File No. 120362 Committee Item No. 6
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development **Date** June 15, 2012

Board of Supervisors Meeting **Date** _____

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*☒	☐	Planning Commission Motion No. 18592
☒	☐	Planning Commission Motion No. 18600
☒	☐	Street Encroachment Plans
☒	☐	DPW Order No. 180262
☒	☐	Municipal Transportation Agency Resolution No. 12-064
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☐	☐	
☐	☐	
☐	☐	

Completed by: Alisa Miller **Date** June 8, 2012
Completed by: _____ **Date** _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[Street Encroachments - Van Ness Avenue, Cedar Street, and Geary Boulevard - California Pacific Medical Center: Cathedral Hill Campus]

Resolution: 1) granting revocable permission to the California Pacific Medical Center to a) occupy a portion of the public right-of way on Van Ness Avenue in order to construct and maintain a pedestrian tunnel under Van Ness Avenue (State Highway 101) to connect the new medical office building and the new hospital located at 1100 and 1101 Van Ness Avenue respectively; b) construct and maintain off-site improvements on the north side of Cedar Street between Van Ness Avenue and Polk Street, across the street from the medical office building and on the south side of Cedar Street contiguous to the property at 1001 Polk Street (Block No. 0694, Lot No. 004), including reconstructing and widening the existing sidewalk, installing new landscaping and reconstructing the existing roadway with pavers; and c) install and maintain two 30,000 gallon diesel fuel tanks within the public right of way under Geary Boulevard between Franklin Street and Van Ness Avenue, in order to serve the hospital at 1101 Van Ness Avenue; and 2) making environmental findings and findings of consistency with the General Plan and the priority policies of Planning Code Section 101.1.

WHEREAS, Pursuant to Public Works Code Section 786, California Pacific Medical Center ("CPMC") requested permission to occupy (1) a portion of the public right-of way on Van Ness Avenue in order to construct and maintain a pedestrian tunnel under Van Ness Avenue (State Highway 101) to connect the new medical office building and the new hospital located at 1100 and 1101 Van Ness Avenue respectively; (2) to construct and maintain off-site improvements on the north side of Cedar Street between Van Ness Avenue and Polk Street, across the street from the medical office building and on the south side of Cedar Street

contiguous to the property at 1001 Polk Street (Block 0694, Lot 004), including reconstructing and widening the existing sidewalk, installing new landscaping and reconstructing the existing roadway with pavers; and (3) to install and maintain two 30,000 gallon diesel fuel tanks within the public right of way under Geary Boulevard between Franklin Street and Van Ness Avenue, in order to serve the hospital at 1101 Van Ness Avenue. These encroachments are shown on plans filed with the Department of Public Works. Copies of such plans are on file in the office of the Clerk of the Board of Supervisors in File No. 120362 and are incorporated herein by reference; and

WHEREAS, The Transportation Advisory Staff Committee (TASC), at its meeting of February 23, 2012, recommended the proposed encroachments for approval; and

WHEREAS, On April 26, 2012, the City Planning Commission conducted a duly noticed public hearing on various actions related to the Near-Term Projects proposed in California Pacific Medical Center's Long Range Development Plan, including on the proposed encroachment permits. Pursuant to San Francisco Charter Section 4.105, the Planning Commission found by Motion No. 18596 that the encroachment permits were consistent with the City's General Plan, as proposed to be amended, and the eight priority policies of Planning Code Section 101.1. A copy of said Motion is on file with the Clerk of the Board of Supervisors in File No. 120362.

WHEREAS, At its hearing on April 26, 2012, the Planning Commission certified by Motion No. 18588 a Final Environmental Impact Report ("FEIR") for the LRDP pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code. A copy of Planning Commission Motion No. 18589 is on file with the Clerk of the Board of Supervisors in File No. 120357; and

WHEREAS, After a duly noticed public hearing on May 9, 2012, the Department of Public Works recommended approval of the proposed encroachment; and

WHEREAS, The permits and associated street encroachment agreements, which are incorporated herein by reference and are on file with the Clerk of the Board of Supervisors in File No. 120362, shall not become effective until:

(a) The Permittee executes and acknowledges the permits and delivers said permits to the City's Controller,

(b) Permittee delivers to the City Controller a policy of insurance provided for in said agreements and the Controller shall have approved the same as complying with the requirement of said agreements. The Controller may, in his discretion, accept, in lieu of said insurance policy, the certificate of an insurance company certifying to the existence of such a policy; and,

(c) The Department of Public Works records the permits and associated agreements in the office of the County Recorder; and

WHEREAS, The Permittee, at the Permittee's sole expense and as necessary as a result of these permits, shall make the following arrangements:

(a) To provide for the support and protection of facilities belonging to the Department of Public Works, San Francisco Water Department, the San Francisco Fire Department and other City Departments, and public utility companies;

(b) To provide access to such facilities to allow said entities to construct, reconstruct, maintain, operate, or repair such facilities; and,

(c) To remove or relocate such facilities if installation of the encroachments require said removal or relocation and to make all necessary arrangements with the owners of such facilities, including payment for all their costs, should said removal or relocation be required; and,

WHEREAS, No structures shall be erected or constructed within said street right-of-way except as specifically permitted herein; and,

WHEREAS, The Permittee shall assume all costs for the maintenance and repair of the encroachments and no cost or obligation of any kind shall accrue to the City and County of San Francisco by reason of this permission granted; now, therefore be it

RESOLVED, That pursuant to Public Works Code Section 786, the Board of Supervisors hereby grants revocable permission to CPMC to occupy a portion of the public right-of-way to (1) construct and maintain a pedestrian tunnel under Van Ness Avenue (State Highway 101) to connect the new medical office building and the new hospital located at 1100 and 1101 Van Ness Avenue respectively; (2) construct and maintain off-site improvements on the north side of Cedar Street between Van Ness Avenue and Polk Street, across the street from the medical office building, and on the south side of Cedar Street contiguous to the property at 1001 Polk Street (Block 0694, Lot 004), including reconstructing and widening the existing sidewalk, installing new landscaping, and reconstructing the existing roadway with pavers; and (3) install and maintain two 30,000 gallon diesel fuel tanks with within the public right of way under Geary Boulevard between Franklin Street and Van Ness Avenue, in order to serve the hospital at 1101 Van Ness Avenue; and, be it

FURTHER RESOLVED, That the Board adopts as its own the findings of consistency with the General Plan, as its proposed to be amended, and Planning Code Section 101.1 as set forth in Planning Commission Motion No. 18592; and, be it

FURTHER RESOLVED, That in accordance with the actions contemplated herein, this Board has reviewed the FEIR, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the Planning Commission on April 26, 2012,

2012, pursuant to CEQA, in Motion No. 18589. Said Motion is on file with the Clerk of the Board of Supervisors in File No. 120357; and, be it

FURTHER RESOLVED that this Resolution shall become effective 30 days from the date of passage. This Resolution shall become operative only on (and no rights or duties are affected until) the later of (a) 30 days from the date of its passage, or (b) the date that Ordinance No. _____, and Ordinance No. _____ have both become effective. Copies of said Ordinances are on file with the Clerk of the Board of Supervisors in File Nos. 120458 & 120460.

BOARD of SUPERVISORS

City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
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TDD/TTY No. 554-5227

April 25, 2012

Planning Commission
Attn: Linda Avery
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Dear Commissioners:

April 10, 2012, Mayor Lee introduced the proposed legislation regarding the California Pacific Medical Center Long Range Development Plan (list of legislation attached).

These proposed ordinance and resolutions are being transmitted pursuant to Planning Code Section 302(b) for public hearing and recommendation. They are pending before the Land Use & Economic Development Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board
Alisa Miller
By: Alisa Miller, Committee Clerk
Land Use & Economic Development Committee

c: John Rahaim, Director of Planning
Scott Sanchez, Zoning Administrator
Bill Wycko, Chief, Major Environmental Analysis
AnMarie Rodgers, Legislative Affairs
Monica Pereira, Environmental Planning
Joy Navarrete, Environmental Planning

CEQA Clearance under Final Environmental Impact Report for California Pacific Medical Center Long Range Development Plan, Case 2005.0555E, Certified April 26, 2012. CPC M-19588
4/30/12

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
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April 27, 2012

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Numbers:**
2009.0885MTZCBRSK, 2009.0886MTZCBRSK, 2012.0403W:
California Pacific Medical Center Long Range Development Plan Project

BOS File No.'s: 120357, 120358, 120359, 120360, 120366, plus *pending* General Plan Amendment File No's_____ and _____.
Planning Commission Recommendation: *Approval*

Dear Ms. Calvillo,

Attached please find one original hardcopy plus this electronic transmittal of the proposed General Plan Amendment Ordinances, Planning Code Text Amendment Ordinances, Zoning Map Amendment Ordinances, and a Development Agreement Ordinance (collectively, the "Ordinances") for Board of Supervisors' approval. These Ordinances are associated with the California Pacific Medical Center Long Range Development Plan Project (hereinafter "CPMC LRDP Project"), which is a multi-phased development strategy to meet state seismic safety requirements for hospitals and to create a 20-year framework for CPMC's four existing medical campuses and for construction of a proposed new medical campus (the "Cathedral Hill Campus") in San Francisco. The proposed LRDPs would facilitate the development of certain Near-Term Projects under the CPMC LRDP at CPMC's St. Luke's, Cathedral Hill, and Davies Campuses.

On April 5, 2012, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of the proposed General Plan Amendment Ordinances associated with the CPMC LRDP Project.

On April 10, 2012, the Mayor introduced at the regularly scheduled Board of Supervisors hearing various legislation associated with the CPMC LRDP Project, including the Planning Code Text Amendment Ordinances, Zoning Map Amendment Ordinances, and a Development Agreement Ordinance.

On April 26, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances as part of the CPMC LRDP Project.

* Complete memorandum in File No. 120357 *

SAN FRANCISCO
PLANNING DEPARTMENT

Executive Summary

CPMC Long Range Development

HEARING DATE: APRIL 26, 2012

1650 Mission St.
Suite 400
San Francisco,
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Date:	April 12, 2012
Case No.:	**Cathedral Hill Campus:** 2009.0885MTZWCBRSK **St. Luke's Campus:** 2009.0886MTZWCBRSK **Davies Campus:** 2004.0603CW **All Campuses:** 2005.0555E; 2012.0403W
Project Address:	**Cathedral Hill Campus:** 1100 & 1101 Van Ness Avenue; 1255 Post Street; 1020, 1028-1030, 1034-1036, 1040-1052, 1054-1060, and 1062 Geary Street; 1375 Sutter Street **St. Luke's Campus:** 3555, 3615 Cesar Chavez Street; 1580 Valencia Street **Davies Campus:** 601 Duboce Avenue **Pacific Campus:** 2315 & 2333 Buchanan Street; 2300 California Street; 2330, 2340-2360, 2351, 2400, & 2405 Clay Street; 2315, 2323, 2324, 2329, & 2395 Sacramento Street; 2018, 2100 & 2200 Webster Street **California Campus:** 3698, 3700, 3838 & 3848-3850 California Street; 3801, 3905, 3773 & 3901 Sacramento Street; 460 Cherry Street
Zoning/Ht. & Blk.	**Cathedral Hill Campus:** RC-4,Van Ness Special Use District/130-V; NC-3/130-E **St. Luke's Campus:** RH-2/105-E, 65-A **Davies Campus:** RH-3/65-D, 130-E **Pacific Campus:** RM-1, RM-2; 40-X, 160-F **California Campus:** RH-2, RM-2; 40-X, 80-E
Proposed Zoning/ Height & Bulk:	**Cathedral Hill Campus:** RC-4, Van Ness Special Use District, Van Ness Avenue Medical Use Subdistrict/265-V (hospital site), 130-V (MOB site); NC-3/130-E (1375 Sutter Street site) **St. Luke's Campus:** RH-2, Cesar Chavez/Valencia Streets Medical Use Special Use District/105-E **Davies Campus:** No Change **Pacific Campus:** No Change **California Campus:** No Change
Assessor's Block/Lot:	**Cathedral Hill Campus:** 0695/005, 006; 0694/005, 006, 007, 008, 009, 009A, 010; 0690/016 **St. Luke's Campus:** 6575/001, 002; 6576/021 and a portion of San Jose Avenue between Cesar Chavez Street and 27th Street **Davies Campus:** 3539/001 **Pacific Campus:** 0612/008; 0613/002, 029; 0628/013, 014; 0629/041, 044; 0636/033; 0637/014, 015, 016, 017, 018, 019 **California Campus:** 1015/001, 016, 052, 053, 054; 1016/001, 002, 003, 004, 005, 006, 007, 008, 009; 1017/027, 028

* Complete memorandum in File No. 120357 *

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Motion No.18592
GENERAL PLAN FINDINGS
PLANNING CODE SECTION 101.1 FINDINGS
HEARING DATE: APRIL 26, 2012

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San Francisco,
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Date:	April 12, 2012
Project Name:	**California Pacific Medical Center Long Range Development Plan**
Case Numbers:	**2005.0555E; 2009.0886MTZCBRKS; 2009.0885MTZCBRKS; 2004.0603C; 2012.0403W**
Initiated by:	Geoffrey Nelson, CPMC 633 Folsom Street, 5th Floor San Francisco, CA 94107 (415) 600-7206 NelsonGK@Sutterhealth.org
Staff Contact:	Elizabeth Watty, Planner Elizabeth.Watty@sfgov.org, 415-558-6620
Reviewed By:	Kelley Amdur, Director Neighborhood Planning Kelley.Amdur@sfgov.org, 415-558-6351
Recommendation:	**Adopt General Plan/Planning Code 101.1 Consistency Findings**

ADOPTING FINDINGS OF CONSISTENCY WITH THE SAN FRANCISCO GENERAL PLAN AND PLANNING CODE SECTION 101.1 FOR THE CALIFORNIA PACIFICA MEDICAL CENTER'S LONG RANGE DEVELOPMENT PLAN TO ALLOW THE IMPLEMENTATION OF THE NEAR-TERM PROJECTS AND THE LEGISLATION ASSOCIATED THEREWITH, ALONG WITH THE DEVELOPMENT AGREEMENT ("PROJECT"), AT THE CATHEDRAL HILL CAMPUS (ASSESSOR'S BLOCKS-LOTS: 0690-016, 0694-005, 0694-006, 0694-007, 0694-008, 0694-009, 0694-009A, 0694-010, 0695-005, 0695-006); St. LUKE'S CAMPUS (ASSESSOR'S BLOCKS-LOTS 6575/001, 002; 6576/021 AND A PORTION OF SAN JOSE AVENUE BETWEEN CESAR CHAVEZ STREET AND 27TH STREET) AND THE DAVIES CAMPUS (ASSESSOR' BLOCK-LOTS 3539-001), AND INCLUDING ENVIRONMENTAL FINDINGS.

PREAMBLE

The CPMC Long Range Development Plan ("LRDP") is a multi-phased development strategy to meet state seismic safety requirements for hospitals mandated originally in 1994 by Senate Bill ("SB") 1953 as modified through successor legislation, and to create a 20-year framework for CPMC's four existing medical campuses and for construction of a proposed new medical campus in San Francisco.

The four existing CPMC medical campuses are the St. Luke's Campus in the Mission District, Pacific Campus in the Pacific Heights area, the California Campus in the Presidio Heights area, and the Davies Campus in the Duboce Triangle area. The proposed new medical campus is the Cathedral Hill

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☐ Affordable Housing (Sec. 415)
- ☐ Jobs Housing Linkage Program (Sec. 413)
- ☒ Other: Development Agreement
- ☐ First Source Hiring
- ☐ Child Care Requirement (Sec. 414)
- ☐ Other: Permit to Convert, Street Tree In-Lieu Fee

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Planning Commission Motion No. 18600
General Plan Referral

HEARING DATE: APRIL 26, 2012

Date:	April 12, 2012
Case No.:	2005.0555E; 2009.0885MTZCBRSK; 2012.0403W
Project Address:	1100, 1101 Van Ness Avenue; 1255 Post Street; 1020, 1028-1030, 1034-1036, 1040—1052, 1054-1060, 1062 Geary Street
Zoning/Ht. & Blk.	RC-4/Van Ness Special Use District/130-V
Proposed Zoning/ Height & Bulk:	Van Ness Special Use District, Van Ness Avenue Medical Use Subdistrict 265-V (Hospital site), 130-V (MOB site)
Assessor's Block/Lot:	0695/005, 006; 0694/005, 006, 007, 008, 009, 009A, 010
Project Sponsor:	Geoffrey Nelson, CPMC 633 Folsom Street, 5th Floor San Francisco, CA 94107 (415) 600-7206 NelsonGK@Sutterhealth.org
Staff Contact:	Elizabeth Watty – (415) 558-6620 Elizabeth.Watty@sfgov.org

ADOPTING FINDINGS RELATING TO THE DETERMINATION THAT: (1) GRANTING REVOCABLE PERMISSION TO THE CALIFORNIA PACIFIC MEDICAL CENTER (A) TO OCCUPY A PORTION OF THE PUBLIC RIGHT-OF-WAY ON VAN NESS AVENUE IN ORDER TO CONSTRUCT AND MAINTAIN A PEDESTRIAN TUNNEL UNDER VAN NESS AVENUE (STATE HIGHWAY 101) TO CONNECT THE NEW MEDICAL OFFICE BUILDING AND THE NEW HOSPITAL LOCATED AT 1100 AND 1101 VAN NESS AVENUE RESPECTIVELY; (B) TO CONSTRUCT AND MAINTAIN OFF-SITE IMPROVEMENTS ON THE NORTH SIDE OF CEDAR STREET BETWEEN VAN NESS AVENUE AND POLK STREET, ACROSS THE STREET FROM THE MEDICAL OFFICE BUILDING AND ON THE SOUTH SIDE OF CEDAR STREET CONTIGUOUS TO THE PROPERTY AT 1001 POLK STREET (BLOCK 0694, LOT 004), INCLUDING RECONSTRUCTING AND WIDENING THE EXISTING SIDEWALK, INSTALLING NEW LANDSCAPING AND RECONSTRUCTING THE EXISTING ROADWAY WITH PAVERS; AND (C) TO INSTALL AND MAINTAIN TWO 30,000 GALLON DIESEL FUEL TANKS WITHIN THE PUBLIC RIGHT OF WAY UNDER GEARY BOULEVARD BETWEEN FRANKLIN STREET AND VAN NESS AVENUE, IN ORDER TO SERVE THE HOSPITAL AT 1101 VAN NESS AVENUE; AND (2) CHANGING THE OFFICIAL SIDEWALK WIDTH OF: (A) THE SOUTHERLY SIDE OF POST STREET BETWEEN

FRANKLIN STREET AND VAN NESS AVENUE; (B) THE NORTHERLY SIDE OF GEARY BOULEVARD BETWEEN FRANKLIN STREET AND VAN NESS AVENUE; (C) THE NORTHERLY SIDE OF GEARY STREET STARTING AT VAN NESS AVENUE CONTINUING EAST 325 FEET; (D) BOTH SIDES OF CEDAR STREET STARTING AT THE INTERSECTION WITH VAN NESS AVENUE CONTINUING EAST TO POLK STREET; (E) THE WESTERLY SIDE OF VAN NESS AVENUE STARTING FROM GEARY BOULEVARD TO POST STREET; AND (F) THE EASTERLY SIDE OF VAN NESS AVENUE BETWEEN GEARY STREET AND CEDAR STREET; IN ASSOCIATION WITH THE DEVELOPMENT OF THE NEW CATHEDRAL HILL MEDICAL CENTER CAMPUS, WOULD BE CONSISTENT WITH THE OBJECTIVES AND POLICIES OF THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1; AND MAKING AND ADOPTING ENVIRONMENTAL FINDINGS.

PREAMBLE

On June 10, 2005, Ralph F. Marchese of The Marchese Company, Inc., on behalf of the California Pacific Medical Center (hereinafter referred to variously as "CPMC" and "Project Sponsor"), submitted an Environmental Evaluation Application ("EEA") with the Planning Department ("Department"), Case No. 2005.0555E[1]. The Department issued a Notice of Preparation of Environmental Review on July 1, 2006, to owners of properties within 300 feet, adjacent tenants, and other potentially interested parties. However, as planning for the CPMC Long Range Development Plan ("LRDP") continued, additional components were added to the LRDP that resulted in a reissuance of a revised NOP for a 30-day public review period on May 27, 2009.

On July 21, 2010, the Draft Environmental Impact Report ("DEIR") for CPMC's LRDP Project, including the new Cathedral Hill Hospital and Cathedral Hill Medical Office Building ("Cathedral Hill MOB"), was prepared and published for public review, and was available for public comment until October 19, 2010.

On September 23, 2010, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DEIR. On March 29, 2012, the Department published a Comments and Responses ("C&R") document, responding to comments made regarding the DEIR prepared for the LRDP. Together, the Comments and Responses document, the DEIR, and any Errata Sheets, (the Appendices to the DEIR and C&R document), Department staff testimony and responses to questions and comments at the Commission's April 26, 2012, public hearing regarding certification of the Final EIR, and all of the supporting information that has been reviewed and considered by the Department comprise the Final EIR for the LRDP ("FEIR").

On April 26, 2012, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*) ("CEQA"), 14 California Code of Regulations Sections 15000 *et seq.* (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

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[1] At the time of this application, the Cathedral Hill Hospital site was within the boundaries, and was governed by the land use controls, of the Western Addition A-2 Plan. Those controls expired on January 1, 2009.

The Commission found the FEIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the DEIR, and certified the FEIR for the LRDP Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2005.0555E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Department staff prepared a Mitigation Monitoring and Reporting Program ("MMRP") for the LRDP Project, which material was made available to the public and this Commission for this Commission's review, consideration and action.

On April 26, 2012, the Commission (1) adopted Motion No. 18588 certifying the FEIR as accurate, adequate and complete, (2) adopted Motion No. 18589, adopting CEQA findings, including a Statement of Overriding Considerations, and adopting the MMRP, and (3) adopted other Motions and Resolutions with respect to the LRDP Project.

On June 10, 2010, the Project Sponsor submitted a request, as modified by subsequent submittals, to amend the following sections of the General Plan: (1) the text of the Van Ness Area Plan to support a high density medical center at the intersection of Van Ness Avenue and Geary Boulevard that is consistent with the City's Better Streets Plan; (2) "Map 1 – Generalized Land Use and Density Plan" of the Van Ness Area Plan to designate the sites proposed for the new Cathedral Hill Hospital and Cathedral Hill MOB as "The Van Ness Medical Use Subdistrict", and to increase the allowable floor area ratio ("FAR") for the Cathedral Hill Hospital site from 7:1 to 9:1, and to increase the allowable FAR for the Cathedral Hill MOB site from 7:1 to 7.5:1; (3) "Map 2 – Height and Bulk Districts" of the Van Ness Area Plan to create a 265-V Height and Bulk District coterminous with the Cathedral Hill Hospital site, in order to amend the height limit for the Cathedral Hill Hospital site from 130'-0" to 265'-0"; (4) "Map 4 – Height Map" of the Urban Design Element, to reflect a maximum height applicable to the Cathedral Hill Hospital site of 265'-0"; and (5) "Map 5 – Bulk Map" of the Urban Design Element, to reflect the proposed maximum plan and maximum diagonal plan dimensions allowed for the Cathedral Hill Hospital and MOB sites, of 385'-0" maximum plan and 466'-0" maximum diagonal plan dimensions for the Cathedral Hill Hospital site, and 265'-0" maximum plan and 290'-0" maximum diagonal plan dimensions for the Cathedral Hill MOB site (2009.0885M).

On June 10, 2010, the Project Sponsor submitted a request, as modified by subsequent submittals, to amend the following sections of the San Francisco Planning Code: (1) Section 243, the Van Ness Special Use District, to create a new Van Ness Medical Use Subdistrict, that would allow an FAR up to 9:1 for the Cathedral Hill Hospital site and 7.5:1 for the Cathedral Hill MOB site; allow modification of otherwise applicable standards for building projections to allow for coverage of drop-off and entry areas required by medical facilities; allow modification of otherwise applicable standards for obstructions over streets or alleys for vertical dimension and horizontal projections to allow architectural features that achieve appropriate articulation of building facades and that reduce pedestrian level wind currents; allow modification through Conditional Use authorization of otherwise applicable standards for street frontage

requirements as necessary for large-plate medical facilities on sloping sites with multiple frontages; allow modification through Conditional Use authorization of otherwise applicable parking standards for medical centers, provided that the amount of parking shall not exceed 150% of the number of spaces otherwise allowed by the Planning Code; allow modification of otherwise applicable loading standards for medical centers; and to allow modification through Conditional Use authorization of otherwise applicable bulk standards to allow for the unique massing requirements of medical facilities. (Case No. 2009.0885T).

On June 10, 2010, the Project Sponsor submitted a request, as modified by subsequent submittals, to amend the following Zoning Maps of the San Francisco Planning Code: (1) Map HT02 to reclassify the Cathedral Hill Hospital site from 130-V to 265-V Height and Bulk District; and (2) Map SU02 to show the boundaries of the Van Ness Medical Use Subdistrict (Case No. 2009.0885Z).

On June 10, 2010, the Project Sponsor filed an application, as modified by subsequent submittals, with the Department for Conditional Use Authorization to allow (1) the Cathedral Hill Hospital and MOB as a medical center use in the RC-4 District and pursuant to the provisions for the Van Ness Special Use District ("VNSUD"); (2) allow construction of buildings over 50'-0" in an RC-4 District; (3) authorize demolition of five residential dwelling-units at the Cathedral Hill MOB site; (4) modify standards for active ground floor uses and width of curb cuts; (5) provide an exception to allow wind speeds greater than 11 mph at certain sidewalk locations around the perimeter of the Cathedral Hill Campus; (6) modify the bulk limits applicable to the Cathedral Hill Hospital and MOB sites; and (7) modify the 3:1 residential to net new non-residential ratio requirement in the VNSUD, pursuant to Planning Code Sections ("Sections") 145.1, 209.3, 243, 253, 270, 271, 303, and 317.

On June 10, 2010, the Project Sponsor submitted an application to the Department, as modified by subsequent submittals, for the allocation of Office Space for approximately 194,000 sf of medical office space along with ancillary hospital and medical support service space on the upper floors of the proposed Cathedral Hill MOB (Case No. 2009.0885B).

On March 30, 2012, the Project Sponsor submitted an Application for a Development Agreement relating to the construction and reconstruction of health care facilities in furtherance of CPMC's LRDP by and between the City and County of San Francisco and CPMC, pursuant to Administrative Code Section 56.4. This Application was endorsed and accepted as complete by the Planning Director on April 4, 2012.

On April 28, 2011, the Project Sponsor submitted a request, as modified by subsequent submittals, for a General Plan Referral, Case No. 2009.0885R, regarding construction of the pedestrian tunnel that would connect the Cathedral Hill Hospital and MOB sites below grade under Van Ness Avenue, installation of two diesel fuel tanks under the Geary Boulevard sidewalk at the Cathedral Hill Hospital site; and sidewalk widening along various streets adjacent to the Cathedral Hill Campus (2009.0885R).

On April 5, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted Resolution No. 18571, initiating the requested General Plan Amendments.

On April 10, 2012, the Mayor, at the Board of Supervisors hearing, introduced the (1) Planning Code Text Amendments in Board File No. 120357; (2) the Zoning Map Amendments in Board File No. 120359, (3) the street encroachment ordinance in Board File No.120362, (4) the Development Agreement in Board File No. 120366, and (5) sidewalk width legislation in Board File No. 120364.

On April 26, 2012, the Commission adopted Motion No. 18589, adopting CEQA findings, including a Statement of Overriding Considerations, and adopting the MMRP, which findings and adoption of the MMRP are hereby incorporated by reference as though fully set forth herein.

On April 26, 2012, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted: (1) Resolution No.18591, recommending that the Board of Supervisors approved the requested General Plan Amendments; (2) Motion No. 18592, approving the General Plan and Planning Code Section 101.1 Findings; (3) Resolution No. 18597, recommending that the Board of Supervisors approve the requested Planning Code Text and Map Amendments; (4) Motion No. 18598, approving the Conditional Use authorization; (5) Motion No. 18599, approving the Office Allocation; and (6) Resolution No. 18602, recommending that the Board of Supervisors approve the Development Agreement.

On April 26, 2012, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting for the General Plan Referral Application No. 2009.0885EMTZCBRSK.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby adopts the General Plan Referral described in Application No. 2009.0885MTZCBRSK, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description and Present Use.** The site of the proposed Cathedral Hill Hospital currently contains the Cathedral Hill Hotel and 1255 Post Street office building. The site occupies a full city block – bounded by Van Ness Avenue, Geary Boulevard, Franklin Street, and Post Street – and contains approximately 106,000 square feet of lot area. The site slopes downward to the east along Post Street and Geary Boulevard, and slopes downward to the south along Franklin Street and Van Ness Avenue. The hotel is 10 stories above grade and 176 feet tall, and the adjacent office building is 11 stories above grade and 180'-tall; these buildings are both vacant, and together they contain approximately 381,791gsf of floor area.

The site of the proposed Cathedral Hill MOB is located on the east side of Van Ness Avenue, between Geary and Cedar Streets (Geary Boulevard becomes Geary Street east of Van Ness Avenue). The site contains approximately 36,200 sf of lot area, and slopes downward to the east along Cedar and Geary Streets, and slopes downward to the south along Van Ness Avenue and the eastern edge of the project site near Polk Street. The site currently contains seven parcels with a variety of ground floor commercial uses, five residential dwelling units, and 20 residential hotel units on upper floors. All of these spaces are vacant.

The sites of the future Cathedral Hill Hospital and MOB are located within the RC-4 Zoning District (Residential-Commercial, High Density), Van Ness Special Use District, Van Ness Automobile Special Use District, and 265-V Height and Bulk District.

The RC-4 Zoning District is intended to provide a mixture of high-density dwellings with supporting commercial uses. Hospitals are permitted in this District with Conditional Use authorization.

The Van Ness Avenue Special Use District controls help to implement the objectives and policies of the Van Ness Avenue Plan, which is a part of the General Plan. The key goals of the Van Ness Avenue Plan are to (i) create of a mix of residential and commercial uses along Van Ness Avenue, (ii) preserve and enhance of the pedestrian environment, (iii) encourage the retention and appropriate alteration of architecturally and historically significant and contributory buildings, (iv) conserve the existing housing stock, and (v) enhance the visual and urban design quality of the street. The controls of the special use district include a requirement that new residential uses be provided at a 3:1 ratio to net new nonresidential uses. With a Conditional Use Authorization, this requirement can be modified or waived for institutional uses that serve an important public need that cannot reasonably be met elsewhere in the area.

3. **Surrounding Properties and Neighborhood.** The neighborhoods surrounding the Cathedral Hill Project site include Cathedral Hill, the Tenderloin, the Polk Street NCD, the Western Addition, Civic Center, Little Saigon, Japantown and Lower Pacific Heights. Although the surrounding neighborhoods contain predominately low- and mid-rise structures, there are a number of large-scale high-rise apartment buildings and several large commercial buildings in the Van Ness Avenue corridor. The Cathedral Hill neighborhood is also known for its prominent houses of worship, including St. Mary's Cathedral, St. Mark's Lutheran Church, First Unitarian Universalist Church of San Francisco, and Hamilton Square Baptist Church.

   The Cathedral Hill Project site is at a major transit hub. It is directly accessible to nine Muni Bus lines. The following weekday routes serve the area: 2-Clement, 3-Jackson, 4-Sutter, 19-Polk, 31-Balboa, 38-Geary, 38L-Geary Limited, 47-Van Ness, 49-Van Ness Mission and 76-Union. The Golden Gate Bridge, Highway, and Transportation District provides regional transit services between San Francisco and Marin and Sonoma Counties, with seven Golden Gate Transit bus routes serving the Medical Center area, including two basic routes and five commute routes. The Cathedral Hill Project site is approximately three quarters of a mile from the Civic Center Bay Area Rapid Transit (BART)/Muni station.

The site is also bounded by or in the vicinity of major thoroughfares including Geary Boulevard, Franklin Street and Van Ness Avenue. Van Ness Avenue is the continuation of U.S. 101 Highway through the City, joining, via Lombard Street, the Golden Gate Bridge to the north with the elevated U.S. 101 approximately one mile to the south.

4. **Project Description.** This approval relates to the items in the General Plan Referral application, but the broader Near-Term Projects are described here for context. The Near-Term Projects outlined in CPMC's LRDP will result in a five campus system with three acute care hospitals – Davies, St. Luke's, and Cathedral Hill – providing approximately 903 licensed beds and three full-service emergency departments (one at each of the acute care hospitals). The Davies Hospital North Tower was retrofitted in 2008 to remain operational to 2030. The St. Luke's Hospital will be replaced by a new hospital built on campus, adjacent to the existing hospital. The California and Pacific Campuses will remain operational as acute care hospitals until the proposed Cathedral Hill Hospital is constructed and operational. Once the proposed Cathedral Hill Hospital is built, as part of the Near-Term Project implementation activities, the acute care services at California and Pacific Campuses will be transferred to the Cathedral Hill Hospital, and the Pacific Campus's existing 2333 Buchanan Street Hospital would undergo renovation and reuse as an ambulatory care center.[2] In the long-term, the Pacific Campus will become an outpatient facility, and CPMC proposes an additional medical office building on the Davies Campus.[3]

   The Cathedral Hill Project will include a new acute care hospital, a new MOB, and a pedestrian tunnel under Van Ness Avenue to connect the two facilities.

   The proposed Cathedral Hill Hospital will be a 555-bed, 265'-0" tall, 15-story, approximately 875,378 g.s.f acute care hospital. The Cathedral Hill Hospital may include, but is not limited to inpatient medical care, labor and delivery, and post-partum care; specialized programs such as organ transplantation, interventional cardiology and newborn intensive care; and an approximately 12,000 sf emergency department. It will also include retail space, a cafeteria, education and conference space; a private, outdoor courtyard for patients, visitors, and staff, and a central utility plant and a three-level underground parking garage with 513 parking spaces. All vehicular access to the main drop-off and parking levels will be from Geary Boulevard and Post Street, with emergency vehicle (ambulance) access from Post Street. Large vehicle loading and private vehicle access to the emergency department will be from Franklin Street.

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[2] 2333 Buchannan Street is an Existing Use under the proposed Development Agreement and is distinguished from the new construction proposed for the Long-Term Project at the Pacific Campus. The renovation and reuse may include, but is not limited to, the following uses: outpatient care, diagnostic and treatment services, Alzheimer's residential care, medical support services such as pre- and post-ambulatory surgery, outpatient laboratory services, physical and occupational therapy, hospital administration, and cafeteria uses.

[3] Long-Term Projects at the Davies and Pacific Campuses are being evaluated at a program-level as part of CPMC's LRDP EIR. There are no pending Near-Term Projects under review for the Pacific Campus, and CPMC has not proposed any Near-Term or Long-Term Projects at the California Campus, which CPMC plans to sell after the majority of the services at that campus have been relocated to the Cathedral Hill and Pacific Campuses.

The building configuration of the Cathedral Hill Hospital has been designed based on the need to accommodate the specialized operational and functional requirements of a major hospital building located on a single City block. The building has two distinct elements: a lower broad supporting podium and a narrow tower with an east-west orientation. These elements accommodate two distinct building functions: diagnostic and treatment and support services within the podium, and inpatient care in the upper bed tower. The building silhouette, created by the tower and podium design, relates to both the immediate neighborhood context and the broader urban core. The building also has been designed to minimize the proportion of the façade along Van Ness Avenue and Post and Franklin Streets and allow for an appropriate pedestrian scale along those streets.

The new Cathedral Hill Hospital's building massing, height and square footage would be concentrated most intensely on the southern half of the site, along Geary Boulevard, where the 15-story rectangular tower would be constructed. The lowest concentration of building mass, height and square footage would be located on the northern half of the site, along Post Street, where the six-story podium component would be constructed. Levels 1 through 4 of the 15-story and six-story portions of the Cathedral Hill Hospital would be connected as one contiguous building (the podium). There is an open-air courtyard area on the fifth floor of the six-story portion of the Cathedral Hill Hospital.

The most efficient placement of the inter-related services in the podium requires the broad floor plates of the podium (approximately 100,000 g.s.f). This design locates all the operating and procedure rooms and required recovery spaces on one floor, which increases the building and operational efficiencies, and reduces the overall size of the building. These floor plates replace, by comparison, existing spaces currently occupying multiple floors, buildings, and campuses (Pacific and California).

The location of the main pedestrian entrance on Van Ness Avenue orients related public space, such as the second floor cafeteria, along the east side of the podium. Since the site slopes downhill from Franklin Street to Van Ness Avenue, the lobbies and public realm capitalize on daylight at the east side of the site. Spaces not requiring daylight, such as parking and support services, are stacked below the uphill grade along Franklin Street, lowering the perceived height of the podium from the west side of the site.

Access to the podium for vehicles, including ambulances and delivery vehicles, was also designed taking into account the buildings around the site, existing circulation issues, the slope of the site, and necessary adjacencies within the building. For example, the loading dock is located directly adjacent to the service elevators and away from the Daniel Burnham towers.

The closest part of the Cathedral Hill Hospital to the Daniel Burnham towers will be the podium, the height of which is actually lower than the existing office building and height limit for new construction at that location. Kiosk Markets would be located in niches in the bays along the Van

Ness Avenue façade of the Cathedral Hill Hospital. These niches could provide space for commercial uses such as a café, news stand or flower shop.

The bed tower and elevators are offset to the south of the site. This location for the bed tower was chosen so that the tower would not be in the center of the podium. If it were in the podium center, this would not allow the necessary contiguous floor areas in the podium (e.g., unbroken by a large elevator core). In determining whether the tower should be on the north or south side of the property, it was clear that the south side location was preferable. Although the location chosen for the tower has certain disadvantages, including shadowing the major green roof areas and courtyard on the podium, it was determined that these disadvantages were outweighed by the advantages to the Daniel Burnham towers and properties generally to the north.

The Central Utility Plant is on the top two floors of the building. This location has overall benefits for air quality and noise. Roof screens will conceal the Central Utility Plant. The roof screens are also a design element on the roof, creating an interesting building silhouette. Variation in materials at the screens articulates and integrates the tower façade.

The Cathedral Hill MOB would provide office space for physicians affiliated with the Cathedral Hill Hospital and for other ancillary uses. The Cathedral Hill MOB would be about nine stories at the highest portion of the building along Van Ness Avenue. It is approximately 130 feet tall to the top of the roof, varying in height from approximately 122 to 169 feet due partly to the slope of the site.

The Cathedral Hill MOB would replace seven smaller buildings along Geary Street between Van Ness Avenue and Polk Street. An important goal of the design of the Cathedral Hill MOB is to complement, to the extent feasible, the scale of nearby buildings so that the new building will fit within the urban pattern of this neighborhood.

The Cathedral Hill MOB is designed to be compatible with the architecture, scale, and massing of the surrounding building, relating to the historical vernacular of the buildings found along Van Ness Avenue. The design draws cues from – but is distinctly different than - the historical vernacular of many buildings found along the Van Ness Avenue corridor (i.e. Concordia Club, Regency Theater, Opal, 1000 Van Ness). The building's architectural organization includes a symmetrical design with a clearly articulated "entrance" at the center of the building's Van Ness Avenue façade, and with a solid base holds the corners more appropriately. The exterior treatment of the building includes a concrete cladding (GFRC), and the scale of the building includes window openings punched in the GFRC, similar to the two-story window bays found along many of the buildings along Van Ness Avenue. The height of the building at the street aligns with similar buildings along the Van Ness Avenue corridor, particularly the adjacent building, the Concordia Club; the podium at the street is capped by a contemporary cornice, in a form similar to other buildings on Van Ness Avenue. The upper portion of the building is set back from the Van Ness Avenue podium façade to reinforce this scale at the street.

The streetscape plan in development by CPMC for the Cathedral Hill Project is a critical part of its design. CPMC proposes to enhance the pedestrian environment by improving the street frontages in the Cathedral Hill Project area. The Cathedral Hill Project would enhance the pedestrian environment and improve the street frontages in the area, by expanding sidewalk widths and the landscaped areas, offering visual relief to pedestrians, and providing a buffer between pedestrians and traffic lanes. Rainwater gardens would be incorporated around the Cathedral Hill Hospital on Geary Boulevard and Post Street. These rain gardens would filter and absorb storm water from the sidewalks and building faces, and potentially from the building roofs and street surfaces. Landscaping along Van Ness Avenue for both the Cathedral Hill Hospital and Cathedral Hill MOB frontages would include tightly spaced matching street trees, and a "seasonal garden" planting strip separating the sidewalk from the curb lane. The entrances to both facilities would have entry plazas and matching flowering trees on either side of Van Ness. The public Emergency Department entrance on Franklin would have an inviting entry plaza, with vertical plantings near the entrance.

The western end of Cedar Street would be transformed into an Entry Plaza for the Cathedral Hill MOB, with a curbless drop-off area defined by tactile warning tiles and lighted bollards. Cedar Street would be planned so that it could be used for special events such as street fairs or markets in the evenings or on weekends, when the Cathedral Hill MOB and Cedar Street businesses would be closed. Cedar Street would be planted with street trees and shrubs, and would include pedestrian-level street lights along its length.

CPMC's streetscape plan has been designed to complement the City-sponsored improvements anticipated as part of the BRT project. The plan for Geary Boulevard west of Van Ness includes a stop for the proposed Geary BRT with a transit plaza. The Van Ness BRT stops are planned for the Van Ness median south of Geary. The final locations of the BRT stops have not been determined; however CPMC will update its Streetscape Plan accordingly to be consistent with adjustments to the BRT plan. The streetscape plan includes designs for BRT stop shelters. CPMC's Cathedral Hill Project includes benches along Geary Street and Post Street to accommodate transit riders. A stop for the CPMC shuttle is planned near the corner of Post Street and Van Ness Avenue, which will provide wind and rain protection and will also include shade trees and seating.

Although the proposed hospital is not subject to the San Francisco Building Code and the Green Building Ordinance, CPMC has committed to "building green", and is seeking LEED Certified status for the Cathedral Hill Hospital; the Cathedral Hill MOB is subject to San Francisco's Green Building Ordinance, and will achieve a minimum of LEED Silver certification.

Additional medical office space will be provided within the existing building at 1375 Sutter Street, which is currently a mixture of retail, office, and medical office space. That building will be renovated, retaining the existing retail and parking spaces; an additional 60 parking spaces required as the result of increased medical office use within the building will be provided off-site within the Cathedral Hill Hospital's underground parking garage. This conversion from general

office to medical office space does not require any office allocation under Planning Code Section 321.

5. **Public Comment.** The Department has received substantial comments expressing support for and opposition to CPMC's LRDP, over the past 7 years since the initial EEA was submitted. Support for and opposition to CPMC's LRDP can be found in the project files at the Planning Department.

6. **CEQA Findings.** On April 26, 2012, by Motion No. 18588, the Commission certified as adequate, accurate and complete the FEIR for the LRDP Project, which includes the Cathedral Hill Project. A copy of Commission Motion No.18588 is in the file for Case No. 2005.0555E. Also on April 26, 2012, by Motion No. 18589, the Commission adopted findings, including a statement of overriding considerations and an MMRP, pursuant to CEQA. In accordance with the actions contemplated herein, the Commission has reviewed the FEIR and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations, pursuant to CEQA, adopted by the Commission on April 26, 2012, in Motion No. 18589.

7. **General Plan Referral.** San Francisco Charter Section 4.105 and Sections 2A.52 and 2A.53 of the San Francisco Administrative Code require that, for projects that include certain actions, the Department or the Commission must review these actions and determine whether the project is in conformity with the objectives and policies of the General Plan, as well as the Priority Policies of Section 101.1. The following aspects of the Cathedral Hill Project trigger the requirement for a General Plan referral:

    a. **Sidewalk and Street Encroachments.** The Cathedral Hill Project requires several encroachment permits, associated with the construction of the new Cathedral Hill Hospital and MOB, in order to: (1) occupy of a portion of the public right-of-way on Van Ness Avenue in order to construct and maintain a pedestrian tunnel under Van Ness Avenue to connect the new Cathedral Hill MOB and the new Cathedral Hill Hospital located at 1100 and 1101 Van Ness Avenue respectively; (2) construct and maintain off-site improvements on the north side of Cedar Street between Van Ness Avenue and Polk Street, across the street from the Cathedral Hill MOB and on the south side of Cedar Street contiguous to the property at 1001 Polk street (block 0694, lot 004), including reconstructing and widening the existing sidewalk, installing new landscaping and reconstructing the existing roadway with pavers; and (3) install and maintain two 30,000 gallon diesel fuel tanks within the public right of way under Geary Boulevard between Franklin Street and Van Ness Avenue, in order to serve the Cathedral Hill Hospital at 1101 Van Ness Avenue.

    b. **Sidewalk Width Changes.** The Cathedral Hill Project includes changes to sidewalk widths along various streets surrounding the Cathedral Hill Campus. Specifically, it includes changes to the official sidewalk width of: (a) the southerly side of Post Street between Franklin Street and Van Ness Avenue; (b) the northerly side of Geary Boulevard

between Franklin Street and Van Ness Avenue; (c) the northerly side of Geary Street starting at Van Ness Avenue continuing east 325 feet; (d) both sides of Cedar Street starting at the intersection with Van Ness Avenue continuing east to Polk street; (e) the westerly side of Van Ness Avenue starting from Geary Boulevard to Post Street; and (f) the easterly side of Van Ness Avenue between Geary Street and Cedar Street.

8. **General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No. 18592 apply to this Motion, and are incorporated as though fully set forth herein.

9. **Planning Code Section 101.1(b).** The General Plan Priority Policy Findings of Planning Code Section 101.1 as set forth in Motion No. 18592 apply to this Motion, and are incorporated as though fully set forth herein.

10. The sidewalk and street encroachments and sidewalk width changes included as part of the Cathedral Hill Project are consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) as outlined in **Motion No. 18592** and also in that the Cathedral Hill Project would contribute to the healthcare delivery and emergency services in San Francisco, include substantial economic benefits to the City during both the construction and operational phases, provide substantial other public benefits as outlined in the proposed Development Agreement, and be compatible with the character and stability of the neighborhood, thereby constituting a beneficial development.

11. The Commission hereby finds that, for the reasons described above, approval of the General Plan Referral would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **ADOPTS FINDINGS** that 1) street and sidewalk encroachments, and 2) sidewalk width changes around the Cathedral Hill Campus; are consistent with the Objectives and Policies of the General Plan, and the Priority Policies of Section 101.1.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 26, 2012.

Linda D. Avery
Commission Secretary

AYES: Fong, Antonini, Borden, and Miguel

NAYS: Moore and Sugaya

ABSENT: Wu

ADOPTED: April 26, 2012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SFO	101	5.6	10	27

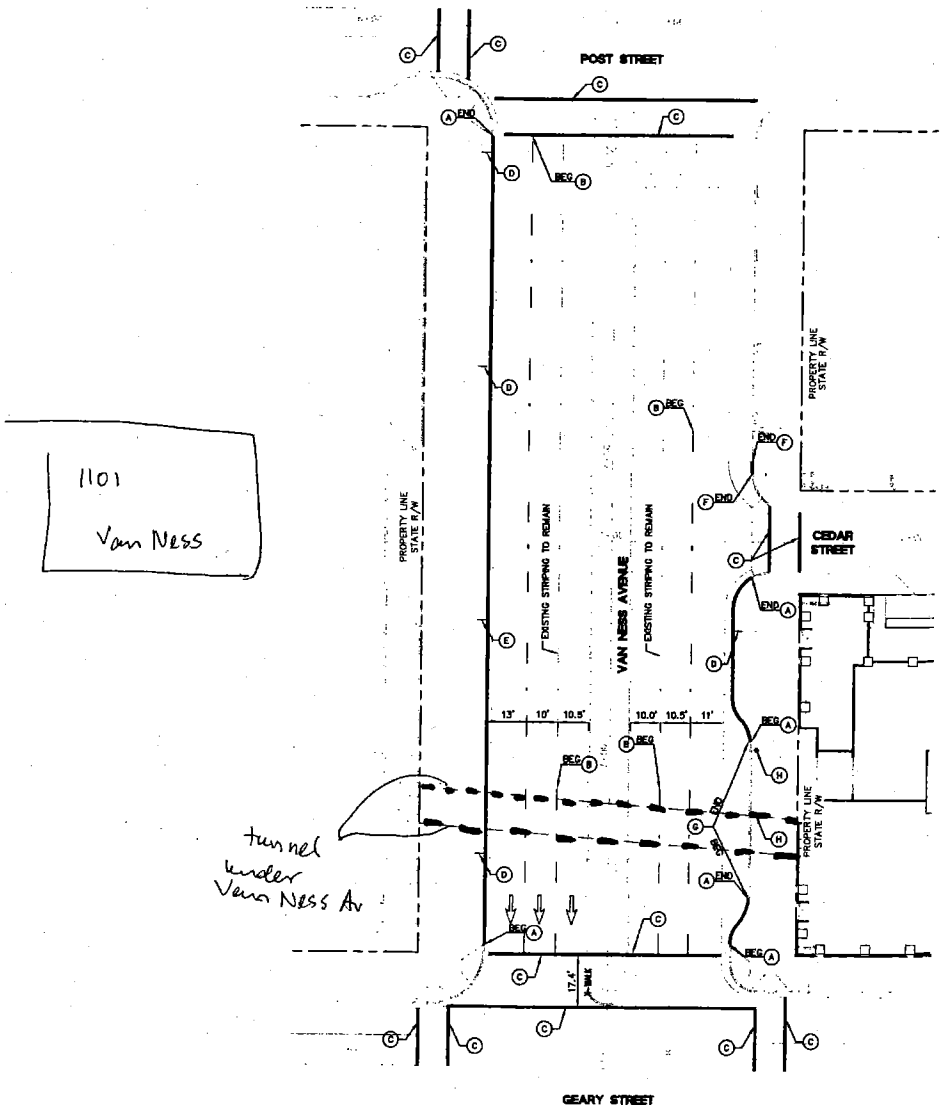
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

BKF ENGINEERS
1646 N.CALIFORNIA BLVD, STE 400
WALNUT CREEK, CA. 94596

CALIFORNIA PACIFIC MEDICAL CENTER
P.O. BOX 7999
SAN FRANCISCO, CA. 94120



STRIPING AND SIGNAGE LEGEND

- (A) PAINT RED CURB
- (B) 4" WHITE THERMOPLASTIC STRIPE PER 2006 STANDARD CALTRANS PLAN A20A DETAIL 9.
- (C) 12" WHITE THERMOPLASTIC STRIPE PER 2006 STANDARD CALTRANS PLAN A24E CROSSWALK DETAIL.
- (D) INSTALL "NO PARKING" SIGN PER (CA)MUTCD STANDARDS & CITY OF SAN FRANCISCO STANDARDS, COORDINATE WITH CITY OF SAN FRANCISCO MTA
- (E) INSTALL STATE ROUTE 101 SIGN. COORDINATE WITH CALTRANS
- (F) PAINT BLUE CURB
- (G) PAINT YELLOW CURB
- (H) INSTALL PARKING METER 2' AWAY FROM FACE OF CURB
- ROADWAY STRIPING TYPE I ARROW (18'-0") PER CALTRANS STANDARD PLAN A24A

STRIPING AND SIGNAGE NOTES

1. INSTALL NEW STRIPING IN KIND WITH EXISTING STRIPING AND MAINTAIN SPACING AND PATTERN REQUIREMENTS PER CALTRANS STANDARD PLANS, MAY 2006.

1000 Van Ness

Encroachment #1

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

STRIPING PLAN

SCALE 1"=20'

ST-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

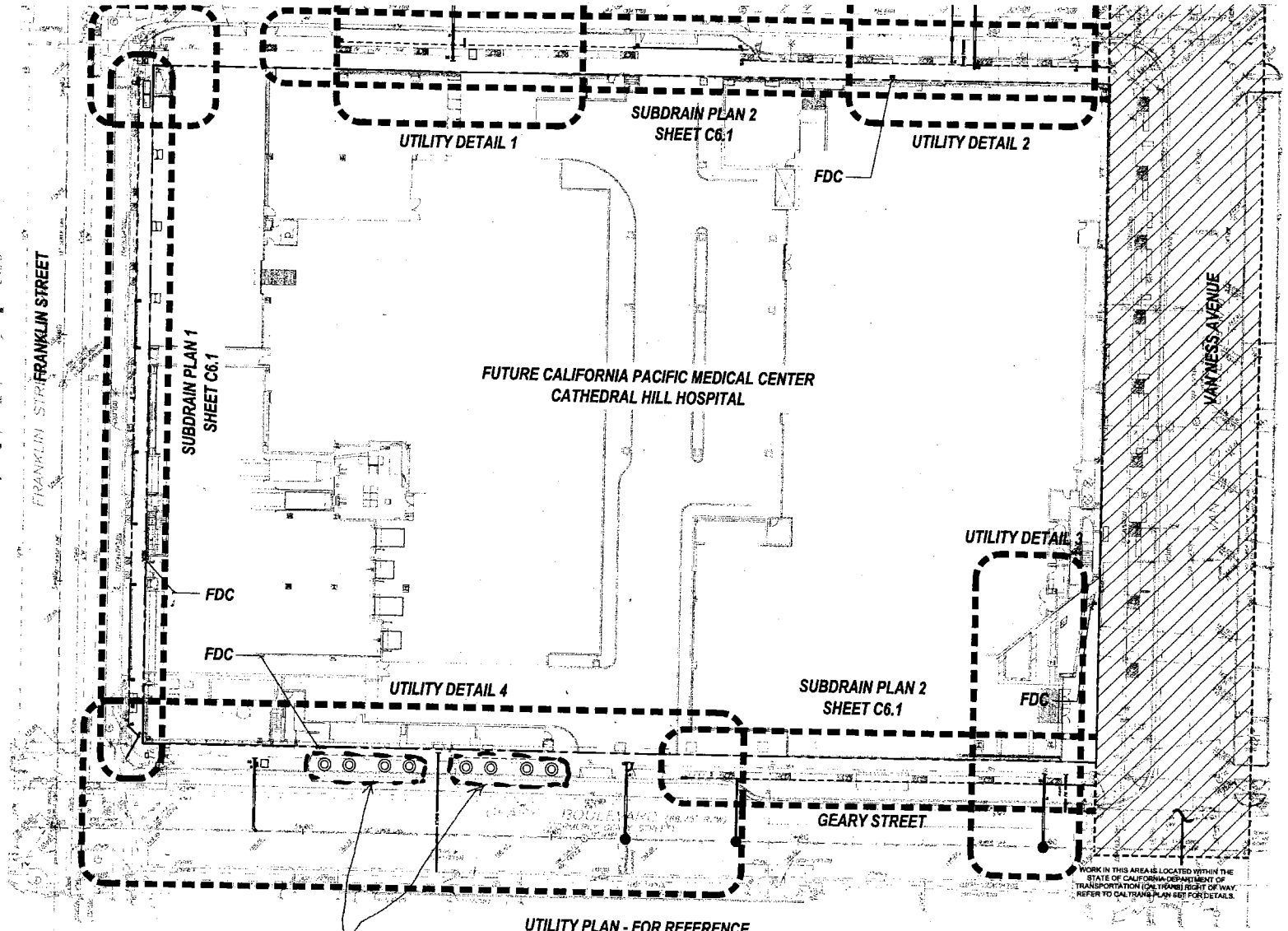
CONSULTANT FUNCTIONAL SUPERVISOR: ROBERT C. STEVENS

CALCULATED-DESIGNED BY: MM

CHECKED BY: DJ

REVISED BY

DATE REVISED



UTILITY PLAN - FOR REFERENCE

SCALE 1"=20'

underground fuel tank

Encroachment # 2

4. FOR GREASE INTERCEPTOR INFORMATION, SEE PLUMBING/MECH
5. A MINIMUM OF TWELVE (12) INCHES CLEARANCE SHALL BE PRO ADJACENT UTILITY PIPES AT ALL UTILITY CROSSINGS UNLESS
6. CONTRACTOR SHALL PROTECT ALL UTILITIES FROM DAMAGE DU OF SUBGRADE MATERIAL AND PRIOR TO PLACEMENT OF FINAL SURFACE.
7. CONTRACTOR IS CAUTIONED THAT PVC PIPE DERIVES ITS STRE COMPACTED BEDDING MATERIAL BELOW AND BESIDE THE PIPE CONTRACTOR SHALL EXERCISE CARE IN THE PLACEMENT AND THIS MATERIAL.
8. CONTRACTOR TO COORDINATE INSTALLATION OF DOMESTIC WATE STRUCTURES WITH THE WATER DEPARTMENT OF SAN FRANCISC 550-4916 (CONTACT PERSON, THINH NGUYEN). WORK FROM TH THROUGH THE METER IS TO BE DONE BY THE WATER DEPARTM FRANCISCO.
9. CONTRACTOR TO COORDINATE INSTALLATION OF FIRE SERVICE W DEPARTMENT OF SAN FRANCISCO AT (415) 550-4916 (CONTAC THINH NGUYEN). WORK IS TO BE DONE BY THE WATER DEPART FRANCISCO.
10. SEE FIRE PROTECTION ENGINEER PLANS AT BUILDING CONNECTI SERVICE SHALL BE DESIGNED AND SIZED BY A PROPERLY LICE PROTECTION ENGINEER OR DESIGN-BUILD FIRE SPRINKLER CONT CONJUNCTION WITH FIRE SPRINKLER DESIGN AND CALCULATIONS
11. LENGTHS OF SANITARY SEWER AND STORM DRAIN PIPES ARE H DISTANCES FROM CENTER TO CENTER STRUCTURES, ROUNDED T FOOT AND ARE SHOWN FOR ENGINEERING CALCULATIONS ONLY. SHALL ESTIMATE HIS OWN PIPE LENGTHS PRIOR TO BIDDING.
12. CONTRACTOR SHALL CONSTRUCT ALL SANITARY SEWER FACILITIES AS SHOWN ON THESE PLANS AND IN CONS OF SAN FRANCISCO STANDARD PLANS AND SPECIFICA CONTRACTOR'S RESPONSIBILITY TO OBTAIN A COPY OF WITH THE STANDARD PLANS AND SPECIFICATIONS.
13. EXISTING PIPE LINES MAY HAVE CATHODIC PROTECTION. CONTRA ENSURE THAT ALL CONNECTIONS TO EXISTING PIPE LINES ARE COMMON WITH THE PIPE LINE.
14. CATHODIC PROTECTION IS REQUIRED FOR ALL FIRE LINES PER C FRANCISCO FIRE DEPARTMENT STANDARDS AND SPECIFICATIONS.
15. CONTRACTOR TO COORDINATE WORK WITH PG&E.
16. SEE ELECTRICAL DRAWING FOR ELECTRICAL SERVICE LOCATION A PROJECT AREA.
17. SEE TELECOMMUNICATIONS DRAWINGS FOR LOCATION OF EXISTING COMMUNICATION LINES AROUND PROJECT AREA.

LEGEND

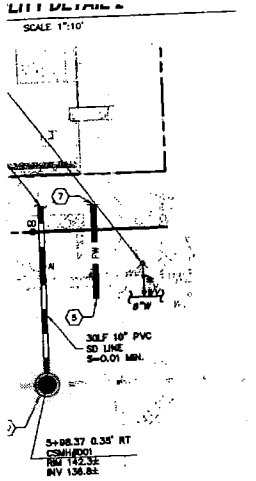
- MANHOLE PER CITY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS
- SAN — SIDE SEWER TRAP AND AIR INLET PER CITY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATI
- CO — CLEANOUT PER CITY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS. SEE ALSO MEP PLANS
- WM — WATER METER BOX SEE NOTE 8.
- 4" SUBDRAIN, SEE LANDSCAPE PLANS FOR DETAIL

ABBREVIATIONS

CSMH	COMBINED SEWER MANHOLE
DW	DOMESTIC WATER
I.E.	INVERT ELEVATION
FDC	FIRE DEPARTMENT CONNECTION
FW	FIRE WATER
G	GAS
GR	GRATE ELEVATION
HPG	HIGH PRESSURE GAS
MEP	MECHANICAL/PLUMBING
PVC	POLYVINYL CHOLORIDE
SD	STORM DRAIN
SS	SANITARY SEWER

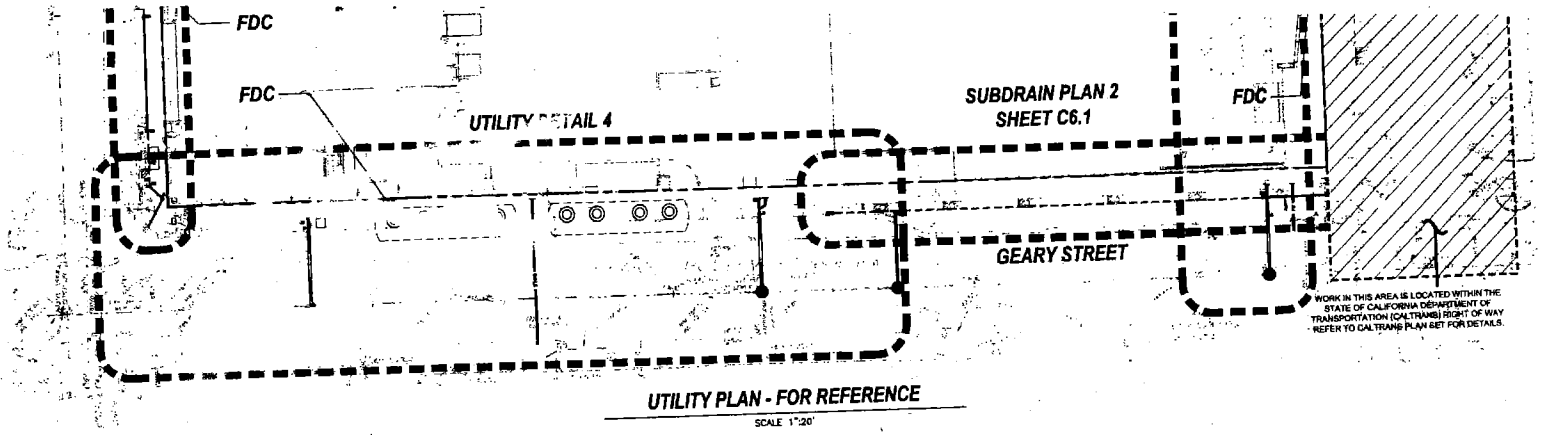
KEYNOTES

1. CONNECT TO (E) 12" COMBINED SEWER SYSTEM MAIN. SEE CITY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS.
2. STUB 4" SD LINE FOR FUTURE CONSTRUCTION. REFER TO CATHEDRAL HILL AND MEDICAL OFFICE BUILDING PERMIT PLANS FOR CONTINUATION.
3. 8" SS LINES POC SEE MEP PLANS FOR DETAILS.
4. CONNECT TO (E) 8" WATER MAIN. SEE NOTES 8 AND/OR SEE CITY OF SAN FRANCISCO PUC STANDARD PLANS AND SPECIFICATIONS.
5. CONNECT TO (E) 6" WATER MAIN. SEE NOTES 8 AND/OR SEE CITY OF SAN FRANCISCO PUC STANDARD PLANS AND SPECIFICATIONS.
6. 8" DOMESTIC WATER SERVICE LINE POC. SEE MEP PLANS FOR DETAILS.
7. 8" FIRE WATER SERVICE LINE POC. SEE NOTE 10. SEE MEP PLANS FOR DETAILS.
8. 8" SD LINE POC. SEE MEP PLANS FOR DETAILS.
9. 10" SD LINE POC. SEE MEP PLANS FOR DETAILS.
10. 12" SS LINE POC. SEE MEP PLANS FOR DETAILS.
11. HIGH PRESSURE GAS LINE POC SHOWN FOR REFERENCE O



TILITY DETAIL 3

SCALE 1":10'



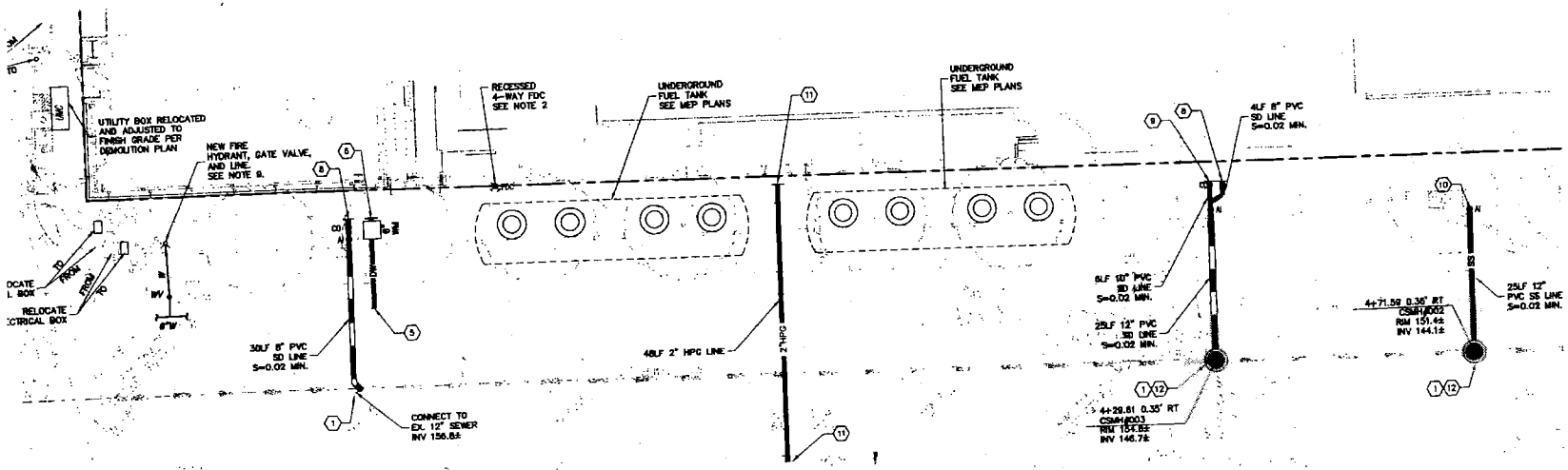
UTILITY PLAN - FOR REFERENCE

SCALE 1":20'

LE. INVERT EL
FDC FIRE DEPA
FW FIRE WATE
G GAS
GR GRATE EL
HPG HIGH PRE
MEP MECHANIC
PVC POLYVINY
SD STORM D
SS SANITARY

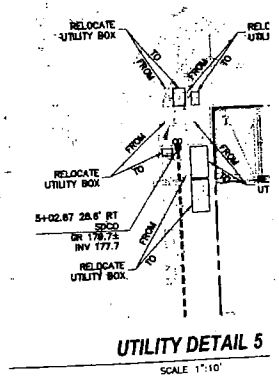
KEYNOTES

1. CONNECT SEE CITY SPECIFIC
2. STUB 4" REFER T BUILDING
3. 8" SS L SEE MEP
4. CONNEC SEE CIT SPECIFI
5. CONNEC SEE CIT SPECIFI
6.
7. 8 FIRE SEE ME
8. 8" SD SEE MI
9. 10" SE SEE M
10. 12" SS SEE M
11. HIGH SEE N SEE M
12. FOR S THAN INTER FRAN



UTILITY DETAIL 4

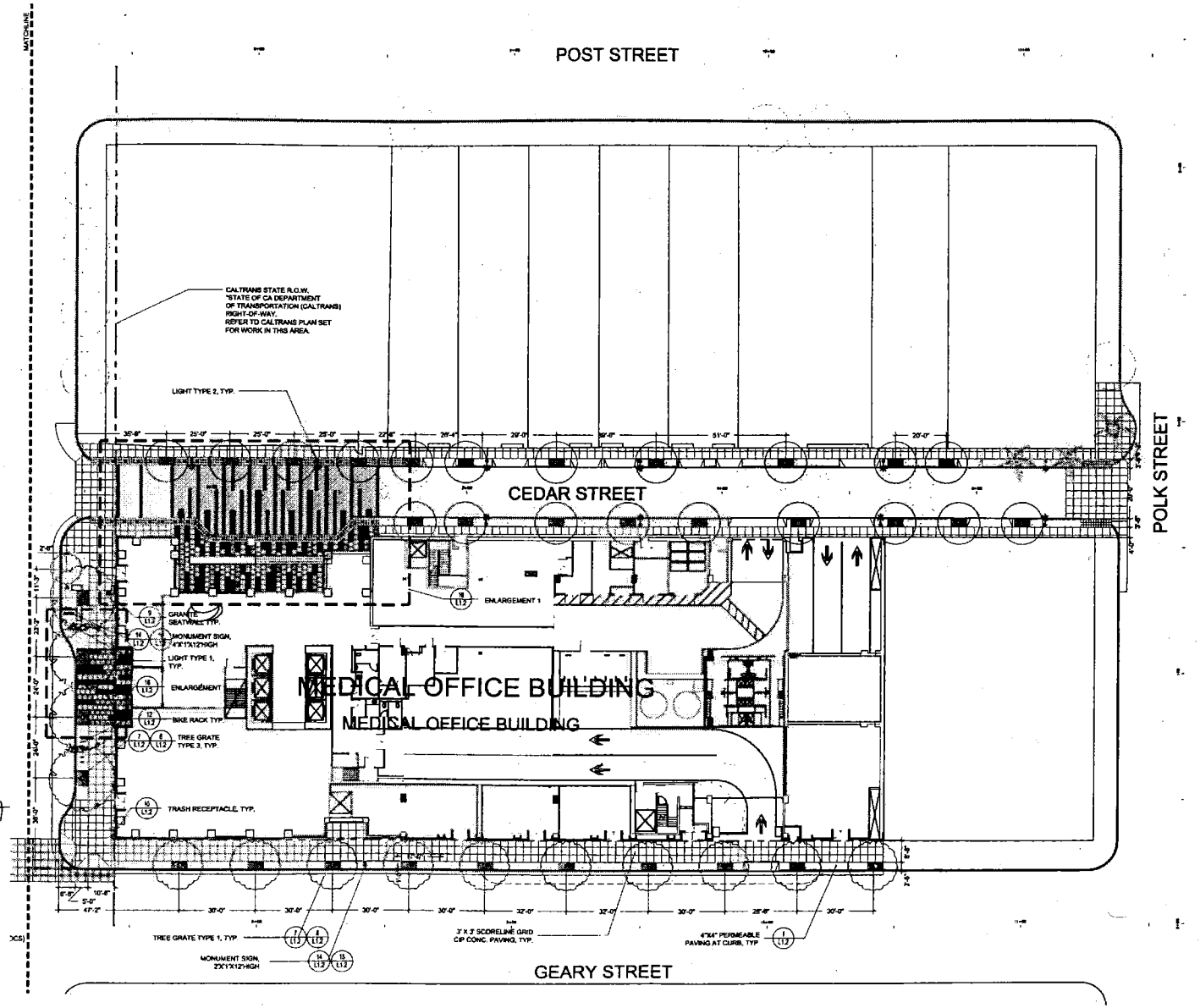
SCALE 1":10'



UTILITY DETAIL 5

SCALE 1":10'

~~Details~~ Enlarge drawing for fuel tank



Encroachment # 3.

City and County of San Francisco

San Francisco Department of Public Works

BUREAU OF STREET-USE & MAPPING
875 Stevenson Street, Room 460
San Francisco CA 94103
(415) 554-5810 ■ www.sfdpw.org

Edwin M. Lee, Mayor
Mohammed Nuru, Director

Jerry Sanguinetti, Bureau Manager

DPW Order No: 180262

RECOMMENDATION OF APPROVAL FOR A MAJOR (STREET) ENCROACHMENT PERMIT AT 1100 AND 1101 VAN NESS AVENUE (BLOCK 694, LOTS 5, 6, 7, 8, 9, 9A, 10 & BLOCK 695, LOTS 5, 6).

APPLICANT: Sutter Health Care and California Pacific Medical Center (CPMC)
633 Folsom Street, 5th Floor
San Francisco, CA 94107
Attention: Geoffrey Nelson

PROPERTY IDENTIFICATION: Lots 5, 6, 7, 8, 9, 9A, 10 in Assessor's Block 694
1100 Van Ness Avenue
San Francisco, CA 94109

Lots 5, 6 in Assessor's Block 695
1101 Van Ness Avenue
San Francisco, CA 94109

DESCRIPTION OF REQUEST: Major (Street) Encroachment Permit

BACKGROUND:

1. The applicant filed an application with the Department of Public Works (DPW) for a Major (Street) Encroachment Permit to construct and maintain the following encroachments.

    a. A tunnel under Van Ness Avenue (State Highway 101) to connect the new medical office building and the new hospital located at 1100 & 1101 Van Ness Avenue respectively.
    b. Two (2) 30,000 gallon diesel fuel tanks under the Geary Boulevard Right of Way, between Franklin Street and Van Ness Avenue.
    c. Off-site improvements on the north and south sides of Cedar Street between Van Ness Avenue and Polk Street, including widening the existing sidewalk, new sidewalk landscaping and reconstructing the existing roadway with pavers.

2. DPW sent out the permit referrals to SFMTA (San Francisco Municipal Transportation Agency) for a TASC (Transportation Advisory Staff Committee) decision. TASC considered the project in the February 23, 2012 meeting and recommended approval of the subject encroachments.
3. The Planning Commission has determined in their April 26, 2012 hearing that the encroachments are consistent with the Objectives and Policies of the General Plan.
4. Caltrans (State Department of Transportation) granted conceptual approval of the tunnel under State Highway 101 in a letter to CPMC dated April 25, 2012.
5. A Director's Public Hearing was scheduled for Wednesday, May 9, 2012.

6. On April 27, 2012, DPW posted and mailed out a notice for a public hearing to all property owners within a 300-foot radius of the subject encroachments.
7. One letter of comment/objection was received during the ten (10) day public notification period.
8. A public hearing was held on May 9, 2012.
9. Hearing Officer, Ms. Debra Temple, conducted the hearing and heard the testimonies regarding the subject encroachments.
10. Representative of the applicant, Mr. Geoffrey Nelson, testified at the hearing regarding the purpose and the functional need of the encroachments for the new medical office building and hospital.
11. Two (2) citizens testified at the hearing in opposition to the permit, citing that the project should be reduced in size to reduce traffic impact, lack of mitigation measures to the potential impact of the project to traffic and the surrounding community, lack of protection measures for potential fuel tank breakage, and the project precluding future transportation plans on Van Ness Avenue. They also testified that approval from Planning Commission is not the final decision, and that the public hearing should be deferred until after the project receives final approval from the Board of Supervisors and the Mayor. One of the citizens supported the improvements in Cedar Street.
12. Mr. Geoffrey Nelson rebutted that the fuel tanks are designed as part of the proposed building, meet the applicable codes and also could withstand a major seismic event. With regard to future transportation plans for Van Ness Avenue, Mr. Nelson stated that CPMC will be entering into a lease/encroachment agreement with Caltrans. In the event that Caltrans requires the removal of the encroachment, CPMC will remove the tunnel and restore the right of way at their own cost.
13. The Hearing Officer made her decision after hearing the above testimony, and reviewing the application, reports, plans and other documents contained in the Department of Public Works files.

RECOMMENDATION: APPROVAL of the request for the Major Encroachment Permit.

FINDING 1: Recommendation for approval by TASC and Planning Department's determination that the subject encroachments are in conformity with the General Plan.

FINDING 2: Said encroachments will serve the seismically safe new hospital and new medical office building which would benefit the citizens of the City.

FINDING 3: Said encroachments are convenient in conjunction with the owner's use and function of the property.

5/15/2012

X Mohammed Nuru

Nuru, Mohammed
Director, DPW

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 12-064

WHEREAS, In order to comply with State seismic safety requirements and improve healthcare facilities, Sutter West Bay Hospitals (dba California Pacific Medical Center (CPMC)) is planning to upgrade and/or construct new facilities at its existing St. Luke's and Davies Campuses and its proposed Cathedral Hill Campus; and,

WHEREAS, These facilities would have significant transportation impacts, especially the new Cathedral Hill Campus, which will provide 1,055 parking spaces, and is located at Geary Boulevard and Van Ness Avenue, two major transit corridors; and,

WHEREAS, The Cathedral Hill Campus in particular would afford a high level of transit accessibility to patients, employees and visitors consistent with the City's Transit First Policy and SFMTA's Strategic Plan; and,

WHEREAS, To help address resulting traffic, transit delay and ridership impacts, the City and SFMTA have negotiated a proposed Development Agreement with CPMC that contains payments from CPMC to the SFMTA as follows: (a) $5 million for the proposed Van Ness and Geary Bus Rapid Transit projects; (b) a one-time $10.5 million Transit Fee ; (c) a $0.50 off-peak and $0.75 peak entry and exit fee per vehicle at CPMC Cathedral Hill parking garages; and (d) $400,000 to fund studies for improvements to bicycle facilities around and between the proposed new CPMC facilities; and,

WHEREAS, Over the lifetime of the proposed 10-year Development Agreement, CPMC would pay the SFMTA approximately $20.9 million in current dollars.

WHEREAS, the SFMTA has identified a need for traffic and parking modifications adjacent to CPMC facilities as follows:

A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME Cesar Chavez Street, south side, from Guerrero Street to 148 feet easterly; Cesar Chavez Street, south side, from Valencia Street to 167 feet westerly and Valencia Street, west side, from Cesar Chavez Street to 19 feet southerly
B. ESTABLISH – SIDEWALK WIDENING Cesar Chavez Street, south side, from Guerrero Street to 148 feet easterly and from Valencia Street to 167 feet westerly (sidewalk to be widened by 6 feet)
C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME Post Street, south side, from Franklin Street to approximately 230 feet easterly
D. ESTABLISH – SIDEWALK WIDENING Post Street, south side, from Franklin Street to approximately 230 feet easterly (widens sidewalk by 7 feet)
E. ESTABLISH – SHUTTLE BUS ZONE Post Street, south side, from approximately 2 feet to 140 feet west of Van Ness Avenue

F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME Van Ness Avenue, west side, from Post Street to Geary Boulevard
G. ESTABLISH – SIDEWALK WIDENING Van Ness Avenue, west side, from Post Street to Geary Boulevard (widens sidewalk by 6 feet)
H. ESTABLISH – SIDEWALK WIDENING Geary Boulevard, north side, from Van Ness Avenue to approximately 147 feet westerly (widens sidewalk by 7 feet)
I. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME Geary Boulevard, north side between Van Ness Avenue and Franklin Street
J. ESTABLISH – BUS ZONE Geary Boulevard, north side, from Van Ness Avenue to approximately 147 feet westerly
K. RESCIND – BUS ZONE Geary Boulevard, north side, from Franklin Street to 84 feet easterly
L. ESTABLISH – RIGHT TURN ONLY LANE Geary Boulevard, from Franklin Street to approximately 120 feet easterly
M. ESTABLISH – SIDEWALK NARROWING Geary Street, north side, from approximately 141 feet to 275 feet east of Van Ness Avenue (reduces sidewalk from 16.9 feet to 12 feet at the bus bulb out)
N. RESCIND – BUS ZONE Geary Street, north side, from approximately 141 feet to 275 feet east of Van Ness Avenue
O. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME Geary Street, north side from Van Ness Avenue to 275 feet easterly
P. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME Cedar Street, north side, between Van Ness Avenue and Polk Street
Q. ESTABLISH – SIDEWALK WIDENING Cedar Street, north side, between Van Ness Avenue and Polk Street (widens sidewalk by 0.8 feet)
R. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME Cedar Street, south side, between Van Ness Avenue and Polk Street
S. ESTABLISH – SIDEWALK WIDENING Cedar Street, south side, between Van Ness Avenue and Polk Street (widens sidewalk by 0.5 feet)
T. RESCIND – ONE-WAY Cedar Street, between Van Ness Avenue and the garage entrance to the Medical Office Building, approximately 290 feet west of Polk Street
U. ESTABLISH – TWO-WAY Cedar Street, between Van Ness Avenue and the garage entrance to the Medical Office Building, approximately 290 feet west of Polk Street
V. ESTABLISH – SIDEWALK WIDENING Extend bulb-out at the southeast corner of Van Ness Avenue and Cedar Street to align with sidewalk on Van Ness Avenue and Cedar Street

WHEREAS, At its hearing on April 26, 2012, the Planning Commission certified by Motion No. 18588 a Final Environmental Impact Report ("FEIR") for the LRDP pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, and in Motion 18589, adopted findings, including a statement of overriding consideration and a mitigation monitoring and reporting program; and,

WHEREAS, The Planning Commission determined by Motion that the Project, and the various actions being taken by the City and the Agency to approve and implement the Project, are consistent with the General Plan and with the Eight Priority Policies of City Planning Code Section 101.1, and made findings in connection therewith (the "General Plan Consistency Determination"), a copy of which is on file with the Planning Department and is incorporated into this Resolution by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That in accordance with the actions contemplated herein, the SFMTA Board has reviewed the FEIR, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the Planning Commission on April 26, 2012, pursuant to CEQA, in Motion No. 18589; and, be it

FURTHER RESOLVED, That the SFMTA Board of Directors does hereby consent to the proposed 10-year Development Agreement between the City and County of San Francisco and Sutter West Bay Hospitals substantially in the form and on the terms on file with this Board and authorizes the Director of Transportation to execute the Consent to the Development Agreement on behalf of this Board; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors, upon recommendation of the Director of Transportation, does hereby approve the traffic changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 1, 2012.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ARS
Building Code & Permit Consulting

March 29, 2011

RECEIVED
BUREAU OF STREET USE & MAPPING
APR 0 6 2011
DEPT. OF PUBLIC WORKS

Mr. John Kwong
San Francisco Department of Public Works
Street Use and Mapping
875 Stevenson Suite 410
San Francisco, CA 94103

Subject: **CPMC 1100 and 1101 Van Ness Avenue, San Francisco**
Permit application # 101E-0441 dated 8/31/10 for 1101 Van Ness Avenue
Permit application # 101E-0442 dated 8/31/10 for 1100 Van Ness Avenue

Dear Mr. Kwong,

We respectfully request application for a major street encroachment for the properties being developed at 1101 Van Ness Avenue and 1100 Van Ness Avenue in San Francisco. This property will be developed by Sutter Health Care and California Pacific Medical Center.

1101 Van Ness will be a new 7 story essential care facility hospital building and 1100 Van Ness will be the associated medical office building. There are three elements that require a Major Encroachment permit.

1. A tunnel will be constructed connecting 1101 to 1100 Van Ness 16 to 20 feet under Van Ness Avenue. This is required to provide vital access for patients and medical staff to both facilities at all times and without delay or interruption. Cal Trans Approved.
2. 1101 Van Ness hospital building will require a 20,000 gallon diesel fuel tank to be constructed in a 3 hour rated vault in the public right of was along Post Street between Franklin and Van Ness Avenue.
3. On Cedar Street, the project team has requested to rebuild the sidewalk on the 100 block of Cedar Street between Van Ness Avenue and Polk Street, across the street from the Medical Office Building.

We respectfully request this letter serve as the application for our major encroachment permit. Please contact the development team with any addition questions or request for documentation you may need regarding this request.

With best regards,

Tony Sanchez-Corea
A.R. Sanchez-Corea & Associates

301 Junipero Serra Blvd., Suite 270 San Francisco, CA 94127
TEL 415/333-8080 FAX 415/333-8990 www.arscode.com

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5906
FAX (510) 286-6301
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

April 25, 2012

Mr. Geoffrey Nelson
Director, Enterprise Development Department
California Pacific Medical Center
P.O. Box 7999
San Francisco, CA 94120

Dear Mr. Nelson:

In follow up to recent coordination meetings, this letter reflects the status of our review and conceptual approval of the proposed Van Ness Avenue Pedestrian Tunnel improvements in the State right of way associated with the California Pacific Medical Center (CPMC) Cathedral Hill Campus project in San Francisco.

CPMC submitted for Caltrans' review a draft Project Study Report/Project Report/Environmental Document as an initial submittal dated December 16, 2010, and as a revised submittal March 7, 2011, scheduled to be approved in summer 2012. CPMC also submitted a long term lease agreement request and draft design plans for review.

Caltrans and CPMC entered into a Highway Improvement Agreement, executed on January 26, 2011 for the tunnel portion of the project. CPMC has met its obligations to date under the Agreement by, among other things, providing the required deposits necessary for Caltrans reviews. The Agreement provides the mechanisms for processing and for review and issuance of an Encroachment Permit and for a long term lease and maintenance agreement of the tunnel. The tunnel improvements will be owned and maintained by CPMC within the State right of way under the terms of that agreement. The Highway Improvement Agreement further provides that all project development and construction costs will be funded by CPMC.

Final review and consideration of CPMC's proposed tunnel project is subject to review of the impacts to the State highway system and the environmental review of the tunnel project under CEQA in the Environmental Impact Report (EIR) for the California Pacific Medical Center Long Range Development Plan, which is being prepared by or on behalf of the City and County of San Francisco, as lead agency, and other public review and hearing processes, and subject to all related applicable approvals.

Prior to issuance of an Encroachment Permit to construct the tunnel, final technical design and engineering reviews must be completed by Caltrans staff. A long term lease and maintenance agreement will be completed and subject to approval by the California Transportation Commission.

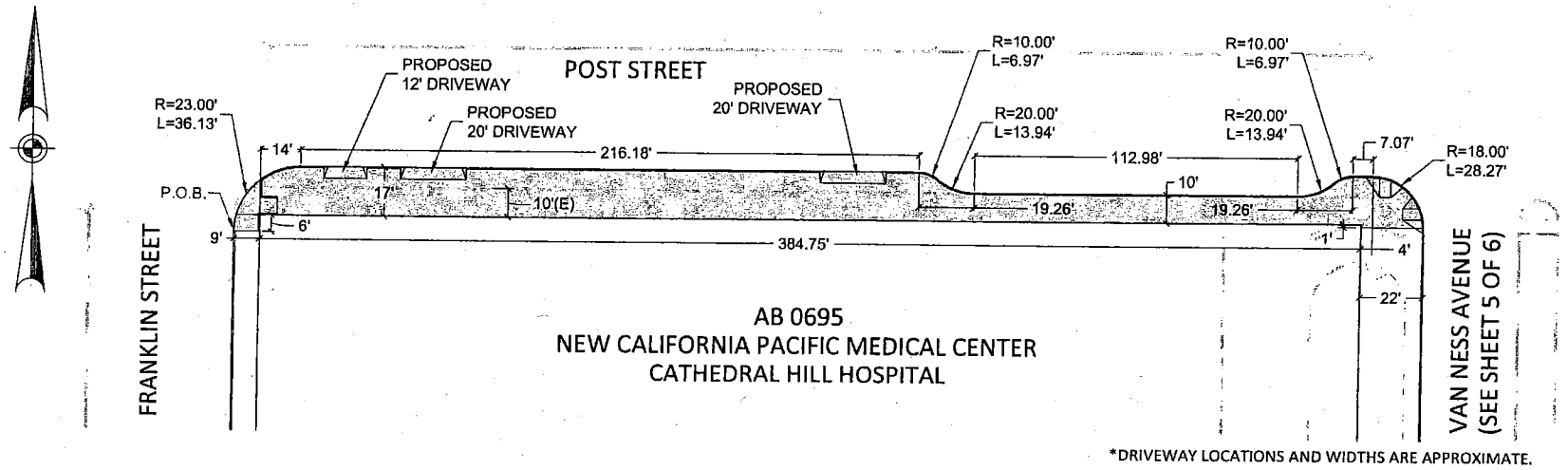
We look forward to continuing our work with CPMC on this important project. If you have questions or need additional information, please contact Patrick Pang, Office Chief of Advance Planning, at (510) 286-5566, or Mike Condie, District Permits Engineer, at (510) 286-4435.

Sincerely,

Dan McElhinney

DAN McELHINNEY, P.E.
Chief Deputy District Director
Caltrans District 4 – Bay Area

c: Ken Rich – San Francisco Office of Economic and Workforce Development
Eric Cordoba – Cordoba Consulting Incorporated



AB 0695
NEW CALIFORNIA PACIFIC MEDICAL CENTER
CATHEDRAL HILL HOSPITAL

*DRIVEWAY LOCATIONS AND WIDTHS ARE APPROXIMATE.

LEGEND

(E)	EXISTING FEATURE DIMENSION
P.O.B.	POINT OF BEGINNING (SEE SHEET 6 FOR MAP CLOSURE INFO)
———	PROPOSED NEW CURB LINE
·····	EXISTING CURB LINE TO REMAIN
··	EXISTING CURB LINE TO BE REMOVED
—— – – ——	PROPERTY LINE

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

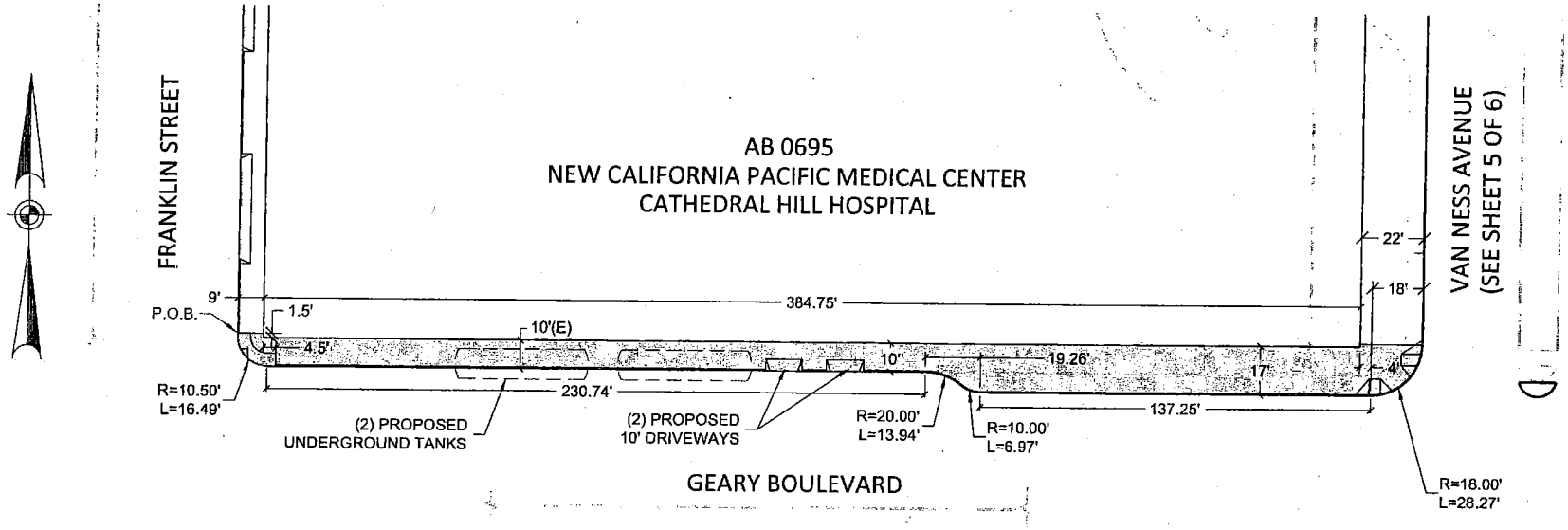
3/30/12
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGE ON THE SOUTH SIDE OF POST STREET BETWEEN FRANKLIN STREET AND VAN NESS AVENUE

SCALE:	SHEET	FILE	CHANGE
1": 40'	1 OF 6	Q-20-699	



*DRIVEWAY LOCATIONS AND WIDTHS ARE APPROXIMATE.

LEGEND

(E)	EXISTING FEATURE DIMENSION
P.O.B.	POINT OF BEGINNING (SEE SHEET 6 FOR MAP CLOSURE INFO)
———	PROPOSED NEW CURB LINE
	EXISTING CURB LINE TO REMAIN
	EXISTING CURB LINE TO BE REMOVED
—— – – ——	PROPERTY LINE

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

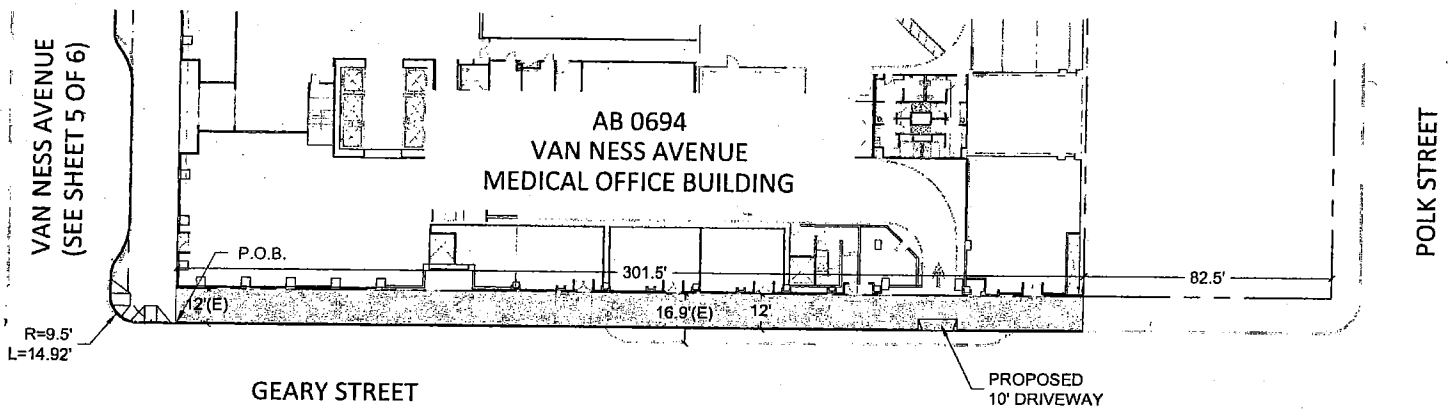
3/30/12
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGE ON THE NORTH SIDE OF GEARY BOULEVARD BETWEEN FRANKLIN STREET AND VAN NESS AVENUE

SCALE:	SHEET	FILE	CHANGE
1": 40'	2 OF 6	Q-20-699	



*DRIVEWAY LOCATIONS AND WIDTHS ARE APPROXIMATE.

LEGEND

(E)	EXISTING FEATURE DIMENSION
P.O.B.	POINT OF BEGINING (SEE SHEET 6 FOR MAP CLOSURE INFO)
———	PROPOSED NEW CURB LINE
- - - -	EXISTING CURB LINE TO REMAIN
.....	EXISTING CURB LINE TO BE REMOVED
— - — - —	**EXISTING LEGISLATED CURB LINE
— . — . —	EXISTING LIP OF GUTTER LINE
— — — —	PROPERTY LINE

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

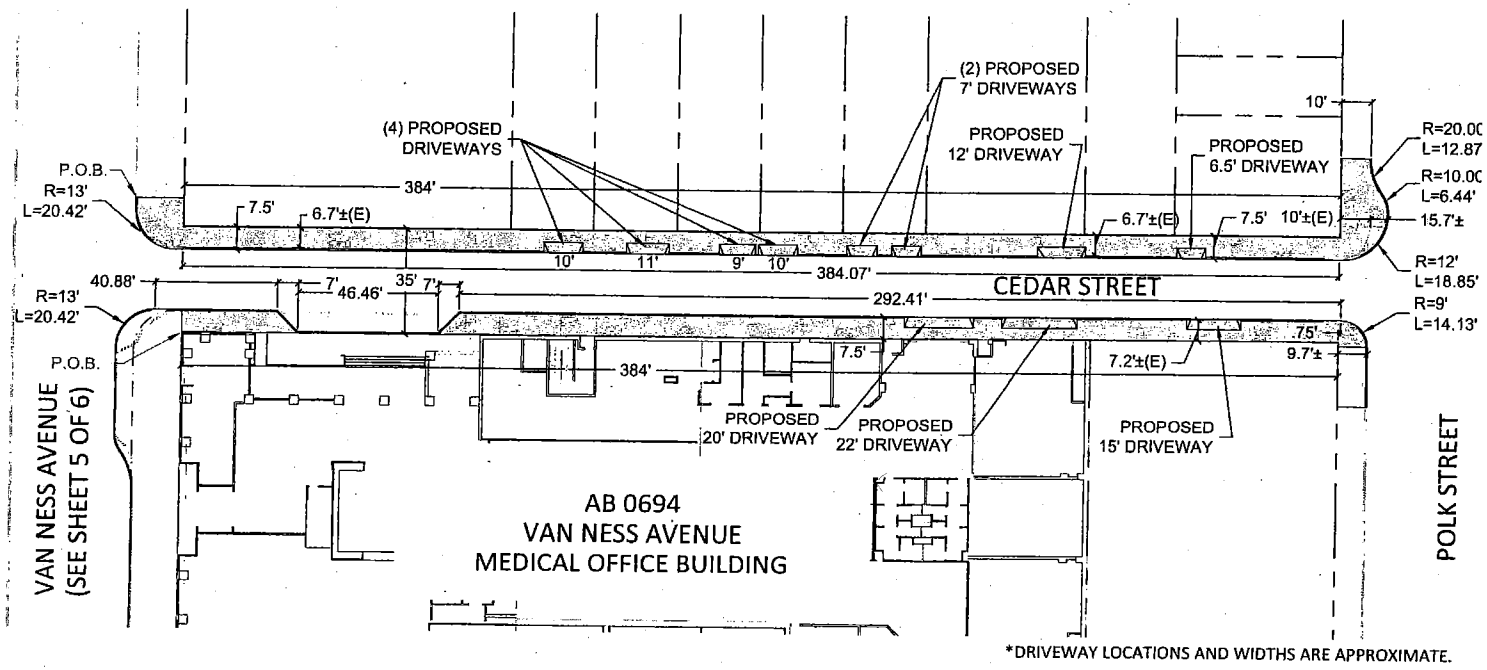
3/31/17
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGE ON THE NORTH SIDE OF GEARY STREET BETWEEN VAN NESS AVENUE AND POLK STREET

SCALE:	SHEET	FILE	CHANGE
1": 40'	3 OF 6	Q-20-699	



*DRIVEWAY LOCATIONS AND WIDTHS ARE APPROXIMATE.

LEGEND

(E)	EXISTING FEATURE DIMENSION
P.O.B.	POINT OF BEGINING (SEE SHEET 6 FOR MAP CLOSURE INFO)
———	PROPOSED NEW CURB LINE
	EXISTING CURB LINE TO REMAIN
	EXISTING CURB LINE TO BE REMOVED
— · — · — · —	**EXISTING LEGISLATED CURB LINE
	EXISTING LIP OF GUTTER LINE
— — — —	PROPERTY LINE

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

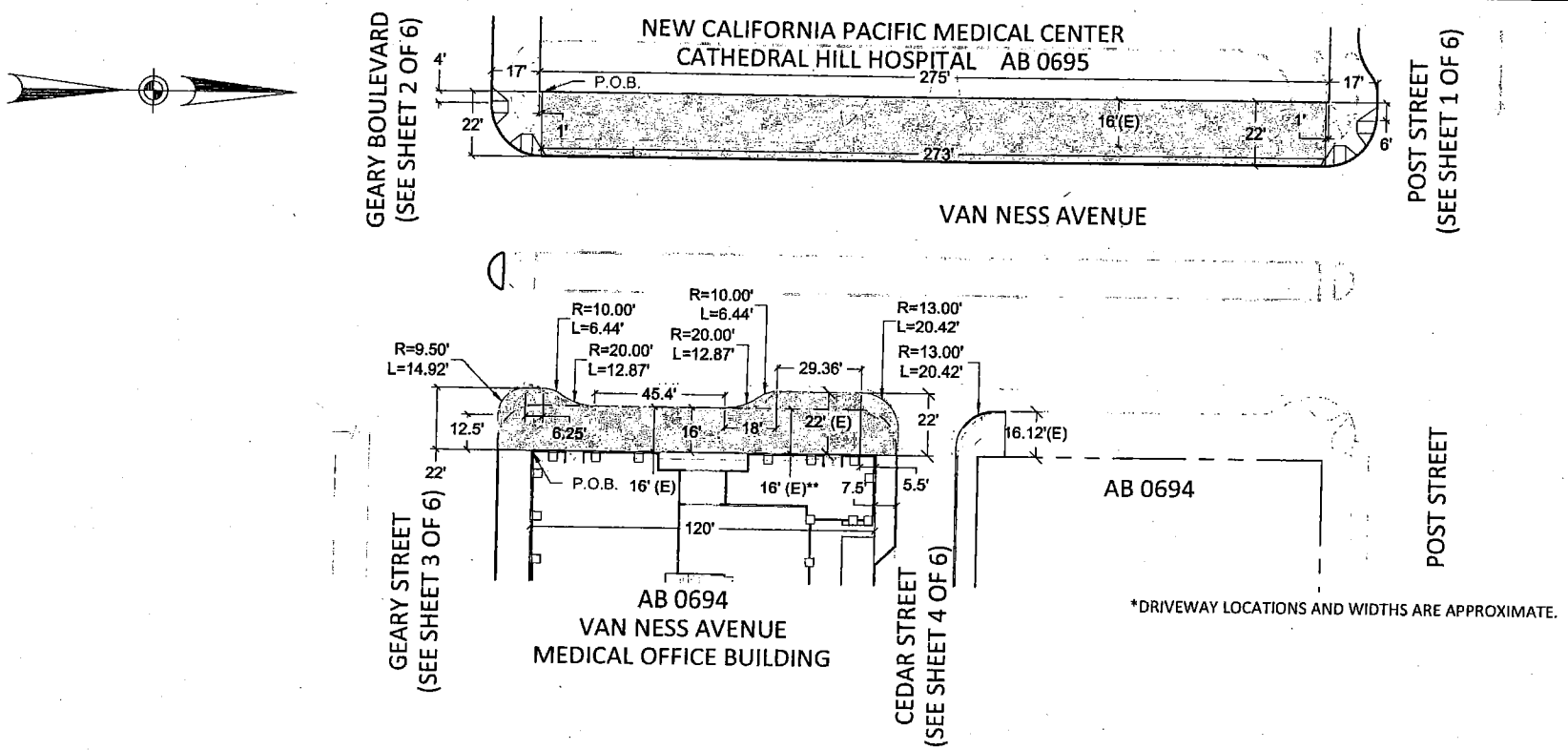
3/21/12
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGE ON THE NORTH AND SOUTH SIDE OF CEDAR STREET BETWEEN VAN NESS AVENUE AND POLK STREET

SCALE:	SHEET	FILE	CHANGE
1":40'	4 OF 6	Q-20-699	



LEGEND

(E)	EXISTING FEATURE DIMENSION
P.O.B.	POINT OF BEGINING (SEE SHEET 6 FOR MAP CLOSURE INFO)
———	PROPOSED NEW CURB LINE
...	EXISTING CURB LINE TO REMAIN
— — —	EXISTING CURB LINE TO BE REMOVED
—·—·—	**EXISTING LEGISLATED CURB LINE
	EXISTING LIP OF GUTTER LINE
— — —	PROPERTY LINE

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

3/30/12
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICIAL SIDEWALK CHANGE ON THE EAST AND WEST SIDE OF VAN NESS AVENUE BETWEEN GEARY AND POST STREET

SCALE:	SHEET	FILE	CHANGE
1": 40'	5 OF 6	Q-20-699	

PROJECT: 105069_Sidewalks
DESCRIPTION: Cathedral Hill and Van Ness

MAP-CHECK CLOSURE FOR: 01 POST STREET SIDEWALK SOUTH
TOTAL # OF COURSES: 14
COURSE #1 DELTA: 90°00'00" RADIUS: 23.00' ARC LENGTH: 36.13'
COURSE #2 BEARING: N 90°00'00" E LENGTH: 216.18'
COURSE #3 DELTA: 39°56'40" RADIUS: 10.00' ARC LENGTH: 6.97'
COURSE #4 DELTA: 39°56'40" RADIUS: 20.00' ARC LENGTH: 13.94'
COURSE #5 BEARING: S 90°00'00" E LENGTH: 112.98'
COURSE #6 DELTA: 39°56'40" RADIUS: 20.00' ARC LENGTH: 13.94'
COURSE #7 DELTA: 39°56'40" RADIUS: 10.00' ARC LENGTH: 6.97'
COURSE #8 BEARING: N 90°00'00" E LENGTH: 7.07'
COURSE #9 DELTA: 89°55'00" RADIUS: 18.01' ARC LENGTH: 28.26'
COURSE #10 BEARING: S 90°00'00" W LENGTH: 22.00'
COURSE #11 BEARING: N 00°00'00" E LENGTH: 1.00'
COURSE #12 BEARING: N 90°00'00" W LENGTH: 384.75'
COURSE #13 BEARING: S 00°00'00" W LENGTH: 6.00'
COURSE #14 BEARING: N 90°00'00" W LENGTH: 9.00'
PERIMETER: 865.19 ' AREA: 6018 SF, 0.14 AC
ERROR OF CLOSURE: S 46°09'23" E 0.009'
PRECISION: 1 IN 94978

MAP-CHECK CLOSURE FOR: 02 GEARY BOULEVARD SIDEWALK NORTH
TOTAL # OF COURSES: 12
COURSE #1 BEARING: S 90°00'00" E LENGTH: 9.00'
COURSE #2 BEARING: S 00°00'00" W LENGTH: 1.50'
COURSE #3 BEARING: N 90°00'00" E LENGTH: 384.75'
COURSE #4 BEARING: N 00°00'00" E LENGTH: 1.00'
COURSE #5 BEARING: N 90°00'00" E LENGTH: 22.00'
COURSE #6 DELTA: 90°00'00" RADIUS: 18.00' ARC LENGTH: 28.27'
COURSE #7 BEARING: N 90°00'00" W LENGTH: 137.25'
COURSE #8 DELTA: 39°56'40" RADIUS: 10.00' ARC LENGTH: 6.97'
COURSE #9 DELTA: 39°56'40" RADIUS: 20.00' ARC LENGTH: 13.94'
COURSE #10 BEARING: S 90°00'00" W LENGTH: 230.74'
COURSE #11 DELTA: 89°59'14" RADIUS: 10.50' ARC LENGTH: 16.49
COURSE #12 BEARING: N 00°00'00" E LENGTH: 1.00'
PERIMETER: 852.91 ' AREA: 5246 SF, 0.12 AC
ERROR OF CLOSURE: N 17°22'17" E 0.004'
PRECISION: 1 IN 217649

MAP-CHECK CLOSURE FOR: 03 GEARY STREET SIDEWALK NORTH
TOTAL # OF COURSES: 4
COURSE #1 BEARING: N 00°00'00" E LENGTH: 12.00'
COURSE #2 BEARING: N 90°00'00" E LENGTH: 301.50'
COURSE #3 BEARING: S 00°00'00" W LENGTH: 12.00'
COURSE #4 BEARING: S 90°00'00" W LENGTH: 301.50'
PERIMETER: 627.00 ' AREA: 3618 SF, 0.08 AC
ERROR OF CLOSURE: S 00°00'00" W 0.000'
PRECISION: 1 IN 1000000

MAP-CHECK CLOSURE FOR: 04 CEDAR STREET SIDEWALK NORTH
TOTAL # OF COURSES: 12
COURSE #1 BEARING: N 90°00'00" E LENGTH: 16.12'
COURSE #2 BEARING: S 00°00'00" W LENGTH: 9.23'
COURSE #3 BEARING: N 90°00'00" E LENGTH: 384.00'
COURSE #4 BEARING: N 00°00'00" E LENGTH: 26.03'
COURSE #5 BEARING: N 90°00'00" E LENGTH: 9.95'
COURSE #6 DELTA: 36°52'12" RADIUS: 20.00' ARC LENGTH: 12.87'
COURSE #7 DELTA: 36°52'12" RADIUS: 10.00' ARC LENGTH: 6.44'
COURSE #8 BEARING: S 00°00'00" W LENGTH: 0.73'
COURSE #9 DELTA: 90°00'00" RADIUS: 15.00' ARC LENGTH: 23.56'
COURSE #10 BEARING: N 90°00'00" W LENGTH: 388.06
COURSE #11 DELTA: 90°00'27" RADIUS: 13.00' ARC LENGTH: 20.42'
COURSE #12 BEARING: N 00°00'27" E LENGTH: 3.93'
PERIMETER: 901.34 ' AREA: 3622 SF, 0.08 AC
ERROR OF CLOSURE: S 40°29'29" W 0.014'
PRECISION: 1 IN 66357

MAP-CHECK CLOSURE FOR: 05 CEDAR STREET SIDEWALK SOUTH
TOTAL # OF COURSES: 10
COURSE #1 BEARING: N 00°00'00" E LENGTH: 7.50'
COURSE #2 BEARING: N 90°00'00" E LENGTH: 31.88'
COURSE #3 BEARING: S 45°00'00" E LENGTH: 9.90'
COURSE #4 BEARING: N 90°00'00" E LENGTH: 46.46'
COURSE #5 BEARING: N 45°00'00" E LENGTH: 9.90'
COURSE #6 BEARING: N 90°00'00" E LENGTH: 292.41'
COURSE #7 DELTA: 89°56'06" RADIUS: 9.00' ARC LENGTH: 14.13'
COURSE #8 BEARING: N 90°00'00" W LENGTH: 9.75'
COURSE #9 BEARING: N 00°00'00" E LENGTH: 1.49'
COURSE #10 BEARING: N 90°00'00" W LENGTH: 384.00'
PERIMETER: 807.42 ' AREA: 2576 SF, 0.06 AC
ERROR OF CLOSURE: S 17°12'58" W 0.001'
PRECISION: 1 IN 1086259

MAP-CHECK CLOSURE FOR: 06 VAN NESS AVENUE SIDEWALK WEST
TOTAL # OF COURSES: 4
COURSE #1 BEARING: N 00°00'00" E LENGTH: 273.00'
COURSE #2 BEARING: N 90°00'00" E LENGTH: 22.00'
COURSE #3 BEARING: S 00°00'00" W LENGTH: 273.00'
COURSE #4 BEARING: S 90°00'00" W LENGTH: 22.00'
PERIMETER: 590.00 ' AREA: 6006 SF, 0.14 AC
ERROR OF CLOSURE: S 00°00'00" W 0.000'
PRECISION: 1 IN 1000000

MAP-CHECK CLOSURE FOR: 07 VAN NESS AVENUE SIDEWALK EAST
TOTAL # OF COURSES: 14
COURSE #1 BEARING: S 00°00'00" W LENGTH: 12.00'
COURSE #2 BEARING: N 90°00'00" W LENGTH: 12.50'
COURSE #3 DELTA: 90°00'00" RADIUS: 9.50' ARC LENGTH: 14.92'
COURSE #4 BEARING: N 00°00'00" E LENGTH: 6.25'
COURSE #5 DELTA: 36°52'12" RADIUS: 10.00' ARC LENGTH: 6.44'
COURSE #6 DELTA: 36°52'12" RADIUS: 20.00' ARC LENGTH: 12.87'
COURSE #7 BEARING: N 00°00'00" E LENGTH: 45.40'
COURSE #8 DELTA: 36°52'12" RADIUS: 20.00' ARC LENGTH: 12.87'
COURSE #9 DELTA: 36°52'12" RADIUS: 10.00' ARC LENGTH: 6.44'
COURSE #10 BEARING: N 00°00'00" E LENGTH: 29.36'
COURSE #11 DELTA: 90°00'00" RADIUS: 13.00' ARC LENGTH: 20.42
COURSE #12 BEARING: N 90°00'00" E LENGTH: 9.00'
COURSE #13 BEARING: S 00°00'00" W LENGTH: 7.50'
COURSE #14 BEARING: S 00°00'00" W LENGTH: 120.00'
PERIMETER: 315.97 ' AREA: 2620 SF, 0.06 AC
ERROR OF CLOSURE: S 65°15'23" E 0.008'
PRECISION: 1 IN 41589

REFERENCES:

APPROVED:

BRUCE R. STORRS
CITY & COUNTY SURVEYOR

3/30/12
DATE

	BY	DATE
DRW		
CK		
APP		

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

SIDEWALK LEGISLATION – SIDEWALK MAP CHECK CLOSURES

SCALE: 1": 40'	SHEET 6 OF 6	FILE Q-20-699	CHANGE

TASC MINUTES

TRANSPORTATION ADVISORY STAFF
TRANSPORTATION ADVISORY STAFF COMMITTEE
Thursday, February 23, 2012 at 10:30 AM
One South Van Ness Avenue, 7th Floor, Room #7080

SFMTA Transportation Engineering:		Harvey Quan
SFMTA Transit Operations:		Susan Labo
SFMTA Service Planning:	Absent	
SFMTA Parking Enforcement:		Curtis Smith
Department of Public Works:		Rassendyll Dennis
Port of San Francisco:	Absent:	
San Francisco Police Department:		John Nestor
Taxi Commission:	Absent	
San Francisco Fire Department:		Michael Tuepel
Department of City Planning:	Absent	

Guests:

Brian Dusseault
Eleanor Tang
Rana Ahmadi
Susan Mickelsen
Ellen Robinson
Scott Broady
Mike Riebe
Tony Sanchez Corea
Dayne Johnson
Chi-Hsin Shao
Jacob Tobias
Geoffrey Nelson
Jerry Robbins

MINUTES OF THE February 9, 2012 MEETING

The Committee adopted the Minutes

FOR PUBLIC HEARING SCHEDULING – CONSENT CALENDAR

The following Items for Public Hearing were considered routine by SFMTA Staff:

1. Hooper Street at 8th Street – STOP Sign
   ESTABLISH – STOP SIGN
   Stopping westbound Hooper Street at 8th Street, stopping the stem of this "T" intersection
   Carla Villarreal-Montes, 701-4205

2. Byxbee and Alviso Streets at Holloway Avenue – STOP Signs
   ESTABLISH – STOP SIGN
   Stopping Northbound Byxbee Street at Holloway Avenue
   Stopping Southbound Alviso Street at Holloway Avenue
   Carla Villarreal-Montes, 701-4205

3. 17th Street, 4700 Block between Cole and Belvedere Streets – Residential Permit Parking Extension
   ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J, 2-HOUR PARKING, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY
   17th Street, 4700 Block, both sides, between Cole and Belvedere streets
   Celeste A. Marks, 701-4686

4. Liberty Street, 100 Block between Dolores and Guerrero Streets – Residential Permit Parking Extension
   ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S + Z, 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, BUFFER ZONE S AND Z
   Liberty Street, 100 Block, both sides, between Dolores and Guerrero streets
   Celeste A. Marks, 701-4686

5. Avalon Avenue and Lisbon Street – No Parking Anytime
   ESTABLISH – NO PARKING ANYTIME
   Lisbon Street, west side, from Avalon Avenue, 19 feet to 38 feet northerly (19 foot extension)
   Dusson Yeung, 701-4553

6. Tennessee Street, between 18th and 19th Streets (700 block) – Perpendicular Parking
   ESTABLISH – 90 DEGREE PARKING
   Tennessee Street, west side, between 18th and 19th streets
   Tom Folks, 701-4688

7. Webster Street at Ellis Street – Median Island Extension
   The SFMTA would like to extend the Webster Street median at Ellis Street by 12 feet to provide a more comfortable refuge for pedestrians and children crossing Webster Street.
   Philip Louie, 701-4464

All items approved.

FOR PUBLIC HEARING SCHEDULING – REGULAR CALENDAR

1. 8th Street between Market Street and Harrison Street – Road Diet
   ESTABLISH – 25 MILE PER HOUR SPEED LIMIT
   8th Street between Market Street and Townsend Street
   (existing speed limit is 30 miles per hour)

   ESTABLISH – RED ZONE
   8th Street, west side, from Natoma Street to 26 feet northerly (removes meter 140)
   8th Street, east side, from Natoma Street to 30 feet northerly (removes meter 137)

   REVOKE – BUS ZONE
   8th Street, west side, between Natoma Street and Howard Street

   ESTABLISH -- PARKING METERS, 1-HOUR TIME LIMIT, AREA 2, 7AM-6PM MONDAY-SATURDAY
   8th Street, west side, from 58 feet north of Howard Street to 14 feet north of Howard Street

   ESTABLISH – BUS ZONE
   8th Street, west side, from Howard Street to 100 feet southerly (removes meters 202, 204, 208 and 212)

   ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI
   8th Street at Mission Street
   8th Street at Howard Street
   Ellen Robinson, 701-4322

   Approved.

2. Van Ness Avenue, east side, from Sutter Street to 18 feet southerly – No Parking (for 6-foot wide bulb-out)
   ESTABLISH – NO PARKING ANYTIME
   ESTABLISH – SIDEWALK WIDENING
   Van Ness Avenue, east side, from Sutter Street to 18 feet southerly (extends sidewalk by 6 feet in width and 18 feet in length)
   Jerry Robbins, 701-4490

   Approved.

3. 23rd Avenue and Anza Street – Traffic Circle
   ESTABLISH – TRAFFIC CIRCLE
   Intersection of 23rd Avenue and Anza Street

   ESTABLISH – NO PARKING ANYTIME
   Anza Street, north side, from 23rd Avenue to 10 feet easterly
   23rd Avenue, west side, from Anza Street to 10 feet northerly
   23rd Avenue, west side, from Anza Street to 10 feet southerly
   23rd Avenue, east side, from Anza Street to 10 feet southerly
   Dan Provence, 701-4448

   Approved.

4. 26th Avenue and Ortega Street – Traffic Circle
ESTABLISH – TRAFFIC CIRCLE
Intersection of 26th Avenue and Ortega Street

ESTABLISH – NO PARKING ANYTIME
Ortega Street, south side, from 10 feet west of 26th Avenue to 10 feet east of 26th Avenue
Ortega Street, north side, from 26th Avenue to 10 feet westerly
26th Avenue, east side, from Ortega Street to 10 feet northerly

ESTABLISH – TRAFFIC ISLAND
Ortega Street, south side, from western crosswalk to 10 feet westerly
Dan Provence, 701-4448

Approved.

5. Arguello Boulevard and Euclid Boulevard – Crosswalk Reopening
ESTABLISH – CROSSWALK
On Arguello Boulevard at Euclid Boulevard, South Crosswalk
Maurice Growney, 701-4549

Approved.

6. Winston Drive between Buckingham Way and Lake Merced Boulevard – Speed Limit
ESTABLISH – 30 MILES PER HOUR SPEED LIMIT
Winston Drive between Buckingham Way and Lake Merced Boulevard (existing speed limit is 25 miles per hour)
Dusson Yeung, 701-4553

Approved.

7. Lake Street east of 14th Avenue – Traffic Island
ESTABLISH – TRAFFIC ISLAND
Install a traffic island as a neighborhood gateway treatment on Lake Street east of 14th Avenue
Ken Kwong, 701-4575

Approved.

8. Winston Drive – Traffic Island
ESTABLISH – TRAFFIC ISLAND
Winston Drive, midblock east of Lake Merced Boulevard
Kristiann Choy, 701-2493

Approved.

9. Lake Street – Traffic Islands
ESTABLISH – TRAFFIC ISLANDS
Lake Street and 5th Avenue, west crosswalk
Lake Street and 7th Avenue, east crosswalk
Lake Street and 10th Avenue, west crosswalk
Lake Street and 11th Avenue, east and west crosswalks
Kristiann Choy, 701-2493

Approved.

10. 18th Street between Carolina Street and Arkansas Street – Traffic Calming – Chicane
ESTABLISH – NO PARKING ANYTIME
18th Street, south side, Carolina Street to 15 feet westerly
18th Street, south side, Carolina Street east side crosswalk to 15 feet westerly
18th Street, north side, Carolina Street to 15 feet easterly
18th Street, south side, Arkansas Street to 15 feet westerly

ESTABLISH – PERPENDICULAR (90 DEGREE) PARKING
18th Street, south side, from 28 feet east of Carolina Street to 166 feet easterly
18th Street, north side, from Arkansas Street to 162 feet westerly
Michael Riebe, 701-2467

Approved.

11. Various Streets on Cathedral Hill – Sidewalk Changes, Bulbs, Tow-Away Zones

1. Post Street, south side between Franklin Street and Van Ness Avenue – Tow-Away No Stopping Any Time and Shuttle Bus Zone
ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Post Street, south side, from Franklin Street to approximately 230 feet easterly

ESTABLISH – SIDEWALK WIDENING
Post Street, south side, from Franklin Street to approximately 230 feet easterly (extends sidewalk by 7 feet)

ESTABLISH – SHUTTLE BUS ZONE
Post Street, south side, from approximately 2 feet to 140 feet west of Van Ness Avenue

2. Geary Boulevard, north side, between Van Ness Avenue and Franklin Street – Bus Bulb, Tow-Away No Stopping Any Time, and Right Turn Only Lane
ESTABLISH – SIDEWALK WIDENING
Geary Boulevard, north side, from Van Ness Avenue to approximately 147 feet westerly (extends sidewalk by 7 feet)

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Geary Boulevard, north side between Franklin Street and Van Ness Avenue.

ESTABLISH – BUS ZONE
Geary Boulevard, north side, from Van Ness Avenue to approximately 147 feet westerly.

RESCIND – BUS ZONE
Geary Boulevard, north side, from Franklin Street to 84 feet easterly.

ESTABLISH – RIGHT TURN ONLY LANE
Geary Boulevard, from Franklin Street to approximately 120-feet easterly.

3. Geary Street, north side, between Polk Street and Van Ness Avenue – Tow-Away No Stopping Any Time, Rescind Bus zone, and Sidewalk Narrowing
ESTABLISH – SIDEWALK NARROWING
Geary Street, north side, from approximately 141 feet to 275 feet east of Van Ness Avenue (reduces sidewalk from 16.9 feet to 12 feet at the bus bulb out)

RESCIND – BUS ZONE
Geary Street, north side, from approximately 141 feet to 275 feet east of Van Ness Avenue.

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Geary Street, north side from Van Ness Avenue to 275 feet easterly.

4. Cedar Street, north side, between Van Ness Avenue and Polk Street – Tow-Away No Stopping Anytime, Sidewalk Widening, and Corner Bulb
ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Cedar Street, north side, between Van Ness Avenue and Polk Street

ESTABLISH – SIDEWALK WIDENING
Cedar Street, north side, between Van Ness Avenue and Polk Street (extends sidewalk by .8 feet)
Create corner bulb at the northwest corner of Cedar Street and Polk Street.

Cedar Street, south side, between Van Ness Avenue and Polk Street Tow-Away No Stopping Anytime and Sidewalk Widening
ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Cedar Street, south side, between Van Ness Avenue and Polk Street

ESTABLISH – SIDEWALK WIDENING
Cedar Street, south side, between Van Ness Avenue and Polk Street (extends sidewalk by 0.5 feet)

5. Cedar Street, between Van Ness Avenue and Garage Entrance – Two-Way
RESCIND – ONE-WAY
Cedar Street, between Van Ness Avenue and the garage entrance to the Medical Office Building, approximately 290 feet west of Polk Street

ESTABLISH – TWO-WAY
Cedar Street, between Van Ness Avenue and the garage entrance to the Medical Office Building, approximately 290 feet west of Polk Street

6. Van Ness Avenue, west side, between Post Street and Geary Boulevard –Tow-Away No Stopping Anytime and Sidewalk Widening
   ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
   Van Ness Avenue, west side, from Post Street to Geary Boulevard

   ESTABLISH – SIDEWALK WIDENING
   Van Ness Avenue, west side, from Post Street to Geary Boulevard (extend sidewalk by 6-feet)

7. Van Ness Avenue, east side between Geary Street and Cedar Street – Corner Bulb Extension
   ESTABLISH – SIDEWALK WIDENING
   Extend bulb-out at the southeast corner of Van Ness Avenue and Cedar Street to align with sidewalk on Van Ness Avenue and Cedar Street.
   Rana Ahmadi, 701-4451

   Approved.

DISCUSSION, INFORMATIONAL AND OTHER ITEMS NOT SCHEDULED FOR SFMTA PUBLIC HEARING

1. Various Streets on Cathedral Hill – Street Encroachments
   Tunnel beneath Van Ness Avenue – A pedestrian tunnel beneath Van Ness Avenue to connect the eastern portion of the proposed Cathedral Hill Hospital to the western portion of the Cathedral Hill Medical Office Building. The 125-foot-long tunnel's interior dimensions would be 10 feet wide by 10 feet deep (with exterior dimensions measuring approximately 14 feet by 14 feet). The tunnel would be constructed under Van Ness Avenue approximately 43 feet north of Geary Street; the tunnel floor would be located 20–30 feet below the Van Ness Avenue grade. The tunnel is subject to Caltrans Encroachment Permit.

   Emergency Fuel Tanks, Geary Boulevard – Two fuel storage tanks for the Cathedral Hill Hospital's emergency generators would be located beneath the northern sidewalk and the street along Geary Boulevard. The area excavated for the fuel storage tanks would be approximately 117 feet in length along Geary Boulevard, between Franklin Street to the west and the Hospital garage ingress to the east.

   Cedar Street Improvements – Existing sidewalks along the north side and south side of Cedar Street, between Van Ness Avenue and Polk Street, are proposed to be widened. The sidewalks NOT abutting CPMC property (e.g.; the entire north side sidewalk and a small portion of the south side sidewalk abutting the "Next Door" shelter) require Major Encroachment permits. New landscaping and reconstructing the existing roadway with pavers is also proposed.
   Rana Ahmadi, 701-4451

2. Mission Street and South Van Ness Avenue between 14th and 26th Streets – Mission Street Muni Re-route via South Van Ness Avenue

ESTABLISH – BUS ZONES
14th Street, south side, from Mission Street to 124' east (124' zone)
16th Street, south side, between Mission Street and Capp Street (166' zone, extending existing 86' zone)
16th Street, north side, from South Van Ness Avenue to 84' west (84' zone)
South Van Ness Avenue, west side, from 16th Street to 150' north (150' zone)
South Van Ness Avenue, west side, from 18th Street to 104' south (104' zone)
South Van Ness Avenue, east side, from 18th Street 120' south (120' zone)
South Van Ness Avenue, west side, from 20th Street 157' north (157' zone)
South Van Ness Avenue, east side, from 20th Street 168' north (168' zone)
South Van Ness Avenue, west side, from 22nd Street 124' north (124' zone)
South Van Ness Avenue, east side, from 22nd Street 120' south (120' zone)
South Van Ness Avenue, west side, from 24th Street 150' south (150' zone, extending existing 85' zone)
South Van Ness Avenue, east side, from 24th Street 143' north (143' zone)

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
25th Street, north side, between Capp Street and South Van Ness Avenue
25th Street, south side, between Capp Street and South Van Ness Avenue
25th Street, south side, between Mission Street and 57' east
26th Street, north side, between Mission Street and Lilac Street (112' zone)
Mission Street, east side, between 25th Street and 38' south (38' zone)

ESTABLISH –LEFT LANE MUST TURN LEFT
25th Street, eastbound, at South Van Ness Avenue
26th Street, westbound, at Mission Street

RESCIND – YELLOW METERED LOADING
25th Street, south side, between 35' and 57' east of Mission Street (22' zone, meter 3347)
25th Street, south side, between 87' and 109' east of Capp Street (meter 3313)
25th Street, south side, between 35' and 57' east of Mission Street (meter 3347)
26th Street, north side, between Mission Street and 67' east (3 meters: #'s 3348 to 3352)
Mission Street, east side, between 10' and 38' south of 25th Street (meter 2903)

ESTABLISH – YELLOW METERED LOADING
Mission Street, east side, between 66' and 87' south of 25th Street (meter 2909)

RESCIND – BIKE CORRAL
16th Street, south side, between 86' and 106' east of Mission Street (20' zone)

RESCIND – METER AREA 3
16th Street, south side, between 106' east of Mission Street and Capp Street (meters 2931, 2933, 2935, 2937)
25th Street, north side, between South Van Ness and Capp Street (8 meters: #'s 3302 to 3322)
25th Street, south side, between South Van Ness and Capp Street (7 meters: #'s 3301 to 3321)

16th Street, south side, between 42' and 124' east of Mission Street (4 meters: #'s 239 to 245)
16th Street, north side, between 46' and 66' west of South Van Ness Ave (meter 2906)
26th Street, north side, between 88' and 112' east of Mission Street (meter 3344)
Scott Broady, 701-4673

Rerouting to start on 3/312 for about 6 months.