiple campus projects on intersection operations at Octavia/Market/U.S. 101 would be less than significant**.

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. (Less than Significant)*

Impact TR-27 for the Cathedral Hill Campus, Impact TR-60 for the Pacific Campus, Impact TR-68 for the California Campus, Impact TR-77 for the Davies Campus, and Impact TR-86 for the St. Luke's Campus examined the impact of the increase in transit ridership generated by the net-new uses at each campus on the capacity that would be available at the Muni corridors. Since a number of Muni lines serve more than one campus (e.g., the 38-Geary serves the Cathedral Hill, Pacific and California campuses, while the 12-Folsom-Pacific serves the Cathedral Hill, Pacific and St. Luke's campuses) the potential exists that the combined ridership demand may result in corridor capacity utilization exceeding the 85 percent standard. To determine whether the impact of the combined CPMC passenger demand would represent a significant impact, the combined passenger demand at each corridor was examined for the p.m. peak-hour 2030 Cumulative conditions when the CPMC LRDP would be at full build-out and operational. Based on this assessment, the capacity utilization at the corridors for each campus would remain at less than 85 percent, and therefore, **the combined impact of all five campuses on Muni corridors would be less than significant**.

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. (Less than Significant)

The CPMC LRDP includes a reconfiguration of the CPMC shuttle service with the central focus being the new Cathedral Hill Campus. As described in Analytic Approach section above, the CPMC shuttle program includes seven CPMC lines. In addition, non-CPMC shuttles could be provided by private operators to facilitate access to off-site parking facilities for CPMC employees. Table 4.5-40, "Daily CPMC Shuttle Demand and Capacity Utilization" below, presents a comparison of the estimated future shuttle demand to the estimated capacity for the various shuttle lines. As indicated in the table, the proposed shuttle service would accommodate the demand. CPMC would enter into long-term leases with off-site parking facilities that could include the provision of shuttle service to CPMC campuses, and therefore, the provision of the non-CPMC shuttle service could be in place to serve the projected off-site demand. Therefore, **the estimated future shuttle capacity would meet the projected demand, and the impact related to shuttle service would be less than significant**.

IMPACT TR-98

Implementation of the CPMC LRDP with overlapping construction activities at the five campuses would not result in a significant construction impact. (Less than Significant)

Construction activities associated with implementation of the CPMC LRDP would occur on four of the five campuses between 2011 and 2019; under the CPMC LRDP there would not be any construction activities at the existing California Campus. The impacts of construction activities may be compounded if two or more campuses in relatively close proximity have concurrent construction activities. Compound impacts may include increased truck traffic on shared access routes, transit impacts, and sidewalk closures.

The Davies Campus and the St. Luke's Campus are in relative isolation from the Pacific Campus and the Cathedral Hill Campus, and would rely on different access routes for construction vehicle access. It is unlikely that construction at either of these campuses would compound the construction impacts associated with the Cathedral Hill Campus project or the Pacific Campus project. The Pacific Campus and the Cathedral Hill Campus are in relatively close proximity and would share some of the same construction vehicle access routes such as Geary Street and Van Ness Avenue. However, the construction schedules of work at these two campuses would not overlap; namely, the construction at the Pacific Campus would not begin until construction at the Cathedral Hill Campus is completed. Neither campus would share construction staging areas or have concurrent sidewalk or travel lane closures. Therefore, **the impact of overlapping construction activities for the CPMC LRDP would be less than significant**.

Although impacts of overlapping construction impacts activities with the CPMC LRDP project would be less than significant, implementation of Mitigation Measure MM-TR-55 described above for significant and unavoidable

Table 4.5-40
Daily CPMC Shuttle Demand and Capacity Utilization

CPMC Shuttle Line	Existing Daily Passenger Demand	Estimated Future Daily Passenger Demand[7]	Estimated Future Daily Shuttle Capacity[9]	Estimated Future Shuttle Capacity Utilization[10]
Cathedral Hill–Civic Center BART[1]	–	4,028	6,720	60%
Cathedral Hill–Pacific/Japantown/BART (CH-Line) [2]	172	1,756–2,004	3,360	52%–60%
Cathedral Hill–St. Luke's/24th Street BART[3]	–	270	672	40%
Cathedral Hill–Davies	–	212–317	672	32%–47%
Cathedral Hill–Folsom/Caltrain	–	150[8]	672	22%
Pacific–Davies (D-Line)	423	106–212	672	16%–32%
St. Luke's–Davies/24th Street BART (SL-Line)[4]	30	270	672	40%
Non-CPMC Private Shuttle Operators[5]	–	750	–	–
California–Pacific (C-Line)[6]	496	–	–	–
BART–Van Ness (BV-Line)	503	–	–	–
Japantown Center–Pacific (JC-Line)	381	–	–	–
Total	2,005	7,542–8,001	13,440	56%–60%

Notes:

[1] Assumes that 100 percent of daily transit trips between the Cathedral Hill Campus and the East Bay, South Bay and Superdistrict 4 use this shuttle to access Civic Center BART/Muni Station.

[2] Assumes that 50 percent of daily transit trips from Superdistrict 3, 100 percent of daily transit trips from the South Bay, 75 percent of daily transit trips from Superdistrict 4, and 100 percent of daily transit trips from the East Bay use this shuttle to access Civic Center BART/Muni Station.

[3] Assumes that 50 percent of daily transit trips between the St. Luke's Campus and the 24th BART station use this line. These trips are composed of 38 percent of the daily transit trips from Superdistrict 1, the East Bay and the South Bay, and 12 percent of daily trips from Superdistrict 3 use this route. Persons travelling between St. Luke's Campus and Cathedral Hill Campus may be fewer.

[4] Assumes that 50 percent of daily transit trips between the St. Luke's Campus and the 24th BART station use this line. These trips are composed of 37 percent of the daily transit trips from Superdistrict 1, the East Bay and the South Bay, and 12 percent of daily trips from Superdistrict 3 use this route. Persons travelling between St. Luke's Campus and Davies Campus may be fewer.

[5] Assumes that 205 of St. Luke's staff and 170 of Davies staff park in other off-site parking garages.

[6] Includes the GMG Line between California Campus and Geary Mall Garage.

[7] Assumes that between 50 and 75 percent of all existing shuttle trips between Pacific Campus and other Campuses (Davies, California, Cathedral Hill) transfer to Cathedral Hill shuttle routes.

[8] Assumes that approximately 10 percent of transit trips between the South Bay and Cathedral Hill Campus use Caltrain.

[9] Assumes that all routes are served by 14-passenger shuttles, except for the 12th Street Garage shuttle, which would be operated by a private operator. All shuttles were assumed to operate 12 hours per day (roughly 6 a.m. to 6 p.m., except for the Cathedral Hill-Folsom/Caltrain, which would operate only during the peak periods.

[10] Excludes capacity that would be provided by non-CPMC private shuttle operators.

Source: Data provided by CPMC and compiled by Fehr & Peers in 2010

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.

4.5.5 CUMULATIVE IMPACTS

Cumulative impacts of the LRDP are presented below. The following are the topics addressed and the impacts analyzed for those topics:

- *Traffic:* Impacts TR-99 through TR-131
- *Transit:* Impacts TR-132 through TR-147
- *Construction:* Impacts TR-148 through TR-152

◆ Cathedral Hill Campus

Overview of Cumulative Traffic Impacts at the proposed Cathedral Hill Campus

The proposed Cathedral Hill Campus project would generate new vehicle trips and increase the number of vehicle and average delay per vehicle at the 26 study intersections during both the a.m. and p.m. peak hours. The proposed project would result in significant and unavoidable impacts at the intersections of Van Ness/Market, Polk/Geary, and Van Ness/Pine and feasible mitigation measures have not been identified. At eight intersections that would operate poorly under 2030 Cumulative No Project and 2030 Cumulative plus Project conditions, the project contributions to the poor operating conditions would be less than significant (Gough/Geary, Franklin/O'Farrell, Franklin/Sutter, Franklin/Bush, Eighth/Market, Van Ness/Fell, Van Ness/Geary, and Octavia/Market/U.S. 101). Fifteen of the 26 study intersections would continue to operate at acceptable levels of LOS D or better under 2030 Cumulative plus Project conditions (Gough/Post, Gough/Sutter, Franklin/Geary, Franklin/Post, Franklin/Pine, Van Ness/Hayes, Van Ness/O'Farrell, Van Ness/Post, Van Ness/Sutter, Van Ness/Bush, Van Ness/Broadway, Polk/O'Farrell, Polk/Cedar, Polk/Post, and Polk/Sutter).

The MOB Access Variant would result in the same impacts as under the proposed LRDP, except that it would result in a traffic hazard impact (see Impact TR-17 on page 4.5-110) at the proposed MOB's driveway onto Geary Street. Mitigation Measure MM-TR-17 would reduce but not eliminate this significant and unavoidable impact. Under the Two-Way Post Street Variant, conditions would be similar to the proposed LRDP, with the exception that the variant would result in a significant and unavoidable impact at two additional intersections (Gough/Geary and Franklin/Bush; see Impact TR-104 on page 4.5-221 and TR-106 on page 4.5-222, respectively).

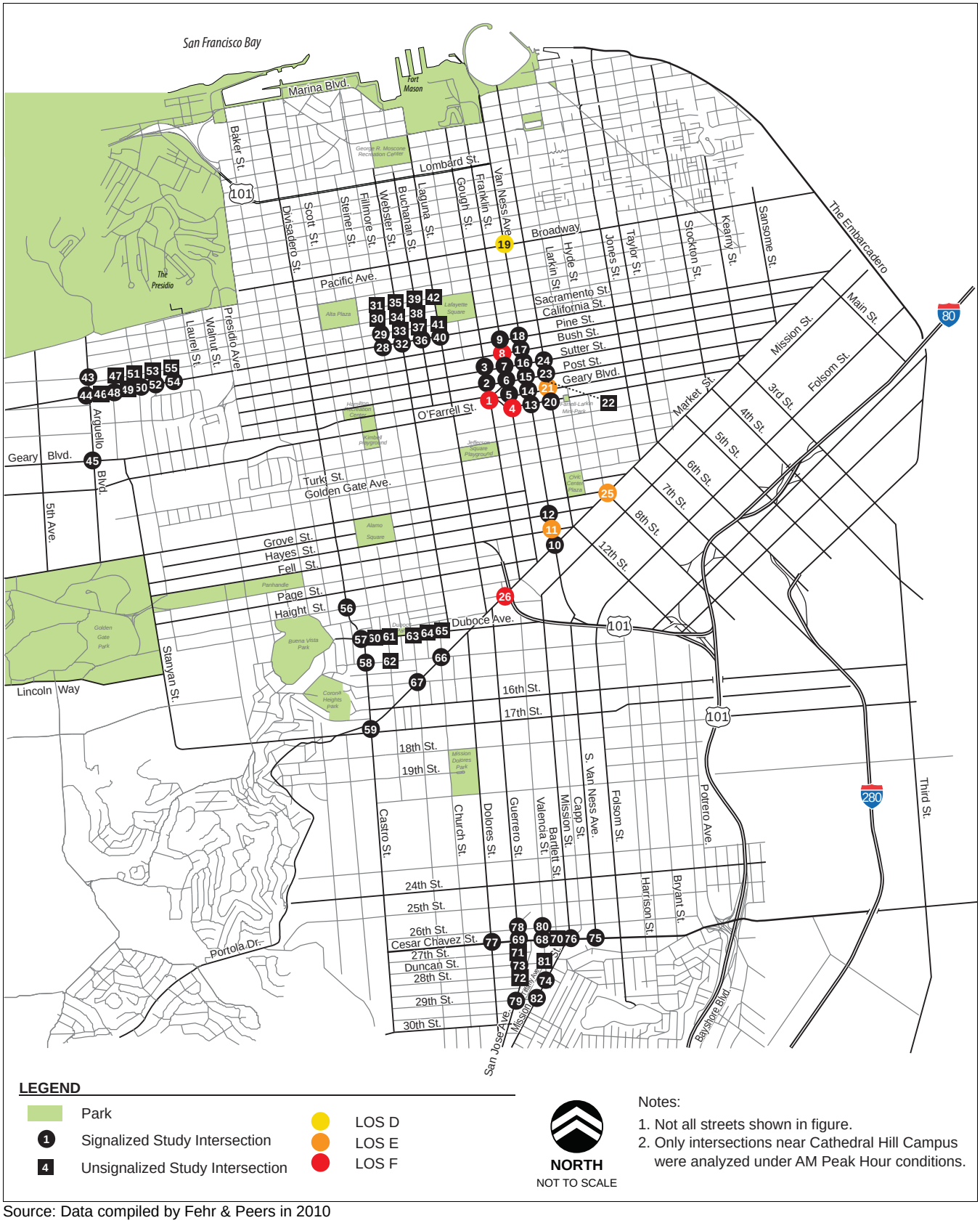
IMPACT TR-99

Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Van Ness/Market. (Significant and Unavoidable)

The Cathedral Hill Campus project was determined to have a significant impact at an intersection if project-generated trips would cause an intersection operating at LOS D or better under the 2030 Cumulative No Project condition to operate at LOS E or LOS F, or intersection operating at LOS E under the 2030 Cumulative No Project Condition to deteriorate to LOS F conditions. At intersections that would operate at LOS E or LOS F under the 2030 Cumulative No Project condition, and would continue to operate at LOS E or LOS F under 2030 Cumulative plus Project conditions, the increase in project vehicle trips were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F. In addition, if the project results in a significant project impact under Modified Baseline conditions, it would also be considered to have a significant contribution to cumulative impacts. Table 4.5-17 (page 4.5-94) and Table 4.5-18 (page 4.5-95) present the intersection LOS conditions for the 26 study intersections in the vicinity of the Cathedral Hill Campus, for the a.m. and p.m. peak hours, respectively. Figure 4.5-27, "Cathedral Hill Campus—Intersection Level of Service, A.M. Peak Hour" (page 4.5-217), and Figure 4.5-28, "Intersection Level of Service, P.M. Peak Hour" (page 4.5-218), illustrate the locations of study intersections operating at LOS E or LOS F under 2030 Cumulative plus Project conditions.

During the p.m. peak hour, **the Cathedral Hill Campus project would result in a significant impact under 2015 Modified Baseline plus Project Conditions at Van Ness/Market. This would be considered a significant cumulative traffic impact**.

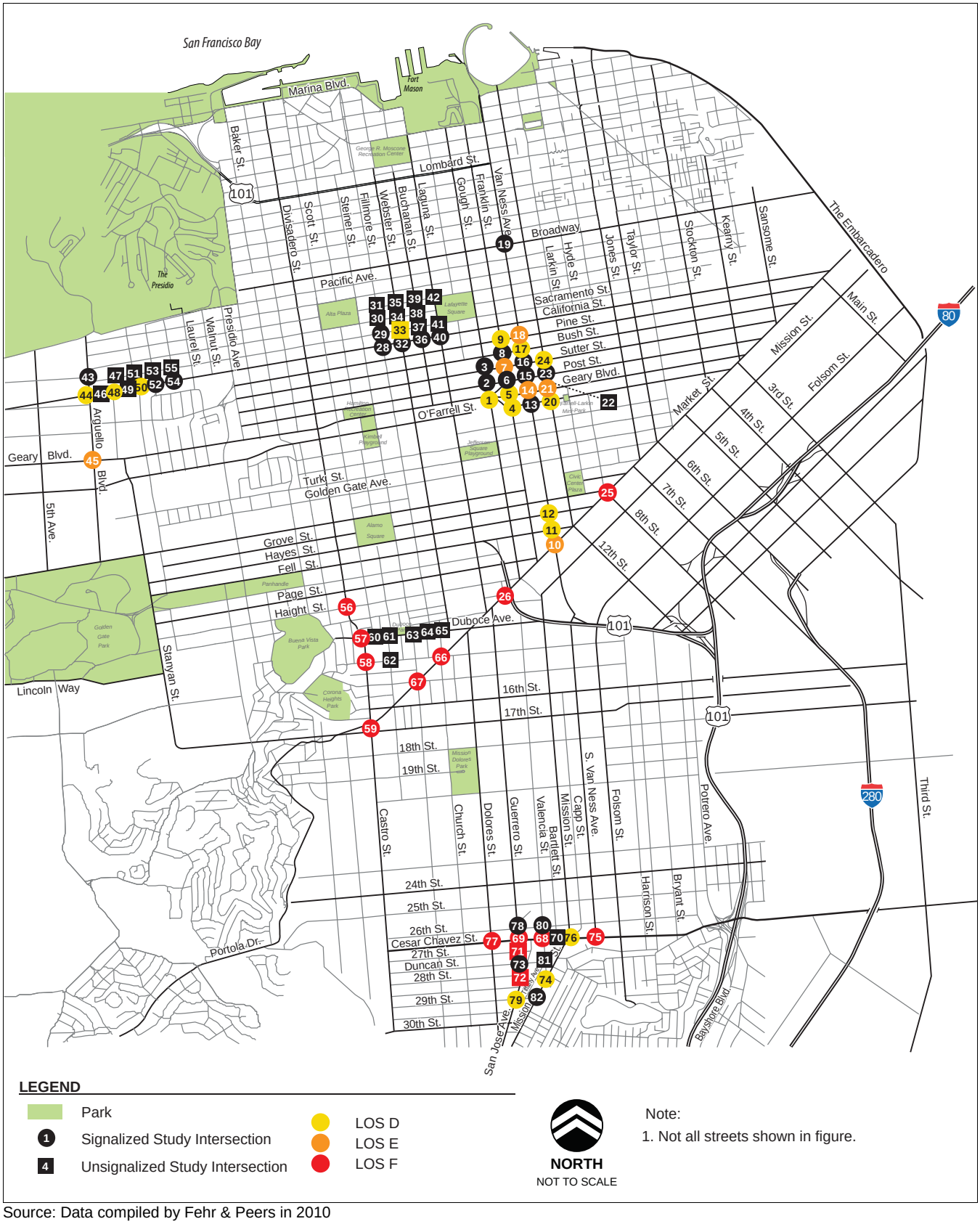
Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths and/or demolition of buildings adjacent to these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible due to traffic, transit or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce cumulative project impacts to less-than-significant levels. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or reduction in automobiles or trips is not known. **The traffic impact at the intersection of Van Ness/Market would, therefore, remain significant and unavoidable.**



Source: Data compiled by Fehr & Peers in 2010

Cathedral Hill Campus—2030 Cumulative plus Project Conditions—Intersection Level of Service, A.M. Peak Hour

Figure 4.5-27



Source: Data compiled by Fehr & Peers in 2010

2030 Cumulative plus Project Conditions—Intersection Level of Service, P.M. Peak Hour

Figure 4.5-28

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. (Significant and Unavoidable)

During the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Van Ness/Pine from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus Project conditions. **This would be considered a significant traffic impact.**Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The traffic impacts at the intersection of Van Ness/Pine would remain significant and unavoidable**.

IMPACT TR-101

Implementation of the Cathedral Hill Campus project would result in significant project and cumulative impacts at the intersection of Polk/Geary. (Significant and Unavoidable)

During the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Polk/Geary from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus Project conditions. In addition, the proposed project would result in a significant impact under 2015 Modified Baseline plus Project Conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations, but would likely be infeasible due to traffic, transit or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The traffic impacts at the intersection of Polk/Geary would remain significant and unavoidable.**

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. (Less than Significant)

As indicated in Table 4.5-17 (page 4.5-94) and Table 4.5-18 (page 4.5-95), the intersection LOS for eight of the 26 study intersections would operate at LOS E or LOS F under both 2030 Cumulative No Project conditions, and would continue to operate at the same LOS under 2030 Cumulative plus Project conditions. The eight intersections include:

- Gough/Geary
- Franklin/O'Farrell
- Franklin/Sutter
- Franklin/Bush
- Van Ness/Fell
- Van Ness/Geary
- Eighth/Market
- Octavia/Market/U.S. 101

At these eight intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions, and would continue to operate at LOS E or LOS F under 2030 Cumulative plus Project conditions, the increase in vehicle trips generated by the project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the project vicinity. Since the Cathedral Hill Campus project would not contribute significantly to the poor operating conditions, **project-related impacts would be less than significant**.

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. (Less than Significant)

With implementation of the Cathedral Hill Campus project, the following 17 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours, **and therefore, traffic impacts at these locations would be less than significant:**

- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Fell
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Geary
- Van Ness/Post

- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Broadway
- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Significant and Unavoidable)

Table 4.5-19 (page 4.5-103) and Table 4.5-20 (page 4.5-104) present the intersection LOS conditions for the 26 study intersections for the Two-Way Post Street Variant, for a.m. and p.m. peak hours, respectively. During the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Gough/Geary from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus Two-Way Post Street Variant conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths and/or demolition of buildings adjacent to these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce cumulative project impacts to less-than-significant levels. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; although this may reduce the number of trips through this location, the extent of this program or reduction in automobiles or trips is not known. **The Two-Way Post Street Variant-related traffic impact at the intersection of Gough/Geary would, therefore, remain significant and unavoidable.**

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. (Significant and Unavoidable)

As under the proposed LRDP, during the p.m. peak hour, the Two-Way Post Street Variant would result in a significant impact under 2015 Modified Baseline plus Project Conditions (refer to Impact TR-6, page 4.5-102). This would be considered a significant cumulative traffic impact.

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths and/or demolition of buildings adjacent to

these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce cumulative project impacts to less-than-significant levels. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; although this may reduce the number of trips through this location, the extent of this program or reduction in automobiles or trips is not known. **The Two-Way Post Street Variant-related traffic impact at the intersection of Van Ness/Market would, therefore, remain significant and unavoidable**.

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. (Significant and Unavoidable)*

During the a.m. peak hour, the Cathedral Hill Campus project Two-Way Post Street Variant would result in a significant impact under 2015 Modified Baseline plus Project Conditions (refer to Impact TR-8, page 4.5-105). **This would be considered a significant cumulative traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths and/or demolition of buildings adjacent to these streets. Signal timing adjustments may improve intersection operations, but such adjustments would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce cumulative project impacts to less-than-significant levels. CPMC is planning to expand its current TDM program to attempt to decrease trips by private automobiles; although this might reduce the number of trips through this location, the extent of this program or potential reduction in automobiles or trips is not known. **The Two-Way Post Street Variant-related traffic impact at the intersection of Franklin/Bush would, therefore, remain significant and unavoidable.**

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. (Significant and Unavoidable)*

As under the proposed LRDP, during the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Van Ness/Pine from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus Two-Way Post Street Variant conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The Two-Way Post Street Variant-related traffic impacts at the intersection of Van Ness/Pine would remain significant and unavoidable.**

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. (Significant and Unavoidable)*

As under the proposed LRDP, during the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Polk/Geary from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus Two-Way Post Street Variant conditions. In addition, the proposed project would result in a significant impact during the a.m. peak hour under 2015 Modified Baseline plus Two-Way Post Street Variant conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The Two-Way Post Street Variant-related traffic impacts at the intersection of Polk/Geary would remain significant and unavoidable.**

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. (Less than Significant)

As indicated in Table 4.5-19 (page 4.5-103) and Table 4.5-20 (page 4.5-104), the intersection LOS for five of the 26 study intersections would operate at LOS E or LOS F under both 2030 Cumulative No Project conditions, and would continue to operate at the same LOS under 2030 Cumulative plus Two-Way Post Street Variant conditions. The five intersections include:

- Franklin/O'Farrell
- Franklin/Sutter
- Van Ness/Fell
- Eighth/Market
- Octavia/Market/U.S. 101

At these five intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions, and would continue to operate at LOS E or LOS F under 2030 Cumulative plus Project conditions, the increase in vehicle trips generated by the project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. The poor operating conditions at these study intersections would be because of traffic volume increases associated with other developments in the project vicinity. Because the Cathedral Hill Campus project would not contribute significantly to the poor operating conditions, **Two-Way Post Street Variant-related impacts would be less than significant**.

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. (Less than Significant)

With implementation of the Cathedral Hill Campus project, the following 16 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours **and, therefore, traffic impacts at these locations would be less than significant:**

- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Geary
- Van Ness/Post
- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Broadway

- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Significant and Unavoidable)

Table 4.5-19 (page 4.5-103) and Table 4.5-20 (page 4.5-104) present the intersection LOS conditions for the 26 study intersections for the MOB Access Variant, for the a.m. and p.m. peak hours, respectively. As under the proposed LRDP, during the p.m. peak hour, the MOB Access Variant would result in a significant impact under 2015 Modified Baseline plus MOB Access Variant conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths and/or demolition of buildings adjacent to these streets. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. Therefore, no feasible mitigation measures have been identified to reduce cumulative project impacts to less-than-significant levels. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or reduction in automobiles or trips is not known. **The MOB Access Variant-related traffic impact at the intersection of Van Ness/Market would, therefore, remain significant and unavoidable.**

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. (Significant and Unavoidable)

As under the proposed LRDP, during the p.m. peak hour, the addition of the proposed project trips would degrade operations at the signalized intersection of Van Ness/Pine from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus MOB Access Variant conditions. **This would be considered a significant traffic impact.**

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current

TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The MOB Access Variant-related traffic impacts at the intersection of Van Ness/Pine would remain significant and unavoidable.**

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. (Significant and Unavoidable)

During the p.m. peak hour, although fewer trips would proceed through the intersection of Polk/Geary, the addition of the proposed project trips would still degrade operations at this intersection from LOS D under 2030 Cumulative No Project conditions, to LOS E under 2030 Cumulative plus MOB Access Variant conditions. In addition, during the a.m. peak hour, the MOB Access Variant would result in a significant impact under 2015 Modified Baseline plus MOB Access Variant conditions. As under the proposed LRDP**, the MOB Access Variant would result in a significant traffic impact at the intersection of Polk/Geary**.

Providing additional traffic lanes or otherwise increasing vehicular capacity at this intersection is not feasible because it would require narrowing of sidewalks to deficient widths, and/or demolition of adjacent buildings. Signal timing adjustments may improve intersection operations, but would likely be infeasible because of traffic, transit, or pedestrian signal timing requirements. CPMC has indicated that it is planning on expanding its current TDM program to attempt to decrease trips by private automobile; and although this may reduce the number of trips through this location, the extent of this program or potential reduction is not known. Therefore, no feasible mitigation measures have been identified to reduce project impacts to less-than-significant levels. **The MOB Access Variant-related traffic impacts at the intersection of Polk/Geary would remain significant and unavoidable**.

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. (Less than Significant)

As indicated in Table 4.5-19 (page 4.5-103) and Table 4.5-20 (page 4.5-104), the intersection LOS for eight of the 26 study intersections would operate at LOS E or LOS F under both 2030 Cumulative No Project conditions, and would continue to operate at the same LOS under 2030 Cumulative plus MOB Access Variant conditions. The eight intersections include:

- Gough/Geary
- Franklin/O'Farrell
- Franklin/Sutter
- Franklin/Bush
- Van Ness/Fell
- Van Ness/Geary
- Eighth/Market
- Octavia/Market/U.S. 101

At these eight intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions, and would continue to operate at LOS E or LOS F under 2030 Cumulative plus Project conditions, the increase in vehicle trips generated by the project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, the project's contributions at these intersections were determined to be less than significant. The poor operating conditions at these study intersections would be because of traffic volume increases associated with other developments in the project vicinity. Because the Cathedral Hill Campus project would not contribute significantly to the poor operating conditions, **MOB Access Variant-related impacts would be less than significant**.

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. (Less than Significant)*

With implementation of the Cathedral Hill Campus project, the following 15 study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours **and, therefore, traffic impacts at these locations would be less than significant:**

- Gough/Post
- Gough/Sutter
- Franklin/Geary
- Franklin/Post
- Franklin/Pine
- Van Ness/Hayes
- Van Ness/O'Farrell
- Van Ness/Post
- Van Ness/Sutter
- Van Ness/Bush
- Van Ness/Broadway
- Polk/O'Farrell
- Polk/Cedar
- Polk/Post
- Polk/Sutter

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. (Less than Significant)

As described in Impact TR-18 (page 4.5-111), a sensitivity analysis was conducted to assess the potential combined effects of the proposed Cathedral Hill Campus project and the proposed BRT projects. This analysis was conducted at selected intersections. When the results of the analysis indicated that an intersection would operate at LOS E or LOS F with both the Cathedral Hill Campus project and the BRT projects, the Cathedral Hill Campus project contribution to the critical movements was examined to determine whether the proposed Cathedral Hill Campus project contributions would be significant.

A total of 10 study intersections were analyzed for combined project and BRT impacts assessment (Gough/Geary, Franklin/O'Farrell, Franklin/Geary, Franklin/Pine, Van Ness/Fell, Van Ness/Hayes, Van Ness/Bush, Van Ness/Pine, Van Ness/Broadway, and Polk/Sutter) for future year 2030 cumulative conditions.

The sensitivity analysis for the combined effect of the Cathedral Hill Campus project and the BRT projects indicated that five of the 10 intersections would operate at LOS D or better (Franklin/Geary, Franklin/Pine, Van Ness/Bush, Van Ness/Pine, and Polk/Sutter) and five intersections would operate at LOS E or LOS F conditions (Gough/Geary, Franklin/O'Farrell, Van Ness/Fell, Van Ness/Hayes, and Van Ness/Broadway). An examination of the Cathedral Hill Campus project contributions to the critical movements at these latter five intersections operating at LOS E or LOS F conditions indicated that the Cathedral Hill Campus project would have less-than-significant project contributions at these five intersections. Therefore, **the Cathedral Hill Campus project's contribution to the impacts identified for the combined cumulative impacts of the Cathedral Hill Campus project and the BRT projects would be less than significant**.

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. (Significant and Unavoidable)

As determined in Impact TR-19 (page 4.5-113), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of Polk/Geary would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, **the**

contribution of the Cathedral Hill Campus project to the combined cumulative impacts at the intersection of Polk/Geary would also be significant and unavoidable.

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. (Significant and Unavoidable)

As determined in Impact TR-20 (page 4.5-114), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of Van Ness/Market would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, **the contribution of the Cathedral Hill Campus project to the combined cumulative impacts at the intersection of Van Ness/Market would also be significant and unavoidable**.

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. (Less than Significant)

As described in Impact TR-21 (page 4.5-114), a sensitivity analysis was conducted to assess the potential combined effects of the Cathedral Hill Campus project Two-Way Post Street Variant and the proposed BRT projects. This analysis was conducted at selected intersections. When the results of the analysis indicated that an intersection would operate at LOS E or LOS F with both the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects, the Cathedral Hill Campus project contribution to the critical movements was examined to determine whether the proposed Cathedral Hill Campus project contributions would be considered significant.

A total of 10 study intersections were analyzed for combined project and BRT impacts assessment (Gough/Geary, Franklin/O'Farrell, Franklin/Geary, Franklin/Pine, Van Ness/Fell, Van Ness/Hayes, Van Ness/Bush, Van Ness/Pine, Van Ness/Broadway, and Polk/Sutter) for future year 2030 cumulative conditions.

The sensitivity analysis for the combined effect of the Cathedral Hill Campus project Two-Way Post Street Variant and the BRT projects indicated that five of the 10 intersections would operate at LOS D or better (Franklin/Geary, Franklin/Pine, Van Ness/Bush, Van Ness/Pine, and Polk/Sutter) and five would operate at LOS E or LOS F conditions (Gough/Geary, Franklin/O'Farrell, Van Ness/Fell, Van Ness/Hayes, and Van Ness/Broadway). An examination of the Cathedral Hill Campus project contributions to the critical movements at

these latter five intersections that would operate at LOS E or LOS F indicated that the Cathedral Hill Campus project would have less-than-significant project contributions at these five intersections. Therefore, as under the proposed LRDP, **the contribution to the impacts identified for the combined cumulative impacts of the Two-Way Post Street Variant and the BRT projects would be less than 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. (Significant and Unavoidable)

As determined in Impact TR-22 (page 4.5-115), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of Polk/Geary would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, similar to the contribution of the Cathedral Hill Campus LRDP project, **the contribution to the combined cumulative impacts of the Two-Way Post Street Variant and BRT projects at the intersection of Polk/Geary would also be significant and unavoidable**.

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. (Significant and Unavoidable)

As determined in Impact TR-23 (page 4.5-115), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of Van Ness/Market would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, as under the proposed LRDP**, the contribution to the combined cumulative impacts of the Two-Way Post Street Variant and the BRT projects at the intersection of Van Ness/Market would also be significant and unavoidable**.

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. (Less than Significant)

As described in Impact TR-18 (page 4.5-111), a sensitivity analysis was conducted to assess the potential combined effects of the Cathedral Hill Campus project MOB Access Variant and the proposed BRT projects. This analysis was conducted at selected intersections. When the results of the analysis indicated that an intersection would operate at LOS E or LOS F with both the Cathedral Hill Campus project and the BRT projects, the Cathedral Hill Campus project contribution to the critical movements was examined to determine whether the proposed Cathedral Hill Campus project contributions would be considered significant under the MOB Access Variant conditions.

A total of 10 study intersections were analyzed for combined project and BRT impacts assessment (Gough/Geary, Franklin/O'Farrell, Franklin/Geary, Franklin/Pine, Van Ness/Fell, Van Ness/Hayes, Van Ness/Bush, Van Ness/Pine, Van Ness/Broadway, and Polk/Sutter) for future year 2030 cumulative conditions.

The sensitivity analysis for the combined effect of the Cathedral Hill Campus project MOB Access Variant and the BRT projects indicated that five of the 10 intersections would operate at LOS D or better (Franklin/Geary, Franklin/Pine, Van Ness/Bush, Van Ness/Pine, and Polk/Sutter) and five would operate at LOS E or LOS F conditions (Gough/Geary, Franklin/O'Farrell, Van Ness/Fell, Van Ness/Hayes, and Van Ness/Broadway). An examination of the Cathedral Hill Campus project contributions to the critical movements at these latter five intersections that would operate at LOS E or LOS F indicated that the Cathedral Hill Campus project would have less-than-significant project contributions at these five intersections. Therefore, as under the proposed LRDP**, the contribution to the impacts identified for the combined cumulative impacts of the MOB Access Variant and the BRT projects would be less than 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. (Significant and Unavoidable)

As determined in Impact TR-25 (page 4.5-116), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of

Polk/Geary would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, as under the proposed LRDP**, the contribution to the combined cumulative impacts of the MOB Access Variant and the BRT projects at the intersection of Polk/Geary would also be significant and unavoidable**.

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. (Significant and Unavoidable)*

As determined in Impact TR-26 (page 4.5-116), the Cathedral Hill Campus project's contribution to the impacts identified for the combined effect of the Cathedral Hill Campus project and the BRT projects at the intersection of Van Ness/Market would be significant and unavoidable for 2015 Modified Baseline conditions. Therefore, as under the proposed LRDP**, the contribution to the combined cumulative impacts of the MOB Access Variant and the BRT projects at the intersection of Van Ness/Market would also be significant and unavoidable**.

◆ Pacific Campus

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 F under 2030 Cumulative No Project conditions and 2030 Cumulative plus Project conditions. (Less than Significant)*

An intersection level of service analysis was conducted for traffic operations for the 2030 Cumulative plus Project conditions and findings are presented in Table 4.5-35 (page 4.5-169). The results show that of the 16 study intersections, only the intersection of Market/Octavia/U.S. 101 is projected to operate at unacceptable levels under the 2030 Cumulative No Project conditions, and 2030 Cumulative plus Project conditions. The poor operating conditions at this study intersection would be because of the high existing volumes destined to and from the U.S. 101 ramp, and traffic volume increases associated with other developments in the project vicinity. Because the Pacific Campus project would not contribute significantly to the poor operating conditions under 2030 Cumulative No Project conditions, **impacts at the intersection of Market/Octavia/U.S. 101 would be less than significant**.

◆ California Campus

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. (Less than Significant)*

Table 4.5-37 (page 4.5-180) presents the weekday p.m. peak-hour intersection level of service for 2030 Cumulative No Project conditions for the 14 study intersections in the vicinity of the California Campus. The results of the traffic analysis indicate that of the 14 study intersections, only the intersections of Arguello/California and Market/Octavia/U.S. 101 would operate at unacceptable levels of service of LOS E or LOS F.

Because implementation of the CPMC LRDP would result in a decrease in vehicle trips to and from the California Campus, the California Campus would not contribute to future cumulative conditions at the study intersections, including the two intersections that would operate at LOS E or LOS F under 2030 Cumulative conditions. The poor operating conditions at these two study intersections would be because of traffic volume increases associated with other developments in the project vicinity. Because the development would not contribute significantly to the poor operating conditions at the intersections of Arguello/California and Market/Octavia/U.S. 101 under the 2030 Cumulative Plus Project scenario, **this traffic impact would be less than significant**.

◆ Davies Campus

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. (Significant and Unavoidable)*

At the signalized intersection of Church/Market/14th which would operate at LOS F under 2030 Cumulative No Project conditions, and would continue to operate at LOS F under 2030 Cumulative plus Project conditions, the increase in vehicle trips generated by the project were reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F. Based on this examination, the Project contributions were determined to be significant. In addition, the project would result in a significant impact under 2015 Modified Baseline plus Project conditions.

The roadway capacity at this intersection has been maximized and potential improvements are limited by the right-of-way constraints and competing traffic volume demands on the north/south and east/west approaches.

Providing additional travel lanes at this intersection would require substantial reduction in sidewalk widths, which would be inconsistent with the pedestrian environment encouraged by the City of San Francisco. No feasible mitigation measures have been identified, and **this impact at the intersection of Church/Market/14th would remain significant and unavoidable**.

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. (Less than Significant)*

Table 4.5-38 (page 4.5-185) presents the comparison of intersection LOS for 2030 Cumulative No Project, and plus Project conditions. The results indicate that of the 13 study intersections, seven intersections would operate at LOS F conditions. Of those intersections, the Davies Campus Project would not contribute significantly to critical movements at the following six intersections:

- Divisadero/Haight
- Castro/Duboce
- Castro/14th
- Castro/Market/17th
- Sanchez/Market/15th
- Octavia Boulevard/Market/U.S.101

At six intersections that would operate at LOS E or LOS F under 2030 Cumulative No Project conditions, and would continue to operate at LOS E or LOS F under 2030 Cumulative plus Project conditions, the increase in vehicle trips from 2030 Cumulative No Project caused by the project was determined to be less than significant.

The poor operating conditions at these study intersections would be because of traffic volume increases associated with other developments in the project vicinity. Because the project would not contribute significantly to the poor operating conditions at these six intersections under the 2030 Cumulative plus Project conditions, **project-related impacts of the Davies Campus at these six intersections would be less than significant**.

IMPACT TR-129 *Implementation of the Davies Campus project would have less-than-significant impacts at six study intersections that would operate at LOS D or better under 2030 Cumulative plus Project conditions. (Less than Significant)*

With implementation of the Davies Campus project, the following seven study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours under 2030 Cumulative plus Project conditions, and, **therefore, project-related traffic impacts at these locations would be less than significant:**

- Scott/Duboce
- Noe/Duboce
- Noe/14th
- Sanchez/Duboce

- Fillmore/Duboce
- Church/Duboce

◆ St. Luke's Campus

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. (Less than Significant)

As indicated in Table 4.5-39 (page 4.5-202), under 2030 Cumulative No Project conditions, six of the 15 study intersections would operate at LOS F conditions during the p.m. peak hour; the remaining nine study intersections would operate at LOS D or better. The six study intersections that would operate at LOS F under 2030 Cumulative No Project Conditions include:

- Cesar Chavez/Valencia
- Cesar Chavez/Guerrero
- Guerrero/27th
- Guerrero/28th
- Cesar Chavez/South Van Ness
- Cesar Chavez/Dolores

At these six intersections the increase in vehicle trips generated by the project was reviewed to determine whether the project's increase would contribute considerably to critical movements operating at LOS E or LOS F at these intersections. Based on this examination, **the St. Luke's Campus project's contributions at these intersections were determined to be less than significant**.

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. (Less than Significant)

With implementation of the St. Luke's Campus project, the following nine study intersections would continue to operate at LOS D or better during the a.m. and p.m. peak hours under 2030 Cumulative plus Project conditions and, **therefore, traffic impacts at these locations would be less than significant**:

- Cesar Chavez/Bartlett
- Guerrero/Duncan
- Mission/Valencia/Fair
- Cesar Chavez/Mission
- Guerrero/26th
- San Jose/29th
- Valencia/26th
- Valencia/Duncan/Tiffany
- Mission/29th

Overview of Cumulative Transit Impacts at the proposed Cathedral Hill Campus

The proposed Cathedral Hill Campus project would generate new transit riders. Under the 2030 Cumulative plus Project Conditions, Muni would have sufficient capacity to accommodate all the project-generated riders while maintaining its capacity utilization standard of 85 percent or less. The Two-Way Post Street Variant and the MOB Access Variant would not change the number of transit trips generated by the proposed project and, therefore, would result in similar less-than-significant cumulative capacity utilization impacts.

The proposed Cathedral Hill Campus project would add vehicles to the street network and riders to the Muni lines. Under the 2030 Cumulative plus Project conditions, the increased congestion and ridership 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), requiring additional vehicles to maintain proposed levels of service. To mitigate the impact on transit, CPMC would financially compensate SFMTA for the cost of providing the additional services. Although the mitigation measure would reduce the impacts to a less-than-significant level, the ability of SFMTA to provide additional service for the project is uncertain. Therefore, the cumulative impact on transit would remain significant and unavoidable. The Two-Way Post Street and the MOB Access variants would result in the same cumulative transit delay impacts as the proposed project. The same mitigation measures identified for the proposed project would apply to both variants.

The CPMC LRDP project was determined to have a significant cumulative impact on transit operations if it would result in an increase in transit vehicle travel times such that additional vehicles would be required to maintain headways. The need for additional transit vehicles was determined by comparing the project's travel time increase on a particular route to the headway anticipated under the TEP, which is reasonably expected to be implemented by 2030. An impact was identified if the travel time increases were greater than half of the proposed TEP headway or if the number of required vehicles estimated using SFMTA's cost/scheduling model increased by one or more vehicles with the addition of project travel demand. A cumulative impact was also identified if Cathedral Hill Campus resulted in a project-specific transit impact.

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. (Less than Significant)*

Table 4.5-21 (page 4.5-119) summarizes the corridor capacity utilization analysis for the routes serving the Cathedral Hill Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards.

Therefore, **the Cathedral Hill Campus project impact on 2030 Cumulative transit ridership and capacity at the corridors would be less than 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. (Significant and Unavoidable with Mitigation)*

The Cathedral Hill Campus project was determined to have a significant impact on transit operations if it would result in an increase in transit vehicle travel times such that additional vehicles would be required to maintain the proposed headways. The need for additional transit vehicles was determined by comparing the project's travel time increases on a particular route to the proposed headway. An impact was identified if the travel time increases were greater than half of the proposed headway, or if the number of required vehicles estimated using SFMTA's cost/scheduling model increases by one or more vehicles with the additional of project travel demand. Table 4.5-22 (page 4.5-121) presents a comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus. The results of the analysis using SFMTA's cost/scheduling model, in terms of additional buses needed to maintain headways, are summarized in Table 4.5-23 (page 4.5-122).

Under 2030 Cumulative plus Project condition, the proposed Cathedral Hill Campus project would result in increases in travel time on the northbound 49-Van Ness-Mission by about 5 minutes during the a.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the results of SFMTA's cost/scheduling model indicated that an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would be a significant impact**. Implementation of Mitigation Measure MM-TR-29 would serve to reduce delays along the Van Ness Avenue corridor and reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown; therefore, **the Cathedral Hill Campus project impacts on the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 47-Van Ness to maintain peak period headways during the p.m. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 47-Van Ness bus route during the p.m. peak hour would be a significant impact**.

Mitigation Measure MM-TR-134

> CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 47-Van Ness is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the additional service needed to accommodate the project at existing levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.

Implementation of Mitigation Measure MM-TR-134 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, **the Cathedral Hill Campus project impacts on the 47-Van Ness bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Assessment conducted by SFMTA of the Cathedral Hill Campus project impacts on the 38/38L-Geary using the SFMTA's cost/scheduling model indicated that under 2030 Cumulative plus Project conditions, an additional bus would be required to maintain peak period headways during the a.m. peak hour, and two additional buses would be required during the p.m. peak hour. Therefore, **project-related transit delays resulting from on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would be a significant impact.**

Implementation of Mitigation Measure MM-TR-30 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, **the project impacts on the 38/38L-Geary would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

As indicated in Table 4.5-22 (page 4.5-121), under 2030 Cumulative plus Project condition, the proposed Cathedral Hill Campus project would result in increases in travel time on the southbound 19-Polk bus route by about 8 minutes during the p.m. peak hour. This increase would be more than half of the proposed headway of 10 minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), an additional bus would be required during the p.m. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 19-Polk bus route during the p.m. peak hour would be a significant impact**.

Implementation of Mitigation Measure MM-TR-31 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, **the Cathedral Hill Campus project impacts on the 19-Polk bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 3-Jackson bus route to maintain peak period headways during the p.m. peak hour. Therefore, **project-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 3-Jackson bus route during the p.m. peak hour would be a significant impact**.

Mitigation Measure MM-TR-137

> CPMC shall ensure that the transit delay impact related to the Cathedral Hill Campus project on the 3-Jackson is reduced to a less-than-significant level by financially compensating the SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule for payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between CPMC and SFMTA.

The payment of the fee identified in Mitigation Measure MM-TR-137 would reduce the project's impact on the operation of the 3-Jackson bus route to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of the mitigation measure is unknown. Therefore, **the proposed project's impacts on the operation of the 3-Jackson bus route would remain significant and unavoidable.**

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. (Significant and Unavoidable with Mitigation)

Table 4.5-24 (page 4.5-125) presents the comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus for the Two-Way Post Street Variant. Under 2030 Cumulative plus Project conditions, the proposed Cathedral Hill Campus project Two-Way Post Street Variant would result in increases in travel time on the northbound 49-Van Ness-Mission bus route by about 4 minutes during the a.m. and p.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the SFMTA cost/scheduling model indicated that an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, the **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would be a significant impact**.

Implementation of Mitigation Measure MM-TR-29 would reduce transit delay impacts to a less-than-significant level. However, because ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown; therefore, as under the proposed LRDP, **the Two-Way Post Street Variant-related impacts on the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 47-Van Ness bus route to maintain peak period headways during the p.m. peak hour. Therefore, **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 47-Van Ness bus route during the p.m. peak hour would be a significant impact**.

Implementation of Mitigation Measure MM-TR-134 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, **the Two-Way Post Street Variant-related impacts on the 47-Van Ness bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

Assessment conducted by SFMTA of the Cathedral Hill Campus project Two-Way Post Street Variant impacts on the 38/38L-Geary using the SFMTA's cost/scheduling model indicated that under 2030 Cumulative plus Project conditions, an additional bus would be required to maintain headways during the a.m. peak hour, and two buses during the p.m. peak hour. Therefore, **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would be a significant impact**.

Implementation of Mitigation Measure MM-TR-30 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, as with the proposed LRDP, **the Two-Way Post Street Variant-related impacts on the 38/38L-Geary would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

As indicated in Table 4.5-24 (page 4.5-125), under 2030 Cumulative plus Project condition, the proposed Cathedral Hill Campus project Two-Way Post Street Variant would result in increases in travel time on the southbound 19-Polk bus route by about 8 minutes during the p.m. peak hour. This increase would be more than half of the proposed headway of 10 minutes. In addition, as shown in Table 4.5-23, an additional bus would be required during the p.m. peak hour. Therefore, **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 19-Polk bus route during the p.m. peak hour would be a significant impact.**

Implementation of Mitigation Measure MM-TR-31 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, as under the proposed LRDP, **the Two-Way Post Street Variant-related impacts on the 19-Polk bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 3-Jackson bus route to maintain peak period headways during the p.m. peak hour. Therefore, **Two-Way Post Street Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 3-Jackson bus route during the p.m. peak hour would be a significant impact**.

Implementation of Mitigation Measure MM-TR-137 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, as under the proposed LRDP, **the**

Two-Way Post Street Variant-related impacts on the 3-Jackson bus route would remain significant and unavoidable.

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. (Significant and Unavoidable with Mitigation)

Table 4.5-24 (page 4.5-125) presents the comparison of the travel time increases to the proposed headways for the transit routes in the immediate vicinity of the Cathedral Hill Campus for the MOB Access Variant. Under 2030 Cumulative plus Project conditions, the proposed Cathedral Hill Campus project MOB Access Variant would result in increases in travel time on the northbound 49-Van Ness-Mission bus route by about 4 minutes during the a.m. peak hour. This increase would be more than half of the proposed headway of 7½ minutes. In addition, as indicated in Table 4.5-23 (page 4.5-122), the SFMTA cost/scheduling model indicated that an additional bus would be needed during the a.m. and p.m. peak hours. Therefore, the **MOB Access Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 49-Van Ness-Mission bus route during the a.m. and p.m. peak hours would be a significant impact**.

Implementation of Mitigation Measure MM-TR-29 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown; therefore, as under the proposed LRDP, **the MOB Access Variant-related impacts on the 49-Van Ness-Mission bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 47-Van Ness bus route to maintain peak period headways during the p.m. peak hour. Therefore, **MOB Access Variant-related transit delays resulting**

from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 47-Van Ness bus route during the p.m. peak hour would be a significant impact.

Implementation of Mitigation Measure MM-TR-134 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, as under the proposed LRDP, **the MOB Access Variant-related impacts on the 47-Van Ness bus route would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Assessment conducted by SFMTA of the Cathedral Hill Campus project MOB Access Variant impacts on the 38/38L-Geary using the SFMTA's cost/scheduling model indicated that under 2030 Cumulative plus Project conditions, an additional bus would be required to maintain peak period headways during the a.m. peak hour, and two additional buses during the p.m. peak hour. Therefore, **MOB Access Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 38/38L-Geary during the a.m. and p.m. peak hours would be a significant impact**.

Implementation of Mitigation Measure MM-TR-30 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, as under the proposed LRDP, **the MOB Access Variant-related impacts on the 38/38L-Geary would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)

Assessment conducted by SFMTA of the Cathedral Hill Campus project MOB Access Variant impacts on the 19-Polk using the SFMTA's cost/scheduling model indicated that under 2030 Cumulative plus Project conditions, an additional bus would be required to maintain peak period headways. Therefore, **MOB Access Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated**

with increased ridership on operation of the 19-Polk during the p.m. peak hour would be a significant impact.

Implementation of Mitigation Measure MM-TR-31 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of the mitigation measure is unknown. Therefore, as under the proposed LRDP, **the MOB Access Variant-related impacts on the 19-Polk would remain significant and unavoidable**.

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. (Significant and Unavoidable with Mitigation)*

Table 4.5-23 (page 4.5-122) summarizes the results of the assessment conducted by SFMTA of the Cathedral Hill Campus project impacts using the SFMTA's cost/scheduling model, and indicates that under 2030 Cumulative plus Project conditions, an additional bus would be required on the 3-Jackson bus route to maintain peak period headways during the p.m. peak hour. Therefore, as under the proposed LRDP, the **MOB Access Variant-related transit delays resulting from congestion on study area roadways and passenger loading delays associated with increased ridership on operation of the 3-Jackson bus route during the p.m. peak hour would be a significant impact**.

Implementation of Mitigation Measure MM-TR-137 would reduce transit delay impacts to a less-than-significant level. However, because the ability of SFMTA to provide additional service on this line is uncertain, the feasibility of implementing the mitigation measure is unknown and, therefore, **the MOB Access Variant-related impacts on the 3-Jackson bus route would remain significant and unavoidable**.

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. (Less than Significant)*

Table 4.5-36 (page 4.5-172) summarizes the corridor capacity utilization analysis for the routes serving the Pacific Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **Pacific Campus project impacts on 2030 Cumulative transit ridership and capacity at the corridors would be less than significant**.

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. (Less than Significant)

Since implementation of the CPMC LRDP would result in a decrease in transit trips to and from the California Campus, the California Campus project would not contribute to future cumulative conditions at the transit corridors. As indicated in Table 4.5-36 (page 4.5-172), under 2030 Cumulative No Project conditions, the corridor capacity utilization for the routes serving the California Campus vicinity would operate at less than Muni's 85 percent capacity utilization standards. Therefore, **the California Campus project impacts on 2030 Cumulative transit ridership and capacity at the corridors on the California Campus would be less than significant**.

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. (Less than Significant)

Table 4.5-36 (page 4.5-172) summarizes the corridor capacity utilization analysis for the routes serving the Davies Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **Davies Campus project impacts on 2030 Cumulative transit ridership and capacity at the corridors would be less than significant**.

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. (Less than Significant)

Table 4.5-21 (page 4.5-119) summarizes the corridor capacity utilization analysis for the routes serving the St. Luke's Campus vicinity. The additional transit demand could be accommodated during the p.m. peak hour, and all four corridors would continue to operate at less than Muni's 85 percent capacity utilization standards. Therefore, **St. Luke's Campus project impacts on 2030 Cumulative transit ridership and capacity at the corridors would be less than significant**.

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. (Significant and Unavoidable with Mitigation)

Within the 2011 to 2019 time frame for buildout of the CPMC LRDP, the construction activities associated with individual campus projects could potentially overlap with construction activities at other development projects in the vicinity. Construction activities associated with development are ongoing activities, and traffic associated with some level of development is reflected in existing traffic operations. However, the construction of the Cathedral Hill Campus would also overlap with the proposed Van Ness Avenue BRT and Geary Corridor BRT projects. While both of these projects are still undergoing environmental review, the Van Ness Avenue BRT is projected to be in service by 2014, and the Geary Corridor BRT is projected to be in service by 2015–2016. The overlapping construction activities would increase the number of construction worker vehicles and trucks traveling to and from the vicinity of the Cathedral Hill Campus. In addition, implementation of the BRT improvements on Van Ness Avenue would require travel lane closures that would temporarily and permanently affect roadway capacity. These impacts would be evaluated as part of the ongoing environmental review for the BRT projects.

Impact TR-55 identified significant and unavoidable impacts on the transportation network related to the construction activities at the Cathedral Hill Campus. Implementation of Mitigation Measure MM-TR-55 would minimize impacts associated with the Cathedral Hill Campus project and reduce the project's contributions to cumulative impact in overlapping areas. However, given the magnitude of these impacts, and the proximity of the Cathedral Hill Campus to the Van Ness Avenue BRT and Geary Corridor BRT projects, some disruption and increased delays would still occur even with implementation of this measure, and it is possible that significant construction-related transportation impacts on local roadways in the vicinity of the Cathedral Hill Campus would still occur. Therefore, **the Cathedral Hill Campus cumulative construction impacts would be significant and unavoidable.**

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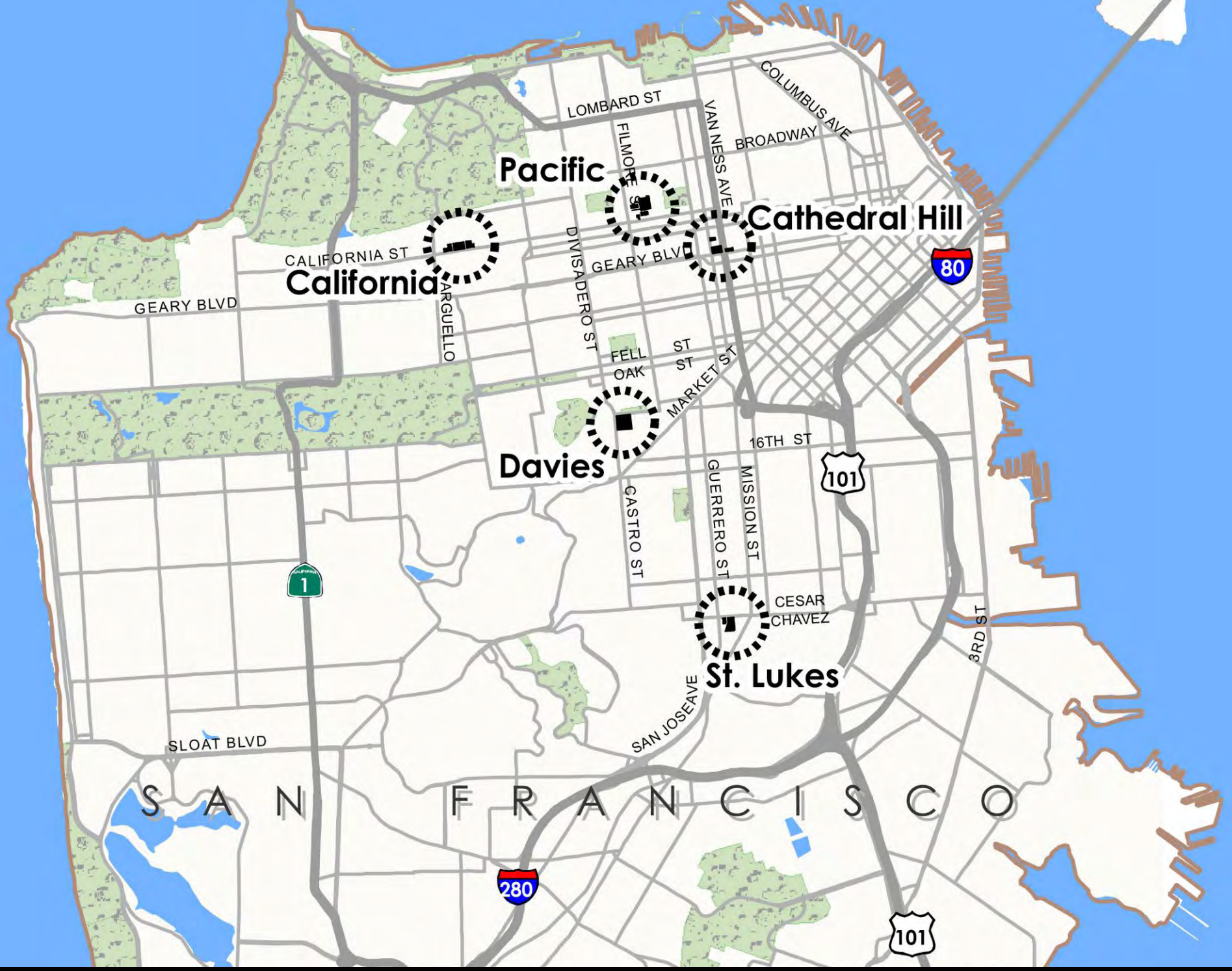

COMMENTS AND RESPONSES | VOLUME 1: CHAPTERS 1-5

California Pacific Medical Center (CPMC) Long Range Development Plan

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