

Section 3 Facilities Overview

San Francisco General Hospital Medical Center is located in the southeast quadrant of San Francisco, where the Mission and Potrero Hill Districts meet.

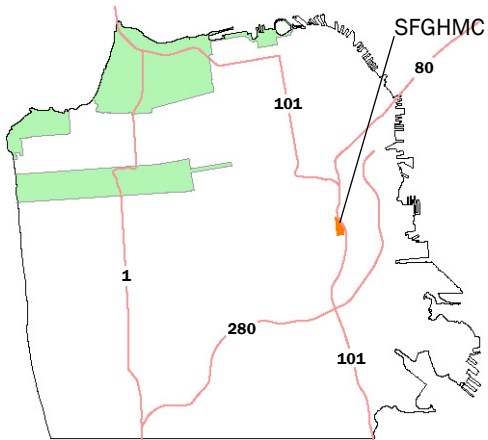


Fig. 3-1
Map of San Francisco



Fig. 3-2
Enlarged Map of San Francisco

CAMPUS DESCRIPTION

The hospital campus occupies an area of approximately 24 acres defined on the west by Potrero Avenue, on the south by 23rd Street, and on the east and north by U.S. Highway 101 and Vermont Street.

- Dept. of Public Health (Built after 1987) ■
- Dept. of Public Health (Built before 1987) ■
- Dept. of Parking and Traffic ■

- Behavioral Health Rehabilitation **A**
- Building 80 **B**
- Building 90 **C**
- Service Building **D**
- Building 1 **E**
- Avon Center (Building 4) **F**
- Volunteer Center **G**
- Building 3 **H**
- Buildings 10/20 **I**
- Building 5 (Main Hospital Building) **J**
- Building 100 **K**
- Buildings 30/40 **L**
- Building 9 Trailer **M**
- Building 9 **N**
- Parking Structure **O**

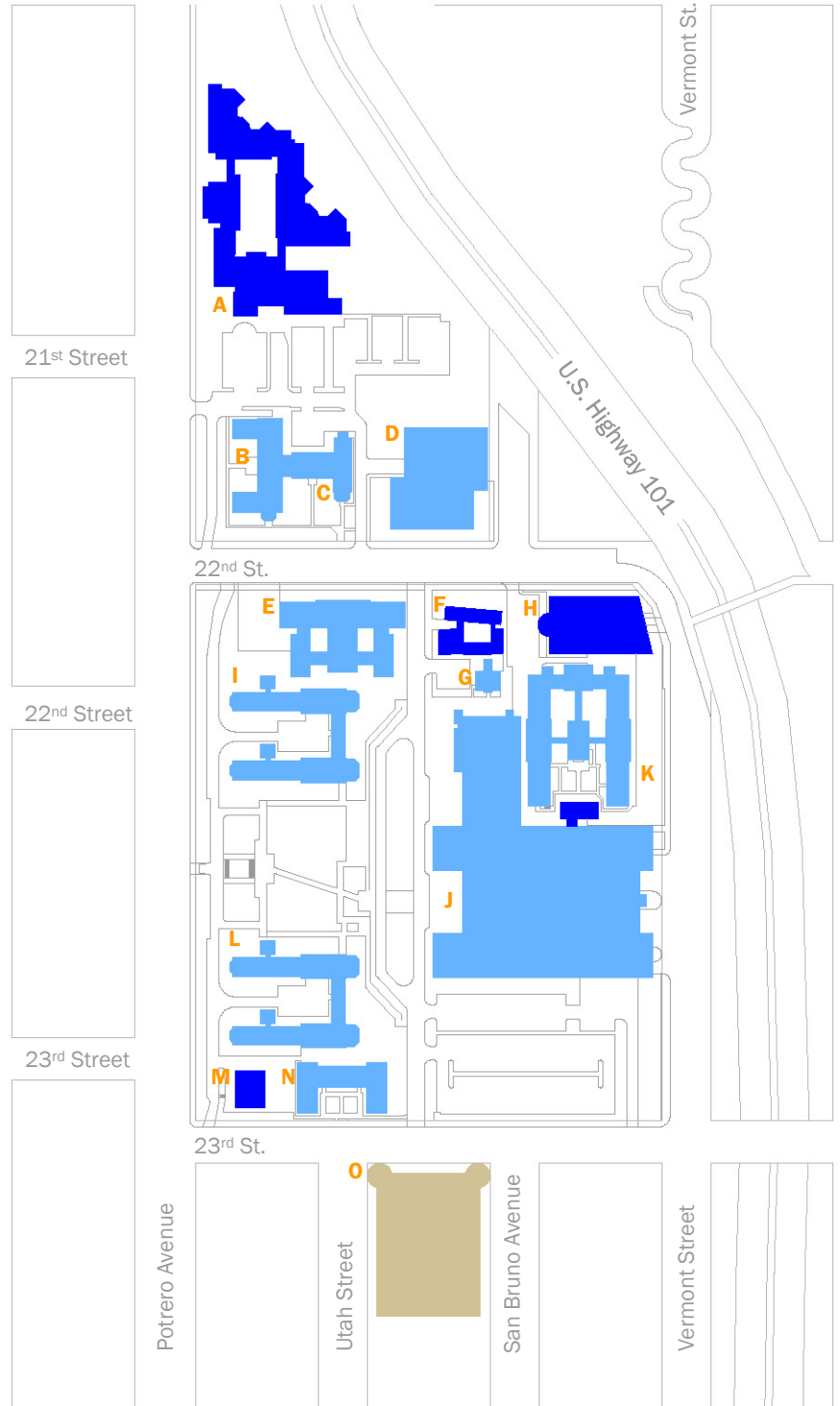


Fig. 3-3
Campus Plan

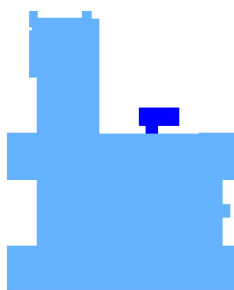
On its north-south axis the campus is approximately 1700 feet long, and from the east to west about 750 feet wide. Moving east from Potrero Avenue, the terrain slopes upward by approximately 20 feet over street level, while the portion of the site occupied by the main hospital building is relatively level. Approaching the northeast, the campus continues to slope upwards, gaining another 25 feet in elevation as it reaches the freeway.

HISTORY

The fifteen buildings, including a parking structure, that constitute the campus were constructed throughout the last century. The first hospital buildings at the present site, built to replace the crude City Hospital facilities of the 1850s, were completed in 1872 and remained in operation until an infestation of vermin forced their destruction in 1908. New land was acquired for a more modern hospital complex, and in 1915, the new County Hospital opened as one of the most advanced facilities of its time in the United States. A subsequent land purchase in 1932 gave the campus its modern-day shape. In addition to the construction of new research and service facilities, various improvements and renovation projects were undertaken to keep pace with the city’s growth. The large new Hospital that is the main building of the current facility was completed in 1976. To provide much-needed parking for the hospital, a parking structure was built in 1995 on the south side of 23rd Street.

CAMPUS BUILDINGS

At the present day, the following buildings make up the physical plant of San Francisco General Hospital Medical Center.







Building 5 (Main Hospital Building)

<i>Present Use</i>	Acute/Ambulatory Care
<i>Architect</i>	Stone, Marraccini & Patterson
<i>Date Completed</i>	1976
<i>Construction Type</i>	Poured-in-place concrete with post-tensioned stressed steel cables
<i>Style</i>	“New Brutalist”/Modern
<i>Special Features</i>	Terraces
<i>Shape</i>	“L”-shaped
<i>Height</i>	7 stories + basement
<i>Gross Square Feet</i>	617,400 sq. ft.
<i>Designated GSF</i>	538,758 sq. ft.
<i>Licensed Beds</i>	403 acute care 106 acute psychiatric 30 skilled nursing



Building 100

<i>Present Use</i>	Ancillary
<i>Architect</i>	Newton J. Tharp, City Architect
<i>Date Completed</i>	1915

	<p><i>Construction Type</i></p> <p><i>Style</i></p> <p><i>Special Features</i></p> <p><i>Shape</i></p> <p><i>Height</i></p> <p><i>Gross Square Feet</i></p> <p><i>Designated GSF</i></p>	<p>Exterior walls: Unreinforced brick masonry Floors and roofs: Steel frame with reinforced concrete Roofing: Clay tile Neo-Italian Renaissance Central courtyard building “E”-shaped 3 stories (1 story central building) 89,300 sq. ft. 89,159 sq. ft.</p>
	<p>Building 3</p> <p><i>Present Use</i></p> <p><i>Architect</i></p> <p><i>Date Completed</i></p> <p><i>Construction Type</i></p> <p><i>Major Alterations</i></p> <p><i>Style</i></p> <p><i>Shape</i></p> <p><i>Height</i></p> <p><i>Gross Square Feet</i></p> <p><i>Designated GSF</i></p>	<p>Research/Pathology Maher & Martens, Architects 1965 Poured-in-place concrete with ceramic veneer 2-story addition, 1989, Fong & Chan Architects Modern Rectangular 5 stories 92,239 sq. ft. 53,951 sq. ft.</p>
	<p>Service Building</p> <p><i>Present Use</i></p> <p><i>Architect</i></p> <p><i>Date Completed</i></p> <p><i>Construction Type</i></p> <p><i>Style</i></p> <p><i>Shape</i></p> <p><i>Height</i></p> <p><i>Gross Square Feet</i></p>	<p>Central Utility Plant Stone, Marraccini & Patterson 1971 Poured-in-place concrete with both reinforced concrete and post-tensioned members Modern Rectangular 2 stories + parking deck 42,700 sq. ft.</p>
	<p>Behavioral Health Rehabilitation</p> <p><i>Present Use</i></p> <p><i>Architect</i></p> <p><i>Date Completed</i></p> <p><i>Construction Type</i></p> <p><i>Height</i></p> <p><i>Gross Square Feet</i></p> <p><i>Designated GSF</i></p>	<p>Behavioral Health Rehabilitation Kaplan McLaughlin Diaz 1995 Type I 3 stories 98,000 sq. ft. 81,302 sq. ft.</p>
	<p>Building 80</p> <p><i>Present Use</i></p> <p><i>Architect</i></p> <p><i>Date Completed</i></p> <p><i>Construction Type</i></p>	<p>Ambulatory Care Martin Rist, Architect 1932 Exterior walls: Unreinforced brick masonry</p>

Major Alterations
Style
Shape
Height
Gross Square Feet
Designated GSF

Floors and roofs: Steel frame with reinforced concrete
 Roofing: Clay tile
 Exterior fire stairs added, 1954
 Art Deco
 “U”-shaped
 6 stories, plus partial 7th floor
 66,382 sq. ft.
 44,288 sq. ft.



Building 90
Present Use
Architect
Date Completed
Construction Type

Ambulatory Care
 Martin Rist, Architect
 1932
 Exterior walls: Unreinforced brick masonry
 Floors and roofs: Steel frame with reinforced concrete

Major Alterations
Style
Shape
Height
Gross Square Feet
Designated GSF

Roofing: Clay tile
 Exterior fire stairs added, 1954
 Art Deco
 “T”-shaped
 5 stories
 39,159 sq. ft.
 25,854 sq. ft.

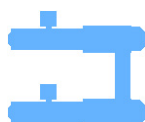


Building 1
Present Use
Architect
Date Completed
Construction Type

Research
 Newton J. Tharp, City Architect
 1916
 Exterior walls: Unreinforced brick masonry
 Floors and roofs: Steel frame with reinforced concrete

Style
Shape
Height
Gross Square Feet
Designated GSF

Roofing: Clay tile
 Neo-Italian Renaissance
 “B”-shaped
 5 stories
 70,390 sq. ft.
 53,409 sq. ft.



Buildings 10 and 20
Present Use
Architect
Date Completed
Construction Type

Research/Administration
 Newton J. Tharp, City Architect
 1915
 Exterior walls: Unreinforced brick masonry
 Floors and roofs: Steel frame with reinforced concrete

Major Alterations
Style
Shape
Height

Roofing: Clay tile
 Fifth floor added, 1928
 Neo-Italian Renaissance
 “U”-shaped
 5 stories



Gross Square Feet 99,547 sq. ft.
Designated GSF 72,483 sq. ft.

Buildings 30 and 40

Present Use Research/Administration
Architect Newton J. Tharp, City Architect
Date Completed 1915
Construction Type Exterior walls: Unreinforced brick masonry
 Floors and roofs: Steel frame with reinforced concrete
 Roofing: Clay tile
Major Alterations Fifth floor added, 1928
Style Neo-Italian Renaissance
Shape “U”-shaped
Height 5 stories
Gross Square Feet 98,157 sq. ft.
Designated GSF 72,457 sq. ft.



Building 9

Present Use Administration/Clinic
Architect Newton J. Tharp, City Architect
Date Completed 1915
Construction Type Exterior walls: Unreinforced brick masonry
 Floors and roofs: Steel frame with reinforced concrete
 Roofing: Clay tile
Style Neo-Italian Renaissance
Shape “U”-shaped
Height 3 stories
Gross Square Feet 35,559 sq. ft.
Designated GSF 29,633 sq. ft.



Parking Structure

Present Use Parking
Architect Fong & Chan Architects
Date Completed 1995
Construction Type Concrete
Style Modern
Shape Rectangular
Height 3 stories (plus roof deck)
Gross Square Feet 163,388 sq. ft.



Avon Center (Building 4)

Present Use Ambulatory Care
Architect Tsang Architecture
Date Completed 2004
Construction Type Modular building construction
 Single-ply membrane
Style Modern
Shape Rectangular
Height 1 story

Gross Square Feet 5,500 sq. ft.



Volunteer Center

<i>Present Use</i>	Ancillary
<i>Architect</i>	Design-Build
<i>Date Completed</i>	1984
<i>Construction Type</i>	Modular building construction
<i>Shape</i>	Rectangular
<i>Height</i>	1 story
<i>Gross Square Feet</i>	2,096 sq. ft.

Green spaces on the SFGHMC campus The plan below indicates the distribution and extents of major green spaces on the SFGHMC campus. The largest open, planted areas are concentrated in the western portion in front of the Hospital Tower.

Accessible to Public ■
 Limited Access ▨

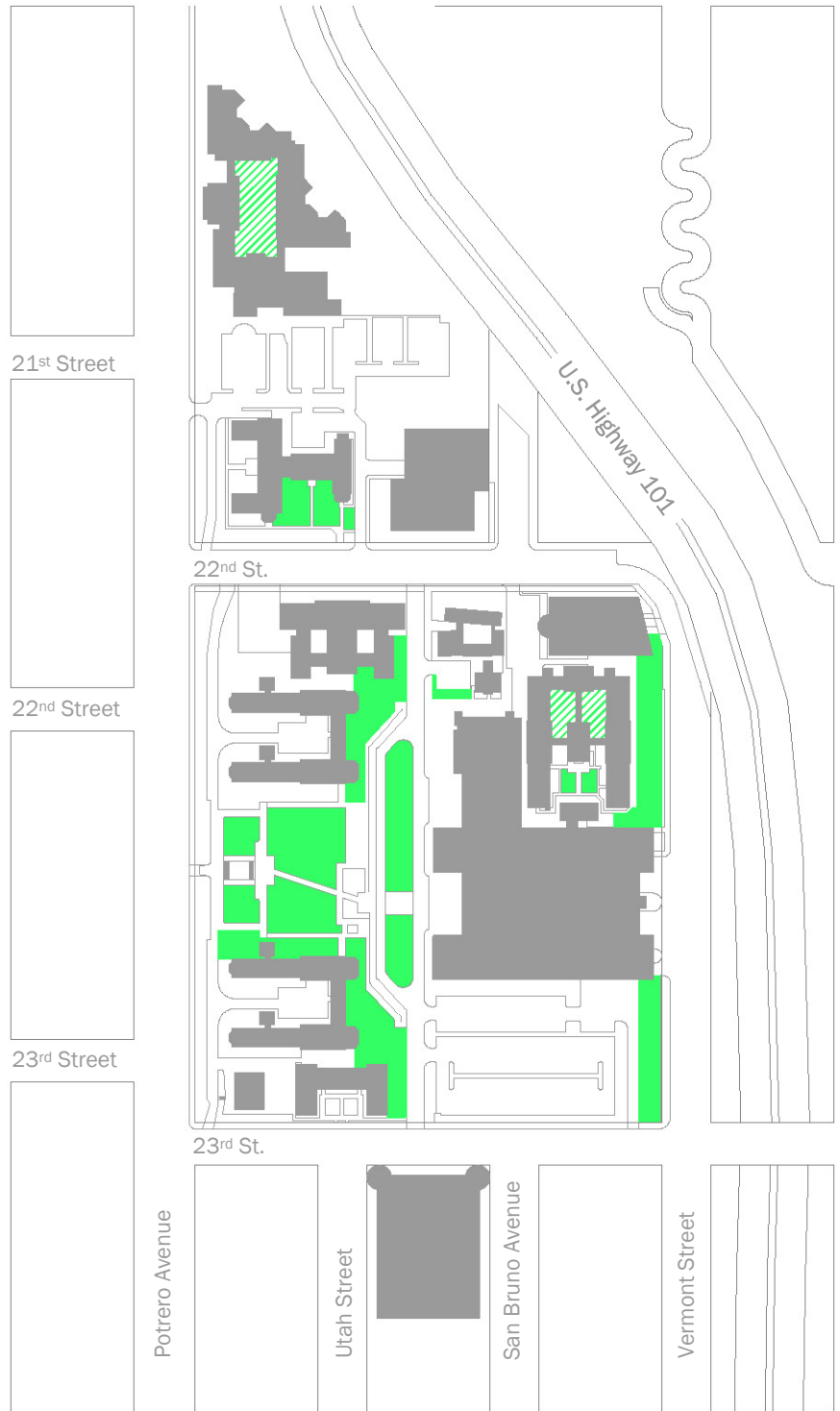


Fig. 3-4
 Green Spaces within the
 SFGH Campus

The green spaces shown in Figure 3-4 occupy a total area of approximately 2.9 acres, or somewhat over 10% of the total area of the campus. Although access to some of these spaces is limited, over 85% of their combined area is open to the public.

Height and bulk requirements Buildings on the SFGHMC campus conform to height and bulk limits imposed by the municipal planning code.

	Max. Height	Max. Plan Length
40-X	40'	N/A*
50-X	50'	N/A*
65-A/B	65'	110' (125' Diag.)
80-B	80'	110' (125')
105-E	105'	110' (140')
OS	Open Space	

* Limits based on lot slope

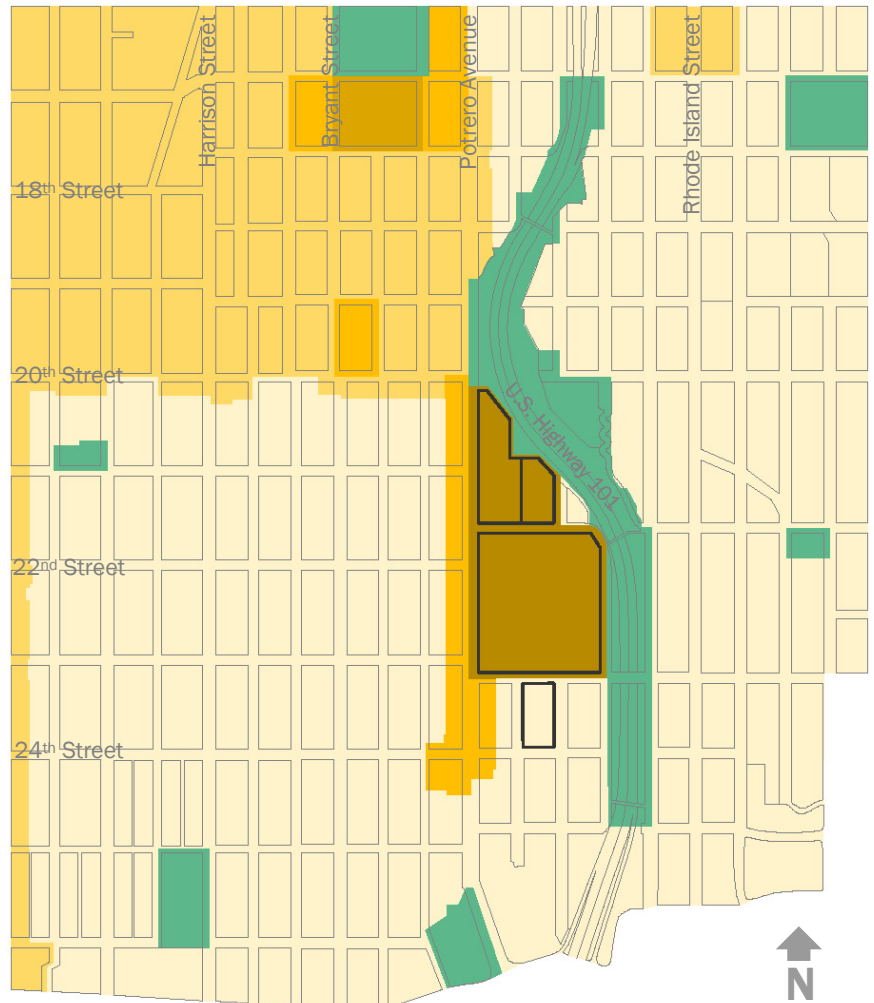


Fig. 3-5
Height and Bulk Districts

The height limit on the campus is 105 feet. Within the parameters established by the planning code, the following exemptions apply to this limit:

- Mechanical equipment and appurtenances necessary to the operation of the building itself, together with visual screening, limited to the top 16 feet of any such features
- Elevator, stair, and mechanical penthouses, fire towers, and skylights, limited to the top 16 feet of such features. Further

exemptions for elevator penthouses may be granted if necessary to meet state or federal laws or regulation

- Railings, parapets, and catwalks, with a maximum height of 4 feet
- Unroofed recreation facilities with open fencing, including tennis and basketball courts at roof level, swimming pools with a maximum height of four feet and play equipment with a maximum height of 10 feet
- Unenclosed seating areas limited to tables, chairs and benches, and related windscreens, lattices and sunshades with a maximum height of 10 feet
- Landscaping, with a maximum height of four feet for all features other than plant materials

The SFGHMC campus is zoned as a bulk district E. Within such districts, the following requirements apply:¹

- Maximum plan length (for buildings higher than 65 feet): 110 feet
- Maximum diagonal dimension: 140 feet

Exemptions from the bulk requirements may be granted under the following conditions:

- Achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the Master Plan
- Development of a building or structure with widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building or structure make necessary such a deviation²

Adjacent to the western edge of the SFGHMC campus, the height limit is 65 feet. However, this narrow district includes only the half-blocks facing Potrero Ave. Beyond this district and on the southern end of the campus, the height limit is 40 feet. The northern and eastern sides of the campus, occupied by the U.S. Highway 101 corridor, are zoned for open space, in which:

the height and bulk of buildings and structures shall be determined in accordance with the objectives, principles and policies of the Master Plan, and no building or structure or addition thereto shall be permitted unless in conformity with the Master Plan.³

Height conditions The west façade of the Main Hospital Building measures 99 feet to the top of the roof parapet. Including its highest point, which is the top of the elevator penthouse roof, the Main Hospital has a total height (measured from the base of the west façade) of 121'6".

Buildings in the adjacent residential neighborhoods are typically one, two, or three stories. In addition, they are at a lower elevation than the SFGHMC campus, giving the hospital buildings a distinct height advantage over their surroundings.

SURROUNDING LAND USE

Urban context The area surrounding SFGHMC is largely residential, interspersed with some light industrial and manufacturing facilities. Residential buildings in the surrounding blocks are typically single- and multiple-family homes. Commercial activity in the neighborhood is centered primarily on 24th Street to the south, where a variety of markets, restaurants, and shops serve a diverse community.

City zoning, as shown in the following map, provides a key to the organization of housing, commerce, and public facilities.

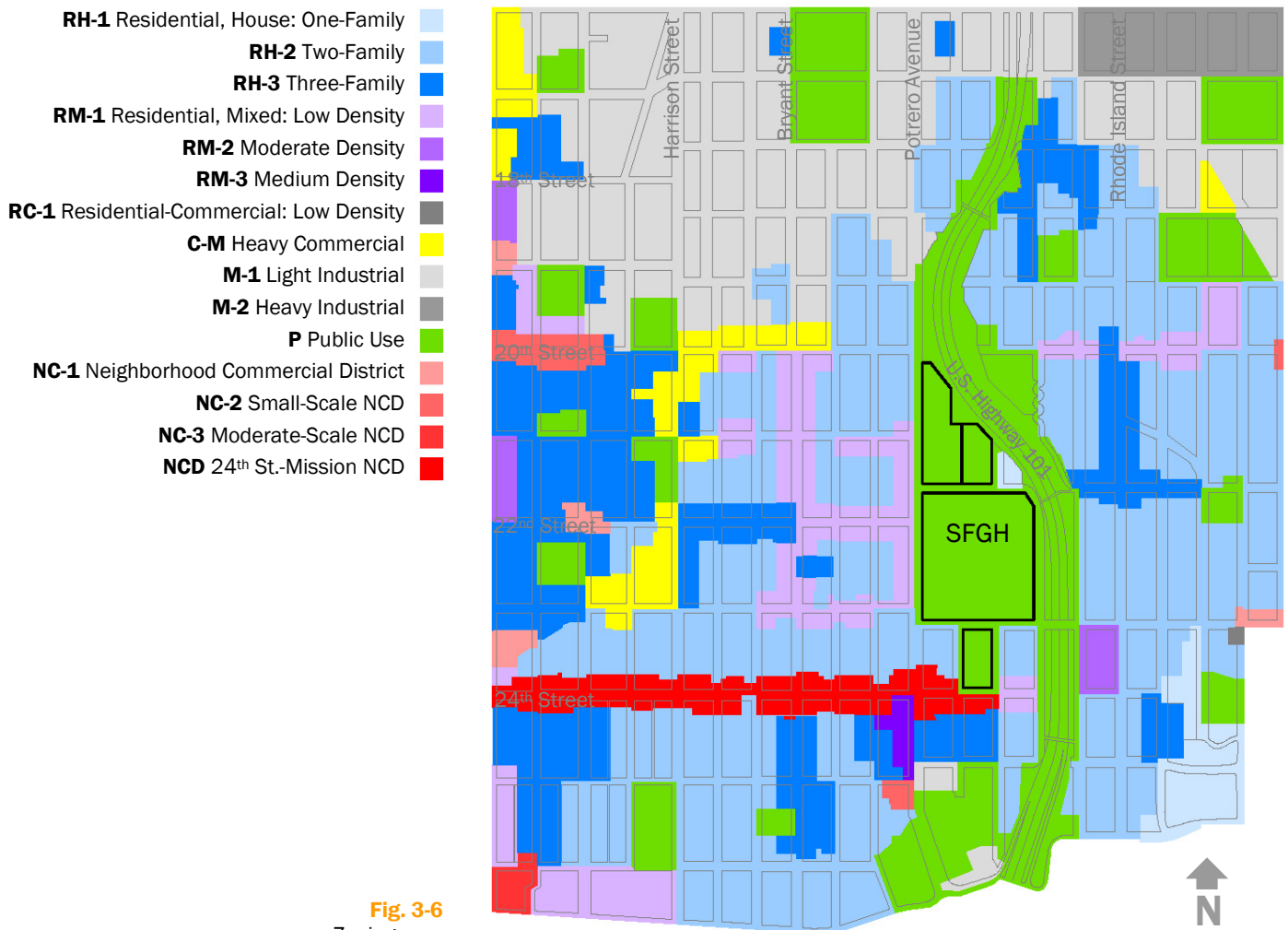


Fig. 3-6
Zoning map

P Districts: Public Principal uses permitted in P Districts: Public structures and uses of the City and County of San Francisco, and of other governmental agencies that are subject to regulation by this Code, including accessory nonpublic uses, when in conformity with the Master Plan and the provisions of other applicable codes, laws, ordinances and regulations.⁴

Neighborhoods encircling the hospital campus are primarily zoned RH-2 and RH-3.

RH-2 Districts: Two-Family These districts are devoted to one-family and two-family houses, with the latter commonly consisting of two large flats, one occupied by the owner and the other available for rental. Structures are finely scaled and usually do not exceed 25 feet in width or 40 feet in height. Building styles are often more varied than in single-family areas, but certain streets and tracts are quite uniform. Considerable ground-level open space is available, and it frequently is private for each unit. The districts have easy access to shopping facilities and transit lines. In some cases, group housing and institutions are found in these areas. Non-residential uses tend to be quite limited.

RH-3 Districts: Three-Family These districts have many similarities to RH-2 Districts, but structures with three units are common in addition to one-family and two-family houses. The predominant form is large flats rather than apartments, with lots 25 feet wide, a fine or moderate scale and separate entrances for each unit. Building styles tend to be varied but complementary to one another. Outdoor space is available at ground level, and also on decks and balconies for individual units. Non-residential uses are more common in these areas than in RH-2 Districts, and are typically on the ground floor.

RM-1 Districts: Low Density These districts contain a mixture of the dwelling types found in RH Districts, but in addition have a significant number of apartment buildings that broaden the range of unit sizes and the variety of structures. The pattern of 25-foot to 35-foot building widths is retained, however, and structures rarely exceed 40 feet in height. The overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. Outdoor space tends to be available at ground and upper levels regardless of the age and form of structures. Shopping facilities and transit lines may be found within a short distance of these districts. Non-residential uses are often present to provide for the needs of residents, and are typically on the ground floor.

The 24th St.—Mission Neighborhood Commercial District is situated in the Inner Mission District on 24th Street between Bartlett Street and San Bruno Avenue. This mixed-use district provides convenience goods to its immediate neighborhood as well as comparison shopping goods and services to a wider trade area. The street has a great number of Latin American restaurants, grocery stores, and bakeries

as well as gift and secondhand stores. Most commercial businesses are open during the day while the district's bars, restaurants, and movie theater are active in the evening. Dwelling units are frequently located above the ground-story commercial uses.⁵

Demographics of surrounding neighborhoods Population density is greatest in the area immediately to the west of the hospital campus. Moving north of SFGHMC, the population decreases as residential neighborhoods give way to industrial areas. Demographically, the neighborhoods adjacent to SFGHMC are composed mostly of young families and unmarried individuals.

Total number of individuals

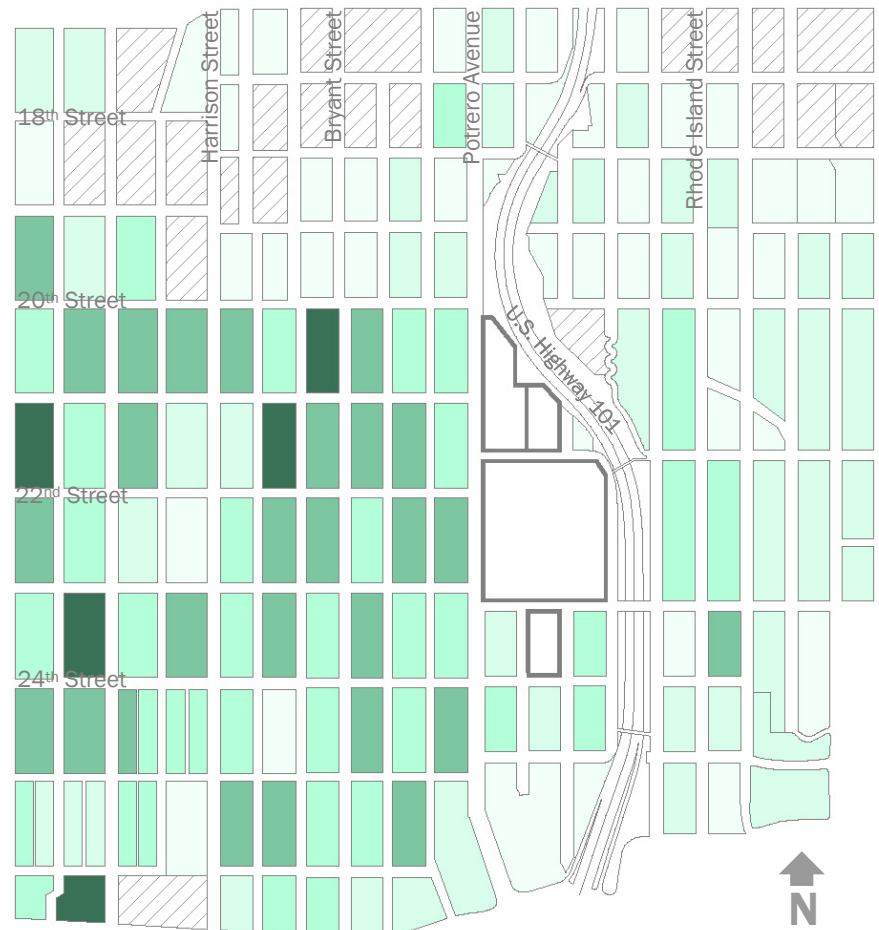
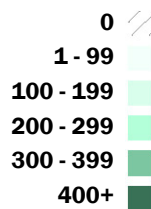
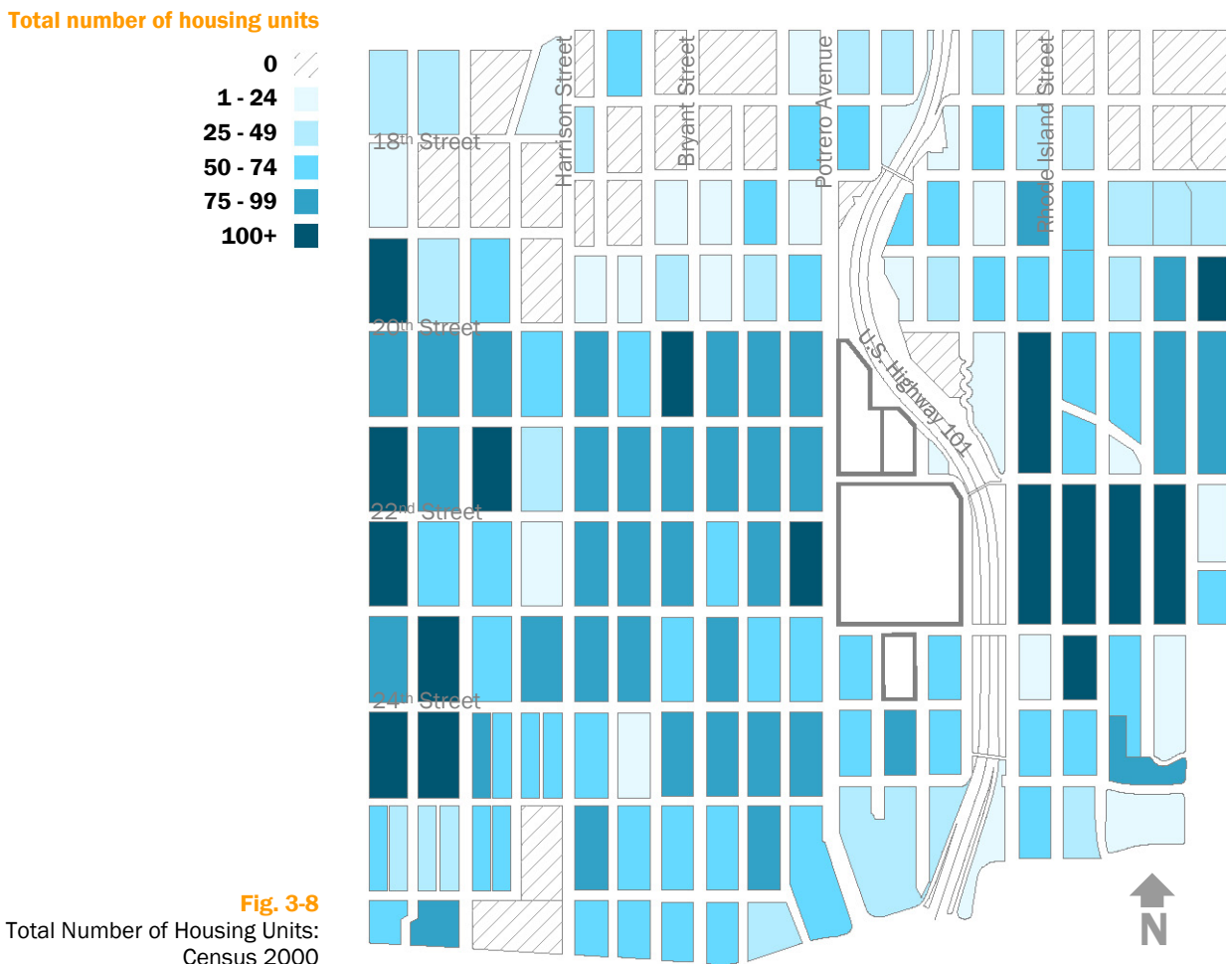


Fig. 3-7
Total Population: Census 2000

In the areas immediately east and west of the hospital campus, slightly more than half of the population resides in family households, and slightly less than half in nonfamily households. The population of the Mission District is generally younger than that of Potrero Hill. The majority of residents to the west of SFGHMC are between the ages of 20 and 44, while to the east the majority of residents are between the ages of 25 and 54.

Housing stock The housing stock in the neighborhoods surrounding SFGHMC is varied. Among the occupied units in the vicinity of the campus, there are numerous single-unit buildings and two- to four-unit buildings, with a smaller number of structures having between five and ten units, and very few having more than ten. Much of the housing in this area is old. In the part of the Mission District adjacent to SFGHMC, 64 percent of occupied housing units were built in 1939 or earlier. In Potrero Hill, 46 percent of the housing was built before 1940, and another 24 percent was built between 1940 and 1959.⁶

The following map indicates the number of housing units in each block in the neighborhoods near SFGHMC.



Neighborhood green spaces Open space and greenery in urban areas provide critical social, environmental, and economic benefits. Trees and other vegetation in green spaces contribute to the community through:

- more pleasant streetscapes
- reduced air and noise pollution

- better water quality
- reduced building energy consumption
- improved physical and psychological health of residents
- habitats for birds and other wildlife
- aesthetic value
- increased property values

Many of the beneficial effects of the urban forest have been quantified in studies. Preservation of existing green spaces and creation of new ones have measurable value for the city.⁷

Existing green spaces in the area of SFGHMC include those located on the campus itself, landscaping along the U.S. Highway 101 corridor, McKinley Square, Potrero del Sol Park, and the Potrero Hill Playground and Recreation Center, along with trees planted along streets and on private property.

The San Francisco Department of Public Works (DPW) maintains street trees on some major city streets. In the neighborhoods around the SFGHMC campus, DPW maintains trees on the following streets:

- Potrero Ave. from Division St. to 25th St. (both sides)
- 24th St. from Potrero Ave. to Osage St. (both sides)
- Bryant St. from 20th St. to Cesar Chavez St. (both sides)
- Cesar Chavez St. from Illinois St. to Douglas St. (both sides)

TRANSPORTATION CONDITIONS

Overview While SFGHMC does not yet have a formal Transportation Demand Management (TDM) program, it has for some time adopted a variety of strategies designed to discourage travel by single occupant automobiles and promote other modes of transportation. These strategies include charging employees and patients parking fees, providing free van pool parking, providing free bicycle lockers and promoting the use of free shuttle services to and from UCSF campuses and BART and Caltrain stations. SFGHMC also participated in the development of a residential permit parking program, in essence to ensure the effectiveness of the above strategies and to afford residents with reasonable access to parking spaces near their residences.



Fig. 3-9
Bus Stop at Main Campus Gate

Patients, visitors, and staff at SFGHMC use a wide variety of modes of transportation to arrive at the hospital campus. In addition to private automobiles, transportation options range from regional systems, such as Caltrain and BART, to local systems like Muni and a growing network of bicycle routes. Transportation challenges include:

- Congestion on adjacent streets
- Limited availability of both on-campus parking and street parking in the neighborhoods surrounding SFGHMC
- Facilitating alternative modes of transportation

Managing transportation demand at SFGHMC is an especially critical project in the face of growing geographic dispersion of employees, combined with the need to minimize reliance on private automobiles.

Although the number of full-time employees has changed little over the past two decades, fewer of today's employees are San Francisco residents. In 1987, 60% of full-time employees lived in San Francisco. Currently, that number has dropped to about 45%. This means that there are today approximately 750 more employees commuting from outside the city than in 1987. Many are commuting from increasingly distant areas, especially in the South Bay.

TRAFFIC

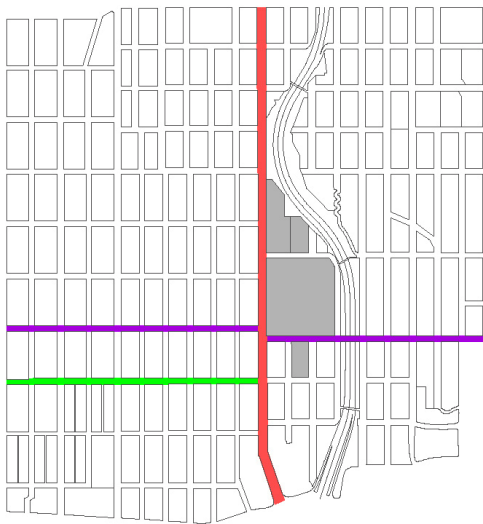
Streets bordering the SFGHMC campus The street network surrounding SFGHMC is limited by its location adjacent to U.S. Highway 101. Potrero Ave. and 23rd St. border the campus on the west and south, respectively. Two streets, 22nd St. and Vermont St., handle traffic within the campus.

	Orientation	Lanes	Lane Type
Potrero Ave.	N-S	3/3	Marked
Vermont St.	N-S	1/1	Unmarked
22 nd St.	E-W	1/1	Unmarked
23 rd St.	E-W	1/1	Marked

Surrounding street traffic Street traffic in the immediate vicinity of the SFGHMC campus is centered primarily on the major north-south thoroughfare of Potrero Avenue, which runs along the western edge of the campus. Potrero Avenue is a high-volume artery connected to U.S. Highway 101 in both the northbound and southbound directions via the Cesar Chavez Street exit.

There are two vehicular accesses to the campus from Potrero Avenue, located the intersections of Potrero and 21st Street, and of Potrero and 23rd Street. In the east-west direction, 23rd Street provides the only means, via an overpass, of crossing Highway 101 between Cesar Chavez and 17th Streets. There is a campus access point on 23rd St. directly across from the parking structure. West of Potrero Avenue, 24th Street provides access to the Mission District and Noe Valley. It is the main locus of commercial activity in the area surrounding SFGHMC.

Observed traffic volumes on thoroughfares intersecting at the SFGHMC campus are shown in the following table.⁸



Potrero Ave.	Cross St.	Dir.	Date	Volume	AM/PM Peak
	22 nd St.	N	8/12/03	13514	1525/1125
	22 nd St.	N	3/4/03	12074	1536/827
	22 nd St.	S	3/4/03	16704	1563/1487
	20 th St.	N	10/9/02	15561	1849/1394

23 rd St.	Cross St.	Dir.	Date	Volume
	San Bruno	W	10/8/96	3028
	San Bruno	E	10/8/96	3174

24 th St.	Cross St.	Dir.	Date	Volume	AM/PM Peak
	Potrero	W	6/2/05	2685	158/284
	Potrero	E	6/2/05	2865	277/195
	Potrero	W	6/1/05	2559	173/218
	Potrero	E	6/1/05	4317	342/306

LOS Categories

- A** Free flow with no delays. Users are virtually unaffected by others in the traffic stream.
- B** Stable traffic. Traffic flows smoothly with few delays.
- C** Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.
- D** Delay becomes more noticeable.
- E** Traffic volumes are at or close to capacity, resulting in significant delays and average speeds which are no more than about one-third the uncongested speed.
- F** Traffic demand exceeds available capacity with very slow speeds, long delays and standing queues at signalized intersections.

Level of service (LOS) monitoring conducted under the auspices of the San Francisco County Transportation Authority provides congestion data for city streets. For the segment of Potrero Avenue adjacent to the SFGHMC campus, the most recent LOS monitoring results, from 1999, are shown below.⁹

Potrero Ave.	Segment	Dir.	Hour	Avg. Speed	LOS
	21 st St./C. Chavez	S	AM	13.5 mph	C
	C. Chavez/21 st St.	N	AM	15.5 mph	C
	21 st St./C. Chavez	S	PM	19.1 mph	B
	C. Chavez/21 st St.	N	PM	14.5 mph	C

Previous data from 1993 indicate a decline in overall LOS for this portion of Potrero Avenue over the course of the last decade.

Circulation Traffic circulation on the SFGHMC campus is shown on the plan below. In general, public vehicle access is from Potrero Ave. and 23rd St., while 22nd St. and Vermont St. are typically used by staff and service vehicles.

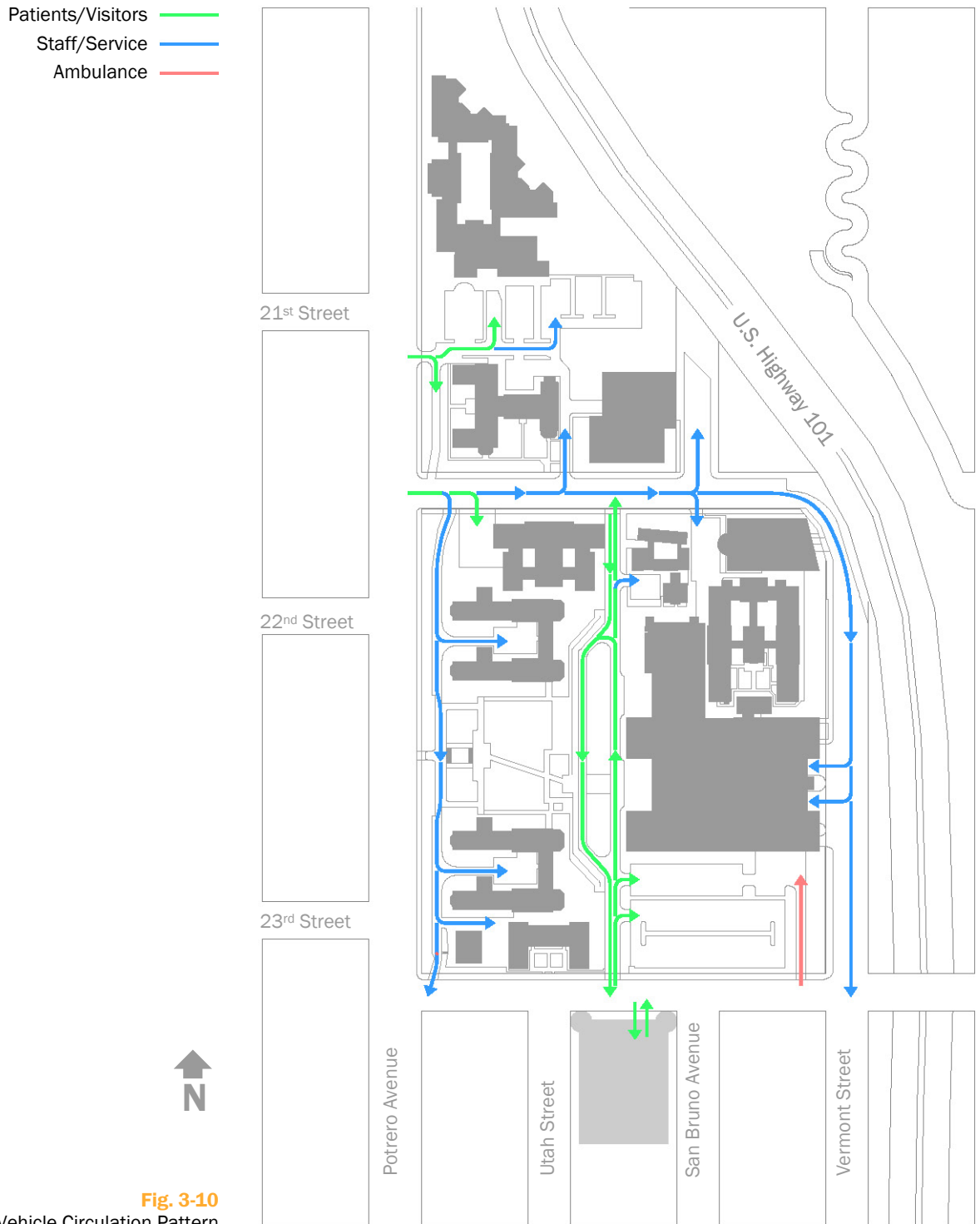


Fig. 3-10
 Vehicle Circulation Pattern

PARKING

The following map shows the locations of patient, visitor, staff, and utility parking at SFGHMC.

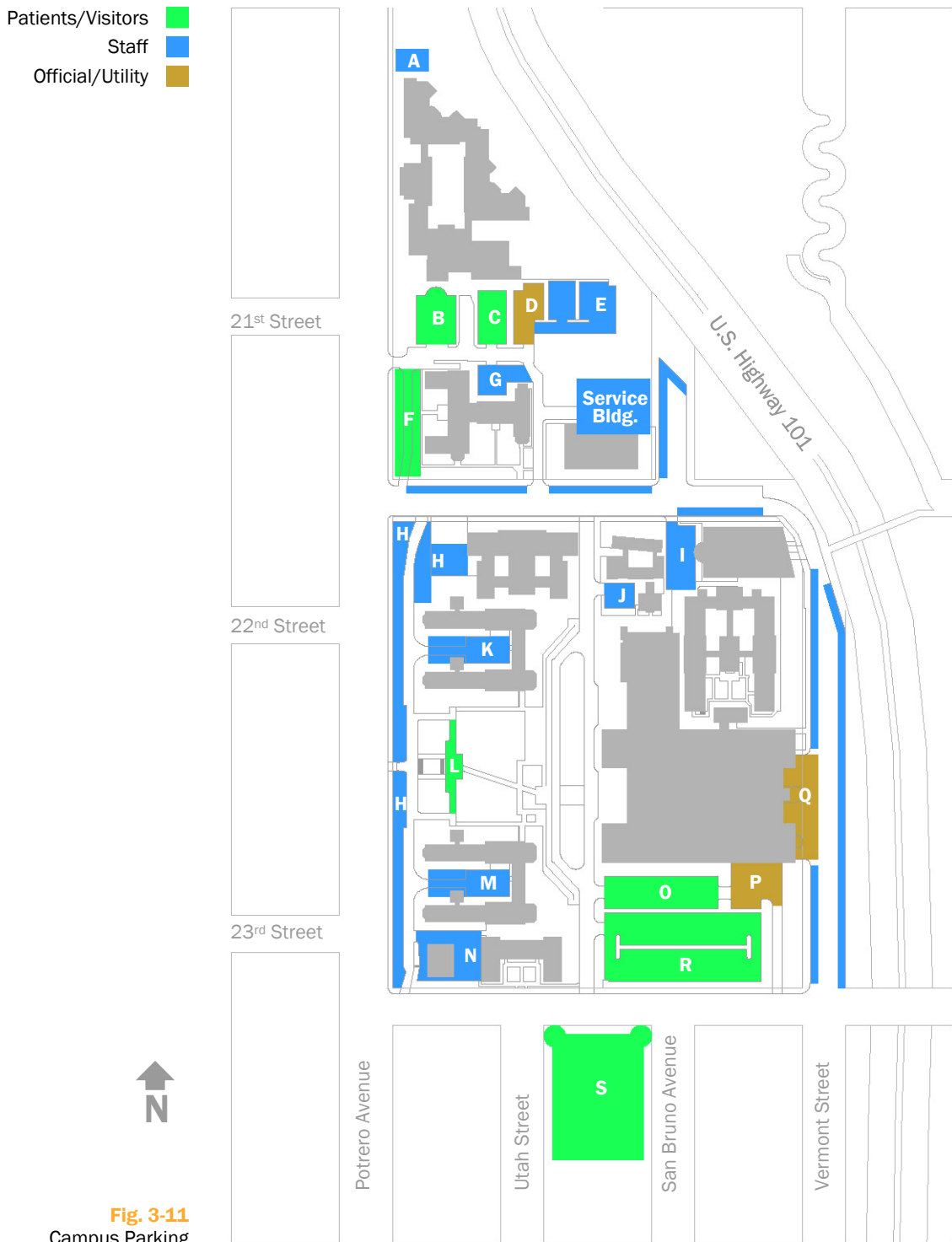


Fig. 3-11
Campus Parking

Off-Street Surface Parking

Lot A	12	Staff
Lot B	20 (2 ♿)	Visitor (metered)
	2	Staff
Lot C	19	Visitor (metered)
	4	Court Official
Lot D	9 (1 ♿)	Service
	10	City Official
Lot E	41	Staff (valet)
Lot F	24	Visitor
	8	Social Services
Lot G	13 (6 ♿)	Staff
Lot H	103	Staff
Lot I	20 (2 ♿)	Staff (reserved)
Lot J	6	Staff
Lot K	35	Staff
Lot L	10 ♿	Visitor
Lot M	24	Staff
Lot N	6 (1 ♿)	Staff
Lot O	7	Staff
	14 ♿	Visitor
Lot P	7	Emergency
Lot Q	15	Service
Lot R1	22	Visitor
Lot R2	23	Visitor
Lot R3	19	Visitor
Lot R4	18	Visitor
Lot R5	31	Visitor
Lot R6	12	Visitor
Service Bldg.	55	Staff
Total	589 (36 ♿)	

Off-Street Structured Parking**Total 811 (21 ♿)****On-Street Parking**

Vermont	41	Staff
	72	Staff Carpool
San Bruno	32	Staff
22 nd Street	56	Staff
Total	201	

Total Available Parking

Off-Street Surface Parking	589
Off-Street Structured Parking	811
On-Street Parking	201
Total	1601 (57 ♿)

The 1987 Institutional Master Plan identified 584 marked parking spaces on the SFGHMC campus, and assessed a need for a total of approximately 1,500 spaces. With the construction of a dedicated parking structure in 1995, total parking availability at the campus increased to over 1,600 spaces. This figure does not include on-street parking spaces in the surrounding neighborhoods, which are often used by hospital staff and visitors. In a number of parking lots on the campus, stalls are not marked, which occasionally results in an inefficient arrangement of parked vehicles. Actual parking availability in these lots thus varies.

Transit First parking policies According to the City's Transit First policy, "public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles.... Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation."¹⁰

In accordance with this policy, SFGHMC and DPT have designated a carpool parking area on the east side of Vermont Street. Carpool vehicles with at least three people are eligible for carpool parking permits. At present, there are 46 issued carpool permits.

Additionally, there are two City CarShare vehicle parking spaces located at the north entrance to Building 1. City CarShare is a nonprofit organization that provides shared access to cars, for an hourly fee, in an effort to reduce individual car ownership in the Bay Area.

Parking breakdown, permits and fees Of the total number of off-street parking spaces provided on the SFGHMC campus, over half are reserved for hospital staff. However, of the total number of all parking spaces at the campus, nearly two thirds are available to patients and visitors.

	Off-Street	Structured	On-Street	Total
Staff	324	-	201	525
Patient/Visitor	212	811	-	1023
Service/Official	53	-	-	53

Parking permits for off-street lots and designated on-street areas are issued by the SFGHMC Parking Office.

		Permits in use	Cost
SFGHMC Campus	Daytime	490	\$ 105
	Night	9	40
	Motorcycle	0	45
Garage	Daytime	964	80
	Night	115	40
	Motorcycle	0	45

Hourly parking fees in Lot R and in the parking structure are shown in the table below.

Hours	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 24
Fee	\$ 1.25	2.50	3.75	4.50	6.00	7.50	9.00	11.00

Metered parking on campus costs \$1.00 per 24 minutes, or \$2.50 per hour, up to three hours.

Off-street parking spaces required by law Zoning requirements governing the number of parking spaces available at the SFGHMC campus are as follows, according to the San Francisco Planning Code, Section 151, amended November 2005:

- Hospital or other inpatient medical institution: One for every 16 guest excluding bassinets or for every 2,400 square feet of gross floor area devoted to sleeping rooms, whichever results in the greater requirement.
- Medical/Dental Office and Ambulatory Care Clinic: One space for every 300 SF of occupied floor area, where the occupied floor area exceeds 5,000 SF.
- Mental Hospital: One space for every 16 beds or for every 2,400 GSF devoted to sleeping rooms, whichever is greater.
- Office Building: One space for every 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.
- Service Building: One space for every 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet.

Disabled parking For every 25 off-street parking spaces provided, one space shall be designed and designated for disabled persons.

Analysis of required parking spaces The total number of licensed beds at SFGHMC is 639, including 403 general acute care beds, 106 acute psychiatric, and 130 skilled nursing. This yields a minimum parking requirement, based on number of beds, of 40 spaces.

Clinical and ambulatory care facilities, excluding the main hospital building, have an estimated occupied floor area of 105,000 square feet, and require 350 parking spaces.

The total occupied floor area of office buildings is approximately 460,000 square feet, requiring 920 parking spaces.

The total estimated number of spaces required by code is therefore 1,310.

Given a current total of 589 off-street parking spaces, SFGHMC faces a deficit of over 700 spaces, although this calculation does not take into account the public parking garage and available street parking.

Based on the number of parking spaces currently provided, the hospital falls only a few disabled spaces short of the required 61. However, 92 disabled spaces would be needed if the total number of spaces required by code were provided.

Residential Permit Parking In an effort to preserve the integrity of neighborhoods in San Francisco and to encourage use of public transportation in place of private automobiles, DPT established a preferential residential parking system in 1976. The program’s chief goal is “to provide more parking spaces for residents by discouraging long-term parking by people who do not live in the area.”¹¹

The following map indicates the boundaries of residential permit parking zones around SFGHMC. The hospital does not make residential parking permits available to its faculty and staff.

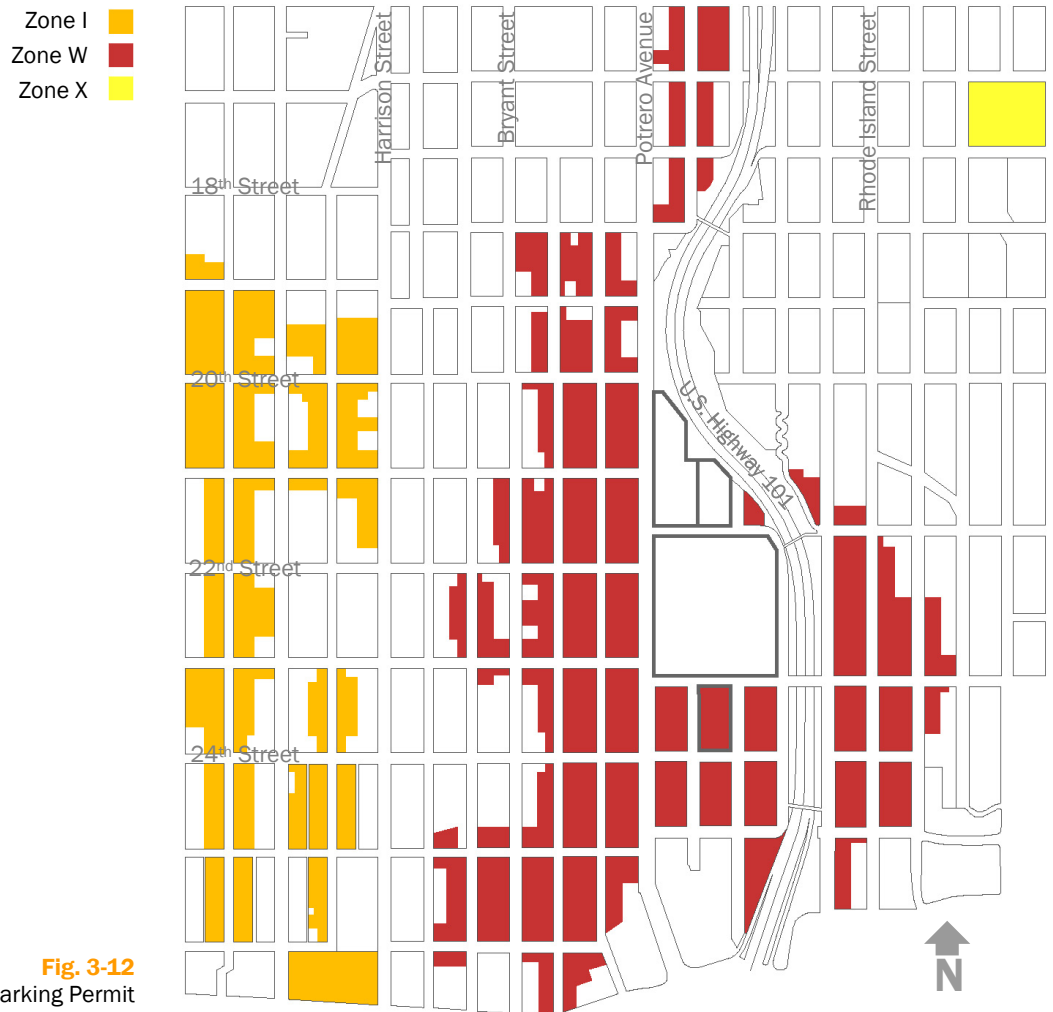


Fig. 3-12
Residential Parking Permit
Zones

TRANSIT

Systems serving SFGHMC Public transportation provides various means of access to SFGHMC on an interurban as well as a local scale. The San Francisco Municipal Railway (Muni) is the chief transit service provider via bus. San Mateo County Transit (SamTrans) provides service via buses running between downtown San Francisco and the Peninsula. The Bay Area Rapid Transit District (BART) provides service via light rail on its Daly City-bound line beneath Mission Street. Finally, the UC San Francisco shuttle bus service links SFGHMC with the UCSF campus in Parnassus Heights.

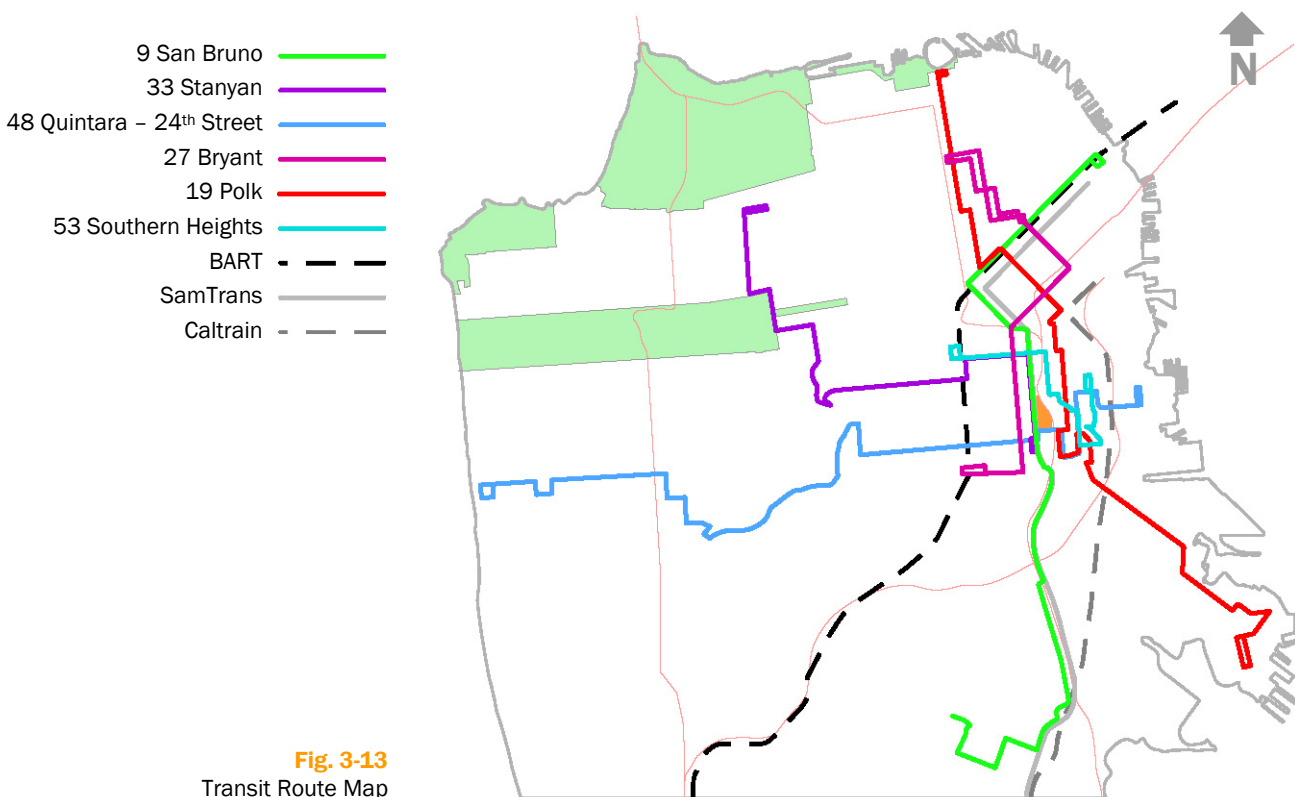


Fig. 3-13
Transit Route Map

Muni Six Muni bus transit lines pass within a four-block radius of the SFGHMC campus.

9 San Bruno This is a downtown route that serves Downtown, the Mission, SOMA, and Southeast San Francisco, originating at the junction of Sunnydale Avenue and Santos Street in Visitacion Valley. Its downtown terminal is located at Mission Street and Main Street. On weekdays its frequency is 10 minutes during the day and 8 minutes during the evening commute. On weekends its frequency is 12 minutes. This line is wheelchair accessible and equipped with bicycle racks.

In recent years, the 9 San Bruno line has faced reductions in the frequency of weekday trips. These reductions were rejected due to the use of this line for trips to SFGHMC.

33 Stanyan This crosstown trolley bus route serves Northwest and Central San Francisco, the Mission, and SOMA. It runs from California Pacific Medical Center at Arguello Blvd. and California St. to Potrero Ave. and 25th St. It runs at 15-minute intervals throughout the day on weekdays, and at 20-minute intervals on weekends. The line is accessible and has bicycle racks.

48 Quintara-24th Street This is a crosstown bus route that originates on weekday mornings and afternoons at Ulloa St. and West Portal Ave., and on weekends at Great Highway and Rivera St. in the Sunset District. It terminates at 20th St. and Illinois St. Frequency is 12 minutes on weekdays, and 15 to 20 minutes on weekends. Buses on this line are accessible and have bicycle racks.

27 Bryant Serving Northern San Francisco, downtown, SOMA, and the Mission District, this line begins at Mission St. and Cesar Chavez St., and ends at the intersection of Jackson St. and Van Ness Ave. in the Polk Gulch/Russian Hill area, passing through downtown via 5th St. and the Tenderloin District. It runs at intervals of 12 minutes throughout the day except weekends, when the time between buses is 15 to 20 minutes. It is an accessible route with bicycle racks on vehicles.

19 Polk During commute hours, this crosstown bus line originates at Manseau St. and Hussy St. in Hunter's Point, and terminates in front of the National Maritime Museum at Beach St. and Polk St. The southern terminus of the route on weekends and during weekday evenings is the U.S. Post Office on Evans Ave. The frequency of service during commute hours is 10 minutes. Vehicles on this route are accessible and equipped with bicycle racks.

53 Southern Heights This is a community service bus line serving Potrero Hill, the Mission District, and SOMA that originates at Connecticut St. at 18th St., and terminates at 16th St. and Mission St. Since it is not a commuter route, its frequency is 30 minutes during weekdays and 20 minutes during the day on weekends, and there is no evening service. It provides access to SFGHMC via the pedestrian bridge at 22nd St.

BART The BART system provides access to the SFGHMC campus via underground rail beneath Mission St. Both northbound and southbound trains run frequently throughout the day. The BART station nearest to SFGHMC is located at 24th St. and Mission St. This station is accessible to the disabled via two elevators.

SamTrans The SamTrans bus system links SFGHMC with the Peninsula via its Route 292, serving San Mateo, Burlingame, San Francisco International Airport, South San Francisco, Brisbane, and San Francisco. This line runs daily at approximately half-hour intervals.

Caltrain Rail service provided by Caltrain connects San Francisco with the Peninsula and South Bay regions. The 22nd Street station, located at the intersection of 22nd St. and Pennsylvania Ave., is eleven blocks from the SFGHMC campus.

UCSF Shuttle Bus The UCSF shuttle bus service connects the Parnassus, Mission Bay and Mt. Zion campuses of the University with SFGHMC via the Gold and Blue lines. In addition, the Green line runs between SFGHMC and the BART station at 24th St. and Mission St. UCSF Shuttle ridership is available to SFGHMC faculty and staff.

In May 2006, the UCSF shuttle bus routing system was revised to better serve the major campuses of UCSF and SFGHMC. These are the endpoints of 80 percent of trips taken on the shuttle bus system, which serves about 2 million passengers annually.

Regularly scheduled shuttles run Monday through Friday between 7:00 am and 8:00 pm. The BART shuttle to SFGHMC runs on a morning and afternoon schedule. Shuttles depart from the 24th St. station every 15 minutes from 6:00 am to 9:20 am, and depart from the SFGH Outpatient Entrance every 20 minutes from 2:40 pm to 7:10 pm.

UCSF shuttle buses are equipped with front bicycle racks.

Blue/Gold Line Stops

UCSF Parnassus Campus

- Library 530 Parnassus Ave.
- Langley Porter 401 Parnassus Ave.

UCSF Mt. Zion Campus.

- Sutter St. between Divisadero and Scott Sts.

UCSF Mission Bay Campus

- Along 14th St.

Mission Bay Campus: Community Center 1675 Owens St.

- Roundabout

SFGHMC

- Clinic Lobby Entrance

PEDESTRIAN CONDITIONS

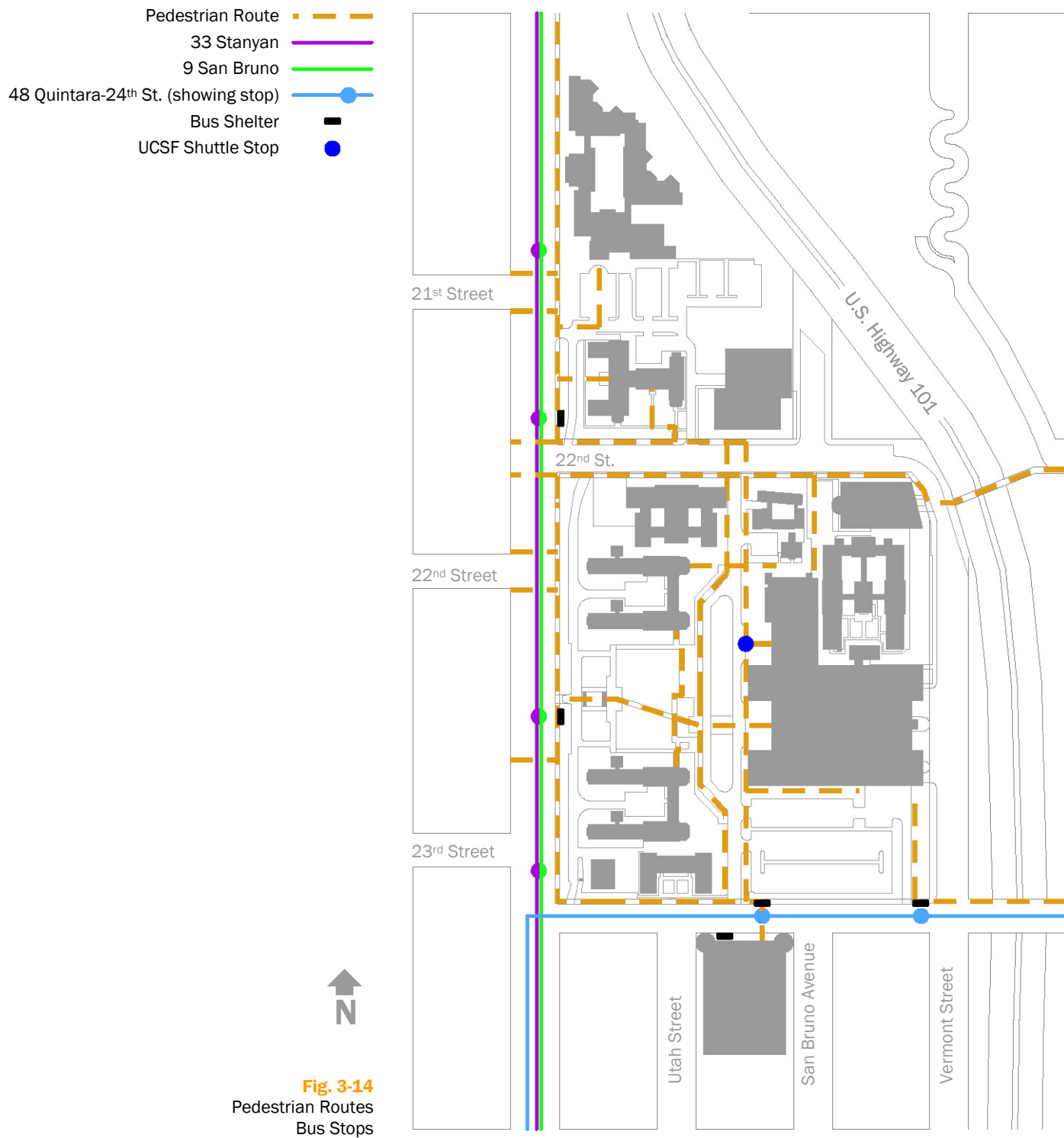


Fig. 3-14
Pedestrian Routes
Bus Stops



Fig. 3-15
Midblock crossing on Potrero Avenue

Pedestrian access Pedestrians have a variety of options for entering the SFGHMC campus. In addition to the vehicular access points, there are pedestrian gates along Potrero Avenue, both at the main gate and west of Building 80. There is also a pedestrian overpass crossing Highway 101 at 22nd Street.

Crosswalks at 21st and 22nd Streets and a midblock crossing immediately to the south of the main gate allow pedestrians to safely cross Potrero Avenue. Signals at intersections and a dedicated pedestrian signal at the midblock crossing allow 27 seconds for crossing. These signals feature 20-second visual countdown timers as well as auditory alerts. The midblock crossing has three pedestrian buttons, including one in the center island, while the crosswalks at intersections do not have buttons. The typical wait time at all crossings of Potrero Avenue is one minute.

Planning for pedestrians The San Francisco Municipal Transportation Agency Planning Division is currently preparing a Pedestrian Master Plan for the City. Its goals are to:

- Provide a framework for improving the walking environment
- Consider the needs of all pedestrians, especially children, seniors, and people with disabilities
- Focus and attract funding for physical improvements, education, outreach and enforcement efforts
- Incorporate San Francisco's "Transit First" policy, considering the needs of all travel modes
- Coordinate all city agencies that work in the pedestrian realm

By working closely with the MTA Planning Division, SFGHMC can ensure that pedestrian travel to and from its campus will become an increasingly viable and attractive option.

Potrero Avenue is one locus of the Livable Streets Corridor Project initiated by DPT in 2004. This project includes numerous enhancements to Potrero Avenue for pedestrians, cyclists, and public transportation users. Among them are:

- Raised median islands
- 5'-wide bicycle lanes in both directions
- Longer Muni bus stops
- Bulb out bus stop in front of SFGHMC campus
- Midblock pedestrian crossing to SFGHMC between 22nd and 23rd Streets
- Left turn prohibitions to improve traffic flow and pedestrian safety

BICYCLE CONDITIONS

A growing network of bicycle lanes on San Francisco streets provides greater safety for cyclists, pedestrians, and drivers, and facilitates an increase in cycling as a means of commuting. The map below shows bicycle lanes linked to the SFGHMC campus.

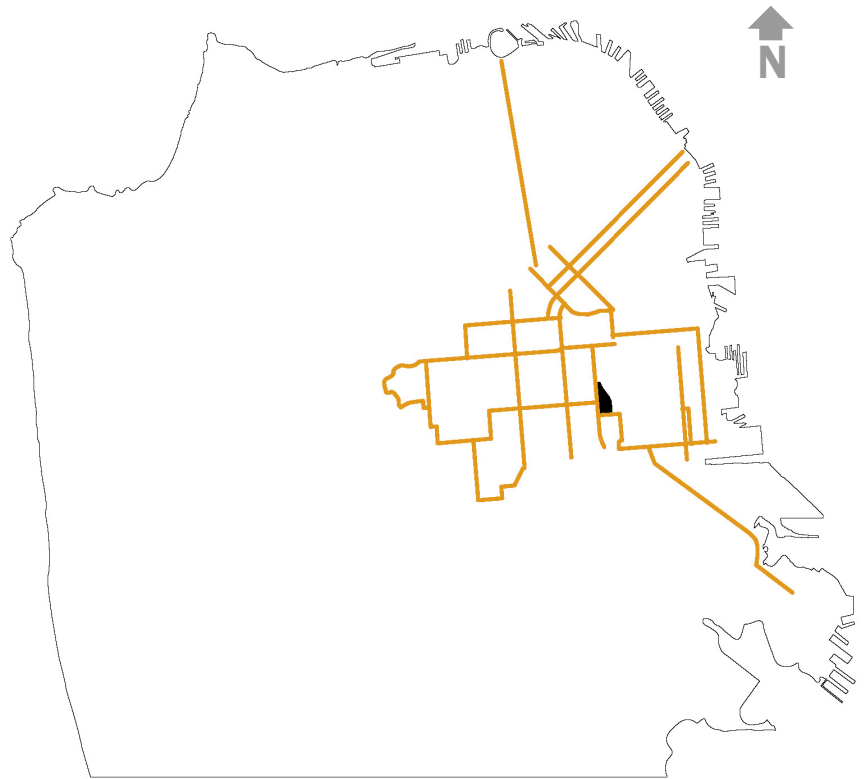


Fig. 3-16
Bicycle Route Map

Bicycle parking requirements Per zoning requirements, one bicycle parking space must be provided for every 20 off-street automobile parking spaces.

The estimated total number of required off-street automobile parking spaces at SFGHMC is 1,310. A total of 65 bicycle parking spaces are thus necessary to comply with the planning code.

Bicycles and Transit First The City's Transit First policy states that "bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking." SFGHMC works to support this policy by encouraging staff to commute by bicycle, improving signage and traffic markings for cyclists on the campus, and upgrading bicycle parking facilities.

- Bicycle Rack ■
- Bicycle Lockers ■
- Fenced Bicycle Parking Area ■

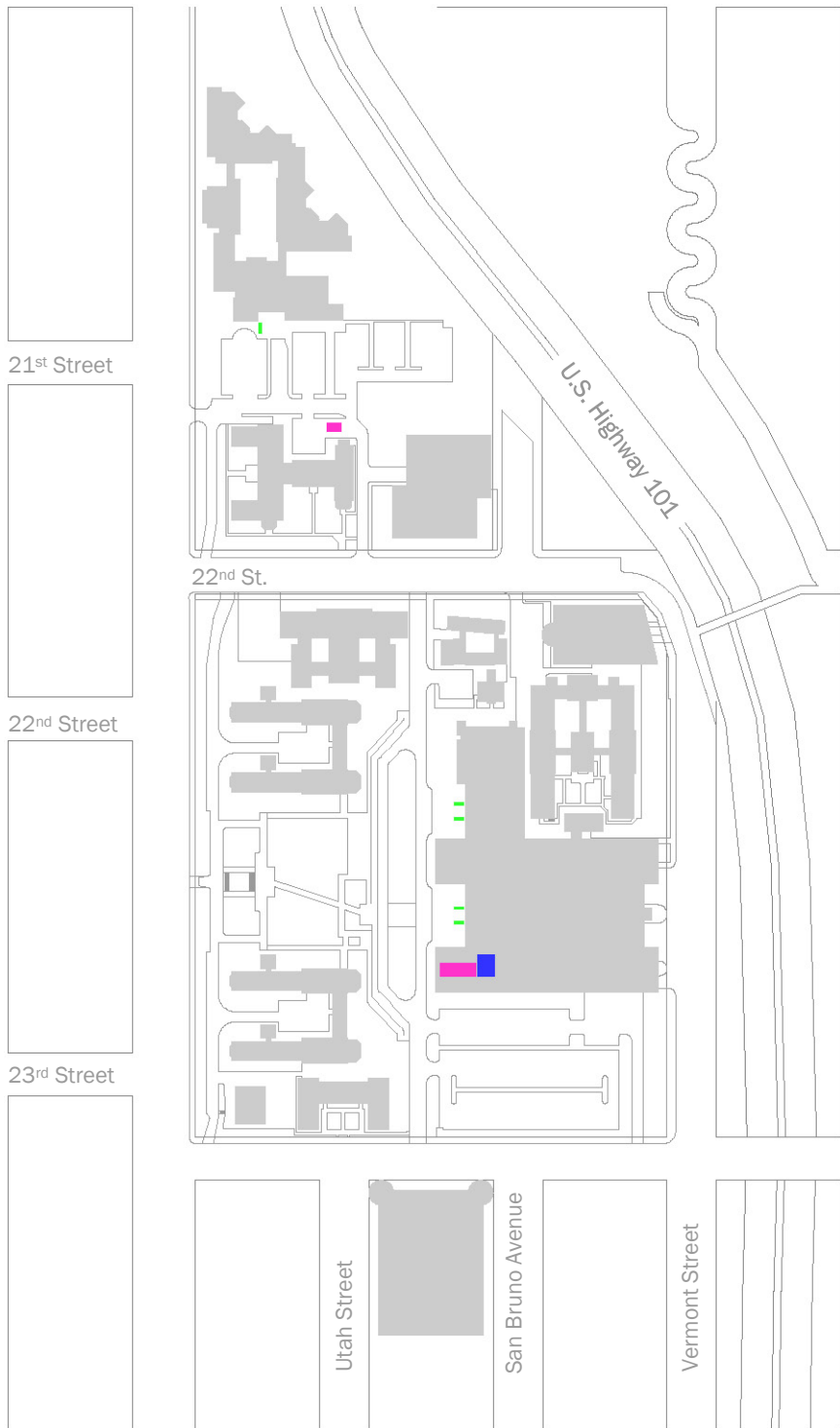


Fig. 3-17
Bicycle Parking

Bicycle parking The total bicycle parking capacity of the SFGHMC campus is shown on the following table.

Building	Rack	Locker	Fenced Parking
Behavioral Health Rehab	8	-	-
Building 90	-	6	-
Main Hospital Building	32	14	34
Total (94)	40	20	34

Numerous bicycles are also found locked to fences, barriers, and poles around the SFGHMC campus.

The hospital allows employees to park their bicycles in office areas, where appropriate and where space allows. Many employees take advantage of this opportunity.

DPT provided the bicycle lockers on the campus and maintained them until 2001. SFGHMC will be applying for grant funds to expand the number of available lockers in an effort to comply with the planning code.

¹ San Francisco Planning Code Section 270.a

² Planning Code Section 271.a.1-2

³ Planning Code Section 290

⁴ Planning Code Section 231.1.b

⁵ Planning Code Section 727.1

⁶ 2000 U.S. Census

⁷ United States Department of Agriculture, *Assessing Urban Forest Effects and Values: San Francisco's Urban Forest*, 2004

⁸ SF Municipal Transportation Agency/Department of Parking & Traffic

⁹ San Francisco County Transportation Authority, *Congestion Management Program: Spring 2004 Level of Service Monitoring Final Report*, 2004

¹⁰ SF City Charter, Section 16.102

¹¹ SF Department of Parking & Traffic