



Meeting Date: March 11, 2024

To: Public Works Commission

Through: Carla Short, Public Works Director
Ronald Alameida, City Architect and Deputy Director for Buildings

From: Christine Tang, Project Manager

Subject: Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation, Contract ID 1000026746 – Contract Modification

Director’s Recommendation: Approve an increase of \$10,487,260 and 329 calendar days to Contract No. 1000026746 Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation (“LHH M&O Wings Renovation”) with S.J. Amoroso Construction Co. LLC; and authorize the Director of Public Works to approve future modifications of the contract for a total contract amount of up to \$62,923,560, and a total contract duration of up to 877 calendar days.

Contract Background: The LHH M&O Wings Renovation is an 86,461 square foot adaptive reuse project that will convert two former hospital wards -- the M and O wards and the spine that connects them -- into office space to support 420 full-time equivalent employees for the San Francisco Department of Public Health (“DPH”).

The project occurs in the vacated portion of the former hospital building, which was decommissioned from the Office of Statewide Health Planning and Development/Department of Health Care Access and Information (“OSPHD” / “HCAI”) after the replacement hospital opened and is currently under the jurisdiction of the San Francisco Department of Building Inspection (“DBI”).

The project’s scope consists of demolition of interior non-structural elements including hazardous materials abatement as required for the new work; new roofing, replacement of exterior windows, storefronts, and doors; exterior concrete and cement plaster crack and spall repairs; new accessibility-compliant parking spaces, passenger loading zone, canopy, and entrance at the east parking lot; a voluntary seismic system upgrade; modernization of elevators 12 and 13; and tenant improvements consisting of new framed walls, doors, door frames, windows, plumbing fixtures, finishes, and mechanical, plumbing, fire protection, electrical, lighting, fire alarm, telecommunications, and security upgrades.

Public Works is providing the design, project management, and construction management services for this project as well as securing the construction contract.

On August 3, 2022, Public Works received three bids and determined that the lowest responsive and responsible bidder was S.J. Amoroso Construction, Inc. with a bid of \$52,436,300 or 86% of

the City’s Engineer’s Estimate of \$61,249,258. On August 31, 2022, Public Works awarded the construction contract to S.J. Amoroso Construction, Inc. in the amount of \$52,436,300 and a contract duration of 548 calendar days. On January 30, 2023, Public Works issued a Notice to Proceed (“NTP”) with an original Substantial Completion date of July 30, 2024.

Reason for Modification:

At around the time this project was due to begin, the Laguna Honda Hospital campus was deep in the recertification process with the State. Due to the sensitive nature of the State recertification agency visits and related ongoing coordination with hospital staff and leadership, Public Works worked with the client Department of Public Health (“DPH”) on a 4-month pause on the construction work on the M&O Wings. This Strategic Pre-Construction Planning (“SPCP”) period allowed the LHH campus to concentrate on addressing State visits and internal coordination without needing to divert their attention to physical work brought on by the largest project on campus – M&O Wings Renovation. The SPCP period also benefited the project by giving dedicated time to carefully coordinate pre-construction strategies and plans -- such as utility investigations, demolition and hazardous material plans, construction material reviews, fire watch and fire alarm coordination discussions, etc. After the SPCP Period ended on May 31, 2023, another 1.5 weeks of pause was added by DPH while the hospital campus addressed State Survey visits – resulting in a new construction start date of June 12, 2023.

While the construction pause discussed above resulted in a 24% time extension to the project (134 calendar days), other recertification coordination and construction challenges are currently projected to result in additional delays, for a cumulative total 50%-60% time extension. These additional time extensions are the result of a second State Surveyor visit November 27, 2023 to December 1, 2023, addressing water piping shutoffs and re-routing on weekends – safety precautions before demolition work could begin, patching plaster ceilings revealed after demolition, etc. With the uncertainty of future State Surveyor visits towards LHH’s continuing certification maintenance efforts and site conditions for this 1950’s building, the project team requests a 60% time extension.

Executed to date, Change Order No. 1 (\$173,603) included off-hours Fire Watch for the project as a DPH-requested precaution during the course of construction, until the building’s fire alarm system can be connected back online closer to the end of the project. Normally, construction site fire watch is the contractor’s responsibility. Change Order No. 2 (\$1,432,602) included the contractor costs related to the Pre-Construction Strategic Planning (PCSP) period as well as the next 6-month extension to the Fire Watch.

Change Order No. 3 (\$102,889) is being prepared for miscellaneous field and design changes, including a majority for water pipeline shutoff and re-work on weekend time.

Future change orders, some with initial rough costs and time impacts are under ongoing reviews. Not all costs have been submitted by the contractor yet, but the ones submitted approximate \$3.4 million. The scopes speak to the late November 2023 State Surveyor visit, patching ceilings and repairing concrete walls, utility repairs and realignments, water pipeline shutoffs and rerouting on weekend time, existing lead paint stabilization, increase seismic anchorage depth and replace terra cotta wall in response to behind-the-wall conditions, etc. One projected change order

estimated at \$1.3 million is for the sewer construction along the south roadway on campus and connecting to Laguna Honda Boulevard; this scope was re-designed to minimize surface traffic impacts to the LHH campus, including construction traffic for M&O Wings. As such, the M&O Wings contractor is best suited to execute this work with enhanced traffic controls so as not to jeopardize LHH certification maintenance efforts. As the campus continues its preparations and responses to State Surveyor visits, the project team will continue to respond in a collaborative manner.

Together, the Change Orders No. 1, 2, 3, and available estimates of pending change orders total 9.74% of the original contract cost. The request to the Commission represents the second 10% cost extension beyond the first 10% increment approvable by the Director of Public Works, for a total approvable cost extension of 20% (or \$10,487,260). The total approvable contract amount would now be \$62,923,560.

The added work and delays to the project were not known during the programming, design, and bid phases. The 1950's historical building poses challenges in site conditions. Although M and O Wings are not part of the hospital building and are part of the administration building, they are still on the hospital campus and require careful and timely coordination with hospital staff and leadership.

Contract Details:

Contract Title:	Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation
Contract Original Award Amount:	\$52,436,300.00
Contract Original Duration:	548 Calendar Days
Contractor Name:	S.J. Amoroso Construction, Inc.

Summary of Total Amounts:

	Contract Amount	Contract Duration	Contract Dates
Original Contract Amount:	\$52,436,300.00	548 days	1/30/2023 – 7/30/2024
Previous Approved Modifications:	N/A	N/A	
Proposed Modification:	\$10,487,260.00	329 days	
Total Contract Values:	\$62,923,560.00	877 days	1/30/2023 – 6/24/2025

Previously Approved Modifications:

Modification	Amount	Extension (days)	Description
None			

Contract Funding Sources:	Certificates of Participation – Department of Public Health
Compliance Information:	San Francisco Citywide Project Labor Agreement 12B Equal Benefits Program 14B Local Business Enterprise and Non-Discrimination in Contracting Ordinance (LBE Subcontracting Participation Requirement of 22% established by CMD)
Environmental Clearance (if applicable):	Addendum to the Laguna Honda Hospital Replacement Project Final Environmental Impact Report (FEIR) (Planning Case No. 2020-007642EIA)
Related Commission Actions:	Public Works Commission Resolution No. 2023-0088, Termination for Convenience for Laguna Honda Hospital and Rehabilitation Center Main Sewer Replacement contract with KJ Woods Construction
Additional Information:	N/A
Attachments:	Attachment A: 1000026746 – Award of Formal Contract Attachment B: Planning Case No. 2020-007642EIA – Addendum to Laguna Honda Hospital Replacement Project Final Environmental Impact Report

**PUBLIC WORKS COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. _____

WHEREAS, On July 10, 2019, San Francisco Public Works (“Public Works”) entered into a Memorandum of Understanding (“MOU”) with the San Francisco Department of Public Health (“DPH”) to manage the design and construction of the Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation project (“Project”) located at 375 Laguna Honda Boulevard; and

WHEREAS, The scope covers 86,461 square feet of space in an administration building on the Laguna Honda Hospital campus as well as exterior accessibility-compliant parking spaces, loading zone, and canopy. Two former hospital wards and the spine that connects them will be converted to office space for 420 full-time equivalent employees; and

WHEREAS, On August 11, 2022, the San Francisco Planning Department issued an Addendum to the Laguna Honda Hospital Replacement Project Final Environmental Impact Report (“FEIR”) determining that the Project would not result in new significant impacts that were not identified in the FEIR, nor would they result in substantially more severe impacts than what was identified in the FEIR; and

WHEREAS, On June 2, 2022, Public Works advertised the construction contract for the Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation project; and

WHEREAS, On August 3, 2022, Public Works received three bids and S.J. Amoroso Construction Co. LLC was determined as the lowest responsible and responsive bidder with a bid of \$52,436,300, approximately 86% of the City’s Engineer’s estimate of \$61,249,258; and

WHEREAS, On August 31, 2022, Public Works awarded Contract No. 1000026746 to S.J. Amoroso Construction Co. LLC; and

WHEREAS, Public Works issued the Notice to Proceed to S.J. Amoroso Construction Co. LLC on January 30, 2023; and

WHEREAS, The awarded contract amount was \$52,436,300; and

WHEREAS, The awarded contract duration was 548 calendar days; and

WHEREAS, Due to the recertification efforts of the Department of Public Health for the Laguna Honda Hospital campus, Public Works coordinated with DPH for the addition of the Strategic Pre-Construction Planning to the SJ Amoroso contract. This 4-month period gave dedicated time to the project team to carefully coordinate pre-construction strategies, plans, and field investigations while DPH concentrated staff and leadership on preparation for and responses to State recertification efforts; and

WHEREAS, Other projected time and/or cost impacts include additional fire watch, existing site condition repairs and re-alignments, and the inclusion of a main sewer replacement along the south side of campus to synergize the Project's contractor coordination; and

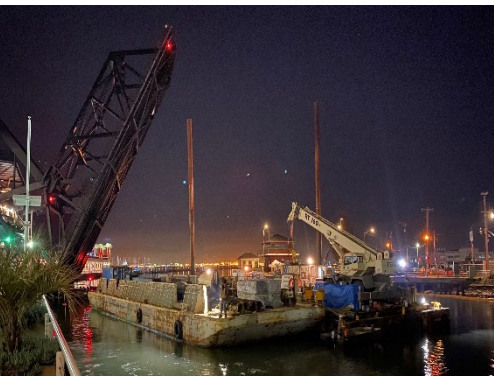
WHEREAS, Due in part to additional Project costs described herein and the uncertainty of future State Surveyor visits towards Laguna Honda Hospital's continuing certification maintenance efforts and site conditions for this 1950's building, the Project team requests a 60% time extension; and

WHEREAS, The Project team requests a contract increase of \$10,487,260 to cover additional Project costs that were not foreseen during the programming, design, and bid phases, including [insert short description here]; now, therefore, be it

RESOLVED, That this Commission hereby approves an increase of \$10,487,260 and 329 days to Contract No. 1000026746 Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation with S.J. Amoroso Construction Co. LLC, and authorizes the Director of Public Works to approve future modifications to the contract for a total contract amount of up to \$62,923,560 and total contract duration of up to 877 calendar days.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of _____.

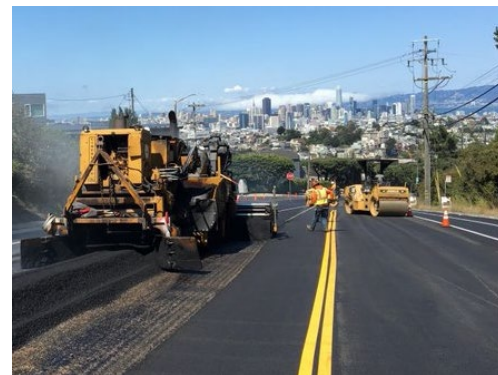
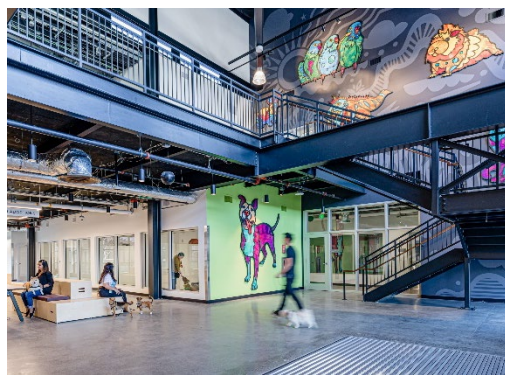
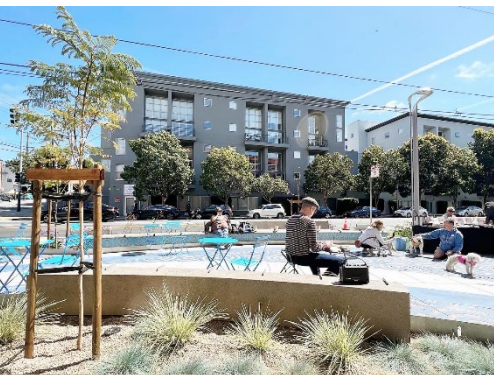
Commission Affairs Manager
Public Works Commission



March 11, 2024

Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation

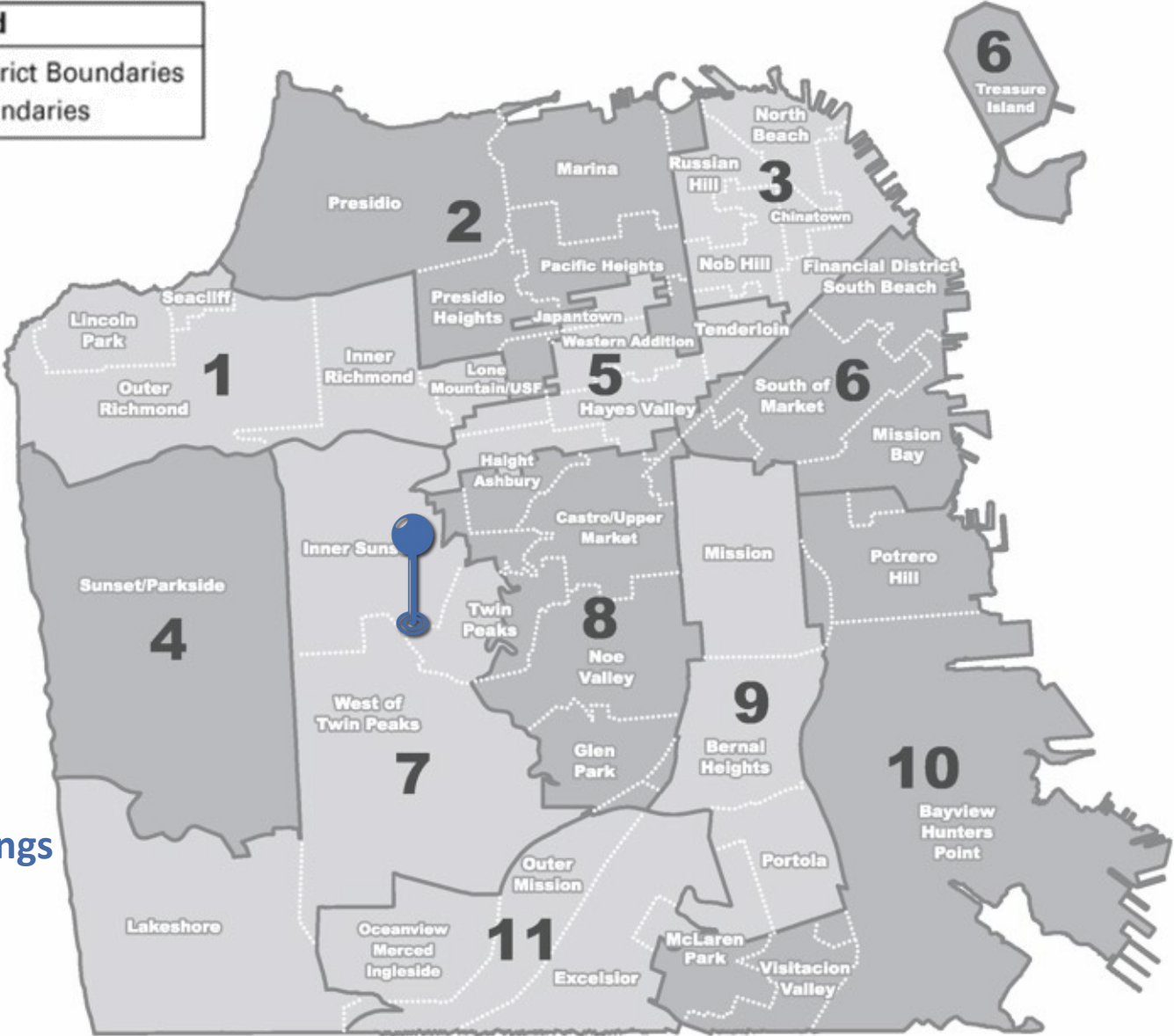
Christine Tang, Project Manager, Building Design & Construction



Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation Location

375 Laguna Honda Boulevard
District 7 / Twin Peaks

Legend	
—	Supervisorial District Boundaries
⋯	Neighborhood Boundaries



Renovation of interior space (86,461 sq ft) in M&O Wings

From two former hospital wards and central spine
To office space for 420 Full-Time Equivalent Staff

Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation Recommendation to Commission



Recommendation to Commission:

Authorize Director of Public Works to approve future modifications to the Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation construction contract, for a total contract amount of up to \$62,923,560 (20% cost extension) and a total contract duration of up to 877 calendar days (60% time extension)

Original Contract Amount:

\$52,436,300

Original Construction Duration:

548 calendar days

Contractor:

S.J. Amoroso Co. LLC

Reason:

Contract modifications needed to facilitate and complete construction, including accommodations for Laguna Honda Hospital Re-certification efforts.

Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation

Reasons for Proposed Modification

Notice to Proceed:
January 30, 2023

Original Total Contract
Duration:
548 calendar days

Original Substantial
Completion Date:
July 30, 2024



Proposed Modification:
329 Calendar Days
Reasons Include:
Strategic Pre-Construction Planning (Jan 30, 2023 – May 31, 2023)
State Surveyor visits
Weekend work for water shut-off and re-route
Ceiling patch repairs/mitigation

Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation

Reasons for Proposed Modification

Original Contract Amount:
\$52,436,300

Approximate completion to date
(as of 2/29/24):
25%, or \$13,500,000



Proposed Modification:
\$10,487,260

Reasons Include:

- Strategic Pre-Construction Planning
- Added Firewatch
- Weekend work for water shut-off and re-route
- Construction pauses for State Surveyor visits
- Ceiling patches/mitigation and concrete wall repairs
- Utility repairs/re-alignments
- Main sewer replacement

Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation Reason

Recommendation to Commission:

Authorize Director of Public Works to approve future modifications to the Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation construction contract, for a total contract amount of up to \$62,923,560 (20% cost extension) and a total contract duration of up to 877 calendar days (60% time extension)

Original Contract Amount:

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Original Construction Duration:

548 calendar days

Contractor:

S.J. Amoroso Co. LLC

Reason:

Contract modifications needed to facilitate and complete construction, including accommodations for Laguna Honda Hospital Re-certification efforts.



QUESTIONS



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 San Francisco, CA 94103
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Public Works Order No: 207035

CITY AND COUNTY OF SAN FRANCISCO
 SAN FRANCISCO PUBLIC WORKS
 AWARD OF FORMAL CONTRACT

Contract ID No.:	1000026746
Contract Title:	PW LHH & RHB CNTR ADM BLD M&O
Full Contract Title:	Laguna Honda Hospital and Rehabilitation Center Administrative Building M&O Wings Renovation
Receipt of Bids:	August 3, 2022
Contract Estimate:	\$61,249,258.00
Time Allowed for Completion:	548 Calendar Days
Required Approvals:	SF Public Works

AWARDEE:	S.J. Amoroso Construction Co. LLC 390 Bridge Parkway Redwood Shores, CA 94065
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Supplier ID:	0000011783
Business Tax Registration Certificate No.:	0054022
Contractor's License Number:	331024
DIR Registration Number:	1000000202

Total Contract: \$52,436,300.00

ENVIRONMENTAL STATEMENT: [2000.005E / 2020-007642EIA]

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mba@marinbuilders.org; planroom@ncbeonline.com; support@ConstructionPlans.org; deanna@bxofsf.com;

plans@bxscoco.com; Dodge.Docs@construction.com;

All Bidders

X

DocuSigned by:

Alameida, Ronald

Alameida, Ronald 1699C5486...

Deputy Director

X

DocuSigned by:

Bruce Robertson

Robertson, Bruce 63398308AB81447...

Deputy Director of Financial Management &...

X

DocuSigned by:

Carla Short

073CF73A4EA6486...

Short, Carla

Interim Director



ADDENDUM TO LAGUNA HONDA HOSPITAL REPLACEMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT

<i>Publication Date of Addendum:</i>	August 11, 2022
<i>Publication Date of Final EIR:</i>	June 27, 2002
<i>Planning Case No.:</i>	2020-007642EIA
<i>Modified Project Title:</i>	375 Laguna Honda Blvd - Laguna Honda Main Hospital Renovations: Wings M & O
<i>Zoning:</i>	Public (P) 80-D Height and Bulk District OS Height and Bulk District 40-X Height and Bulk District
<i>Block/Lot:</i>	2842/007
<i>Project Sponsor:</i>	Frederic Simmons, San Francisco Public Works, (628) 271-2963
<i>Lead Agency:</i>	San Francisco Planning Department
<i>Staff Contact:</i>	Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

The City and County of San Francisco (city) is proposing changes to the previously approved Laguna Hospital Replacement Project to implement the proposed project. This document is an addendum to the previously approved Laguna Honda Hospital Replacement Project Final Environmental Impact Report (FEIR) (city file number 2000.005E and State Clearinghouse No. 2001022015) that was certified on June 27, 2002. As further described below, the FEIR included an analysis of Partial Preservation Alternative Three and this alternative was ultimately selected by the Planning Commission to be implemented. Thus, in this document, the term “approved project” refers to FEIR Partial Preservation Alternative Three. Changes to the approved project (i.e., the currently proposed project) are described herein as the “modified project”. These revisions are evaluated in the context of the FEIR and this addendum summarizes the potential environmental impacts that may occur as a result of implementing the modified project.

The Laguna Honda Hospital Replacement Project is located within the Twin Peaks neighborhood on the western slopes of Twin Peaks in central San Francisco. The approximately 2,760,000-square foot (63-acre) project site is located on a block bounded by Dellbrook Avenue and Panorama Drive to the east, Woodside Avenue to the south, Laguna Honda Boulevard to the west, and Clarendon Avenue and Olympia Way on the north. The Laguna Honda Hospital campus is owned by the city and encompasses most of assessor’s block 2842, lot 007. The remainder of the site is occupied by the Clarendon Avenue Pump Station, a fire station, a San Francisco Municipal Transportation Agency electrical substation, and the Youth Guidance Center, which includes housing operated by the San Francisco Housing Authority. The project site is in the P (Public) zoning district and has a mix of height and bulk districts including 80-D, OS (Open Space), and 40-

X. The developed portion of the project site is in the 80-D height and bulk district. The project site is also currently designated as a Category A historical resource in the eligible Laguna Honda Historic District.

A. Introduction and Background

Prior to FEIR certification in 2002, the Laguna Honda campus was characterized by two principal hospital buildings: the Main Hospital building and Clarendon Hall. Each building was situated on a knoll and were connected by a bridge building that spanned the valley between the knolls (Clarendon Valley). These buildings, along with additional support facilities for the campus within Clarendon Valley, were built in phases between 1924 and 1938. In the late 1950's, the upper floors of the spine connector were added along with the 3rd floor paint shop near the spine and L-Wing intersection in the Main Hospital.

Prior to EIR certification, the Laguna Honda campus had an open ward arrangement of patient care areas and did not comply with modern state and federal regulations, which allowed for no more than four residents per room and no more than a 150-foot travel distance from a nurses' station to the entry into a resident's room. The hospital thus operated under special waivers from regulations that could have been revoked at any time. Additionally, the hospital did not comply with building code requirements related to fire and life safety, mechanical ventilation, filtration, handicap accessibility, air conditioning, and seismic safety.

To help address the issue, San Francisco voters approved Proposition A, a general obligation bond measure, on November 2, 1991 to provide funding and replace the hospital. After approval of the bond, the city began site design and planning for the Laguna Honda Hospital Replacement Project with the intent of replacing most of the hospital facilities to bring the campus into compliance with state and federal regulations.

As part of the hospital replacement project, the FEIR analyzed the demolition of Clarendon Hall, a laundry facility, a boiler and power plant, a bridge building, a shop building, a garage, a greenhouse, a farm building, and other small miscellaneous structures. The FEIR also analyzed the demolition of most of the existing Main Hospital during construction Phase Three-B, which entailed demolishing Wings D, E, F, G, K, L, M, and O and only retaining Wings A, B, C, and H.

However, the Planning Commission adopted a Statement of Overriding Considerations on June 27, 2002 to reject the previously proposed project and move forward with FEIR Partial Preservation Alternative Three instead. Consequently, the city refined an iteration of FEIR Partial Preservation Alternative Three for development on the subject site. Partial Preservation Alternative Three was chosen because this alternative had reduced environmental impacts on historic structures but still achieved the objectives of the original proposed project. Under Partial Preservation Alternative Three, the project would retain and rehabilitate portions of Wings A, B, C, and H of the Main Hospital building for administrative use, and retain and rehabilitate Wings K and M and portions of Wings L and O of the Main Hospital for use as an assisted living facility and childcare facility. The alternative met the spatial, service, and technical needs of the replacement Laguna Honda hospital while preserving and/or retrofitting some of the historic features of the buildings and site.

As a result, the Main Hospital and associated wings were not demolished and portions of the existing Main Hospital were converted to office space while the remainder of the wings were vacated in 2010, with the exception of the gardener’s shop in the M-wing and the morgue in the O-wing on level 3. The Laguna Honda Hospital Replacement Project ultimately constructed three new buildings, including the newly constructed Laguna Hospital building, and opened in 2010. In 2016, the California Office of Statewide Health Planning and Development decommissioned the older Laguna Honda Main Hospital from its jurisdiction and granted the City jurisdiction as the primary agency. As a result of this action, the Main Hospital was decommissioned as a hospital and is therefore referred to as the hospital administration building in the remainder of this addendum.

Project Site Characteristics

The hospital administration building (previously called the Main Hospital building) is 500,614 square feet and consists of 11 parallel wings (Wings A, B, C, D, E, F, G, K, L, M, and O) connected through the middle by a spine structure. Each wing is five stories (approximately 50 feet) high. There are two main entrances to the hospital administration building: the west entrance, which is on the 1st floor between the A and H wings, and the east entrance, which is on the 5th floor between the M and O wings. The west entrance is the primary entrance and faces a public parking lot and Laguna Honda Boulevard further away. The west entrance is used by visitors and staff and is also the closest entrance to the Forest Hill Muni Metro Station. The east entrance is used by city staff only and faces the east parking lot, which is only open to those employees that have a permit. There are also entrances on the first floor of each wing which are used as service entrances. Due to the slope and grade of the project area and the building’s construction into the hillside, the 3rd floor is the ground floor in Wings M and O.

Table 1 below shows the current uses of the hospital administration building. As previously discussed, each wing consists of five floors. Attachment 1 includes the existing site plan of the Laguna Hospital Campus.

Table 1: Existing Uses of Hospital Administration Building (formerly the Main Hospital)

Wing	Current (Existing) Use
A	Administrative office
B	Administrative office
C	Administrative office and support
D	Administrative office and support
E	Administrative office and support
F	5 th floor: Office. Remainder of wing is vacant with no plan to re-occupy the rest of the wing.
G	2 nd floor: Facility Engineering. Remainder of wing is vacant.
H	Administrative Office/Conference Rooms
K	3 rd floor: Facility Shop (Painters). Remainder of wing is vacant
L	3 rd floor: Facility Shop (Locksmith/Electricians/Plumbers/Carpenters). Remainder of wing is vacant.

M*	3 rd floor: Gardener’s shop. Remainder of wing is vacant.
O*	Vacant except for morgue on the 3 rd floor
Note (*): The modified project scope is limited to Wings M and O. These wings are proposed to be occupied by department of public health office uses.	

Purpose of this Addendum

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, “If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.”

This addendum describes the potential environmental effects of the modified project compared to the impacts of the approved project identified in the FEIR, and explains why the proposed modifications would not result in any new significant environmental impacts or a substantial increase in the severity of previously identified environmental impacts, and why the modified project would not require the adoption of any new or considerably different mitigation measures or alternatives. The environmental topics discussed in the FEIR are analyzed herein.

B. Modified Project Description

The modified project proposes a tenant-improvement project to the M and O wings and connecting spine of both wings of the existing hospital administration building to repurpose both vacated wings into office space for the Department of Public Health (health department) employees. The intent of the modified project is to consolidate the health department working divisions into one seismically upgraded facility on the Laguna Honda campus in the existing hospital administration building and bring the facility up to modern building and fire code requirements.

The proposed project scope is limited to the existing hospital administration building at Wings M and O and the connecting spine, and minor alterations to the façade and east parking lot. No alterations or changes to the remainder of the Laguna Honda campus are proposed. Additionally, no expansion or demolition of the hospital administration building envelope would occur. As such, current ongoing patient care operations at the Laguna Honda Hospital campus would not have to be relocated and residents would not be displaced. The proposed changes are shown in Attachment 1.

Hospital Administration Building

The total existing building square-footage of the hospital administration building is approximately 500,614 square feet. The modified scope area is approximately 86,493 square feet (81,161 square feet excluding mechanical areas) and consists of the entirety of Wings M and O. Table 2 below describes the existing and proposed uses of the hospital administration building wings as part of the modified project.

Table 2: Modified Project Changes of the Hospital Administration Building

Location	Current (Existing) Use	Proposed Modified Project Use
Wing M	Vacant floors 3 to 7 except for gardener's shop on 3 rd floor	<ul style="list-style-type: none"> • 3rd floor: Gardener's Shop (no change). • New health department offices
Wing O	Vacant floors 3 to 7 except for morgue on 3 rd floor	<ul style="list-style-type: none"> • 3rd floor: Morgue (no change) • New health department offices

The modified project scope would provide office space in the M and O wings for up to a total of 420 full-time-equivalent health department employees in the following departments: information technology, business office, office of compliance and privacy affairs, finance and accounting, occupational safety and health, and human resources. Approximately 397 out of the 420 full-time equivalent employees would be relocated from existing health department space leased at 101 New Montgomery Street, 101 Grove Street, and 1380 Howard Street.¹ The modified project would also include new class I bicycle parking spaces on the 3rd floor of hospital administration building, consistent with city bicycle parking requirements.

Exterior and Façade Improvements

As previously discussed, due to the sloped project site, the existing east entrance to the hospital building is on the 5th floor between the M and O wings. The modified project includes exterior and façade changes to the existing 5th floor entrance, 3rd floor paint shop, and building windows, doors, and roof sections. In addition, the modified project includes upgrades to the existing building foundation, a new outdoor weather station, and roof improvements.

The existing 5th floor covered-walkway canopy and would be replaced with a new, smaller canopy, along with an upgraded entry ramp and steps. The new ramp foundation would require excavation up to 3 feet. The modified project also includes foundation work and excavation to a depth of approximately 3 feet to strengthen the existing structure as part of the voluntary lateral force resisting system upgrades. Foundation work would require excavation on both sides of the walls and underpinning to support the current structure while new larger and deeper footings are built around the existing footings. The existing 430-square-foot 3rd floor paint shop would be removed, and the entrance door would be infilled to match the former window opening. In addition, the modified project includes various window replacements and façade remodeling. Two windows on the south façade at the 3rd floor spine would also be infilled with concrete recesses to match the adjacent concrete recess. On the roof level, the project proposes to add an outdoor weather station to the M-Wing Stair 23 penthouse, which would be used to determine when and to what degree the motorized windows should be open. The proposed outdoor weather station is a small, approximately 2.5-foot tall, self-contained electronic unit for collecting meteorological data such as temperature and windspeed. Portions of the roof would also be replaced where needed.

¹ The future intention of these spaces is as follows. At 101 New Montgomery Street, the health department intends to eventually end its lease. At 101 Grove Street, the health department also intends to eventually end its lease; however, the building is owned by the City and the City has yet to determine the future plan for this building. At 1380 Howard Street, the health department intends to keep its lease but will reduce staff density at this facility.

East Parking Lot

The Laguna Honda Hospital campus currently has 550 parking spaces, two commercial loading docks, and three passenger loading zones. The two commercial loading docks are located behind the hospital administration building on the 2nd floor. The three passenger loading zones are located in Wing A, in front of the new hospital main entry, and in front of Wings M and O. No changes to the number or configuration of loading zones are proposed. The modified project would not change the total number of vehicle parking spaces on the campus, but would remove three motorcycle spaces to install one additional accessible parking space. . The proposed changes would occur within the existing east parking lot and thus no new parking surface area is proposed. The proposed parking changes would require approximately 3 feet of excavation below ground surface.

Utilities and Mechanical

All the window heating, ventilation, and air conditioning (HVAC) units that have been installed over time would be removed. Required mechanical openings for intake and exhaust would be accommodated in existing window openings wherever possible by providing fixed louvers within existing window openings. The modified project would also add insulation on the interior side of the exterior concrete walls to improve energy efficiency.

At the M and O wings, the project proposes upgrading the existing radiant-heat system to a water-based hydronic system at the wings with baseboard heaters located at the same locations as the former steam radiators. To accommodate this proposed upgrade, heat exchangers would be provided at each wing between the existing steam lines to remain and the new hydronic lines.

Along the spine, heating and air conditioning would be provided by a variable refrigerant flow system, which consists of rooftop condenser units, refrigerant lines, and cassette-type fan coils located in the ceilings of the break and conference rooms. Ventilation would be accomplished mechanically with a dedicated outdoor air system ducted to the fan coils.

The modified project would also include new buried electrical supply lines in a cut-and-cover trench to provide additional power as required for the scope of work area. To minimize site disturbance, the project plans to utilize the existing utility tunnel under the O wing where possible.

Construction

Based on the geotechnical information, both wings are supported on shallow foundation on square and continuous footings. Construction of the project would disturb approximately 8,315 square feet of soil and require excavation to a depth of 3 feet below ground surface for improvements to the existing foundation. Limited excavation would also be required for improvements to the east parking lot. The project would excavate approximately 220 cubic yards of soil. Project construction is anticipated to last 18 months.

Temporary staging would be accommodated within the existing east parking lot contained inside the Laguna Honda campus; no changes to the roadway, road closures, or other temporary access roads would be required. The modified project would not interfere with the construction schedule analyzed in the FEIR because the replacement hospital facilities finished construction and opened in 2010.

Construction of modified project would include the following construction equipment:

- Air Compressors/Jack Hammers to remove the existing east entry ramps and steps
- Concrete/Industrial Saws to remove the existing east entry ramps and steps
- Crane to load or offload materials for the roofing work, along with rooftop equipment
- Excavators to remove demolition debris and for grading for the new east entry steps and ramp
- Forklift to move materials around the job site
- Generators
- Loaded trucks to offhaul demolition debris and to bring in aggregate base for the new east entry ramp subgrade
- Plate Compactors to compact the sub grade prior to concrete pour
- Welders to weld handrails for the new east entry steps and ramp

Cumulative Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. Cumulative impacts have the potential to occur when project impacts combine impacts from other cumulative projects within 0.25 miles of the project site. The project site is located in a primarily residential neighborhood and cumulative projects within 0.25 miles of the project site consist primarily of minor, single-family residential improvements. Other cumulative projects include the Midtown Terrace Playground project (case no. 2020-000568PRJ) and improvements within the Laguna Honda Hospital campus.

Given the nature of minor, single-family residential improvement projects, these projects would not have the potential to combine with the proposed modified project to result in cumulative impacts, and are therefore not analyzed further in this addendum.

The one exception of a nearby cumulative project that is not a single-family residential project is the Midtown Terrace Playground project. The Midtown Terrace Playground project by the Recreation and Parks Department would construct an approximately 4-foot high by 15-foot long slightly concave concrete wall with a stone façade on-site. The project would require excavation to a depth of 10 inches. Similarly, the Midtown Terrace Playground project would require minor construction and would be limited in duration. There would be no operational environmental impacts once construction is completed. As a result, the Midtown Terrace Playground project would only have the potential to result in cumulative construction impact. However, due to the limited duration and scope of construction of the Midtown Terrace Playground project and scope of the modified project, the two projects would not combine to result in significant cumulative construction impacts. Therefore, the Midtown Terrace Playground project is also not analyzed further in this addendum.

Within the Laguna Honda Hospital campus, cumulative projects include replacement of water tank no. 2 at the hospital, new security fencing and access road improvements (case no. 2021-011773PRJ) and a sewer line replacement (2021-011666PRJ). The proposed water tank replacement and associated improvements would take place approximately 250 feet east of the east parking lot. Construction would require minor excavation for the replacement water tank, fencing, and access road improvements. Once construction is completed, there would be no cumulative operational impacts that could combine with the effects of the modified project. The proposed sewer line replacement would require excavation for the removal and

installation of the new sewer line and sewer laterals. The replacement sewer would be located in the same general area, though in some locations it would be relocated further away from trees and vegetation. The total area of excavation would be 3,000 square feet and the volume of excavation would be approximately 1,628 cubic yards. Construction duration is estimated at 40 days. Similar to the replacement water tank project, once construction is completed, the replacement sewer would have no cumulative operational impacts that could combine with the effects of the modified project. Due to the limited duration and scope of construction of projects within the Laguna Honda Hospital campus, the projects would not combine with the modified project to result in significant cumulative construction impacts.

For the reasons stated above, the modified project's cumulative impacts are not analyzed further in this addendum.

Approvals Required

Approval Required	Action By
Building permits for demolition and new construction	Department of Building Inspection
Dust Control Plan per Article 22B of the Health Code	Department of Public Health
Institutional Master Plan Update	Planning Commission

C. Analysis of Environmental Effects

C.1 Cultural Resources

Historic Architectural Resources

As described in the FEIR, the Laguna Honda hospital campus is considered a significant historic resource under CEQA because it was determined eligible for the National Register of Historic Places and, by default, the California Register of Historical Resources. The hospital was significant for its role in the development of healthcare in San Francisco, and the Main Hospital building and Clarendon Hall were associated with prominent Bay Area architects Newton Tharp and John Reid, Jr.

As previously discussed, the Planning Commission ultimately selected Partial Preservation Alternative Three to be implemented and, consequently, portions of Wings A, B, C, and H of the Main Hospital building were retained and rehabilitated for administrative use, and Wings K and M and portions of Wings L and O of the Main Hospital (hospital administration building) were retained and rehabilitated for use as an assisted living facility and childcare facility. However, even though Partial Preservation Alternative Three reduced impacts to historic resources compared the originally proposed project, the FEIR found that the alternative three would still result in significant impacts to historic resources.

The modified project consists of interior renovations in Wings M and O of the hospital administration building, exterior façade changes, and changes to the east parking lot and heating and mechanical systems. According to the Historic Resource Evaluation Response Part II prepared by department staff for the modified project, the modified project would conform with applicable standards established by the Secretary of the Interior.² As a result, the modified project would not have a significant impact to the individual historic resource (i.e., the hospital administration building). Therefore, the modified project would not result in any new or substantially more severe effects than those identified in the FEIR and no mitigation measures are required.

Archeology

As described in the FEIR, an archival archeological resources evaluation completed for the project site and project vicinity found no recorded prehistoric sites on the project site or within a one-mile radius of the site. Similarly, the archeological survey of exposed terrain on the site did not identify evidence of cultural deposits. These findings were consistent with the record of sensitivity of archeological resources in the San Francisco area, which indicate that there tends to be higher sensitivity around the bay shore and ocean front settings compared to the central part of the city, particular in relatively steep terrain such as the Laguna Honda area. However, the possibility exists for an unknown archeological deposit to be discovered during construction activities, which would be a significant impact. As a result, the FEIR identified Mitigation Measure 3, which requires the sponsor to retain the services of an archeologist to inspect exposed terrain following demolition of a structure to assess for the potential presence of archeological

² San Francisco Planning Department. Historic Resource Evaluation Response Part II for 375 Laguna Honda Boulevard. January 27, 2022.

resources. The FEIR determined that implementation of FEIR Mitigation Measure 3 would reduce potentially significant archeological impacts to a less than significant level.

The modified project consists of interior renovations in Wings M and O of the hospital administration building, exterior façade changes, and changes to the east parking lot and heating and mechanical systems. No structural demolition is proposed. Since the project site is not a sensitive area for archeological resources, and because the modified project does not include structural demolition activities, the modified project would have a less than significant impact on archeological resources. FEIR Mitigation Measure 3 would not apply because no demolition activity is proposed.

C.2 Transportation and Circulation

Potentially Hazardous Conditions and Accessibility

The FEIR found that although the project would increase pedestrian and bicycle trips in the vicinity, the project would not create hazardous conditions or hinder accessibility on pedestrian and bicycle facilities. The FEIR determined that the approved project would result in a less than significant impact to pedestrians and bicycle facilities and no mitigation measures were required. The FEIR also assessed potential project impacts of overcrowding on public sidewalks or crosswalks in relation to creating hazardous conditions. The FEIR found that the approved project would have a less than significant impact related to pedestrian overcrowding in this regard. However, the department no longer considers impacts related to overcrowding on public sidewalks or crosswalks and, therefore, this aspect of the analysis is not discussed further.

The modified project scope is limited to interior renovations of the existing hospital administration building at Wings M and O and connecting spine, and minor alterations to the façade and east parking lot. No alterations or changes to the remainder of the Laguna Honda campus nor to off-site public roadways and bicycle and pedestrian facilities are proposed. As a result, the modified project does not include any features that would limit accessibility to and surrounding the project site.

The FEIR found that the Main Hospital would generate approximately 229 vehicle and transit trips (inbound and outbound) during the weekday p.m. peak, 26 of which would be new to the area. Approximately 75 percent of the weekday p.m. peak hour trips would be outbound from the site and about 25 percent of p.m. peak hour trips would be inbound to the site. The modified project would generate approximately 587 daily vehicle trips and 52 vehicle trips during the p.m. peak hour and similar to the travel pattern of the Main Hospital, most trips associated with the modified project during the p.m. peak hour would be outbound trips. The modified project would result in fewer vehicle trips during the p.m. peak hour compared to the Main Hospital use analyzed in the FEIR.

Thus, similar to the findings of the FEIR, the modified project would not create hazardous conditions for people walking, biking, or driving in the project vicinity. For these reasons, the modified project would not result in any new or substantially more severe impacts related to hazardous conditions and accessibility than those identified in the FEIR.

Public Transit Delay

In 2002, the FEIR assessed impacts of the project on Muni transit capacity utilization, and whether the project would affect transit operations in terms of transit delay or operating costs within the project vicinity, and these impacts were determined to be less than significant. No mitigation measures were required.

The department no longer considers transit capacity utilization impacts. Instead, the department considers whether implementation of a project would increase transit travel times and substantially delay transit or create potentially hazardous conditions for transit operations. The department uses a threshold of 300 total peak-hour project vehicle trips as the number of vehicle trips that could cause delays to transit and exceed the 4-minute threshold of significance. The modified project would generate approximately 587 daily vehicle trips and 52 vehicle trips during the p.m. peak hour, which is less than 300 total peak-hour vehicle trip threshold. As a result, the modified project would not result in a significant impact related to transit delay.³

Loading

The FEIR found that the loading demand of the approved project would be adequately accommodated on-site within the designated loading areas. Additionally, excess loading demand that is unable to immediately use a designated loading area would be able to queue or wait on-site within the Laguna Honda Hospital Campus and parking lots and would not disrupt vehicular traffic on the street network or impede pedestrian and bicycle facilities such that secondary effects of a potential loading deficit could occur. As a result, the FEIR found that the approved project would result in less than significant impacts related to loading.

The modified project would change the approved childcare and assisted living uses in Wings M and O to office uses. The loading needs of the modified project would primarily consist of office-related deliveries and passenger loading. The modified use would result in a similar loading demand as the approved childcare and assisted living uses and would be adequately accommodated by existing commercial and passenger loading zones behind the hospital administration building and in the east parking lot in front of the east entrance. No new loading facilities are proposed. Furthermore, similar to the approved project, excess loading demand would be adequately accommodated on-site and would not affect off-site roadways and pedestrian and bicycle facilities in the vicinity. As a result, secondary effects from a potential loading deficit would not occur. The other components of the modified project would not generate additional loading demand. For these reasons, the modified project would not result in any new or substantially more severe loading impacts than those identified in the FEIR and no mitigation measures are required.

Vehicle Miles Traveled

The City's 2019 Transportation Impact Analysis Guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. Consistent with the 2019 Guidelines, a project site that is in a transportation analysis zone (TAZ) where the existing average daily vehicle miles traveled (VMT) is more than 15 percent below the regional VMT level would meet the city's map-based screening. The project site is located in TAZ 151 where the existing average daily VMT for office uses is 12.82. The existing regional average daily VMT for office uses is 19.07; the map-based screening

³ San Francisco Planning Department. Transportation Study Determination Request: 2020-007642EIA, 375 Laguna Honda Blvd. July 19, 2021.

threshold is therefore 16.2 (i.e., 19.07 minus 15 percent). The project meets this locational screening criterion and it is assumed that the modified project would not cause substantial additional VMT.

In addition, the project site meets the proximity to transit stations screening criterion, is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor, and is an infill site, which indicate that the proposed uses would not cause substantial additional VMT.

The FEIR did not analyze impacts related to VMT or substantially inducing automobile travel. However, as described above, the modified project would result in a less than significant impact related to VMT and induced automobile travel and no mitigation measures are required. Therefore, the modified project would not result in any new or substantially more severe effects than those identified in the FEIR.

Construction

The FEIR found that although the construction of the approved project would result in a temporary increase of local traffic, the impacts would not be considerable to the extent that a significant impact to air quality, transit, or site accessibility could occur. The FEIR did not identify significant transportation and circulation impacts related to construction and did not require any mitigation measures.

The modified project would be constructed over approximately 18 months. Construction would generally occur on weekdays from 7:00 a.m. until 3:30 p.m.; if weekend construction is required it would also generally occur between 7:00 a.m. and 3:30 p.m. During the construction period, the number of construction trucks traveling to and from the site would vary depending on the phase and the type of construction activity. As previously discussed, the hospital administration building would require limited excavation for improvements to the east parking lot and seismic upgrades to the existing building foundation. Temporary staging would be accommodated within the existing east parking lot inside the Laguna Honda campus and no changes to the roadway, road closures, or other temporary access roads would be required. However, in the unlikely event that temporary full or partial roadway or sidewalk closures are required, the construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets (the Blue Book) and coordinate with city agencies to lessen the effects of construction-related activities. Furthermore, the construction contractor would be responsible for complying with all city, state, and federal codes rules and regulations related to public right-of-way closures and construction safety. For these reasons, the modified project would not result in any new or substantially more severe construction-related transportation impacts than those identified in the FEIR.

C.3 Noise

Construction Noise and Vibration

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication; physiological and psychological stress; and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hospitals, and nursing homes are considered to be the most sensitive to noise. As discussed in the FEIR, existing sensitive receptors located on the Laguna Honda hospital campus include the hospital and Clarendon Hall. Additionally, nearby sensitive receptors include residential uses adjacent to the project site.

The FEIR found that while most construction noise and vibration impacts during most phases of the approved project could be reduced to less than significant levels with the implementation of FEIR Mitigation Measure 1 and compliance with the city's Noise Ordinance, the project's noise impacts would remain significant and unavoidable during portions of construction in Phases One, Two, and Three-A.

The modified project consists of interior renovations in Wings M and O of the hospital administration building, exterior façade changes, and changes to the east parking lot and heating and mechanical systems. Construction of the modified project would disturb approximately 8,315 square feet of soil and require excavation to a depth of 3 feet below ground surface. The project would excavate approximately 220 cubic yards of soil and project construction is anticipated to last approximately 18 months.

Construction noise levels fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Construction noise impacts for the modified project would generally be limited to periods during which excavation occurs and for exterior work. Interior construction noise would be substantially reduced by exterior walls.

All construction activities for the modified project would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). Section 2907 of article 29 requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools are not subject to the equipment noise limit provided that impact tools and equipment shall have intake and exhaust mufflers recommended by the manufacturers and are approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation. Pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation. The San Francisco Department of Building Inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.).

In addition, the modified project would be subject to FEIR Mitigation 1 related to construction noise, which includes requirements such as:

- Limiting construction equipment noise to 75 to 80 dBA at 50 feet (this is more restrictive than the Noise Ordinance noise limit for construction equipment, which is 80 dBA at 100 feet);
- Locating stationary noise sources as far from existing sensitive receptors as possible, particularly hospital patient rooms, residences, and the senior living facility;
- Coordinating construction schedule and activities with hospital staff;
- Designating a complaint coordinator; and
- Delaying the usage of heavy impact equipment such as jackhammers to 8:00 a.m.

With implementation of FEIR Mitigation 1 and required project compliance with the San Francisco Noise Ordinance, the modified project would result in a less than significant construction noise impact. The

modified project would not result in any new or substantially more severe construction noise effects than those identified in the FEIR and no new mitigation measures are required.

Construction of the modified project would not require the use of heavy impact equipment that can generate substantial vibration impacts (e.g., pile-driving). Therefore, the modified project would result in less than significant construction vibration impacts.

Operational Noise and Vibration

The FEIR found that the approved project would result in an increase in vehicle trips to the site, which could increase traffic noise levels at off-site locations. However, the project would not result in a doubling of traffic volumes, which is what is typically necessary to produce a noticeable increase in ambient noise levels for most people. Therefore, the approved project would not result in a noticeable increase in traffic-generated noise levels in the vicinity of the project site. Furthermore, the FEIR determined that compliance with the Noise Ordinance would limit noise impacts from stationary mechanical equipment that could produce operational noise, such as air conditioning units and chillers. Additionally, while period noise impacts from collection of solid waste and loading activities could occur, these activities would generally occur during normal business hours and, in the context of traffic noise in the vicinity during the day, these operational noise impacts would not be significant. Overall, the FEIR determined that the approved project would result in less than significant noise impacts.

The modified project consists of interior renovations in Wings M and O of the hospital administration building, exterior façade changes, and changes to the east parking lot and heating and mechanical systems. As previously discussed, the modified project would generate approximately 587 daily vehicle trips and 52 vehicle trips during the p.m. peak hour and would not result in a doubling of traffic volumes in the project vicinity. Therefore, the modified project would not result in a noticeable increase in traffic-generated noise levels. With respect to the project's changes to heating and mechanical systems, these improvements would be housed in the rooftop mechanical room and screened from the surrounding area. Furthermore, rooftop mechanical equipment would be required to comply with the city's Noise Ordinance, similar to the approved project. As a result, the modified would result in less than significant operational noise impacts. The modified project would not result in any new or substantially more severe noise effects than those identified in the FEIR and no mitigation measures are required.

The modified project does not propose any new sources of vibration on the project site and office buildings are not typically sources of operational vibration. The modified project would result in less than significant impacts related to vibration and no mitigation measures are required.

C.4 Greenhouse Gas Emissions

The FEIR did not consider the project's impacts to greenhouse gas (GHG) emissions. The following analysis assesses the modified project's GHG impacts.

Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational

phases. Direct emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with waste removal, disposal, and landfill operations.

The modified project consists of interior renovations in Wings M and O of the hospital administration building to convert the space into office uses for approximately 420 full-time health department employees. In addition, the modified project includes exterior and façade changes, changes to the east parking lot, and utility and mechanical improvements. Construction activities of the modified project would temporarily increase GHG emissions from the project site. In the long term, the project would directly generate GHG emissions from new vehicle trips and indirectly generate emissions from the use of electricity, water, and natural gas, and from waste removal, disposal, and landfill operations.

CEQA Guidelines sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's individual GHG impact is less than significant. San Francisco's 2017 Greenhouse Gas Reduction Strategy Update⁴ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions resulted in a 35 percent reduction in GHG emissions in 2018 compared to 1990 levels,⁵ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁶ Executive Order S-3-05⁷, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{8,9} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05¹⁰,

4 San Francisco Planning Department, *2017 Greenhouse Gas Reduction Strategy Update*, July 2017. Available at <https://sfplanning.org/project/greenhouse-gas-reduction-strategies#targets>, accessed February 18, 2022.

5 San Francisco Department of the Environment, *San Francisco's Carbon Footprint (2020)*, October 2020. Available at <https://sfenvironment.org/carbon-footprint>, accessed February 18, 2022.

6 Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed February 18, 2022.

7 Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at [http://static1.squarespace.com/static/549885d4e4b0ba0bff5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+\(June+2005\).pdf](http://static1.squarespace.com/static/549885d4e4b0ba0bff5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+(June+2005).pdf), accessed February 18, 2022.

8 California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed February 18, 2022.

9 Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

10 Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

B-30-15,^{11,12} and Senate Bill 32.^{13,14,15} Therefore, projects that are consistent with San Francisco's 2017 Greenhouse Gas Reduction Strategy Update would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to energy use, waste disposal, and use of refrigerants.

The proposed project would also be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances and Environment Code, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.¹⁶

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance and Construction and Demolition Debris Recovery Ordinance. These regulations reduce the amount of materials sent to a landfill, thus reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy¹⁷ and reducing the energy required to produce new materials.

Compliance with other regulations, including those requiring low-emitting finishes, would reduce volatile organic compounds.¹⁸ The project would also comply with local regulations that would limit emissions related to the use of refrigerants, which would reduce project emissions of GHGs. Thus, the proposed project has been determined to be consistent with San Francisco's GHG reduction strategy.¹⁹

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the *Bay Area 2017 Clean Air Plan*

- 11 Office of the Governor, *Executive Order B-30-15, April 29, 2015*. Available at <https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html>, accessed February 18, 2022. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.
- 12 San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.
- 13 Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.
- 14 Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.
- 15 Executive Order B-15-18, which was signed in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions after. Available at <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>, accessed February 18, 2022. The statewide executive order is slightly more aggressive than the commitment made by Mayor Mark Farrell in April 2018 for the City to reach net-zero greenhouse gas emissions by 2050. The San Francisco Department of the Environment is currently developing a plan to meet the goal of carbon neutrality.
- 16 Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.
- 17 Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.
- 18 While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.
- 19 San Francisco Planning Department. *Greenhouse Gas Analysis: Compliance Checklist: 375 Laguna Honda Boulevard*. September 21, 2021.

GHG reduction goals for the year 2020. Therefore, because the modified project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of EO S-3-05, EO B-30-15, AB 32, SB 32 and the *Bay Area 2017 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

As such, the modified project would result in a less than significant impact with respect to GHG emissions. No mitigation measures are necessary.

C.5 Energy

The FEIR found that the project would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline, or diesel fuel for construction equipment and automobiles, and during construction and ongoing use of the site. The project would also irreversibly use water, communication, and other public utilities. However, since the approved project involves constructing new buildings with modern utility systems, and renovating old buildings and updating their utility systems, it would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully or in an unnecessary manner. Additionally, the approved project would meet current state and local codes pertaining to energy consumption, including Title 24 of the California Code of Regulations. As such, the FEIR determined that the approved project would not result in a wasteful use of energy.

The modified project would introduce office uses to Wings M and O of the hospital administration building and upgrade existing windows and cooling and heating systems in the building to be more energy efficient. Energy demand for the modified project would be would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Code and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would also be required to comply with applicable regulations promoting water conservation and reducing potable water use. Furthermore, as discussed in section C.2, Transportation and Circulation above, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner. The modified project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency. The modified project would not result in any new or substantially more severe energy impacts than those identified in the FEIR and no mitigation measures are required.

D. Conclusion

Based on the discussion and analysis presented above, the department has determined that the information presented and conclusions reached in the Laguna Honda Hospital Replacement Project FEIR remain valid. Specifically, the proposed modifications to the approved project would not result in new significant impacts that were not identified in the FEIR, nor would they result in substantially more severe impacts than what was identified in the FEIR.

No changes have occurred with respect to circumstances relevant to the Laguna Hospital that would cause new significant environmental impacts or cause a substantial increase in the severity of previously identified significant effects. No new information has become available that would affect the analysis or conclusions in the FEIR. Therefore, no major revision of the FEIR is required, and no additional environmental review is required beyond this FEIR addendum.

E. Determination

I do hereby certify that the above determination has been made pursuant to CEQA, the CEQA Guidelines, and San Francisco Administrative Code Chapter 31.

Devyani Jain for
Lisa Gibson, Environmental Review Officer

August 11, 2022
Date of Determination

CC:

Frederic Simmons, Public Works
Distribution List
Rebecca Salgado, Planning Department
Laura Ajello, Planning Department

Attachment 1 – Project Plans