

2.6 ST. LUKE'S CAMPUS

2.6.1 EXISTING CONDITIONS

OVERVIEW

Located in the Mission District, the 4.4-acre St. Luke's Campus occupies one entire block (Assessor's Block 6575, Lots 001 and 002) and a portion of a second block (Assessor's Block 6576, Lot 021). Block 6575 is bounded by Cesar Chavez Street to the north, Valencia Street to the east, Duncan Street to the south, and San Jose Avenue to the west. The campus also contains a surface parking lot west of San Jose Avenue that occupies a portion of Assessor's Block 6576, Lot 021. This block is generally bounded by Cesar Chavez Street to the north, San Jose Avenue to the east, 27th Street to the south, and Guerrero Street to the west. Table 2-12, "St. Luke's Campus: Existing Site Characteristics"; Table 2-13, "St. Luke's Campus: Project Summary Table" (page 2-175); and Figures 2-57 through 2-77 (pages 2-194 to 2-233) altogether characterize and graphically depict existing conditions and proposed development at the St. Luke's Campus. The figures are presented at the end of Section 2.6, beginning on page 2-194.

Address	Assessor's Block/Lot	Building Gross Square Footage	Zoning District	Height/Bulk District	Present Use
3555 Cesar Chavez Street	6575/001 and 002	197,983	RH-2	105-E	St. Luke's Hospital tower (8 parking spaces)
3615 Cesar Chavez Street	6576/021	0	RH-2	65-A	Surface parking lot (74 spaces)
St. Luke's 1957 Building	6575/001	31,724	RH-2	105-E	Emergency Department, surgery, diagnostics, and hospital support
St. Luke's 1912 Building	6575/001	26,280	RH-2	105-E	Administration
Redwood Administration Building	6575/001	2,400	RH-2	105-E	Storage
1580 Valencia Street	6575/001	90,005	RH-2	105-E	Monteagle Medical Center (medical offices, clinic space, outpatient care)
555 San Jose Avenue	6575/001	18,506	RH-2	105-E	Hartzell Building (leased to Samuel Merritt School of Nursing; support, offices, education)
MRI Trailer	6575/001	1,600	RH-2	105-E	Diagnostics
Duncan Street Parking Garage	6575/001	83,370	RH-2	105-E	Parking (215 spaces)
San Jose Avenue between Cesar Chavez and 27th Streets (closed to through traffic)	NA	NA	RH-2	NA	Parking (32 spaces)
Total	-	451,868	-	-	-
Notes: MRI = Magnetic Resonance Imaging; NA = not applicable; RH-2 = House, Two-Family Source: Data compiled by AECOM in 2009					

Directly north of the St. Luke's Campus, across Cesar Chavez Street, exist a mix of low- to mid-rise residential and commercial uses. A vacant commercial space (formerly Salvation Army) and a pharmacy front the northern half of Cesar Chavez Street between Guerrero and Valencia Streets. Just east of the campus is a surface public parking lot and many commercial buildings, including an auto parts store, nail salon, and a City-run career center. Immediately south and west of the campus are mainly small- to moderate-scale single-family and multifamily residential uses.

The northern half of the St. Luke's Campus slopes downward from west to east near Guerrero Street toward San Jose Avenue and Valencia Street, and slopes downward to the north from 27th Street to Cesar Chavez Street. There is an approximately 7-foot change in grade on the site between Guerrero Street (west) and Valencia Street (east), and an approximately 14-foot change in grade from 27th Street (south) to Cesar Chavez Street (north).

Figure 2-57, "St. Luke's Campus Area" (page 2-194), illustrates the location of the St. Luke's Campus, assessor's block and lot numbers as described above, and existing zoning and height and bulk designations as described below. Existing zoning on the St. Luke's Campus is residential; the entire campus is zoned RH-2 (Residential, House Districts, Two-Family). Although the St. Luke's Campus is zoned residential, the existing campus was built through exemptions provided by previously approved CU authorization as a PUD. The existing hospital and seven other buildings on this campus are located in the 105-E Height and Bulk District.⁴⁶ The surface parking lot at the northwest portion of this campus is located in the 65-A Height and Bulk District.⁴⁷ The base allowable FAR for the St. Luke's Campus is 1.8:1.⁴⁸

The St. Luke's Campus consists of eight structures. These include six buildings, a parking garage, and the MRI trailer (see Table 2-12, "St. Luke's Campus: Existing Site Characteristics," on page 2-173 for further clarification). Details of the existing uses and buildings are further described below. Figure 2-58, "St. Luke's Campus—Existing Site Plan" (page 2-195), illustrates the site plan for the existing St. Luke's Campus and its environs. Please note that all square footage numbers listed in this section are approximate, whether or not this is specified for a particular use or building.

Along the Valencia Street frontage of the St. Luke's Campus are, from north to south, the St. Luke's Hospital tower, the St. Luke's 1957 Building (referred to in this EIR as simply the "1957 Building"), the St. Luke's 1912 Building (referred to in this EIR as the "1912 Building"), and the Monteagle Medical Center (1580 Valencia Street) (see Figure 2-58 on page 2-195). The Redwood Administration Building is located along San Jose

⁴⁶ As specified in Section 260 of the Planning Code, the 105-E Height and Bulk District allows a maximum building height of 105 feet. As indicated in Planning Code Section 270, the "E" bulk designation requires additional setbacks for portions of buildings above 65 feet in height.

⁴⁷ As specified in Section 260 of the Planning Code, which allows a maximum building height of 65 feet, the Monteagle Medical Center building exceeds the current height limit for the 65-A Height and Bulk District. As indicated in Planning Code Section 270, the "A" bulk designation requires additional setbacks for portions of buildings above 40 feet in height.

⁴⁸ Through past approvals, the St. Luke's Campus has an existing FAR of 2.3:1.

**Table 2-13
St. Luke's Campus: Project Summary Table**

Category under the LRDP (numbers for building uses below depict square footage)	Demo	Convert	Retain		Demo		Retain		Existing Uses—Total	Existing Uses to Be Retained or Converted ²	New Construction		Project Totals
	St. Luke's Hospital Tower	1957 Building ^{1,2}	1912 Building	1580 Valencia (Monteagle)	MRI Trailer	Redwood Admin. Building	Duncan St. Parking Garage	555 San Jose (Hartzell)			St. Luke's Replacement Hospital	MOB/ Expansion Building	
Residential	–	–	–	–	–	–	–	–	–	–	–	–	–
Hotel	–	–	–	–	–	–	–	–	–	–	–	–	–
Retail	873	–	–	1,648	–	–	–	–	2,521	1,648	–	2,600	4,248
Office	–	–	–	–	–	2,400	–	8,974	11,374	8,974	–	–	8,974
Medical Office	–	–	–	49,717	–	–	–	–	49,717	49,717	–	31,820	81,537
Light Industrial	–	–	–	–	–	–	–	–	–	–	–	–	–
Parking—Structured	–	–	–	–	–	–	83,370	–	83,370	83,370	–	111,000	194,370
Hospital Administration	1,865	1,459	4,114	–	–	–	–	–	7,438	5,573	2,000	2,080	9,653
Cafeteria	3,471	–	–	–	–	–	–	–	3,471	–	1,800	1,560	3,360
Education/Conference	9,107	1,559	–	–	–	–	–	286	10,952	1,845	–	1,560	3,405
Inpatient Care	52,089	–	–	–	–	–	–	–	52,089	–	76,800	–	76,800
Skilled Nursing Care	25,637	–	–	–	–	–	–	–	25,637	–	–	–	–
Outpatient Care	1,315	–	4,201	1,549	–	–	–	–	7,065	5,750	–	8,680	14,430
Diagnostic and Treatment	17,234	14,124	7,081	15,815	1,600	–	–	–	55,854	22,896 ²	17,500	22,460	62,856
Emergency Department	–	7,060	–	–	–	–	–	–	7,060	–	12,000	–	12,000
Support	51,540	3,516	9,421	5,781	–	–	–	2,927	73,185	42,829 ²	14,000	3,640	60,469
Research	6,668	–	–	–	–	–	–	–	6,668	–	–	–	–
Other	–	–	–	–	–	–	–	–	–	–	–	–	–
Lobby	1,384	–	442	870	–	–	–	196	2,892	1,508	2,500	520	4,528
Building Infrastructure	26,053	3,579	1,021	10,257	–	–	–	892	41,802	15,749	14,400	15,130	45,279
Central Plant	–	–	–	–	–	–	–	–	–	–	3,000	–	3,000
Mechanical and Electrical Floors	–	427	–	4,368	–	–	–	5,111	9,906	9,906	–	–	9,906
Loading	747	–	–	–	–	–	–	120	867	120	1,000	–	1,120
Total sq. ft.	197,983	31,724	26,280	90,005	1,600	2,400	83,370	18,506	451,868	249,885	145,000	201,050	595,935
Dwelling Units	–	–	–	–	–	–	–	–	–	–	–	–	–
Hotel Rooms	–	–	–	–	–	–	–	–	–	–	–	–	–
Parking Spaces—Structured	–	–	–	–	–	–	215	–	215	215	–	220	435
Parking Spaces—Surface	8	106 ¹	–	–	–	–	–	–	114	15	–	–	15
Loading Spaces	2	–	–	–	–	–	–	–	2	2	–	–	2
Number of Buildings	1	1	1	1	1	1	1	1	8	6	–	1	7
Height of Buildings	158 ³	53 ⁴	53	102 ⁵	12	12	28	34	–	–	99	100	–
Number of Stories	12	4	4	8	1	1	2	2	–	–	5	5	–
Stories Underground	1	–	–	1	–	–	–	1	–	–	–	4	–

Note: LRDP = Long Range Development Plan; MOB = Medical Office Building; sq. ft. = square feet.

¹ The 106 surface parking spaces associated with the St. Luke's 1957 Building are located across San Jose Avenue and scattered throughout the campus.

² The project proposes to transfer existing Emergency Department (7,060 sq. ft.) and diagnostic and treatment uses (14,124 sq. ft.) in the 1957 Building and replace them with support uses. This 21,184-sq.-ft. total is accounted for in 42,829 sq. ft. of support use under existing uses to be retained.

³ The existing St. Luke's Hospital Tower is 158 feet tall, not including an 11-foot-tall mechanical penthouse.

⁴ The existing 1957 Building is 53 feet tall, not including an 14-foot-tall mechanical penthouse.

⁵ The existing 1580 Valencia Street (Monteagle Building) is 102 feet tall, not including an 11-foot-tall mechanical penthouse.

Source: Data compiled by AECOM in 2009

Avenue, west of the St. Luke's Hospital tower and 1957 Building. Farther south along San Jose Avenue are the Hartzell Building (555 San Jose Avenue), located west of the 1912 Building, and the Duncan Street Parking Garage, located west of the Monteagle Medical Center building at the corner of San Jose Avenue and Duncan Street. A portable structure, the MRI Trailer, is located in the center of the St. Luke's Campus, between the 1912 Building and the Hartzell Building. Ambulance parking is located to the north of the MRI Trailer. Uses in these buildings are as follows:

- ▶ **St. Luke's Hospital Tower.** Built in 1970 and located near the northeast corner of the campus at 3555 Cesar Chavez Street, this is the most prominent building on the St. Luke's Campus. As detailed in Table 2-13, "St. Luke's Campus: Project Summary Table" (page 2-175), this 12-story plus one-level basement, 158-foot-tall (plus mechanical screen) hospital tower occupies approximately 198,000 sq. ft. and includes acute-care space (approximately 52,100 sq. ft.), skilled nursing space (25,700 sq. ft.), and hospital support space (51,600 sq. ft.). The hospital is licensed for 229 beds, of which 139 are in use. Of the 229 licensed beds currently at the St. Luke's Campus, 150 beds are licensed for acute-care and 79 beds are licensed for skilled nursing (Table 2-2, "CPMC Existing and Proposed LRDP Licensed Hospital Bed Uses," page 2-10). Of the 139 in-use beds, 60 beds are used for acute-care and 79 beds for skilled nursing.
- ▶ **1957 Building.** This four-story, 53-foot-tall building occupies approximately 31,800 sq. ft. The building includes the campus's Emergency Department (approximately 7,100 sq. ft.), diagnostics and treatment space (14,200 sq. ft.), and support space (3,600 sq. ft.).
- ▶ **1912 Building.** This four-story, 53-foot-tall building occupies approximately 26,300 sq. ft., and includes hospital administration (approximately 4,100 sq. ft.), outpatient care (i.e., Diabetes Center [4,200 sq. ft.]), diagnostic and treatment space (7,100 sq. ft.), hospital support (9,400 sq. ft.), and the chapel.
- ▶ **Monteagle Medical Center.** This building occupies the southeastern corner of the St. Luke's Campus at the intersection of Valencia and Duncan Streets (1580 Valencia Street). The eight-story, 102-foot-tall medical center occupies approximately 90,000 sq. ft. and includes medical office space (approximately 49,700 sq. ft.), outpatient space (1,600 sq. ft.), diagnostic and treatment space (15,900 sq. ft.), and support space (5,800 sq. ft.).
- ▶ **Redwood Administration Building.** This one-story, 12-foot-tall portable building contains approximately 2,400 sq. ft. of space dedicated entirely to hospital administration.
- ▶ **Hartzell Building.** CPMC leases a portion of this building, located at 555 San Jose Avenue, to the Samuel Merritt School of Nursing, which is not part of CPMC. The two-story, 34-foot-tall building accommodates

approximately 18,600 sq. ft. of office and educational uses related to the nursing school. In addition, there is a data center and mechanical support area in the building that serves the campus.

- ▶ **MRI Trailer.** This one-story, 12-foot-tall trailer provides approximately 1,600 sq. ft. of space for diagnostics and treatment.

Several buildings on the St. Luke's Campus are connected to one another. The St. Luke's Hospital tower, 1957 Building, 1912 Building, and Monteagle Medical Center connect north to south through internal corridors at various levels. The MRI Trailer is connected to the 1912 Building via an enclosed passageway.

PARKING AND LOADING AREAS

The St. Luke's Campus provides a total of 329 parking spaces, which are located in one parking structure and two surface parking areas:

- ▶ **Duncan Street Parking Garage.** This approximately 83,400-sq.-ft., two-story aboveground parking garage, located in the southwest corner of the campus, contains 215 off-street parking spaces. Garage access is available from San Jose Avenue, immediately north of Duncan Street.
- ▶ **3615 Cesar Chavez Street Surface Parking Lot.** This approximately 31,000-sq.-ft. parking lot, located on the west side of San Jose Avenue (i.e., across San Jose Avenue from the rest of the St. Luke's Campus) between Cesar Chavez Street and 27th Street contains 74 parking spaces. Access to the surface parking lot is from San Jose Avenue and 27th Street.
- ▶ **Staff Surface Parking.** Associated with the above-mentioned 3615 Cesar Chavez Street Surface Parking Lot, located on the east side of San Jose Avenue between 27th Street and Cesar Chavez Street (opposite the main entrance to the Redwood Administration Building), are 32 restricted-to-staff-use-only parking spaces. In addition, eight short-term surface parking spaces are on the St. Luke's Campus, in front of the St. Luke's Hospital tower.

The service and loading areas for the St. Luke's Hospital tower are located on the west side of the hospital building and are accessed from San Jose Avenue.

LOCAL STREETS NETWORK AND EXISTING SITE ACCESS

The St. Luke's Campus is bordered by or in the vicinity of several major thoroughfares, including Cesar Chavez Street, Mission Street, and South Van Ness Avenue. U.S. 101 is approximately 1 mile east of the campus and is accessible via Cesar Chavez Street. The campus is surrounded by a mix of residential and commercial uses, as

explained above. Local residential streets around the campus include Tiffany Street to the southeast, Duncan Street to the south, and 27th Street and San Jose Avenue to the west.

The St. Luke's Campus is accessible by both public transit and automobile from the west and east via Cesar Chavez Street, and from the north and south primarily via Valencia Street, Guerrero Street, Mission Street, and South Van Ness Avenue. The campus is well served by Muni:⁴⁹ the J-Church light rail line (three blocks west) and five bus lines—the 36-Teresita (on the campus block), 12-Folsom-Pacific and 27-Bryant (both on Cesar Chavez Street), and 14-Mission and 49-Van Ness-Mission (both one block east on Mission Street) all run near the campus. The campus is located 4 blocks (0.5 mile) south of the 24th Street BART Station. Pedestrian access to the St. Luke's Campus, as shown in Figure 2-58, "St. Luke's Campus—Existing Site Plan" (page 2-195), is available from Cesar Chavez Street, San Jose Avenue, Duncan Street, and Valencia Street, but the existing stairs leading up to the 1912 Building from Valencia Street are not in use.

The St. Luke's Campus is also served by the CPMC intercampus shuttle system, with service to and from the Davies Campus. The CPMC shuttle stop for the hospital is currently located at Cesar Chavez Street. Existing open space and tree information for the St. Luke's Campus is discussed further in Section 4.13, "Biological Resources."

2.6.2 PROPOSAL FOR THE ST. LUKE'S CAMPUS

The following describes project components proposed for the St. Luke's Campus under the LRDP. No long-term development is proposed at this campus. All activities described below would occur in the near term. No changes are proposed for the 1912 Building, Monteagle Medical Center, Duncan Street Parking Garage, and Hartzell Building. Figure 2-59, "St. Luke's Campus—Proposed Site Plan" (page 2-197), illustrates the proposed plan for the St. Luke's Campus, and Table 2-13, "St. Luke's Campus: Project Summary Table" (page 2-175), provides a detailed description of the campus's existing and proposed buildings and uses. The project, as proposed, would require the City to vacate a section of San Jose Avenue (between 27th Street and Cesar Chavez Street). This portion of San Jose Avenue is currently gated at its northern end, where it meets Cesar Chavez Street, and is not open to through traffic. It has been closed to public use under an encroachment permit since 1968.

ST. LUKE'S REPLACEMENT HOSPITAL

The CPMC LRDP would result in the construction of the approximately 145,000-sq.-ft., seismically compliant St. Luke's Replacement Hospital, adjacent to and west of the existing St. Luke's Hospital tower. Specifically, the replacement hospital would occupy the site of the existing 3615 Cesar Chavez Street Surface Parking Lot. A portion of the new St. Luke's Replacement Hospital would also be constructed across the vacated section of San

⁴⁹ San Francisco Municipal Transportation Agency. 2009. Major Muni Service Changes December 5. Available: <http://www.sfmta.com/cms/m1209/dec09service.htm>. Accessed December 10, 2009.

Jose Avenue, between the 1957 Building and the existing 3615 Cesar Chavez Street Surface Parking Lot. The removal of the portable Redwood Administration Building from the campus would be required, before the start of hospital construction. The proposed St. Luke's Replacement Hospital would replace the acute-care hospital uses in the existing St. Luke's Hospital tower by the end of 2015. The St. Luke's Replacement Hospital would replace the existing 229 licensed beds, 139 of which are operational (60 acute care and 79 skilled nursing beds), currently at the St. Luke's Campus. Under the LRDP, the St. Luke's Replacement Hospital would contain 80 licensed beds, all of which would be operational. This would represent 149 fewer licensed beds but 20 more operational acute care beds than the existing number (Table 2-2, "CPMC Existing and Proposed LRDP Licensed Hospital Bed Uses," page 2 -10).

The St. Luke's Replacement Hospital would be a state-of-the-art medical facility, providing more efficient delivery of ancillary and support services compared to current hospital services, along with improved coordination of and access to patient care. After completion of the replacement hospital, all the acute-care functions of the existing hospital would be moved to the new St. Luke's Replacement Hospital and the existing hospital tower would be decommissioned and demolished.

The new, five-story St. Luke's Replacement Hospital would be 99 feet in height, based on the Planning Code's methodology for measurement. However, because the lot is sloped, the structure would vary in height relative to the location from which it is viewed. The St. Luke's Campus slopes downward to the east and north. For instance, the hospital's approximate height measurements to the top of the roof parapet would be:

- ▶ 99 feet, as measured at the site's northwest corner from the top of the sidewalk on Cesar Chavez Street (Figure 2-63, "St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed North Elevation," page 2-205) (north elevation);
- ▶ 82 feet, as measured at the site's southeast corner from the top of the sidewalk on 27th Street (Figure 2-64, "St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed South Elevation," page 2-207) (south elevation);
- ▶ 98 feet, as measured at the site's northeast corner from the top of the sidewalk on Cesar Chavez Street (Figure 2-65, "St. Luke's Replacement Hospital—Proposed East-West Elevation," page 2-209) (east elevation); and
- ▶ 54 feet, as measured at top of the sidewalk on the site's southwest corner at 27th Street (Figure 2-66, "St. Luke's MOB/Expansion Building—Proposed East-West Elevation," page 2-211) (west elevation).

The façade of the St. Luke's Replacement Hospital would be composed of various exterior materials including stucco, lightweight concrete wall panels, clear vision glass, and metal panels. The proposed replacement hospital,

which would be exempt from Chapter 13C of the City's Building Code (San Francisco Green Building Requirements), would implement a plan for a 14% reduction in energy use associated with heating, cooling, ventilation, hot water, and lighting. Additionally, CPMC is considering implementing measures that would enable the St. Luke's Replacement Hospital to achieve LEED® certification.

Figures 2-63 through 2-66 (pages 2-205 to 2-211) also illustrate the varying roofline of the St. Luke's Replacement Hospital, parapets, and mechanical equipment that would be screened. The mechanical penthouse would be an extension of the building's bed tower form. Figures 2-67 through 2-69 (pages 2-213 to 2-217) illustrate the proposed uses and number of beds by floor (Table 2-13, "St Luke's Campus: Project Summary Table," page 2-175). The proposed St. Luke's Replacement Hospital would include five levels:

- ▶ Level 1 would contain off-street loading, mechanical and electrical, general hospital support services, cafeteria, and lobby uses. The off-street loading area would be enclosed and located on the north side of the building, and would include three truck loading docks, three service van spaces, and two spaces for dumpsters. The main building entrance would be located on the north side of Level 1, providing covered access from the white zone drop-off area on Cesar Chavez Street through a lower level plaza, adjacent to the hospital cafeteria.
- ▶ Level 2 would contain the main lobby, admitting, hospital administration, diagnostic and treatment space, and the Emergency Department. A two-vehicle ambulance bay would be located adjacent to the Emergency Department on the south side of the hospital.
- ▶ Level 3 would contain primarily diagnostic and treatment facilities, as well as 16 inpatient beds.
- ▶ Levels 4–5 would contain mainly inpatient care facilities, with 29 beds on Level 4 and 35 beds on Level 5.
- ▶ The roof level would contain the emergency generators and air handling units (Figure 2-76, "St. Luke's Hospital and MOB/Expansion Building—Proposed Roof," page 2-231).

Figures 2-71, "St. Luke's Hospital and MOB/Expansion Building—Level 1" through 2-76, "St. Luke's Hospital and MOB/Expansion Building—Proposed Roof" (beginning on page 2-221) provide a floor plan for each level of the proposed St. Luke's Replacement Hospital. Site access for pedestrians and emergency, service, and patient vehicles are discussed below under "St. Luke's Campus Site Access."

Once completed, the approximately 145,000-sq.-ft. St. Luke's Replacement Hospital would contain a total of 80 licensed beds and would provide acute-care (approximately 76,800 sq. ft.), diagnostic and treatment facilities (17,500 sq. ft.), and an Emergency Department (12,000 sq. ft.), which is currently anticipated to include two critical care ambulance bays, six standard bays, and four fast track bays (including triage). Other uses would

include hospital administration (approximately 2,000 sq. ft.), cafeteria (1,800 sq. ft.), support facilities (14,000 sq. ft.), lobby (2,500 sq. ft.), and loading area (1,000 sq. ft.). In addition, the St. Luke's Replacement Hospital would have about 3,000 sq. ft. of central utility plant space below grade and about 14,400 sq. ft. of building infrastructure (e.g., shafts, elevators, and stairways), distributed among all the building levels.

Parking demand for the St. Luke's Replacement Hospital would be accommodated at the existing Duncan Street Parking Garage, which, as described above, currently includes 215 parking spaces. Additional hospital parking demand would be accommodated at the parking garage to be located in the proposed MOB/Expansion Building, which would provide 220 parking spaces. These two parking garages, plus 15 surface parking spaces (scattered throughout the campus), would provide a total of 450 parking spaces at the St. Luke's Campus, which would be 121 more parking spaces than under existing conditions. Loading (three spaces) for the St. Luke's Replacement Hospital would be located at the northern end of the hospital, at Cesar Chavez Street between Guerrero and Valencia Streets (Figure 2-59, "St. Luke's Campus—Proposed Site Plan," page 2-197).

MEDICAL OFFICE BUILDING/EXPANSION BUILDING

Soon after the existing St. Luke's Hospital tower is vacated, the tower would be demolished. Soil would be imported to fill the basement area of the existing hospital and level the proposed new plaza area to the east of the proposed St. Luke's Replacement Hospital (Figure 2-59, "St. Luke's Campus—Proposed Site Plan," page 2-197).

After demolition of the existing 12-story St. Luke's Hospital tower, a new, approximately 201,000-sq.-ft., five-story MOB/Expansion Building would be constructed at the site of the former hospital tower. This new building is expected to be occupied by about 2018. The MOB/Expansion Building would include medical offices (approximately 31,900 sq. ft.), diagnostic and treatment space (22,500 sq. ft.), lobby space and building infrastructure (15,700 sq. ft.), outpatient care (approximately 8,700 sq. ft.), retail (2,600 sq. ft.), hospital administration (2,000 sq. ft.), cafeteria (1,500 sq. ft.), and education/conference space (1,500 sq. ft.) and four belowground parking levels that would provide approximately 220 parking spaces (approximately 111,000 sq. ft.). The below-ground parking area would require excavation to a depth of approximately 42 feet below grade (an estimated 42,000 cubic yards of soil would be removed).

The new five-story MOB/Expansion Building would be 100 feet in height, based on the Planning Code's methodology for measuring building height. However, because the lot is sloped and the building would have setbacks and varied heights, the structure would vary in height relative to the location from which it would be viewed. The St. Luke's Campus slopes downward to the east and north. For instance, the approximate height measurements to the top of the roof parapet of the MOB/Expansion Building would be:

- ▶ 100 feet, as measured at the site's northeast corner from the top of the sidewalk on Cesar Chavez Street (Figure 2-63, "St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed North Elevation," page 2-205) (north elevation);
- ▶ 82 feet, as measured at the building's southwest corner from the top of the plaza on San Jose Avenue (Figure 2-64, "St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed South Elevation," page 2-207) (south elevation);
- ▶ 100 feet, as measured at the site's southeast corner from the top of the sidewalk on Valencia Street (Figure 2-65, "St. Luke's MOB—Proposed East-West Elevation," page 2-209) (east elevation); and
- ▶ 99 feet, as measured at top of the sidewalk on the site's northwest corner at Cesar Chavez Street (Figure 2-66, "St. Luke's MOB/Expansion Building—Proposed East-West Elevation," page 2-211) (west elevation).

The façade of the MOB/Expansion Building would be composed of various exterior materials, including stucco, lightweight concrete wall panels, clear vision glass, and metal panels. The building would be required to conform to Chapter 13C of the City's Building Code (San Francisco Green Building Requirements). CPMC would be required to achieve a LEED[®] Silver rating for the MOB/Expansion Building.

Figures 2-63, 2-64, and 2-65 (pages 2-205, 2-207, and 2-209) also illustrate the varying roofline of the building, parapets, and mechanical equipment that would be screened. The mechanical penthouse would be an extension of the building's form. Figures 2-67, "St. Luke's Replacement Hospital—Proposed Stacking Diagram" (page 2-213) through 2-69, "St. Luke's Replacement Hospital—Proposed East-West Stacking Diagram" (page 2-217) illustrate the proposed uses by floor. The proposed MOB/Expansion Building would include five levels:

- ▶ Level 1 would provide pedestrian and vehicular access to the MOB/Expansion Building as well as contain the main lobby, a retail outlet, community room (with connection to the St. Luke's Replacement Hospital), and parking.
- ▶ Level 2 would contain additional lobby space, a laboratory, imaging room, and cafeteria.
- ▶ Levels 3–5 would contain medical offices.
- ▶ Four belowground levels of parking (Levels P1–P4) would contain 220 parking spaces and would be accessible from Level 1.

Figures 2-70 through 2-76 (pages 2-219 to 2-231) provide a floor plan for each level of the proposed MOB/Expansion Building. Site access for pedestrians and patient vehicles is discussed below under "St. Luke's Campus Site Access."

SAN JOSE AVENUE UTILITIES RELOCATION

As described above, a portion of the new St. Luke's Replacement Hospital would be located on the portion of San Jose Avenue between 27th Street and Cesar Chavez Street that is currently used by CPMC under a permit from the City as the 3615 Cesar Chavez Street Surface Parking Lot. This portion of San Jose Avenue is currently gated at its northern end where it meets Cesar Chavez Street, is not open to through traffic, and is used for parking. It has been closed to public use under an encroachment permit since 1968. For the St. Luke's Replacement Hospital to be constructed, the City would be required to approve a street vacation for this portion of San Jose Avenue, and existing utilities located within the San Jose Avenue right-of-way would need to be relocated. The removal of the existing 114 parking spaces, associated with the 3615 Cesar Chavez Street Surface Parking Lot, and scattered throughout the campus, would be accommodated by the parking garage in the proposed MOB/Expansion Building. Figure 2-62, "St. Luke's Campus—San Jose Avenue Utility Relocation" (page 2-203), shows the proposed realignment of the storm sewer, water main, and electrical utilities from San Jose Avenue west onto 27th Street, then north along Guerrero Street, and east along Cesar Chavez Street. The realigned electrical utilities would continue north on Valencia Street and west on 26th Street to a substation at the corner of San Jose Avenue and 26th Street.

1957 BUILDING

After the opening of the new St. Luke's Replacement Hospital, the existing, approximately 31,700-sq.-ft. 1957 Building would be decommissioned from its status as a licensed hospital and used as an administrative office, for storage, and for conference space. The Emergency Department would be relocated to the new St. Luke's Replacement Hospital. The existing Emergency Department entrance at the 1957 Building would no longer be accessible to vehicular access. Underground storage tanks would be located in this area to provide fuel to the emergency generators (to be located on the roof of the St. Luke's Replacement Hospital).

MRI TRAILER

The existing MRI Trailer and the enclosed passageway connecting the trailer to the 1912 Building are proposed to be removed on completion of the MOB/Expansion Building. Services offered at the MRI Trailer would be moved to the MOB/Expansion Building. Upon removal of the MRI Trailer and passageway, the resulting opening in the exterior wall of the 1912 Building would be closed, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The exterior of the 1912 Building would be maintained (e.g., roofing repair and replacement, window and door repair), also in keeping with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

STREETSCAPE DESIGN, LANDSCAPING, AND OPEN SPACE

Near-term streetscape and landscape plans for the St. Luke's Campus are being developed as part of CPMC's community and neighborhood outreach program, and in conjunction with the City's proposed *Cesar Chavez Street Design Improvement Plan* (Figure 2-77, "St. Luke's Streetscape Plan," page 2-233). With implementation of the LRDP at the St. Luke's Campus, approximately 28 trees would be removed under the streetscape plans and associated construction at the campus (see "Section 4.13: Biological Resources"). The St. Luke's streetscape design would complement the improvements being made by the City on Valencia Street. Compliance with the City's *Better Streets Plan*, which provides policies and guidelines for the pedestrian realm, would be required as part of the streetscape at the St. Luke's Campus.

PROPOSED ST. LUKE'S CAMPUS SITE ACCESS

St. Luke's Replacement Hospital and 1957 Building

The main entrance to the St. Luke's Replacement Hospital would be from a central plaza area (Figure 2-59, "St. Luke's Campus—Proposed Site Plan," page 2-197). The plaza would provide access to the replacement hospital at Level 1 from Cesar Chavez Street and at Level 2 from San Jose Avenue/27th Street. Under the proposed LRDP a staircase would be constructed along the existing right-of-way between the St. Luke's Replacement Hospital and the MOB/Expansion Building to maintain a public pedestrian connection between Cesar Chavez Street and 27th Street. There would be no public/patient access to the repurposed 1957 Building, which would be accessible to staff via the circulation path that connects the Monteaagle Medical Center building, the 1912 Building, and the Duncan Street Parking Garage.

Passenger drop-off to the main entrance of the St. Luke's Replacement Hospital would be from a white-zone drop-off area located along Cesar Chavez Street at midblock between Guerrero and Valencia Streets. The Duncan Street Parking Garage would continue to be accessed from San Jose Avenue near its intersection with Duncan Street.

The proposed Emergency Department would be located at Level 2 in the southern portion of the St. Luke's Replacement Hospital. Emergency vehicle ingress and egress to the Emergency Department's ambulance bay (emergency vehicle parking) would be from 27th Street near its intersection with San Jose Avenue (Figure 2-59, "St. Luke's Proposed Site Plan," page 2-197).

The primary loading space for the St. Luke's Replacement Hospital would be located at Level 1 on the north side of the hospital. Service vehicles would enter and exit the loading area from Cesar Chavez Street.

The CPMC shuttle stop for the hospital (currently located at Cesar Chavez Street) would be relocated to the northeast corner of San Jose Avenue and 27th Street with implementation of the LRDP.

MOB/Expansion Building and Underground Parking Garage

The MOB/Expansion Building would have two entrances. The Level 1 entrance would be located at the building's northwest corner (near the current intersection of San Jose Avenue and Cesar Chavez Street). The Level 2 entrance would be located at the building's southwest corner (Figure 2-59, "St. Luke's Proposed Site Plan," page 2-197). A separate access point on Level 1 at the corner of Valencia and Cesar Chavez Streets would be provided for retail uses. Vehicular access to the underground parking garage at the MOB/Expansion Building would be available from both Cesar Chavez Street and Valencia Street.

The existing bus stop for the 36-Teresita line, located outside the St. Luke's Hospital on Valencia Street, would have to be relocated to a new location, just south on Valencia Street in front of the 1957 Building (Figure 2-59, "St. Luke's Campus—Proposed Site Plan," page 2-197). Approximately 10 on-street parking spaces would have to be removed to accommodate both the relocation of the bus stop and the City's proposed Valencia Streetscape Improvement Project.

PROJECT VARIANTS FOR ST. LUKE'S CAMPUS

Alternate Emergency Department Location Variant

Under this variant, the Emergency Department and ambulance bay for the St. Luke's Replacement Hospital would be relocated from the south side of the building near the intersection of San Jose and 27th Street, where it is proposed to be located under the LRDP, to the north side of the building on Cesar Chavez Street (i.e., where the loading dock would be located under the proposed LRDP) (Figure 2-60, "St. Luke's Campus Variant 1—Alternate Emergency Department Location," page 2-199). A walk-in entrance to the Emergency Department would be located at the northeast corner of the St. Luke's Replacement Hospital on the first floor. The loading dock would be relocated to the southwest corner of the second floor, as opposed to the north side of the building on Cesar Chavez Street (under the LRDP). Service vehicles would enter the loading dock from 27th Street.

Cesar Chavez Street Utility Line Alignment Variant

As described above, existing utilities located within the San Jose Avenue right-of-way would need to be relocated. Under this project variant, most of the existing utilities would be relocated to different alignments than under the proposed LRDP. Instead of following a realignment that would begin along San Jose Avenue west onto 27th Street, then north along Guerrero Street, and then east along Cesar Chavez Street, before connecting to Valencia Street, as proposed under the LRDP, the electrical lines would be rerouted south on San Jose Avenue, east on Duncan Street, north on Valencia Street, and west on 26th Street to a substation at the corner of San Jose Avenue and 26th Street. An additional electrical line would connect from the intersection of San Jose Avenue and Cesar Chavez Street and continue east on Cesar Chavez Street (connecting to the line described above).

The utility relocation for the sewer would follow a similar route as the electrical lines, as described above, and would be coordinated with the San Francisco Public Utilities Commission (SFPUC), to be included in SFPUC's currently proposed Cesar Chavez Street Sewer System Improvement Project (Planning Department Case Number 2009.0276E). Figure 2-61, "St. Luke's Campus Variant 2—Cesar Chavez Street Utility Line Alignment" (page 2-201), shows that the proposed realignment of the storm sewer would be rerouted from San Jose Avenue to Duncan Street, then continue east on Duncan Street to Valencia Street, where it would connect with the Cesar Chavez Street Sewer System Improvement Project and continue north on Valencia Street.

The water line utilities under this variant would take the same route as under the proposed LRDP, as described above.

2.6.3 CONSTRUCTION SCHEDULE AND ACTIVITIES

ST. LUKE'S REPLACEMENT HOSPITAL

The St. Luke's Replacement Hospital construction plan⁵⁰ would be checked and permitted by OSHPD. This state department issues building permits for hospitals after all local approvals have been issued and would do so for the proposed St. Luke's Replacement Hospital.

Construction of the proposed St. Luke's Replacement Hospital would begin in 2011 and continue for approximately 4 years. The approximate duration of key construction phases is expected to be as follows, with some overlap occurring between certain phases:

- ▶ utilities realignment, 8 months;
- ▶ excavation, 3 months;
- ▶ foundation work, 8 months;
- ▶ structure and exterior work, 20 months;
- ▶ interior work, 18 months; and
- ▶ demolition of the existing hospital tower, 5 months.

Construction of the St. Luke's Replacement Hospital would begin with erection of the concrete foundation. After completion of the foundation, the below-grade perimeter concrete walls would be installed. The elevated concrete slabs would be poured floor by floor on the metal decking as the structural steel is installed. The structural steel would be installed using a mobile crane. Sidewalk areas would be closed and pedestrian access prohibited on portions of 27th Street and Cesar Chavez Street for the entire duration of construction. Sidewalk areas on

⁵⁰ Herrero Boldt, 2010 (February 21). CPMC St. Luke's Campus Replacement Hospital, *Environmental Impact Report Construction Data*.

Valencia Street would be closed during demolition of the existing hospital tower and subsequent work on the MOB/Expansion Building site.

MEDICAL OFFICE BUILDING/EXPANSION BUILDING

This EIR assumes that construction of the proposed MOB/Expansion Building⁵¹ would begin in the near term, after the decommissioning, abatement, and demolition of the existing hospital, and continue for approximately 3 years. The approximate duration of key construction phases is expected to be as follows, with some overlap occurring between certain phases:

- ▶ excavation, 3 months;
- ▶ foundation work, 9 months;
- ▶ structure and exterior work, 11 months; and
- ▶ interior work, 12 months.

Construction of the MOB/Expansion Building would begin with excavation for the proposed new underground parking structure, then construction of the below-grade parking. After completion of the foundation and below-grade parking, the erection of the above-grade structure would continue. The elevated concrete slabs would be poured floor by floor on the metal decking as the structural steel is installed. The structural steel would be installed using a mobile crane. Sidewalk areas would be closed and pedestrian access prohibited on portions of Valencia Street and Cesar Chavez Street for the duration of construction.

SAN JOSE AVENUE UTILITIES RELOCATION

The San Jose Avenue utilities relocation would begin in 2011 and would take approximately 9 months to complete. The work would consist of installing a new 78-inch-diameter storm sewer, a 24-inch water line, and an electrical service below grade to replace the utilities in the portion of San Jose Avenue that would be vacated. The utility relocation would be scheduled as follows:

- ▶ water line relocation, 1½ months;
- ▶ storm-sewer relocation, 2½ months; and
- ▶ electrical power relocation, 1½ months.

CESAR CHAVEZ STREET UTILITY LINE ALIGNMENT—VARIANT

The Cesar Chavez Street utility line alignment would consist of installing a new 72-inch reinforced concrete pipe sewer line along Duncan Street. The storm sewer would connect the existing 4-foot by 6-foot sewer at San Jose Avenue and run east underneath Duncan Street. It would then connect to the SFPUC's proposed Cesar Chavez

⁵¹ Herrero Boldt, 2010 (February 14). CPMC St. Luke's Campus MOB/Expansion Building, *Environmental Impact Report Construction Data*.

Street Sewer System Improvement Project on Valencia Street. The storm sewer line under the proposed Cesar Chavez Street Sewer System Improvement Project would need the sewer pipe size to be increased from 54 inches to 84 inches to accommodate the proposed new St. Luke's Cesar Chavez Street utility line alignment. A sewer line would also be added to serve the residential uses along 27th Street between San Jose Avenue and Guerrero Street (replacing a sewer line within the area of San Jose Avenue proposed to be vacated that currently serves those residential uses). This would consist of installing a new 18-inch vitrified clay pipe along 27th Street. The storm sewer would intercept the existing 18-inch sewer on San Jose Avenue and run west on 27th Street. It would then connect to the existing 78-inch sewer on Guerrero Street.

The utility line alignment would be scheduled as follows:

- ▶ storm-sewer relocation (Duncan Street route), 2 months, and
- ▶ storm-sewer relocation (27th Street route), 3 weeks.

The electrical line would intercept the existing electrical line on 27th Street and head east and then south down San Jose Avenue, where it would follow the same path as the sewer down Duncan Street. It would then be routed north on Valencia Street to connect to 26th Street. The electrical line alignment would be scheduled as follows:

- ▶ electrical power relocation, 2 months.

PROJECT WORKING CONSTRUCTION HOURS

The hours of construction at the St. Luke's Campus generally would be from 7 a.m. to 5 p.m. on typical work days (Monday through Friday, excluding holidays). Construction may occur on select Saturdays from 7 a.m. to 5 p.m. Work is not expected to occur on Sunday.

CONSTRUCTION ROUTING, DELIVERY, AND MATERIAL OFFLOADING

Truck routing would be similar for all construction stages. Trucks would likely travel to Brisbane to empty excavated soil. Demolition debris would be trucked to Half Moon Bay, Oakland, Richmond, and South San Francisco, depending on the type of material. The concrete would come from near Hunters Point in San Francisco. Structural steel would be trucked in from Stockton. CPMC would send the City the project's anticipated truck routes to and from the St. Luke's Campus construction site for sources of major material deliveries, such as steel and concrete.

EXCAVATION INFORMATION

St. Luke's Replacement Hospital

- ▶ **Area to Be Excavated.** The St. Luke's Replacement Hospital site would require excavation of an area of 225 feet by 260 feet on the campus.
- ▶ **Depth of Excavation.** The site would be excavated to a depth of 19 feet below street grade (as measured from 27th Street).
- ▶ **Cubic Yards.** Excavation for the St. Luke's Replacement Hospital would remove approximately 19,400 cubic yards of soil from the site.
- ▶ **Excavation Stabilization.** Shoring for the St. Luke's Replacement Hospital would use a soldier beam and lagging method. In addition, after demolition of the existing hospital tower, approximately 13,500 cubic yards of soil would be imported to fill the basement area of the existing hospital and to level the proposed plaza area east of the proposed replacement hospital.

MOB/Expansion Building

- ▶ **Depth of Excavation.** The MOB/Expansion Building site would be excavated to an approximate depth of 42 feet.
- ▶ **Cubic Yards.** Excavation for the MOB/Expansion Building would remove approximately 42,000 cubic yards of soil from the site.
- ▶ **Excavation Stabilization.** Shoring for the MOB/Expansion Building would use a soldier beam and lagging method. Tie-backs may be installed on Cesar Chavez and Valencia Streets to shore up the street only.

San Jose Avenue Utilities Relocation

- ▶ **Area to Be Excavated.** The proposed new storm sewer trench would be 850 feet long and approximately 7 feet wide. The proposed new water line trench would be 960 feet long and approximately 4 feet wide. The electrical relocation trench would be 1,800 feet long and approximately 3 feet wide.
- ▶ **Depth of Excavation.** The proposed storm sewer line would require excavation up to a depth of 28 feet to the bottom of the trench; the water line would be 7 feet deep, and the electrical line would be 56 inches deep.
- ▶ **Cubic Yards.** Excavation for the storm sewer would remove 6,200 cubic yards of soil, excavation for the water line would remove 1,000 cubic yards of soil, and excavation for the electrical line would remove 600 cubic yards of soil.

- ▶ **Excavation Stabilization.** All trenches exceeding 48 inches would be shored using conventional shoring equipment, and the shoring would be removed as the trenches are backfilled and compacted to standard City specifications.

Cesar Chavez Street Utility Line Alignment—Variant

- ▶ **Area to Be Excavated.** The proposed new storm sewer trench along Duncan Street would be 406 feet long and approximately 7 feet wide. The proposed new 27th Street storm sewer trench would be 318 feet long and approximately 2.5 feet wide.
- ▶ **Depth of Excavation.** The proposed Duncan Street storm sewer line would require excavation up to a depth of 13–23 feet to the bottom of the trench. The 27th Street storm sewer line would require excavation up to a depth of 11–18 feet.
- ▶ **Cubic Yards.** Excavation for the Duncan Street storm sewer would remove approximately 1,850 cubic yards of soil. Excavation for the 27th Street storm sewer would remove approximately 400 cubic yards of soil.
- ▶ **Excavation Stabilization.** The trench would be shored using conventional shoring equipment, and the shoring would be removed as the trench is backfilled and compacted to standard City specifications.

2.6.4 REQUIRED PROJECT APPROVALS FOR THE ST. LUKE'S CAMPUS

GENERAL PLAN AMENDMENT—MAP 4, “URBAN DESIGN ELEMENT—HEIGHT MAP”

For the LRDP to be implemented at the St. Luke's Campus, the sponsor would request an amendment to the Urban Design Element of the General Plan, to allow the St. Luke's Replacement Hospital and MOB/Expansion Building to exceed the current maximum height allowed (88 feet) on the St. Luke's Campus. Specifically, the proposed General Plan amendment would allow for development of the St. Luke's Replacement Hospital and MOB/Expansion Building up to 105 feet in height under the Urban Design Element. The proposed height of the St. Luke's Replacement Hospital would be approximately 99 feet, as defined by the Planning Code's methodology for building height. The proposed General Plan maximum height of 105 feet would be less than the height of the existing St. Luke's Hospital tower at 158 feet. The proposed height of the MOB/Expansion Building would be approximately 100 feet, which would also be below the maximum height of 105 feet allowed after approval of the General Plan amendment (See “Proposed General Plan Urban Design Height—Map 4” in Appendix C).

STREET VACATION, TRANSFER, AND GENERAL PLAN REFERRAL

The proposed St. Luke's Replacement Hospital would be located on a portion of San Jose Avenue between 27th Street and Cesar Chavez Street that is currently being used under City permit for St. Luke's surface parking.

CPMC would need to obtain City approval of a street vacation and permission from the City to acquire this portion of San Jose Avenue for construction of the proposed St. Luke's Replacement Hospital at the St. Luke's Campus. If approved, CPMC would acquire the vacated portion of San Jose Avenue and the lot merger described below would incorporate the vacated area into the St. Luke's Campus. The street vacation would require a General Plan (consistency) referral.

PLANNING CODE CHANGES AND AUTHORIZATIONS

Section 302: Height and Bulk Map

The St. Luke's Campus is within the 65-A and 105-E Height and Bulk Districts. The 65-A Height and Bulk District (which includes the site of the proposed St. Luke's Replacement Hospital) allows a maximum building height of 65 feet (based on the Planning Code's methodology for building height). The "A" bulk designation allows maximum building length of 110 feet and maximum diagonal building dimension of 125 feet for portions of buildings above 40 feet tall. The 105-E Height and Bulk District (which includes the site of the proposed MOB/Expansion Building) allows a maximum building height of 105 feet. The "E" bulk designation allows maximum building length of 110 feet and maximum diagonal building dimension of 140 feet for portions of buildings above 65 feet tall. The Planning Code's height and bulk map would be modified so that the entire St. Luke's Campus would be within a 105-E height and bulk district, consistent with the General Plan amendment described above (see "Proposed Height and Bulk Map HT07" in Appendix C).

Planned Unit Development/Conditional Use

CU authorization would be required from the City to modify the existing PUD to allow CPMC to construct a replacement hospital in the RH-2 (Residential, House District, Two-Family) District, and to allow exceptions to the FAR limits, rear-yard requirements, signs, restriction on projections extending over a street or alley (to allow for a canopy to provide the OSHPD-required weather protection for patients entering the St. Luke's Replacement Hospital), and height and bulk limits for buildings taller than 40 feet in the RH-2 District.

A basic FAR of 1.8:1 is permitted for the St. Luke's Campus. Under existing conditions, the campus-wide FAR is 2.3:1; this FAR was approved by the City under the previous PUD for the campus. The actions proposed for the St. Luke's Campus under the CPMC LRDP—to merge the area of San Jose Avenue between Cesar Chavez Street and 27th Street with the existing campus area, construct a replacement hospital, demolish the existing St. Luke's Hospital tower, and construct the MOB/Expansion Building—would result in a new overall FAR of 2.5:1 for the campus. Therefore, CPMC would seek a FAR exception as part of the new PUD application.

A rear yard equal to 25% of the lot depth, as measured at CPMC's lot line from Cesar Chavez Street, Valencia Street, or 27th Street, is required for the proposed St. Luke's Replacement Hospital by the Planning Code.

Although open space is proposed at the campus, none would qualify as a rear yard under applicable rear-yard standards. The proposed St. Luke's Replacement Hospital would have a maximum building length of 227 feet and diagonal dimension of 259 feet; CPMC would seek an exception from the otherwise applicable "E" bulk limits of 110 feet and 140 feet at 65 feet in height for the 99-foot tall St. Luke's Replacement Hospital as part of the PUD application.

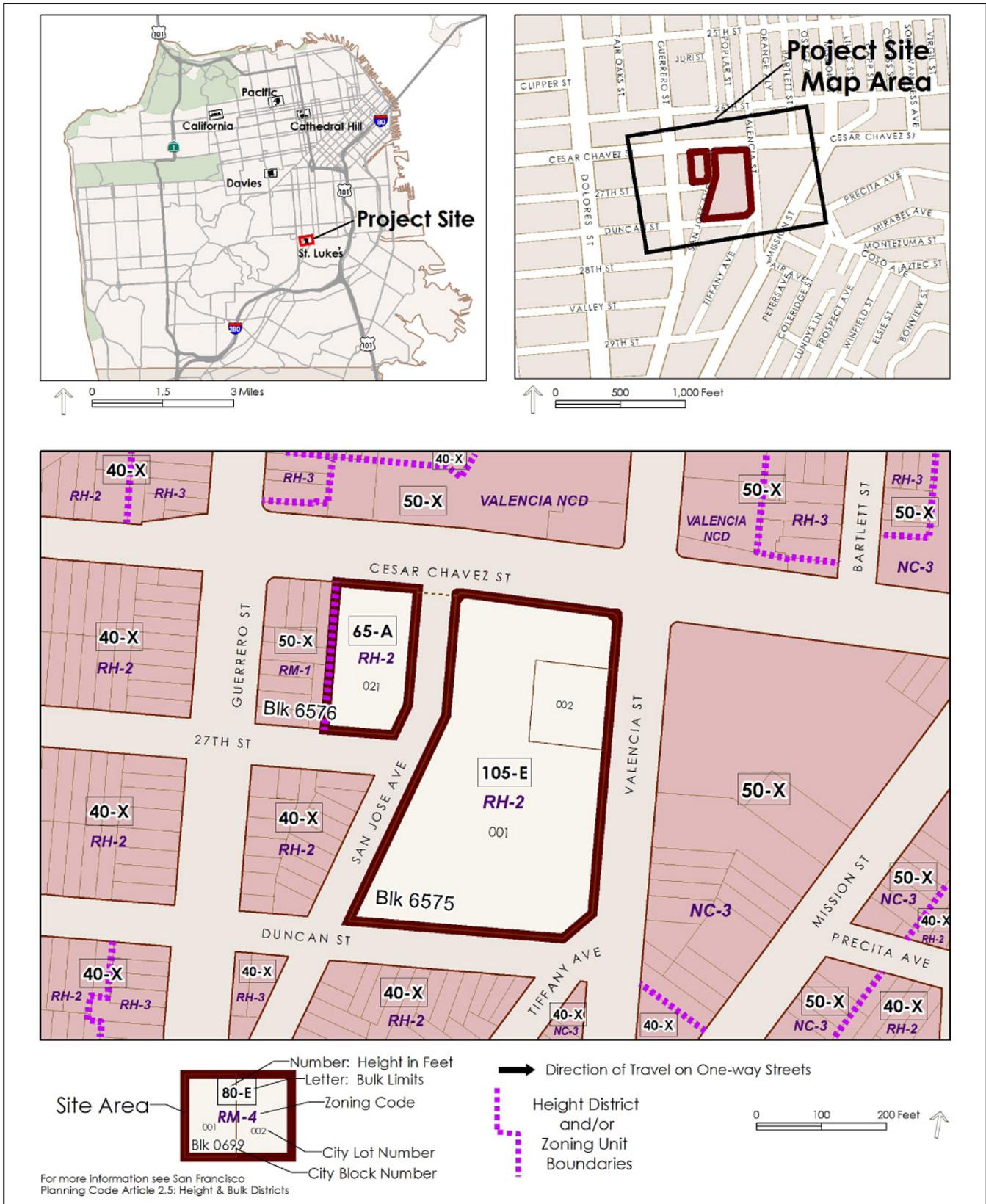
The proposed St. Luke's Replacement Hospital would displace the existing 114 parking spaces that would not be replaced until completion of the MOB/Expansion Building and its garage, resulting in an interim (Planning Code Section 150) deficiency of approximately 130 parking spaces. CPMC would seek an exemption under the new PUD from the otherwise required hospital parking for this interim period, to temporarily allow valet and off-site parking to augment the 240 existing on-site parking spaces that would remain after completion of the St. Luke's Replacement Hospital.

Proposition M—Office Allocation

CPMC would seek authorization in accordance with the procedures of Planning Code Section 322, including Proposition M office allocation findings pursuant to Section 321. Sections 321 and 322 of the Planning Code establish a special review process for new buildings with 25,000 sq. ft. or more of office space. The proposed MOB/Expansion Building would contain approximately 31,820 sq. ft. of office space and would therefore be subject to Sections 321 and 322.

LOT MERGER

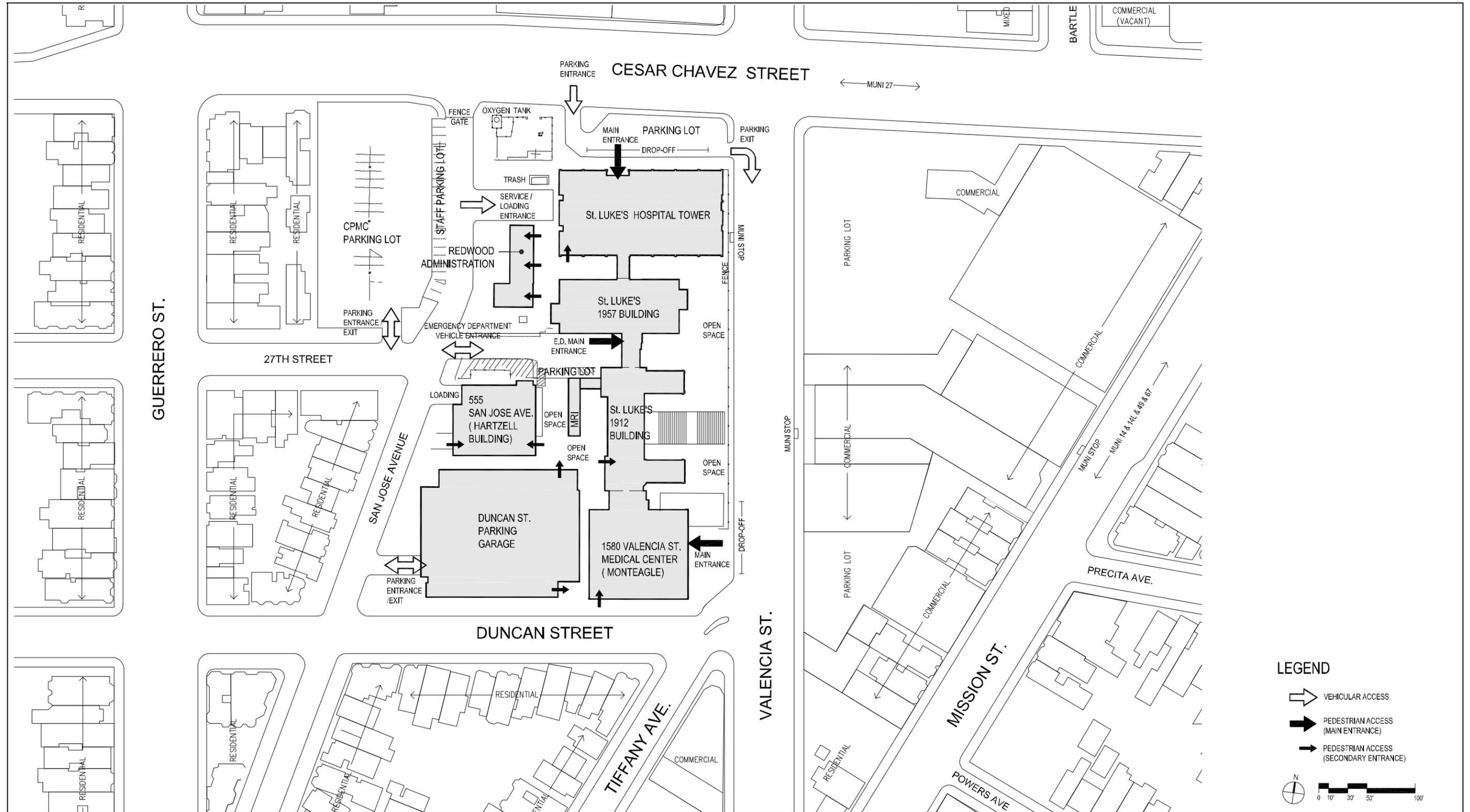
The St. Luke's Campus encompasses two lots in Assessor's Block 6575 and one lot in Assessor's Block 6576. To incorporate the vacated portion of San Jose Avenue and to construct the proposed St. Luke's Replacement Hospital, in compliance with the applicable Building Code sections, the three existing lots, plus the vacated portion of San Jose Avenue must be merged into one lot, in compliance with the Subdivision Map Act and the San Francisco Subdivision Code.



Sources: City and County of San Francisco Department of Public Works GIS; data compiled by AECOM in 2009

St. Luke's Campus Area

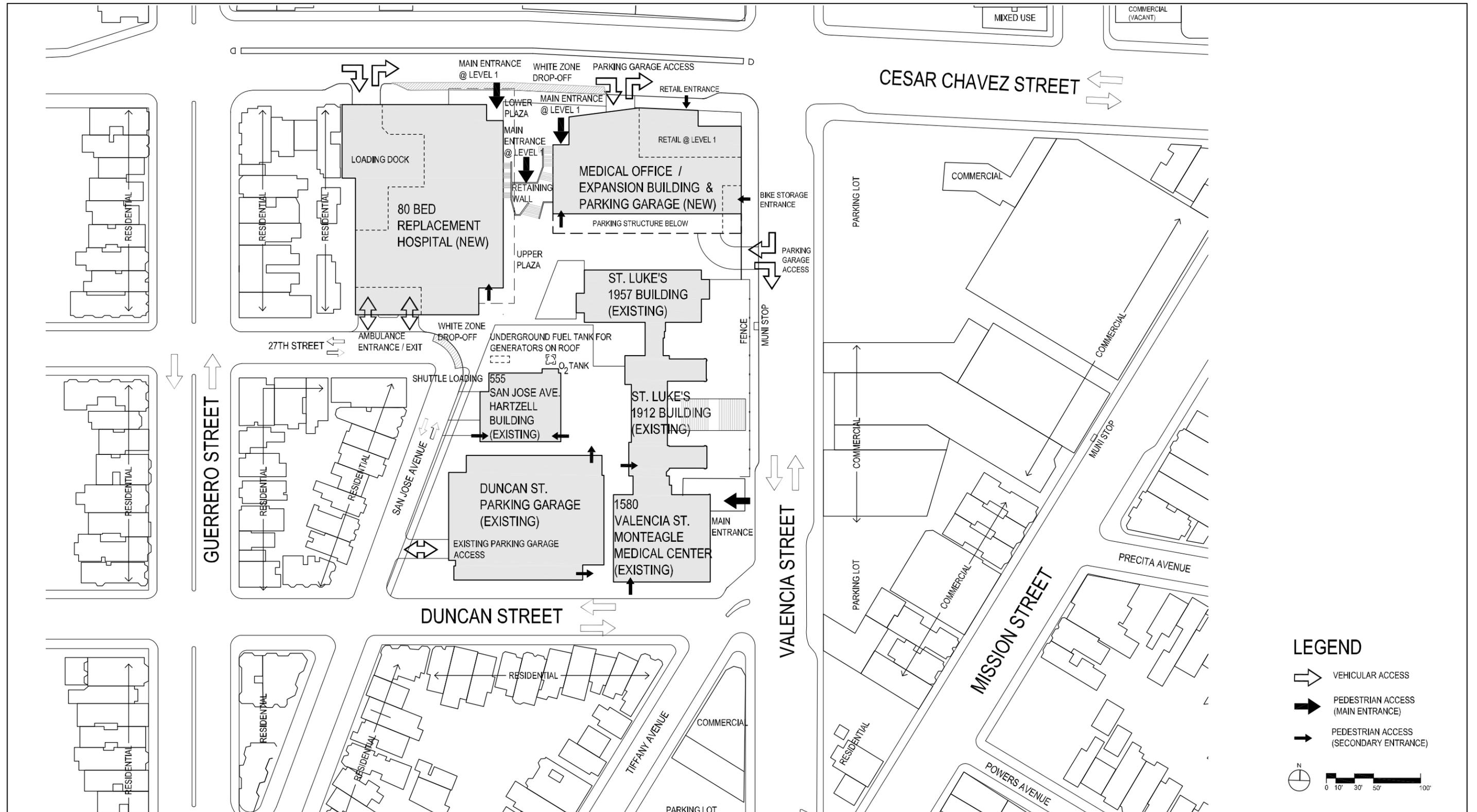
Figure 2-57



Source: SmithGroup 2009

St. Luke's Campus—Existing Site Plan

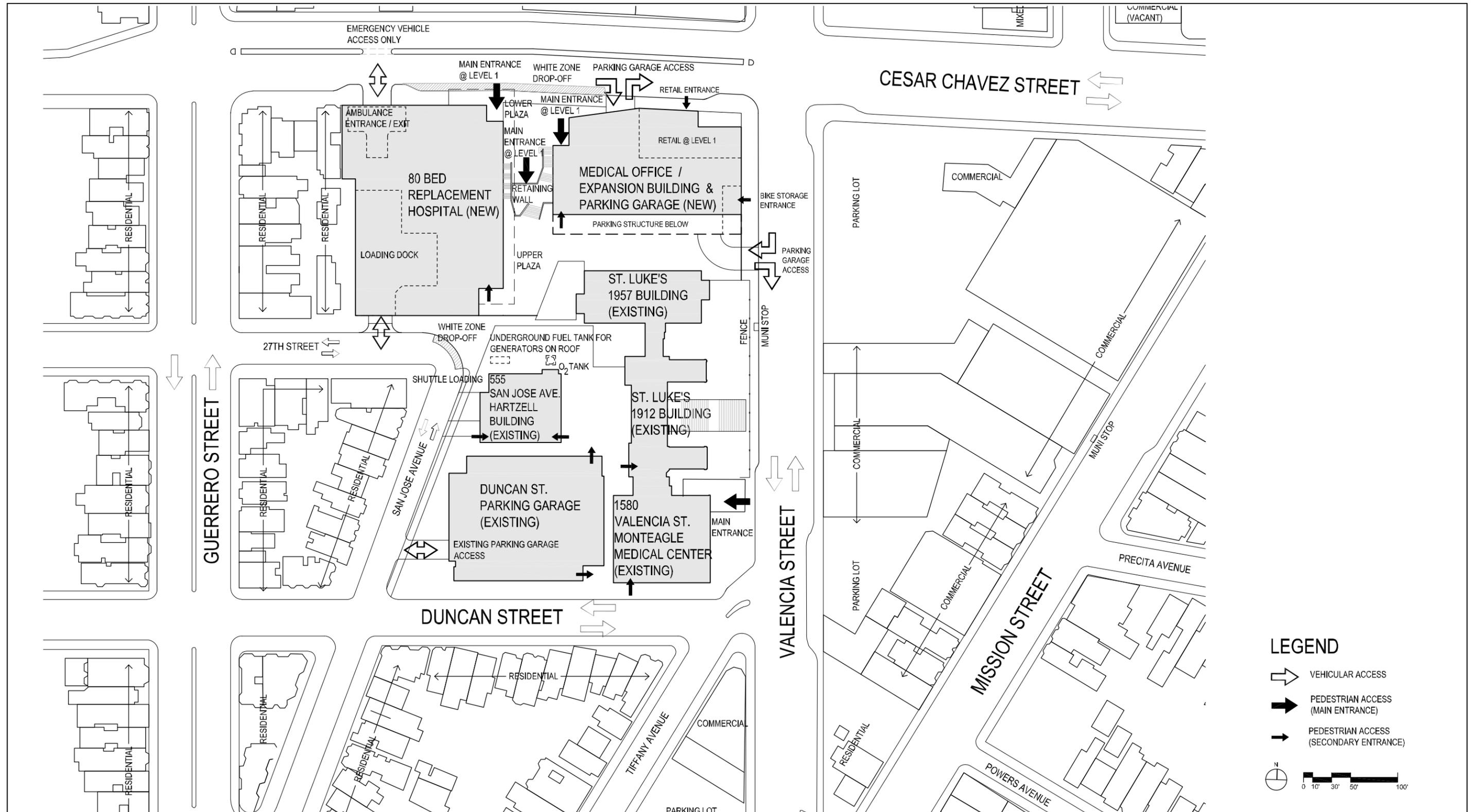
Figure 2-58



Source: SmithGroup/Boulder Associates 2010

St. Luke's Campus—Proposed Site Plan

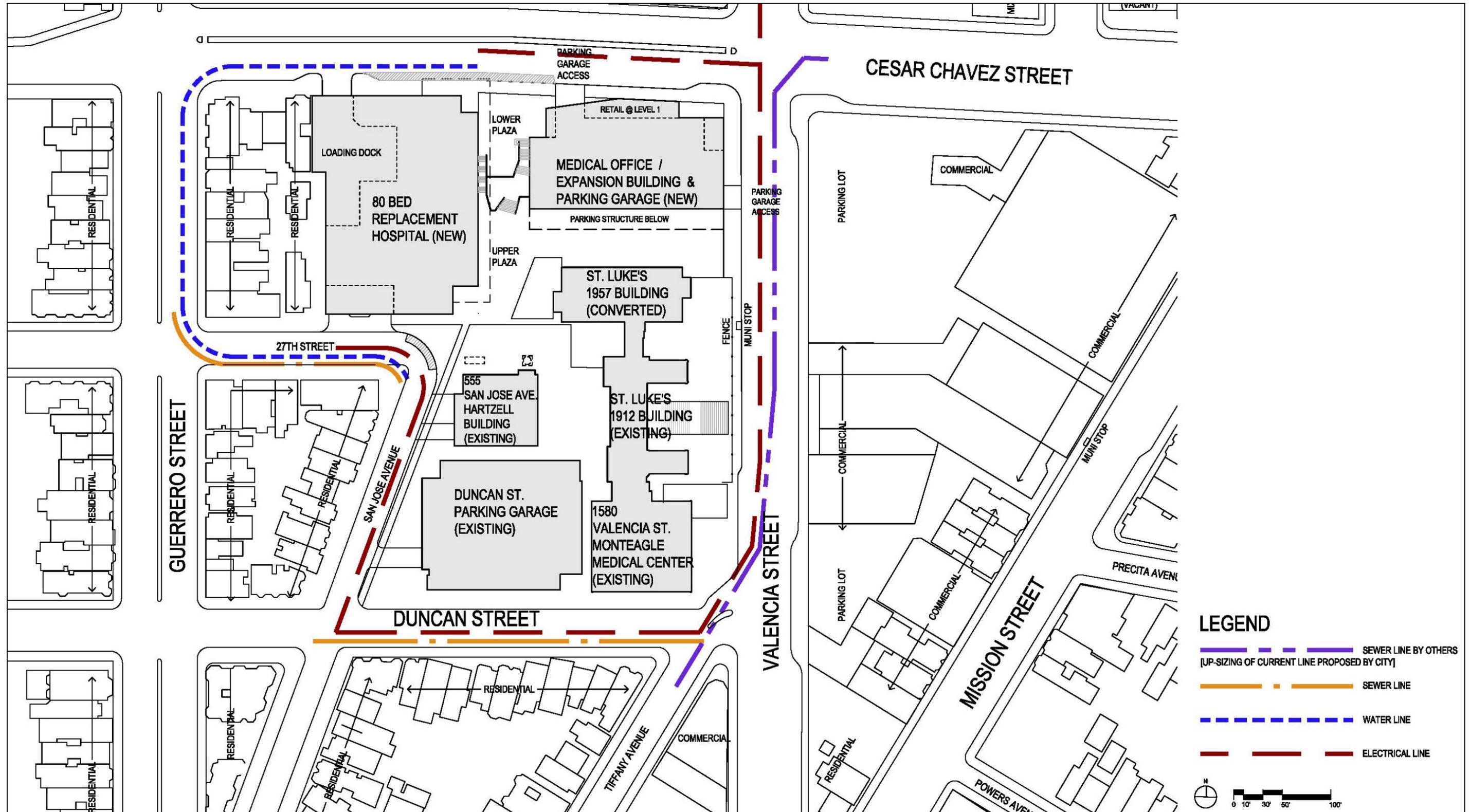
Figure 2-59



Source: SmithGroup/Boulder Associates 2010

St. Luke's Campus Variant 1—Alternate Emergency Department Location

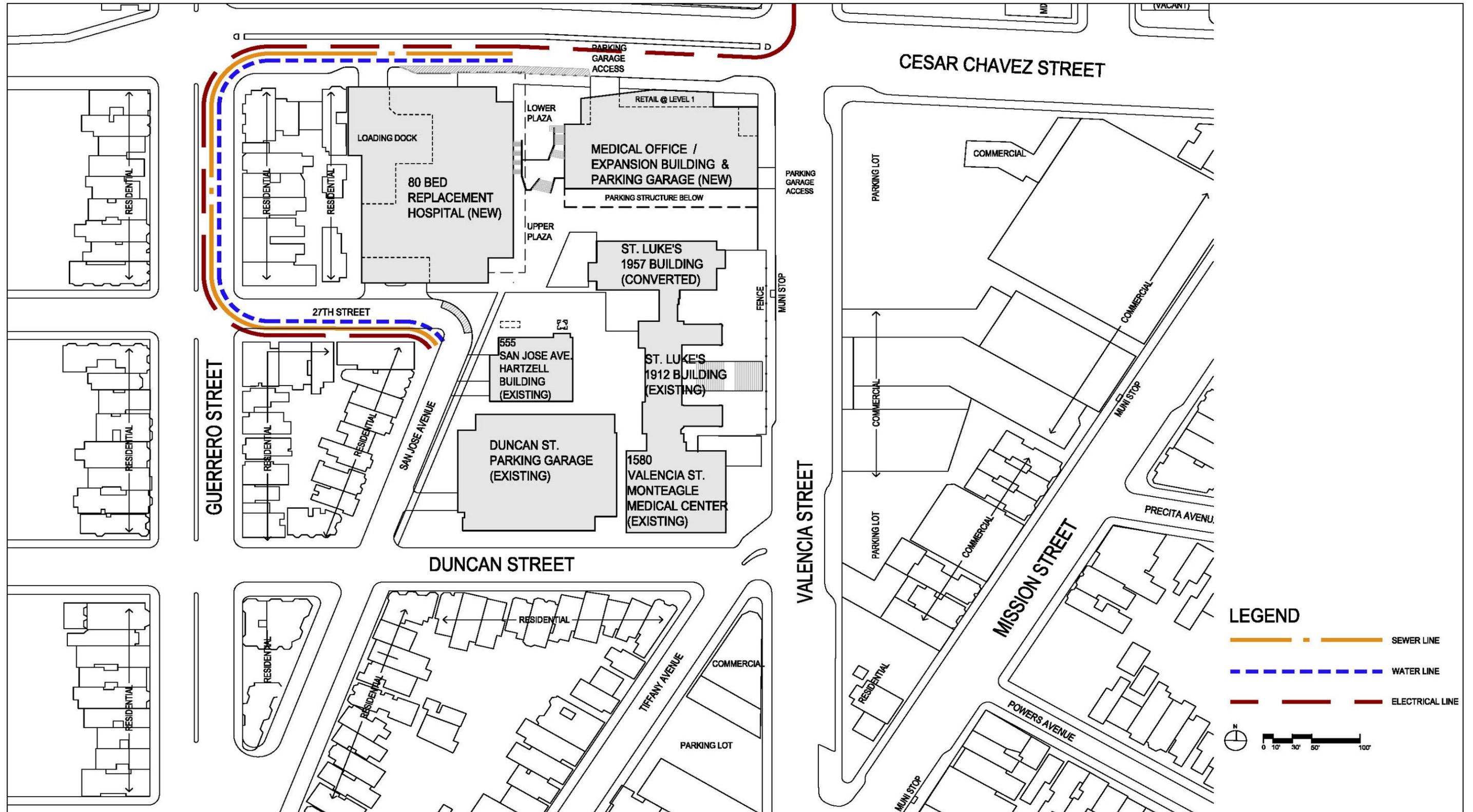
Figure 2-60



Source: SmithGroup/Boulder Associates 2010

St. Luke's Campus Variant 2—Cesar Chavez Street Utility Line Alignment

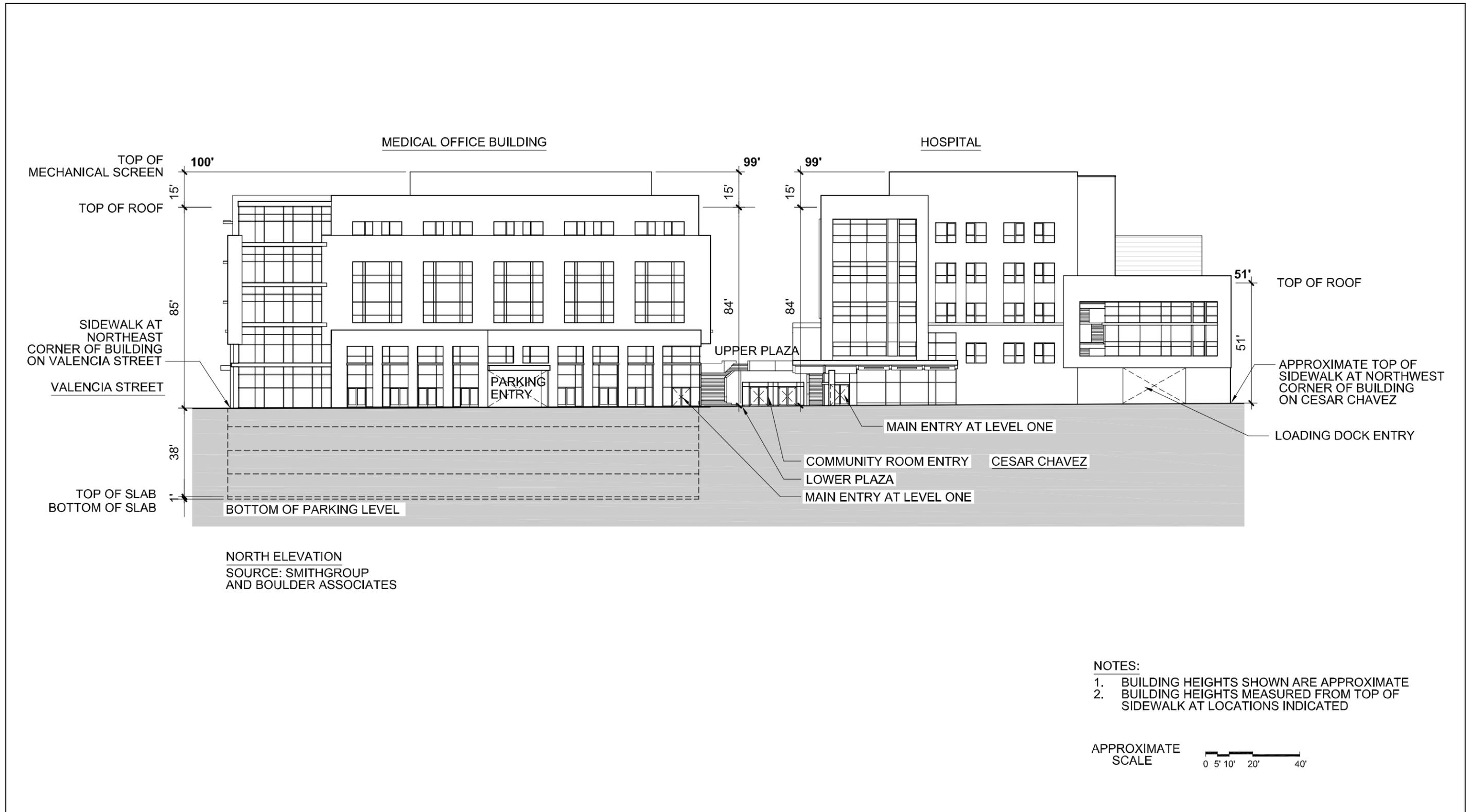
Figure 2-61



Source: SmithGroup/Boulder Associates 2010

St. Luke's Campus—San Jose Avenue Utility Relocation

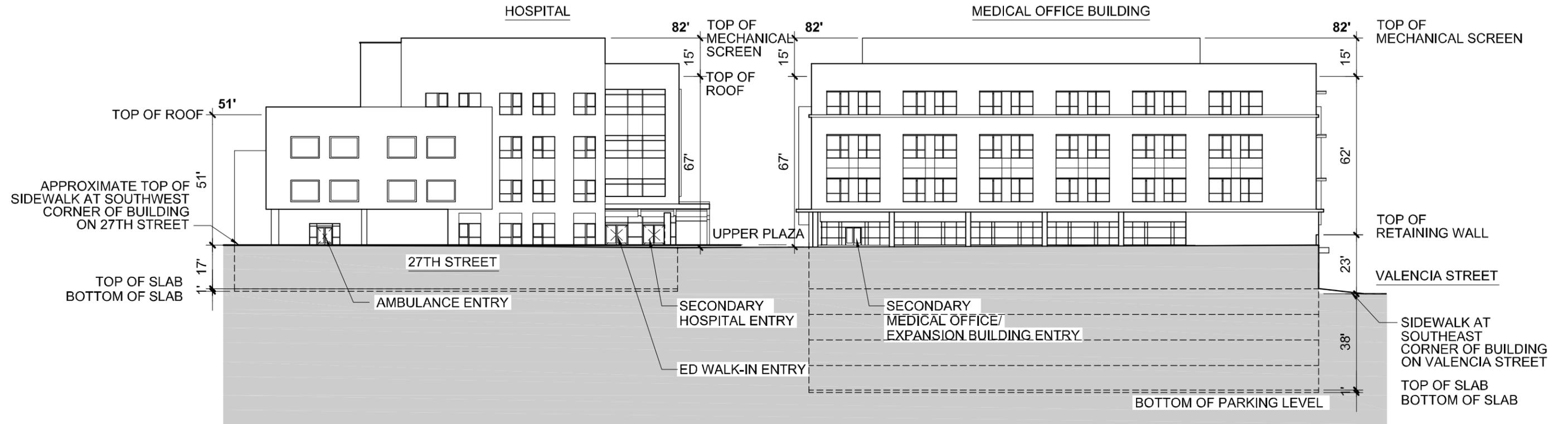
Figure 2-62



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed North Elevation

Figure 2-63



SOUTH ELEVATION
SOURCE: SMITHGROUP
AND BOULDER ASSOCIATES

NOTES:

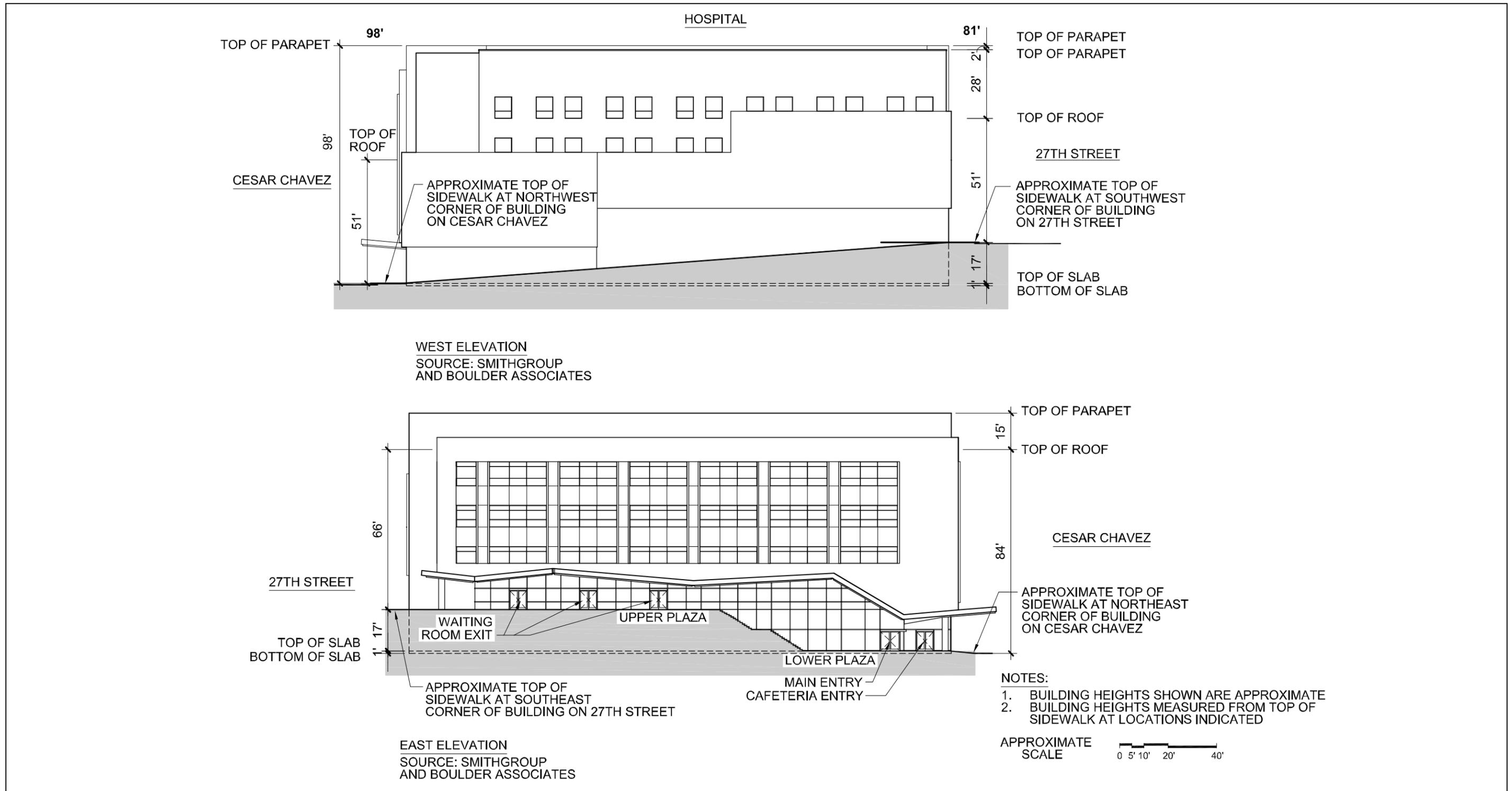
1. BUILDING HEIGHTS SHOWN ARE APPROXIMATE
2. BUILDING HEIGHTS MEASURED FROM TOP OF SIDEWALK AT LOCATIONS INDICATED



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed South Elevation

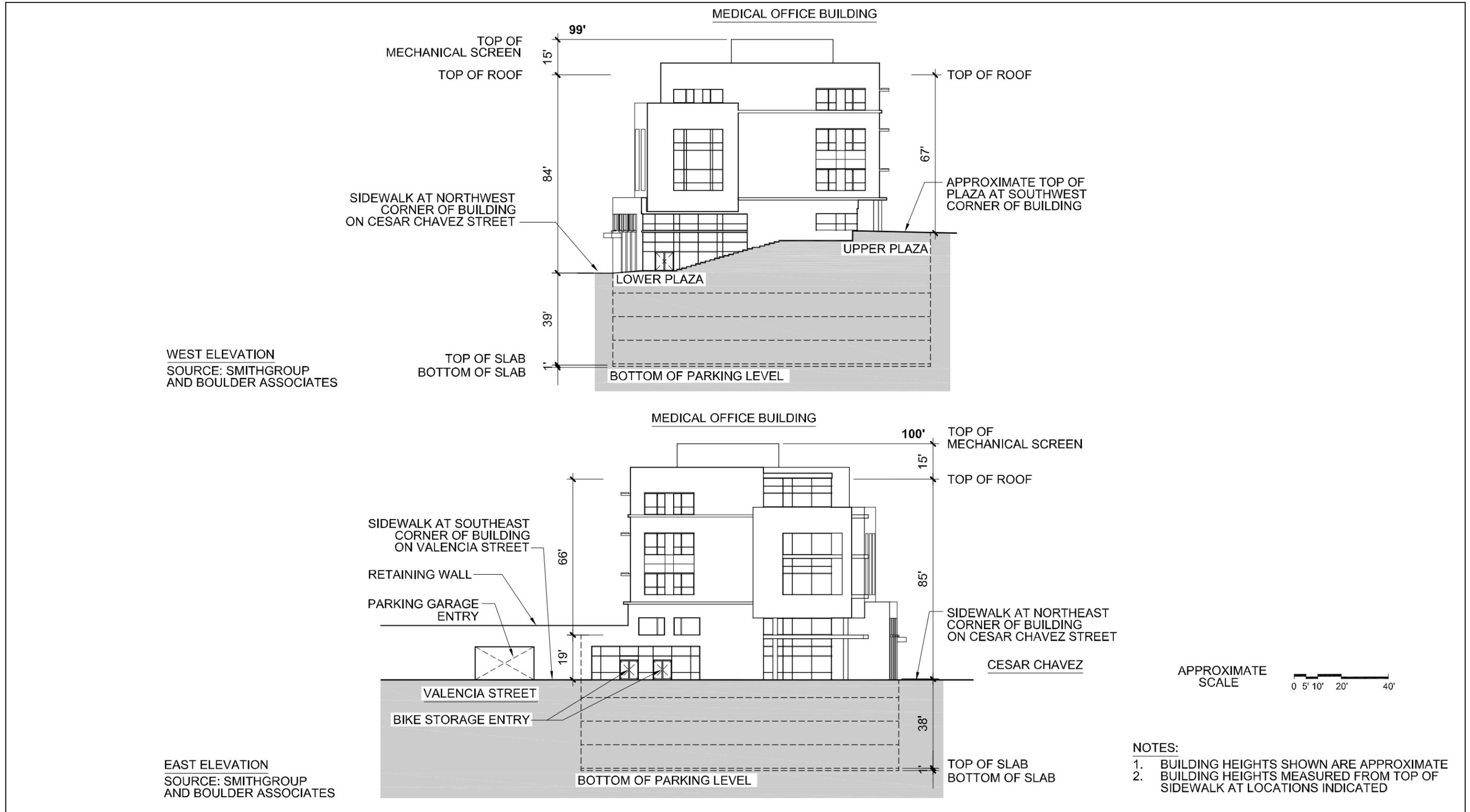
Figure 2-64



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital—Proposed East-West Elevation

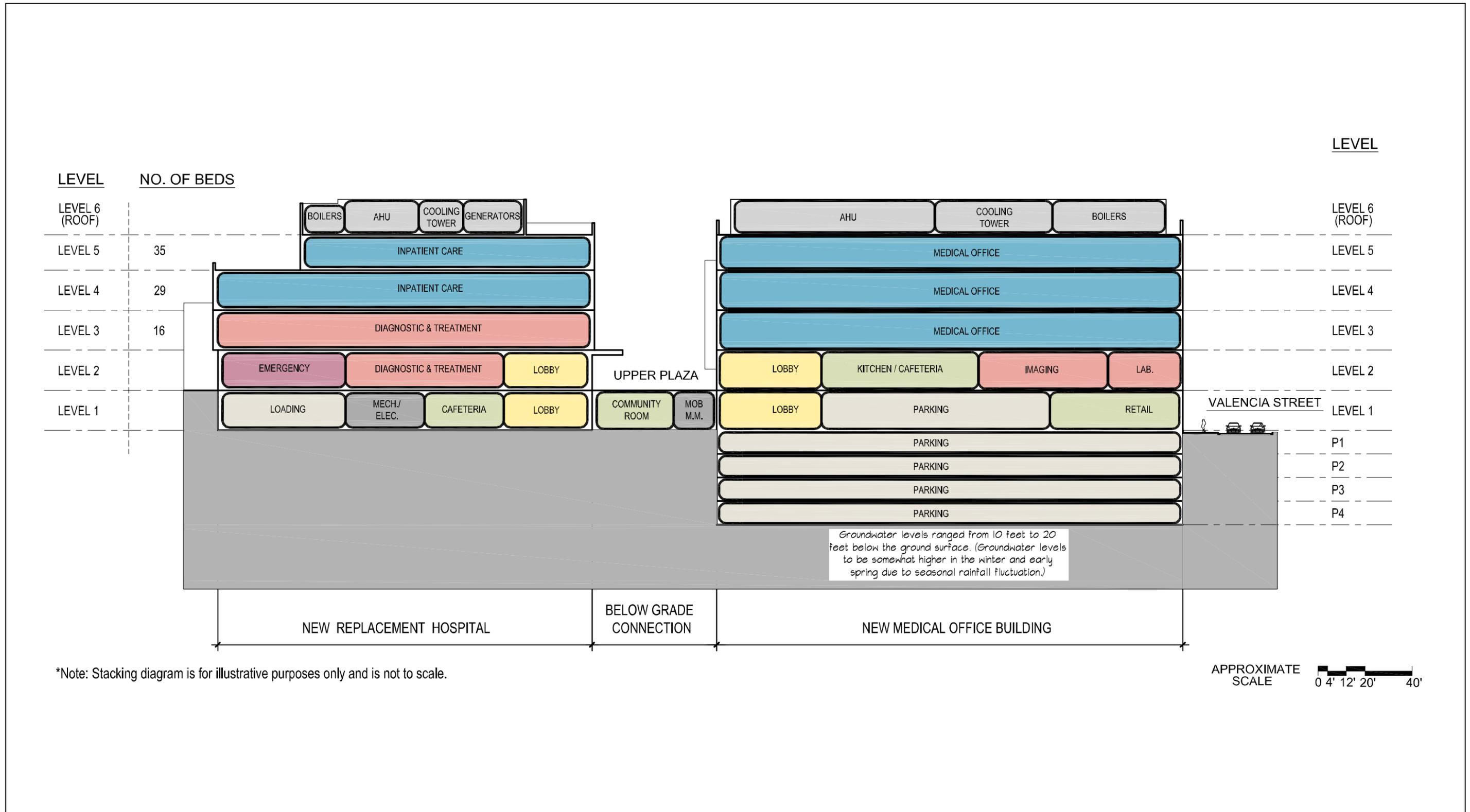
Figure 2-65



Source: SmithGroup/Boulder Associates 2010

St. Luke's MOB/Expansion Building—Proposed East-West Elevation

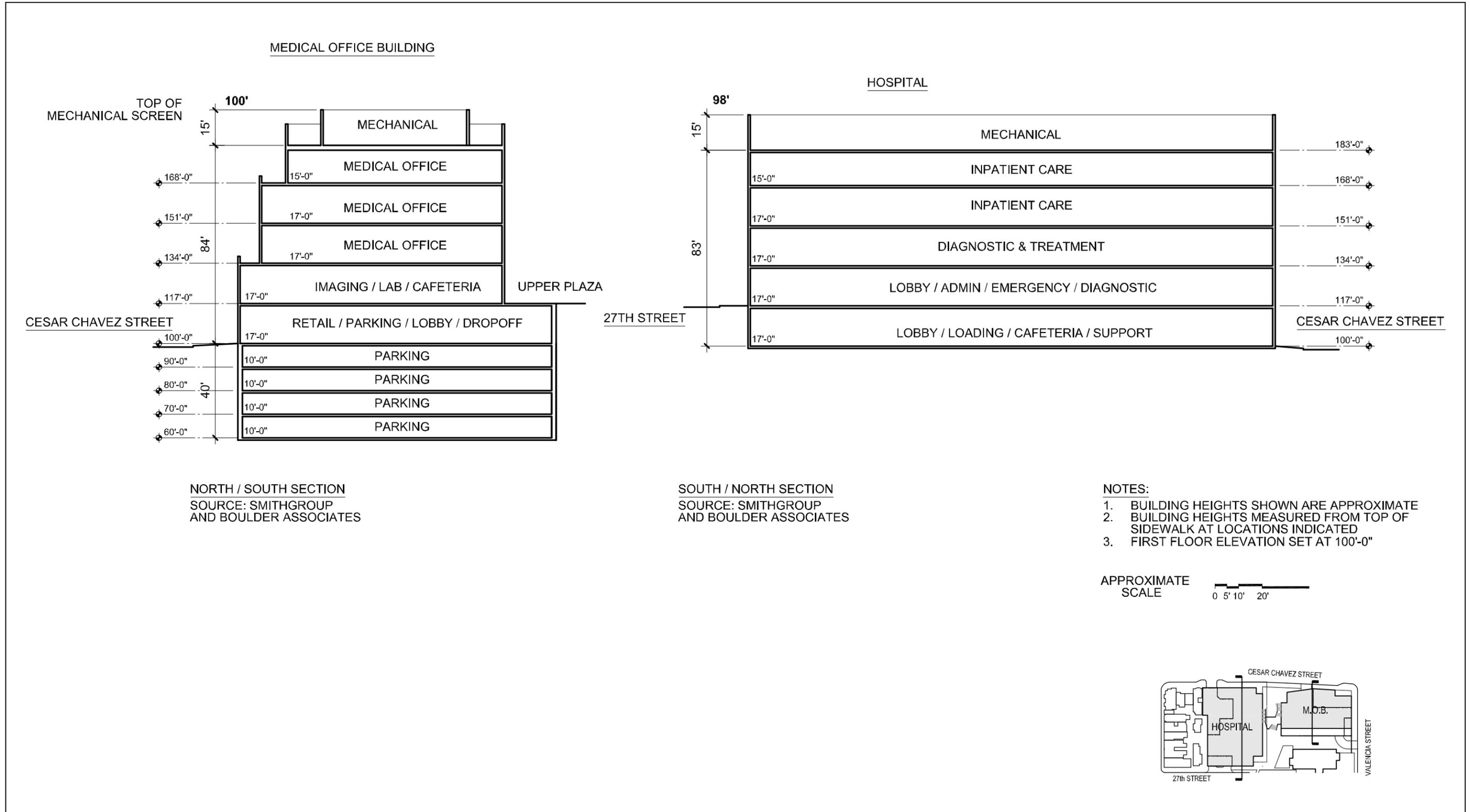
Figure 2-66



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital—Proposed Stacking Diagram

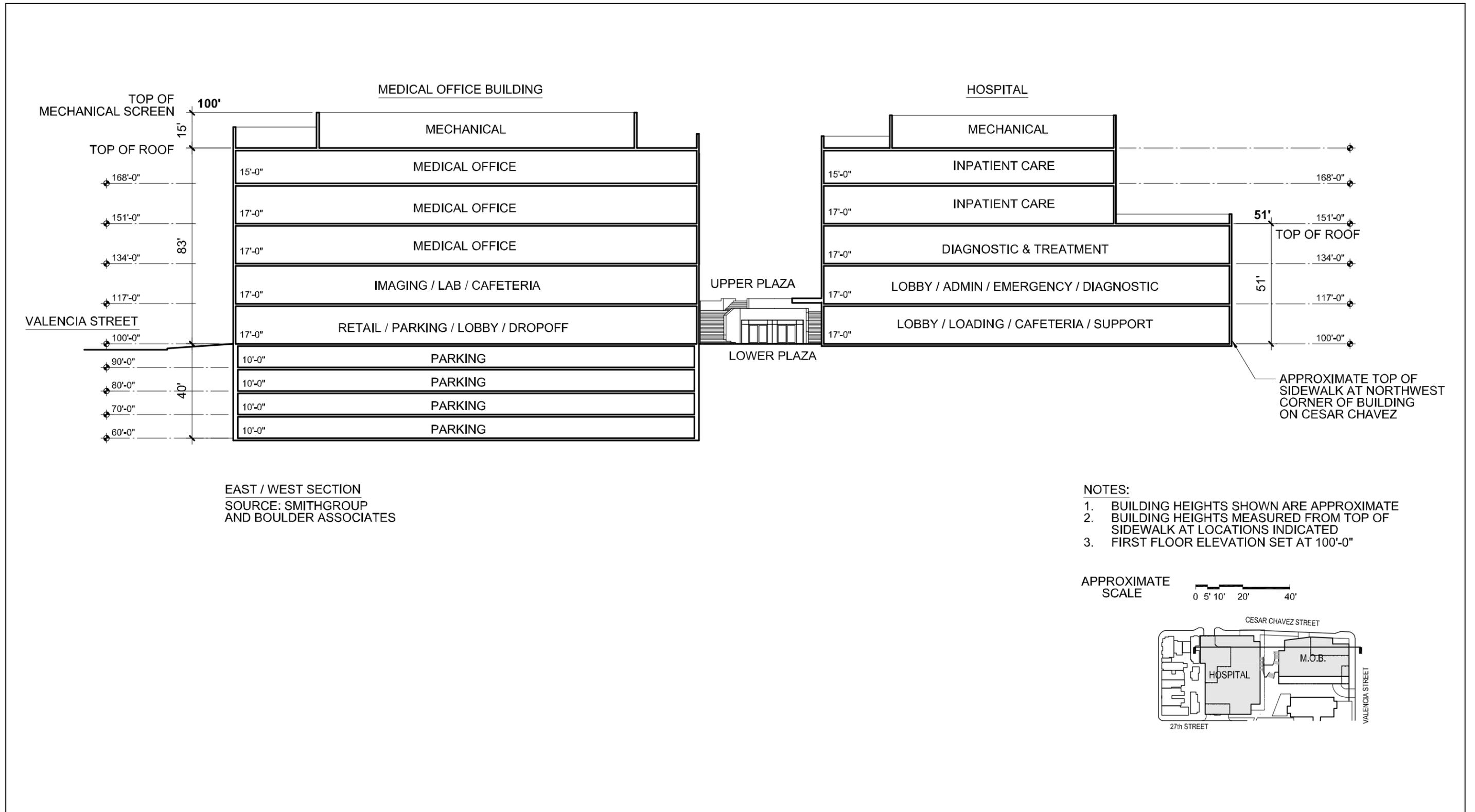
Figure 2-67



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital—Proposed North-South Stacking Diagram

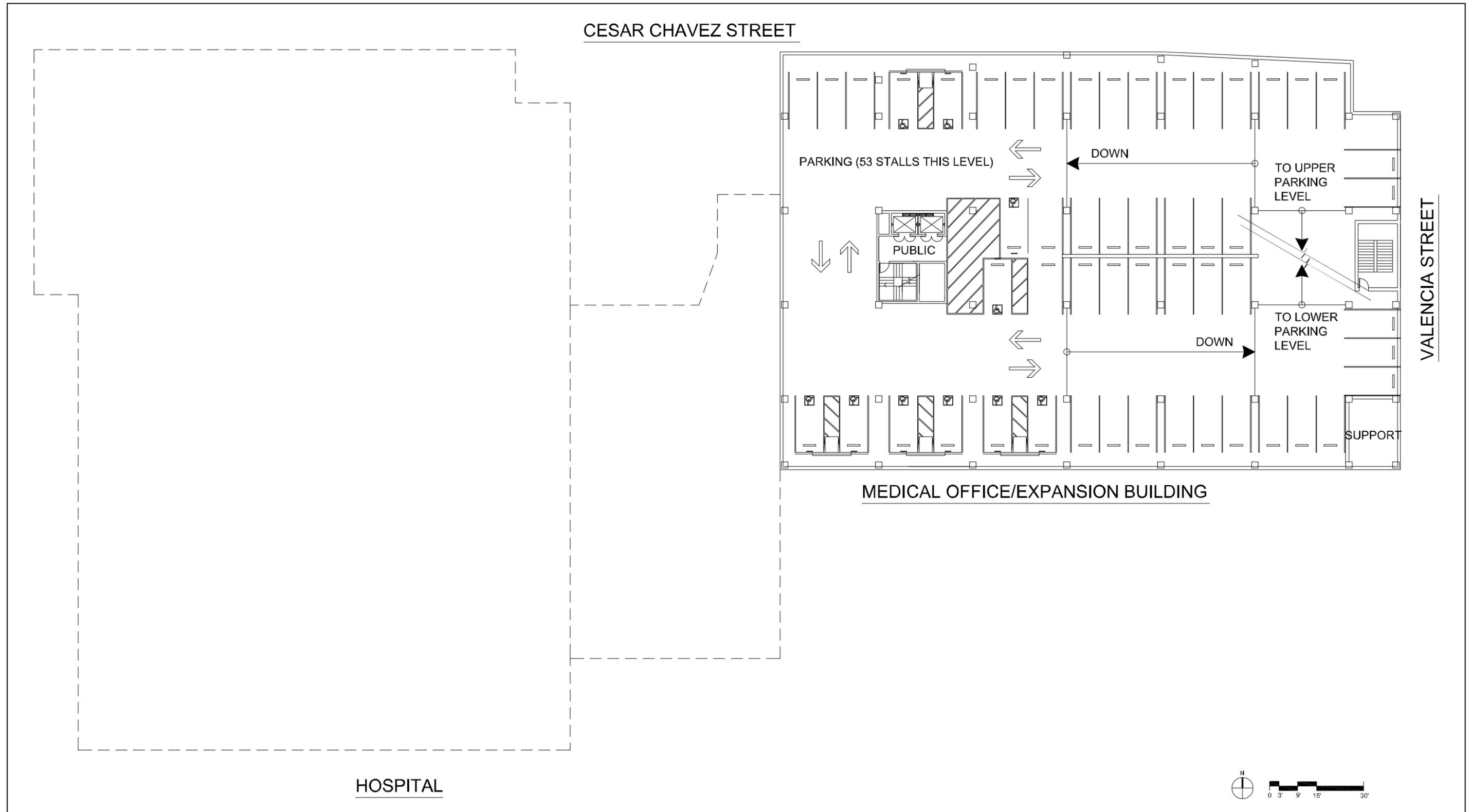
Figure 2-68



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital—Proposed East-West Stacking Diagram

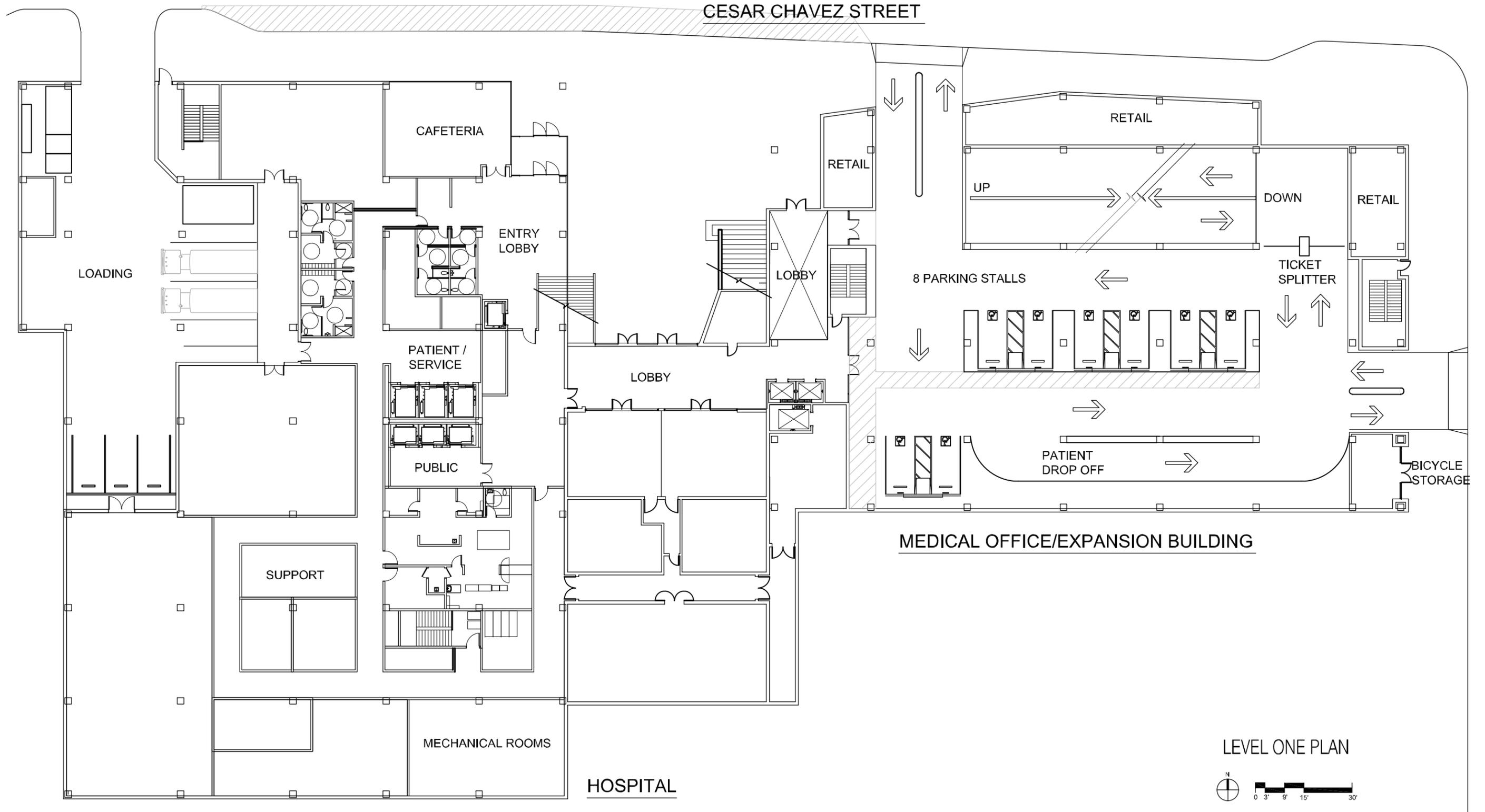
Figure 2-69



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed Level P1

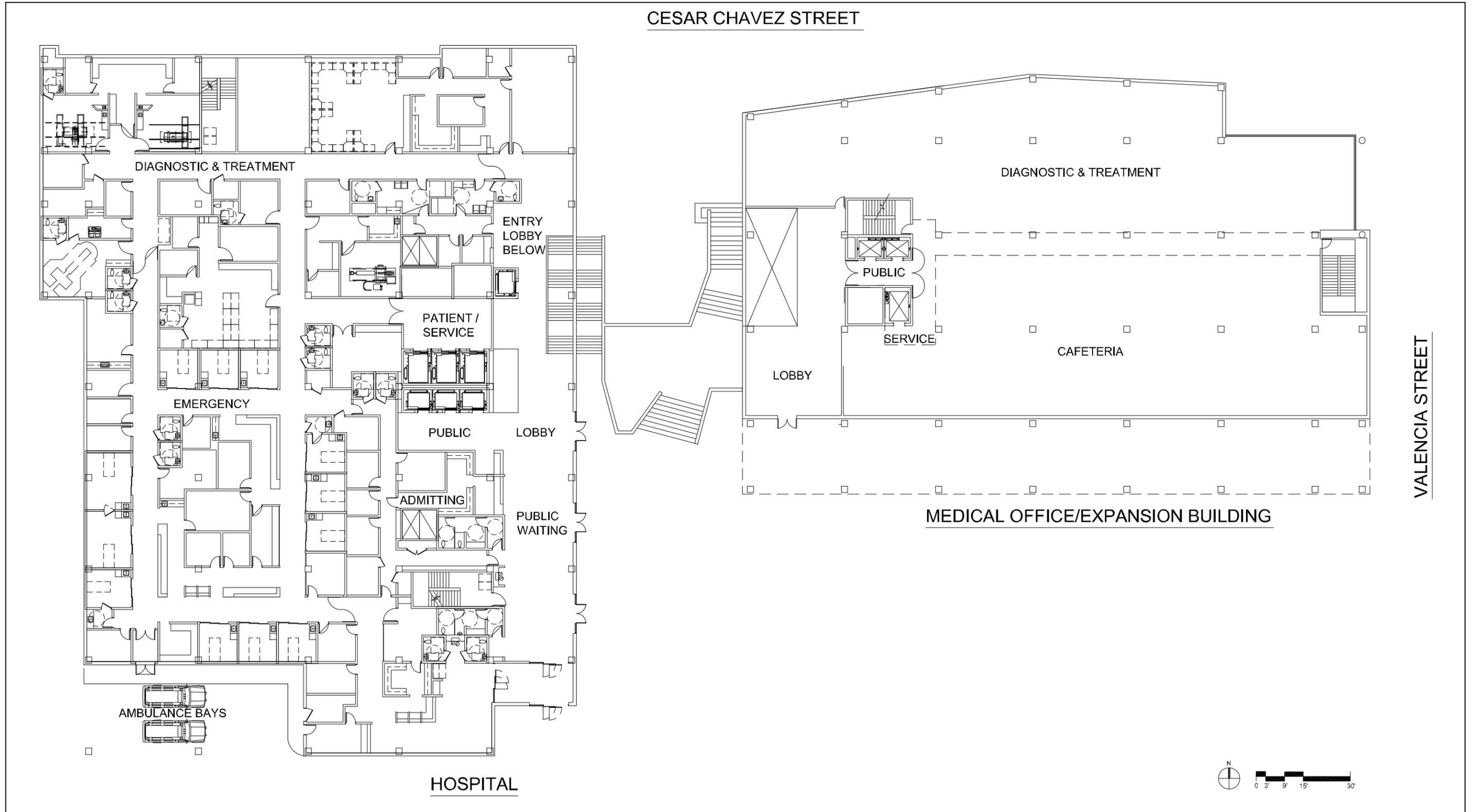
Figure 2-70



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed Level 1

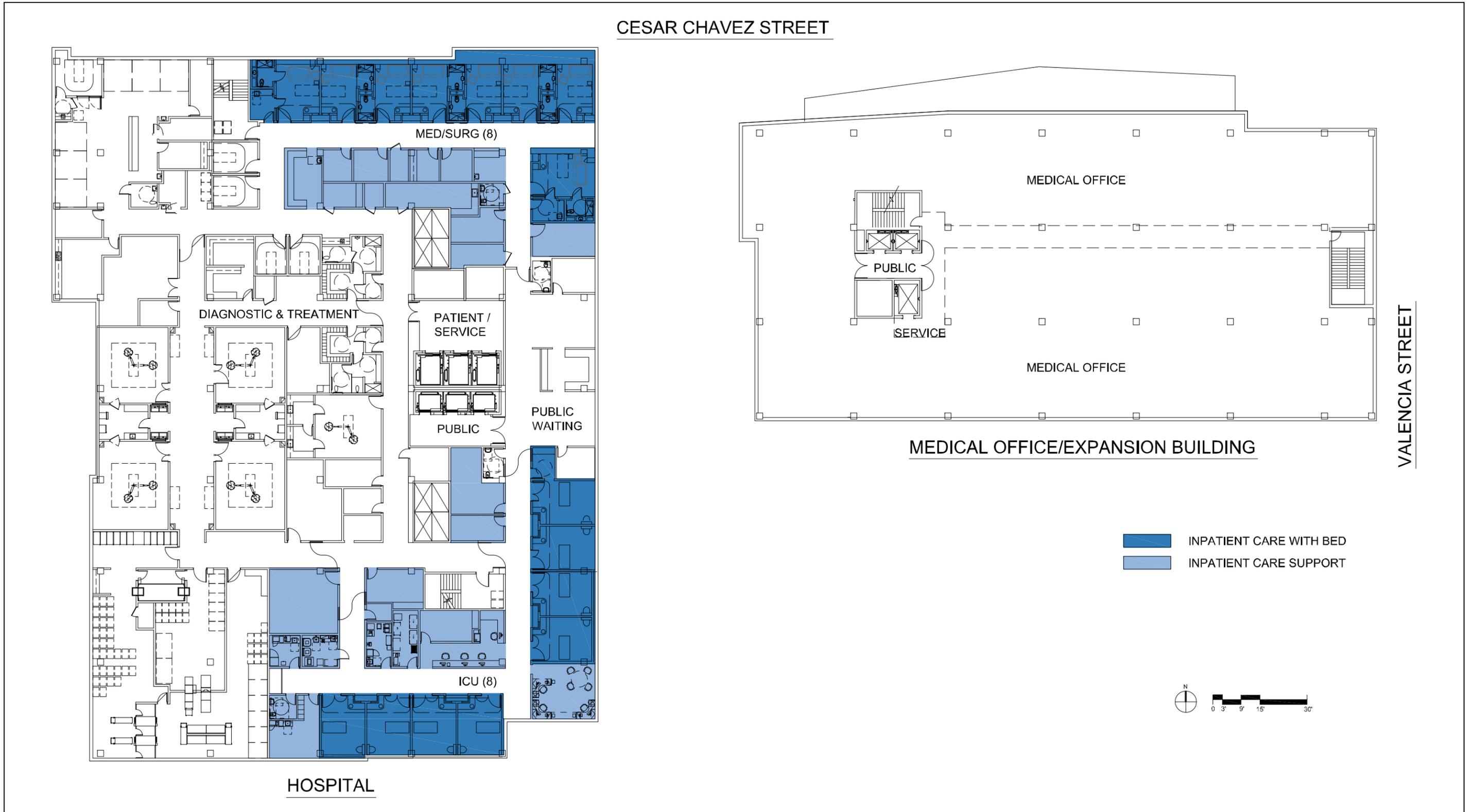
Figure 2-71



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed Level 2

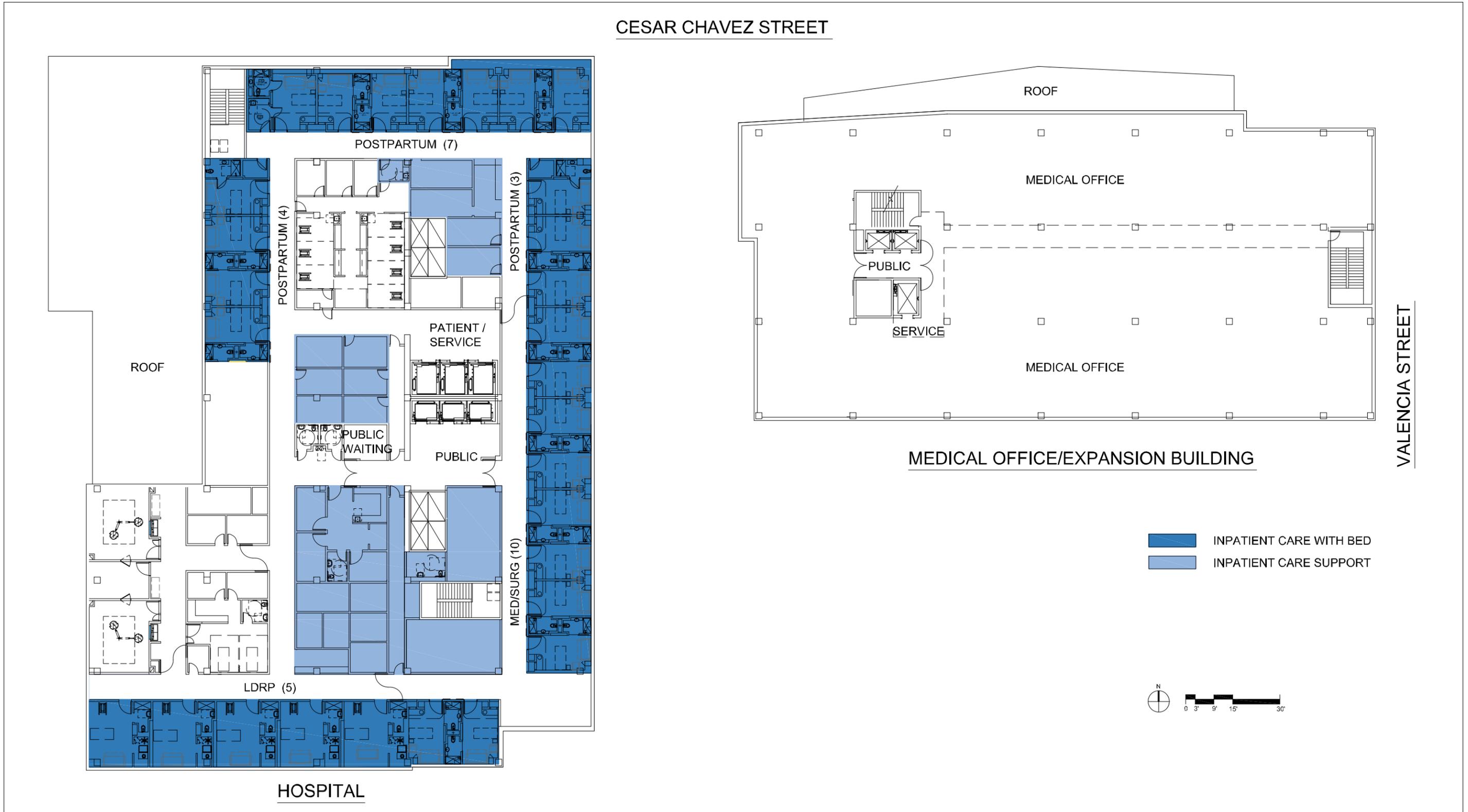
Figure 2-72



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed Level 3

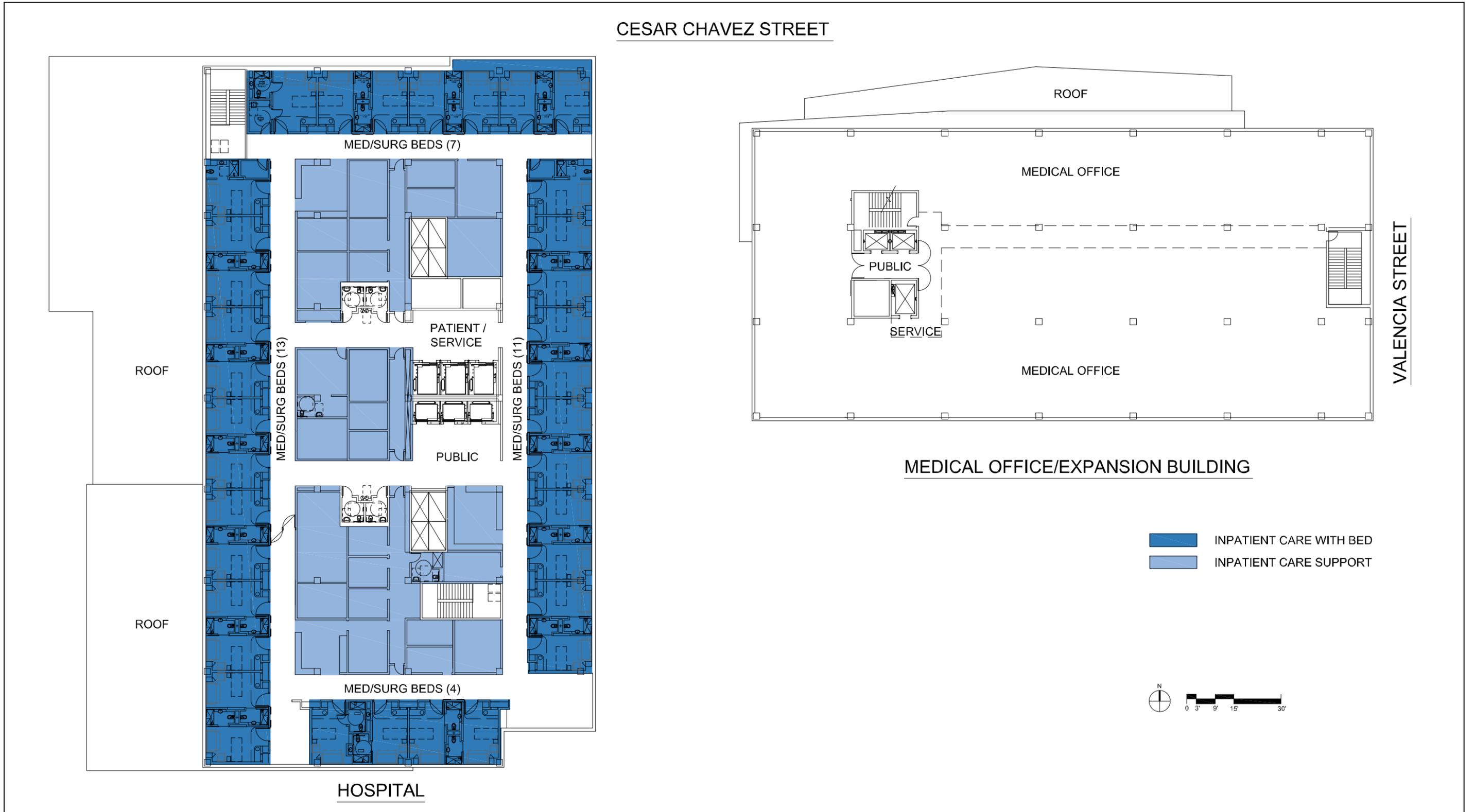
Figure 2-73



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital and MOB/Expansion Building—Proposed Level 4

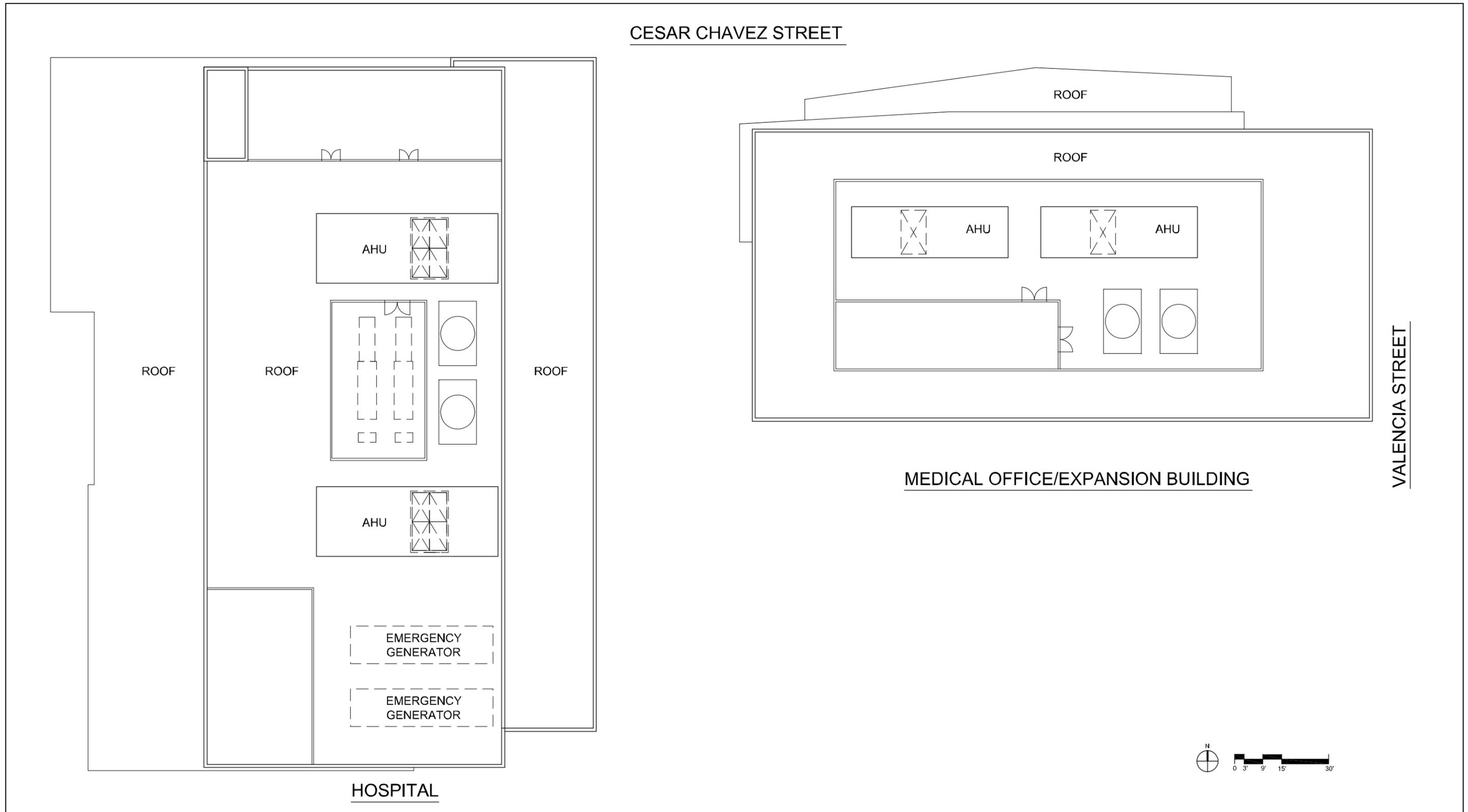
Figure 2-74



Source: SmithGroup/Boulder Associates 2010

St. Luke's Replacement Hospital—Proposed Level 5

Figure 2-75



Source: SmithGroup/Boulder Associates 2010

St. Luke's Hospital and MOB/Expansion Building—Proposed Roof

Figure 2-76



Source: SmithGroup/Boulder Associates 2010

St. Luke's Streetscape Plan

Figure 2-77

