ADDENDUM #7 AND SUPPORTING INITIAL STUDY CHECKLIST

Cardiovascular Research Building 17A/B
University of California San Francisco – Mission Bay

LONG RANGE DEVELOPMENT PLAN
Final Environmental Impact Report
University of California San Francisco
Certified January 17, 1997
SCH No. 1995123032

Lead Agency: The Regents of the University of California

Prepared by: UCSF Campus Planning
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Contact: Environmental Coordinator
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October 14th, 2007

Organization of Addendum # 7 and Supporting Initial Study Checklist

This document is organized into the following sections.

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UNIVERSITY OF CALIFORNIA
CAMPUS: San Francisco

I. PROJECT INFORMATION

1. Project title:
   Cardiovascular Research Building 17A/B, UCSF Mission Bay

2. Project location:
   University of California, San Francisco, Block 17 Mission Bay site
   City and County of San Francisco
   Project site: latitude 37° 46' 12.5" N ; 122° 23' 26" longitude.

3. Lead agency:
   The Regents of the University of California

4. Project contact name and address:
   UCSF Campus Planning
   3333 California Street, Suite 11
   San Francisco, CA 94143-0286
   Attention: Environmental Coordinator (415) 476-2911

5. Location of the administrative record for this project:
   UCSF Campus Planning (address above)

6. Identification of EIR updated by this Addendum:
   - Final Environmental Impact Report on the 1996 Long Range Development Plan (1996 LRDP and LRDP FEIR) certified by The Regents on January 17, 1997 (State Clearinghouse Number 1995123032)
   - Final Supplemental Environmental Impact Report (LRDP SEIR) on the Long Range Development Plan Amendment #1, Mission Bay Housing Program, certified by The Regents on January 17, 2002 (State Clearinghouse Number 1995123032).
   - Final Environmental Impact Report (LRDP Amendment #2 FEIR) on the Long Range Development Plan Amendment #2, Hospital Replacement Program, certified by The Regents on March 17, 2005 (State Clearinghouse Number 2004072067).

   Copies of all relevant CEQA documents, including the 1996 LRDP, LRDP FEIR, LRDP Amendment #1, LRDP SEIR, LRDP Amendment #2, and LRDP Amendment #2 FEIR are available at UCSF Campus Planning, 3333 California Street, Suite 11, San Francisco, CA, 94118, during normal operating hours.

II. INTRODUCTION

Environmental Review and Approval

The proposed Cardiovascular Research Building 17A/B would be the ninth project on the UCSF Mission Bay campus site. The 43-acre UCSF site is surrounded by the 303+ acre Mission Bay redevelopment area in the southeast portion of San Francisco. The 1996 LRDP and LRDP FEIR contemplated the development of a major new campus site for research and instruction in the basic sciences with some integration of clinical sciences. A primary goal of the LRDP was to provide expansion space and opportunities for consolidation for major programs such as the Cardiovascular Research Institute and related cardiovascular science departments. This Addendum #7 evaluates the specific project elements of the Cardiovascular Research Building 17A/B within the previously approved major new site analyzed in the LRDP FEIR, as amended, to determine whether the project would cause new or substantially more severe environmental impacts not previously examined in the LRDP FEIR. If the project would not cause new or substantially more severe significant environmental impacts that were not previously examined in the LRDP FEIR, as amended, then pursuant to CEQA section 15162, no subsequent EIR is necessary.

On January 17, 1997, The Regents of the University of California (The Regents) certified the Final Environmental Impact Report on the 1996 Long Range Development Plan (LRDP and LRDP FEIR) for UCSF in accordance with CEQA, CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.) and the University of California Procedures for Implementation of CEQA. At that time, The Regents also adopted the LRDP. The LRDP FEIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines.

This Addendum #7 is intended to serve two purposes. First, pursuant to CEQA Guidelines Section 15162, this document analyzes the potential incremental environmental effects that could result from construction and operation of a research building to determine, under the criteria of CEQA Guidelines Section 15162, whether these activities could cause any new project-specific environmental effects that were not previously examined in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. If no new project-specific impacts would occur, and thus no new mitigation measures would be required, CEQA Section 15162 provides that the proposed project can be approved by The Regents without preparation of a subsequent EIR.

Second, this document makes minor technical changes and additions to the LRDP FEIR in order to analyze any project-specific environmental effects of the proposed project, but it does not make major revisions to the LRDP FEIR analysis of on-site research facilities at Mission Bay. For the reasons set forth herein, the environmental analysis of the potential impacts of the proposed project falls within the standards set forth in CEQA Guidelines Section 15164 for the preparation of an addendum to the LRDP FEIR, LRDP SEIR and LRDP Amendment #2 FEIR.[1]

[1] Section 15164 relies upon the criteria of Section 15162.

The type of uses and buildings that were contemplated under the LRDP and analyzed in the LRDP FEIR, LRDP SEIR and LRDP Amendment #2 FEIR are relatively discrete, uniform and generic, i.e. research, instructional and support uses totaling 2,650,000 gsf and associated parking. The LRDP FEIR contains an adequate project-level analysis for the construction of individual structures such as Cardiovascular Research Building 17A/B. All feasible project-level mitigation measures were included in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, as summarized in Section VIII of this document.

The Initial Study, prepared to support this Addendum #7, determines that the proposed project development would not result in any new environmental effects that were not examined in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, and that the environmental effects that would result from the proposed project fall within the range of environmental impacts analyzed in the LRDP FEIR.

The LRDP FEIR, LRDP SEIR and LRDP Amendment #2 FEIR descriptions contemplated substantial development in detail on a block by block basis, during the first phase of major new site improvement, and the proposed project is thus within the envelope of the analysis contained in the LRDP FEIR. The impacts of the project were fully evaluated within the analysis. The LRDP FEIR was prepared during 1996 and certified in January 1997. With augmentation of the environmental analysis of development of a UCSF site at Mission Bay, through the preparation of a number of additional CEQA documents as referenced, the information contained in these documents is current and reliable.

This document analyzes the potential environmental effects associated with the Mission Bay Cardiovascular Research Building 17A/B. The proposed project would be located on an edge of the UCSF Mission Bay campus site, within the western portion of Block 17. The site is bounded by Mission Bay Boulevard South to the north, Third Street to the east, Nelson Rising Lane to the south, and Fourth Street to the west. Existing and approved facilities to date total 1,459,870 gsf, not including area devoted to parking, which does not count toward the 2,650,000 gsf space program.

The LRDP FEIR analyzed the LRDP proposal for growth with the potential development of a major new UCSF campus site containing up to 2,650,000 gross square feet (gsf), at one of three possible sites in the Bay Area, including Mission Bay in San Francisco. In the Fall of 1998, the City and County of San Francisco (City), and the principal Mission Bay landowner, Catellus Development Corporation, agreed to donate to The Regents approximately 43 acres of property in Mission Bay at the northwest corner of Sixteenth Street and Third Street. Three parcels of property were transferred to The Regents, including five acres in November 1998, 21.5 acres in July 1999, and the remaining 16.5 acres in December 2004.

In the Fall of 1998 the San Francisco Redevelopment Agency (SFRA) and the City adopted two redevelopment plans for the entire 303-acre Mission Bay area, after jointly certifying the Mission Bay Final Subsequent Environmental Impact Report (Mission Bay Subsequent EIR) on October 14, 1998.[2] The revised plans (Mission Bay North Plan and South Plan) call for the development of housing and retail space north of China Basin Channel; and development of housing, retail, commercial/industrial uses, a hotel, and

[2] Mission Bay Subsequent Final Environmental Impact Report, certified by the City and County of San Francisco on October 14, 1998, Notice of Determination filed November 3, 1998 (State Clearinghouse Number 1997092068).

the new UCSF site south of China Basin Channel.[3] These Plans replaced the 1990 Mission Bay Plan that was evaluated in the Mission Bay Final Environmental Impact Report (1990 Mission Bay EIR).[4] The Mission Bay Subsequent EIR evaluated the environmental effects of implementing the Mission Bay North and South Plans as a subsequent EIR to the 1990 Mission Bay EIR. Information in the 1990 Mission Bay EIR is relied upon and referenced in the LRDP FEIR and in the Mission Bay Subsequent EIR, particularly for the sections on Geology/Soils, Hydrology/Water Quality, and Cultural Resources.

In January 2002, Amendment #1 to the LRDP finalized the functional zoning of the UCSF Mission Bay site and re-distributed the 2,650,000 gsf program to include housing as a functional zone. The amendment was analyzed in the LRDP Amendment No.1, Mission Bay Housing Program, Supplemental EIR (LRDP SEIR).

In January 2005, Amendment #2 to the LRDP established Mission Bay as the location for expansion of UCSF's clinical activities, including a new hospital, associated outpatient clinics, and parking. LRDP Amendment #2, Hospital Replacement Program, Final Environmental Impact Report (LRDP Amendment #2 FEIR) analyzed two potential hospital program sites at Mission Bay. For analysis purposes, it was assumed that the hospital replacement program would be constructed in two phases, by horizon years 2010 ("LRDP Phase") and 2025 ("Future Phase"). Construction of the hospital program would occur well after construction of the proposed Cardiovascular Research Building 17A/B. Thus, the impacts identified in the LRDP Amendment #2 FEIR are included in this document in the context of potential future cumulative impacts.

This Addendum #7 and supporting Initial Study checklist were prepared based on the LRDP FEIR as modified by previously approved addenda, the 1990 Mission Bay EIR, the Mission Bay Subsequent EIR, the LRDP SEIR, and LRDP Amendment #2 FEIR. The following environmental documents are included as part of the environmental analysis of the project:

1. The 1990 Mission Bay EIR, certified in August 1990, which evaluates the 1990 Mission Bay Plan.

2. The Mission Bay Subsequent EIR, certified in October 1998, which evaluates the Mission Bay North and the Mission Bay South Redevelopment Plans.

3. The LRDP FEIR, certified in January 1997, which evaluates UCSF's 1996 LRDP. It is a Program-level EIR for purposes of acquisition and site development of a major new UCSF campus site.

4. The LRDP SEIR, certified in January 2002, which defines functional zones for UCSF Mission Bay and evaluates a Mission Bay Housing Program for UCSF.

[3] San Francisco Redevelopment Agency, Redevelopment Plan for Mission Bay North and Redevelopment Plan for Mission Bay South, August 1998, adopted by the City and County of San Francisco on November 2, 1998.
[4] Mission Bay Final Environmental Impact Report, certified by the City and County of San Francisco on August 23, 1990 (State Clearinghouse Number 1986070113).

5. The LRDP Amendment #2 hospital Replacement FEIR, certified March 17, 2005, which evaluates various hospital replacement program scenarios at Mission Bay and Parnassus Heights

6. The LRDP FEIR Addenda 1 through 6[5]

III. CRITERIA FOR AN ADDENDUM

As described in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164, preparation of an Addendum is appropriate where: 1) none of the conditions calling for preparation of a subsequent EIR or supplement to an EIR has occurred, such as a) substantial changes in the project or in the circumstances under which the project is undertaken that would involve major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, or b) new information of substantial importance that was not known at the time the EIR was certified becomes available and that new information indicates that (i) the project will have one or more significant effects not discussed in the previous EIR, (ii) significant effects previously examined will be substantially more severe than shown in the previous EIR, (iii) mitigation measures or alternatives previously found infeasible, which would substantially reduce one or more significant effects of the project, are feasible, but not adopted by the project proponent as part of the project, or (iv) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR and would substantially reduce one or more significant effects of the project, are available but are not adopted by the project proponent as part of the project; and 2) the changes to the EIR made by the Addendum do not raise important new issues about the significant effects on the environment.

None of the conditions or circumstances that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 exists in connection with the proposed project. No substantial changes have been proposed to the project described in the LRDP FEIR as amended. The project proposed in the LRDP includes development of up to 2,650,000 gsf of UCSF instructional, research and support uses, plus associated parking. The LRDP FEIR analyzes the environmental impacts that could result from such development anywhere within the Mission Bay area and specifically shows, as an illustrative site plan, a 45-acre site on and immediately adjacent to the selected UCSF site. UCSF's proposed construction of a 236,000 gsf Cardiovascular research facility would be consistent with the project described in the LRDP FEIR as supplemented by the LRDP SEIR and LRDP Amendment #2 FEIR. The LRDP SEIR analyzed a revised space program to include housing, with corresponding adjustments in future development of other uses such that the total gross square footage remains the same at 2,650,000 gsf. The LRDP Amendment #2 FEIR analyzed hospital replacement scenarios on the existing 43-acres and on land south of the existing campus site.

[5] Initial Study and Addendum #1 to the LRDP FEIR, March 5, 1999, certified by The Regents March 19, 1999.
Initial Study and Addendum #2 to the LRDP FEIR, May 5, 2000, certified by The Regents May 17, 2000.
Initial Study and Addendum #3 to the LRDP FEIR, certified by The Regents March 14, 2002.
Initial Study and Addendum #4 to the LRDP FEIR, December 3, 2002, certified by The Regents January 16, 2003.
Initial Study and Addendum #5 to the LRDP FEIR, November 25, 2003, certified by The Regents January 15, 2004.
Initial Study and Addendum #6 to the LRDP FEIR, October 20, 2004, certified by The Regents November 4, 2004.

There have not been any substantial changes with respect to the circumstances under which the UCSF projects would be undertaken that would require major revisions in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR. When the LRDP FEIR was prepared, Catellus (ProLogis) had already terminated the Development Agreement for Mission Bay, but the Mission Bay Plan and Article 9 of the San Francisco Planning Code remained in effect. The approval of the Mission Bay North and Mission Bay South Plans does not represent changes in circumstances that could cause new or increased significant impacts from those analyzed in the LRDP FEIR because the level of development authorized under the Plans is generally consistent with the level of development analyzed in the LRDP FEIR for the Mission Bay area. In order to provide a conservative cumulative impacts analysis with respect to transportation, air quality and other impacts, the LRDP FEIR used the MTC year 2010 traffic projections and added the 2,650,000 gsf of the UCSF site to the regional cumulative projections. This approach intentionally overstates environmental impacts that could result. Therefore, it is not anticipated that any environmental impacts resulting from future changes in plans and circumstances described in this section would be significant new impacts that were not analyzed in the LRDP FEIR or increase the severity of impacts found to be significant in the LRDP FEIR. Other development that has occurred or is occurring in the Mission Bay South Plan area was forecast and analyzed in the LRDP FEIR, Mission Bay SEIR, LRDP SEIR and LRDP Amendment #2 FEIR.

Finally, no new information of substantial importance, which was not known and could not have been known at the time that the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR was certified as complete, shows that the proposed project would cause new significant environmental impacts or substantially worsen environmental impacts discussed in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR, that mitigation measures or alternatives found infeasible in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR would in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR would substantially reduce one or more significant environmental impacts.

IV. PROJECT DESCRIPTION

1. Site Description

Mission Bay is located about one mile south of San Francisco's downtown Financial District along the shoreline of San Francisco Bay. The Mission Bay location is one of a network of major UCSF sites in and around San Francisco. The Mission Bay area is divided by the China Basin Channel, with about 65 acres to the north and about 238 acres to the south. The Mission Bay South Plan area contains the 43-acre UCSF campus site, bounded by Third Street to the east, Sixteenth Street to the south, Owens Street to the west, and Mission Bay Boulevard South to the north. The 14.5 acre UCSF site of the future hospital is bounded by Third Street to the east, Mariposa Street to the south, Owens Street to the west, and Sixteenth Street to the north. Mission Bay South, including the UCSF campus site and hospital site, is set on a block grid similar in size and shape to the *vara* blocks north of Market Street. For ease of reference, blocks within the UCSF site are numbered 14 through 25.

The 1996 LRDP provided for an illustrative layout for the basic distribution of land uses to guide physical development within the Mission Bay site. The proposed Cardiovascular Research Building 17A/B is consistent with the *Instruction, Research and Support* functional zone in which it would be located.

2. Campus Master Plan and Design Guidelines

The project architects have followed the CC&Rs and have designed the Cardiovascular Research Building 17A/B to be consistent with and to follow the general concepts and guidelines of the Mission Bay Campus Master Plan and Design Guidelines (CMPDG). The CMPDG was drafted in April 1999 as an internal UCSF planning tool to provide an overall framework for the physical development of the UCSF Mission Bay site. It sets forth basic principles to guide the design of individual buildings and landscaping projects with the understanding that buildout of the site would include designs by many different architects over time. The basic parameters of the CMPDG are: creating building alignments by designing consistent expressions of a building base, body and rooftop; and, using simple building volumes that discourage excessive protrusions and ornamentation. Landscaping will be composed of a hierarchy of open spaces linked together to create pedestrian movement through the site. Projects the size of the Mission Bay Mission Bay Cardiovascular Research Building 17A/B are required to receive design approval with the UC Regents Committee on Buildings and Grounds to ensure compliance with previously adopted documents' findings on aesthetics.

3. Proposed Project

The proposed Cardiovascular Research Building 17A/B would occupy a site at the edge of the Mission Bay campus, north of the student housing on Block 20, adjacent to Fourth Street between Nelson Rising Lane and Mission Bay Boulevard South (Figures 1 through 3 at the end of this document). The proposed project would be a five-story clinical research and basic research facility for the UCSF School of Medicine. The project would occupy 236,000 gsf (148,500 asf) in total.

Currently, UCSF School of Medicine cardiovascular science researchers are in six separate buildings at the Parnassus Heights and Mission Bay sites. There is no available space at Parnassus to recruit new faculty to keep up with program initiatives. UCSF currently has no unified, consolidated location for this program. The proposed project would provide needed decompression and expansion space for cardiovascular science research.

The project would provide wet lab space and an outpatient clinical facility. Other building functions include laboratory support, office/computational space, a vivarium, and building logistics. Approximately 48 Principal Investigators (PIs) would be accommodated. Thirty of the PIs would be from the Cardiovascular Research Institute (CVRI) and 18 from other departments. Other occupants include, post-doctorates, and other researchers and staff. In total, it is estimated that there would be about 643 employees and students occupying the building. There would also be about 60 patients per day visiting the clinic. These population figures represent a conservative estimate.

The proposed project would allow for the "blending" of systems biological scientists (who study the function of the heart) with molecular researchers and clinical scientists. This adjacency would foster new discoveries and would create opportunities for new program partnerships with other Mission Bay research programs. Co-location of a clinic within the Cardiovascular Research building 17A/B is central to UCSF's academic vision to create multidisciplinary disease-focused programs that bring together clinicians and basic scientists with complementary knowledge and skills. The proposed building fulfills UCSF's strategic objective to foster the relationship between basic, clinical and translational research and training.

The Cardiovascular Research Building 17/AB has been designed consistent with the CMPDG. As indicated, most of the building would be five stories, about 85 feet tall to the parapet (plus rooftop mechanical enclosures, screened from view), and about 236,000 gsf (Figures 4 & 5). The top of the building's parapet would be at a height of approximately 105 feet and the top of the rooftop mechanical screening would be at 117 feet. The north side of the building adjacent to Mission Bay Boulevard South would be four stories or about 52 feet in height. This conforms with the 30' setback for building lines above 55' high in this area called for in the CMPDG.

The building would consist of a series of stepped rectilinear forms, predominantly glazed with low solar heat-gain glass within a metal curtain-wall. This façade would also contain an aluminum sunshade system ("light shelves"). The remainder of the building would be clad in limestone and glass. Similar to other buildings at Mission Bay, the windows would be tinted to reduce glare. Pedestrian access to the building would be from the courtyard off Nelson Rising Lane with primary patient access from Mission Bay Boulevard South. (Figure 3) No parking would be provided in the building. Instead, parking demand associated with the building is expected to be met in existing on-campus parking garages or in nearby

surface parking lots. UCSF is investigating the feasibility of providing valet parking at the Mission Bay Boulevard South entrance for patients.

The proposed project would comply with the recently updated March 2007 *UC Policy on Sustainable Practices* http://www.ucop.edu/ucophome/coordrev/policy/, formerly the *Systemwide Green Building Policy and Clean Energy Standards* approved by The Regents in 2003, as well as with the *Presidential Policy on Green Building Design, Clean Energy Standards, and Sustainable Transportation Practices* dated October, 2006. http://www.ucop.edu/ucophome/coordrev/policy/

As required by these policies, the project would adopt the principles of energy efficiency and sustainability to the fullest extent possible, consistent with budgetary constraints and regulatory energy efficiency and programmatic requirements. Proposed project features include operable windows and use of natural lighting throughout the offices; low solar heat-gain glass; and solar light shelves at each floor level. The proposed project would meet United States Green Building Council Leadership in Energy and Environmental Design (USGBC LEED) standards for silver building verification.

4. Project Objectives

The primary objectives of UCSF for the proposed project are as follows:

- Continue to develop the major new campus site at Mission Bay with facilities to provide space for decompression of overcrowded existing programs such as cardiovascular sciences. Expand programs in emerging fields of exploration and consolidate dispersed units and programs such as collocating systems biology with molecular and clinical sciences. Create facilities for UCSF's activities which can accommodate existing programs, new programs and as yet un-programmed growth, and which is suitable, flexible, safe and attractive for its occupants, such as opening a clinic within Cardiovascular Research Building 17 A/B for bringing research innovations to patients with heart disease.

- Create a "critical mass" at the new campus site to promote the establishment of a cohesive intellectual community of related Cardiovascular Research Institute programs currently spread in six separate buildings, and provide a variety of types of uses to promote quality of life for UCSF staff located at Mission Bay. Develop sufficient new space within Building 17A/B construction to accommodate a "critical mass" of cardiovascular science researchers who want to work in close proximity to each other.

- Arrange cardiovascular research uses within Building 17A/B to reinforce academic and operational relationships. Optimize the design, placement and relationship of the Cardiovascular Research Building 17A/B on the site to meet the program needs of UCSF in the best way possible.

- Ensure that Building 17A/B is compatible with its physical surroundings in use, scale and density.

- Meet UCSF's immediate need for additional research space by constructing additional research, instructional, and support space for cardiovascular research at Mission Bay.

- Develop urgently-needed state-of-the-art clinical research laboratory space in multidisciplinary heart disease focused research and patient care, to facilitate the UCSF School of Medicine and the Cardiovascular Research Institute remaining leaders in health science.

- Relocate a portion of cardiovascular research programs to Mission Bay, thereby allowing a consolidation of such facilities at Parnassus Heights.

- Relocate a portion of cardiovascular research programs to Mission Bay, furthering an LRDP objective of integrating clinical and basic science research space.

- Locate the Cardiovascular Research Building on parcel 17A/B which is a site that conforms to the functional zone for Research and Instruction as identified in the LRDP Amendment #1, January 2002.

5. Project Construction Schedule

Construction of the Cardiovascular Research Building 17A/B is scheduled to begin in April 2008 and the building is expected to be occupied by late 2010.

As indicated in the LRDP FEIR, noise generated from construction activities could exceed the maximum limits specified by local noise ordinances. This would be a temporary but significant impact during development at UCSF Mission Bay. Therefore, UCSF would require construction contractors to minimize unavoidable construction noise impacts by use of proper equipment and work scheduling:

- As feasible, limit construction hours to between 7:00 a.m. and 8:00 p.m. (discussed in next paragraph below)
- Require use of construction equipment with noise reduction devices (i.e., mufflers in good working order).
- Erect temporary noise walls to protect adjacent noise-sensitive areas.
- Use of impact tools would be minimized to the extent possible.
- Locate stationary construction noise sources away from residential or other sensitive receptor areas, and require use of acoustic shielding with such equipment when feasible and appropriate.

Hours of construction for all UCSF improvements would normally be from 7:00 a.m. to 5:00 p.m., Monday through Friday, with high-noise-level activity, such as pile driving, occurring between 8:00 a.m. and 4:30 p.m., Monday through Friday. Exceptions to the regular hours of construction would be made only with advance review and authorization by the UCSF Construction Manager. UCSF will use reasonable efforts to notify nearby neighbors by mail or by telephone in advance of any such exceptions. Extended hours of construction approved as exceptions could include high-noise-level-generating activities such as pile driving until 6:00 p.m. and other low-noise construction until 8:00 p.m., Monday through Friday. With advance notice, weekend hours would be Saturday 7:00 a.m. to 8:00 p.m. and

Sunday 8:00 a.m. to 4:30 p.m. High-noise-level activities on Saturdays would be limited to the hours between 9:00 a.m. and 5:30 p.m. and no high-noise-level work such as pile driving would occur on Sundays.

6. Other UCSF Activities

Hospital Replacement Planning

UCSF and its Medical Center are planning for the replacement of hospital facilities now located at UCSF's Parnassus Heights and Mount Zion sites to address functional and spatial deficiencies of the hospitals, and to meet seismic and life safety code requirements imposed by Senate Bill 1953 (amendments to the Hospital Seismic Safety Act).

On March 17, 2005, Long Range Development Plan (LRDP) Amendment #2, which addresses hospital replacement planning, was approved by The Regents. LRDP Amendment #2 established Mission Bay as the location for expansion of UCSF's clinical activities, including a new hospital, associated outpatient clinics, and parking. The plan is to construct a specialty-care hospital (women's, children's, and cancer) of about 290 beds at Mission Bay during the timeframe of the current LRDP (through 2012). In the long term, during the next LRDP timeframe through 2030, new facilities would be constructed at Parnassus Heights in conjunction with the reuse of Long Hospital to replace beds in Moffitt. Due to the planned construction of new hospital facilities at Mission Bay, UCSF has acquired an additional 14.5 acres on the blocks directly south of 16th Street and the UCSF Mission Bay campus site, know as Blocks 36-39, lots WYL and X3, as authorized by The Regents.

The Mount Zion campus site is envisioned primarily as a center for outpatient services. However, due to the great amount of resources and time necessary to plan for and construct new hospital facilities, UCSF is also considering a seismic upgrade to inpatient facilities at Mount Zion, to allow these inpatient facilities to function until 2030. UCSF is currently implementing plans for the Osher Center for Integrative Medicine and Medical Office Building at Mount Zion. Design review of the Mount Zion Medical Office project is scheduled to occur at the November 2007 Regents meeting.

654 Minnesota Street

UCSF has acquired a building at 654 Minnesota Street, several blocks south of the existing Mission Bay campus site. The existing 65,000 gsf building is vacant and has been previously occupied by light manufacturing and research and development uses. UCSF is performing renovations and plans to occupy the building, with administrative office uses and a data center. A mitigated negative declaration was adopted by the Chancellor, June 20, 2007.

The Pritzker Center at UCSF (2130 Third Street)

UCSF is leasing a building at 2130 Third Street, several blocks south of the existing Mission Bay campus Site. The existing 36,500 gsf building is vacant and has been previously occupied by light manufacturing, office, and retail uses. UCSF plans to have renovations performed and to occupy the building with clinical and research uses. UCSF expects to provide additional opportunities for community input in the near future.

UCSF Mission Bay Community Task Force

UCSF works closely with its Community Advisory Group (CAG), and its' subcommittees such as the UCSF Mission Bay Community Task Force, to achieve consensus on the proposals for physical development http://ucsfcgr.ucsf.edu/cag.html .

III. CONSISTENCY WITH THE LRDP

In order to determine the proposed project's consistency with the LRDP and LRDP FEIR, as amended, the following questions must be answered:

- Is the proposed project included in the scope of the development projected in the LRDP, as amended?
- Is the proposed location of the project in an area designated for this type of use in the LRDP, as amended?
- Are changes to campus population that would result from the proposed project included within the scope of the LRDP population projections, as amended?
- Are the objectives of the proposed project consistent with the adopted objectives for the LRDP, as amended?
- Is the proposed project within the scope of the cumulative analysis in the LRDP FEIR, as amended?

The following discussion describes the proposed project's relationship to development projections, population projections, land use designations, and objectives contained in the LRDP, as amended, and the proposed project's consistency with each of these items.

LRDP Revised Space Program Scope of Development

The LRDP included a number of development concepts that were designed to provide for decompression, consolidation and expansion of UCSF's programs and functions. Foremost of the concepts was acquisition of sufficient land to develop a single major new site with the capacity to meet projected space needs at a single location. The space program of 2,650,000 gsf identified types of space for the new site, including Research, Instruction, and Support uses such as campus community and logistics. Parking facilities were not counted toward the 2,650,000 gsf, and are in addition to the space program figure.

LRDP Amendment #1, Mission Bay Housing Program, revised the space program to include housing, and subsequent adjustments in future development of other uses have been made such that the total gross square footage of the planned space program at UCSF Mission Bay remains the same at 2,650,000 gsf.

As shown in the following table, the proposed project provides another increment of the identified space program. About 1,459,870 gsf have been built and/or approved to date at UCSF Mission Bay. With the construction of the proposed Cardiovascular Research Building 17A/B, another 236,000 gsf would be developed. In total, about 1,695,870 gsf, or about 64% of the 2,650,000 space program would be developed. This would leave about 954,130 gsf yet to be developed under the LRDP FEIR.

Table 1
MAJOR NEW SITE SPACE PROGRAM (GSF) /a/

Type of Space	Buildout gsf	Approved Projects	Cardiovascular Research Bldg. 17A /B (Phases 1 and 2)	Total to Date
Instruction	160,000	17,000	0	17,000
Research:				
Research		683,630	160,671	844,301
Clinic		0	11,919	11,919
Research Total	1,220,000	683,630	172,590	856,220
Support:				
Academic Support	265,000	79,950	43,863	123,813
Administration	265,000	93,465	8,423	101,888
Campus Community	170,000	155,895	0	155,895
Logistics	170,000	29,930	11,125	41,055
Housing	400,000	400,000	0	400,000
Subtotal Support	1,270,000	759,240	63,410	822,650
TOTAL /b/	**2,650,000**	**1,459,870**	**236,000**	**1,695,870**
Parking Structures /c/		**463,498**	**0**	**463,498**

/a/ As revised by LRDP Amendment #1, Mission Bay Housing Program
/b/ Program Square Footage excludes parking
/c/ Approved parking gsf includes Phase 1 of the 23B Parking Structure

LRDP Land Use Designation

The proposed research use is consistent with the Instruction, Research and Support zone in which it is located (see functional zone map, Figure 6) as approved by The Regents in January 2002. The LRDP contemplated small clinics as part of the research function. Thus, the proposed clinic is also consistent with the Instruction, Research and Support functional zone.

LRDP Population Projections

According to the LRDP, the average daily population on the 43-acres at Mission Bay would grow to approximately 8,250 faculty, staff, students, patients, and visitors over the 15-year LRDP horizon to approximately 2010. With LRDP Amendment #1 Mission Bay Housing Program, population projections were modified to include on-site residents. However, given adjustments in other types of uses, the overall population at UCSF Mission Bay would remain at approximately 9,100 people. With LRDP Amendment #2, the population projections for the 43-acres remain the same in the scenario in which the South Site, comprised of Blocks 36 through 39 and X-3 south of the Mission Bay campus site, is developed with inpatient facilities, which is the preferred plan. The proposed project would add about 643 employees and students. There would also be 60 patients visiting the clinic on any given day. In total, approved development at the UCSF Mission Bay campus, including the proposed project, would be occupied by about 3,918 people, including about 720 housed students.

LRDP FEIR Cumulative Analysis

The LRDP FEIR, LRDP SEIR, and LRDP Amendment No.2 FEIR contain cumulative analyses of future changes at Mission Bay through approximately the year 2010. In addition, the LRDP Amendment #2 FEIR contains cumulative analyses of a second phase of hospital facilities ("Future Phase") at Mission Bay through the year 2025. These analyses were based upon projections for cumulative development contained in San Francisco's General Plan and Regional Studies, as well as a consideration of reasonably foreseeable projects where appropriate. The proposals in the LRDP and the revised program in LRDP Amendment #1 included several actions that would add new facilities. The proposals in LRDP Amendment #2 would add clinical facilities to Mission Bay, with the South Site, outside of the 43-acres, as the preferred plan. The proposed project contributes to the cumulative impacts evaluated in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, but will not result in those impacts being more severe than as described in those documents. Other than the adoption of the LRDP Amendment #1 to provide on-site housing and LRDP Amendment #2 to add clinical facilities, UCSF has not made any significant changes to its proposals in the LRDP as they relate to the major new site at Mission Bay. Therefore all of the analyses in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR remain valid.

VI. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The Initial Studies prepared for the LRDP SEIR and LRDP Amendment #2 FEIR found several topics to be sufficiently covered by the LRDP FEIR. No further analysis was required in the LRDP SEIR and LRDP Amendment #2 FEIR, and no further discussion is provided in this Addendum #7 and supporting Initial Study checklist in the areas of Agricultural Resources, Biological Resources (Vegetation & Wildlife), Cultural Resources, Hydrology & Water Quality, Noise, Mineral Resources, Population & Housing, and Recreation.

VII. DETERMINATION

All of the significant environmental effects of the proposed project: (1) have been mitigated or avoided as a result of the LRDP FEIR and Findings adopted in connection with the LRDP FEIR, (2) have been mitigated or avoided as a result of the LRDP SEIR and Findings adopted in connection with the LRDP SEIR, (3) have been mitigated or avoided as a result of the LRDP Amendment #2 FEIR and Findings adopted in connection with the LRDP Amendment #2 FEIR, (4) have been examined at a sufficient level of detail in the LRDP FEIR and/or LRDP SEIR and/or LRDP Amendment #2 FEIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, in connection with the approval of the proposed project, or by other means or (5) cannot be mitigated to avoid or substantially lessen the significant impacts despite The Regents' willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such effects in another environmental impact report would be to put The Regents in a position to adopt a statement of overriding considerations with respect to the effects.

Furthermore the analysis contained in this Addendum #7 and supporting Initial Study checklist indicates that the proposed project may incrementally contribute to significant environmental impacts previously identified in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, but will not result in those impacts being more severe than as described in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. Further, the proposed project will result in no new or substantially more severe significant impacts other than those previously identified in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. No new mitigation measures, other than those previously identified in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR are imposed on the proposed project. Thus, CEQA Guidelines Sections 15162 and 15164 provide that the modified project can be approved by The University without preparation of a subsequent EIR. No subsequent EIR is required pursuant to CEQA Guidelines Section 15162; and preparation of an addendum is appropriate pursuant to Section 15164 of the CEQA Guidelines. FINDINGS consistent with this determination will be prepared.

Signature: _____ Date: October , 2007

Michelle Schaefer, Environmental Coordinator

VIII. EVALUATION OF ENVIRONMENTAL IMPACTS / CHECKLIST

Overview

The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project with respect to the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. The form identifies potential project effects as follows: (1) **Impact fully analyzed in the LRDP/Program EIR as amended** applies where the impacts of the project were adequately addressed and mitigated to the extent feasible in the LRDP FEIR and/or LRDP SEIR and/or LRDP Amendment #2 FEIR (or other Program EIR); (2) **Less-Than-Significant Impact** applies where the effects of the project create only less-than-significant impacts and no significant impacts or where a project will not create an impact in that category.

A discussion follows each environmental item identified in the checklist form. Environmental impacts of the project that are determined in this Initial Study to have been adequately analyzed and mitigated in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR generally fall into one of two categories: (1) impacts that were determined to be less than significant after the implementation of the mitigation measures in the LRDP FEIR, LRDP SEIR or LRDP Amendment #2 FEIR; and (2) impacts considered significant and unavoidable in the LRDP FEIR, LRDP SEIR or LRDP Amendment No. FEIR. As to the first category, no further analysis is required since the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR and associated mitigation measures would reduce all project-level impacts to less than significant for all projects within the LRDP, LRDP Amendment #1, or LRDP Amendment #2, including the proposed project. Impacts identified as significant and unavoidable in the LRDP FEIR, LRDP SEIR, LRDP Amendment #2 FEIR include (A) impacts identified as significant for some projects in the LRDP, but which would not be significant in relation to the proposed project; (B) impacts that are significant on a cumulative level but not at a project level, for which the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR fully addresses the cumulative impact; and/or (C) impacts for which the analysis and mitigation measures are sufficiently generic so that no further analysis is necessary or appropriate on a project level (that is, the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR contains all of the analysis that reasonably could be included on the topic with respect to all projects generally, including this proposed project, and there is little variation from project to project). The specific basis for concluding that the LRDP FEIR, LRDP SEIR, or LRDP Amendment No.2 FEIR adequately analyzes the impact is included in each section. In addition, a number of topics (agricultural resources, biological resources (vegetation & wildlife), cultural resources, hydrology & water quality, noise, mineral resources, population & housing, and recreation) were found in the LRDP FEIR and LRDP SEIR to have no impacts, and therefore are not discussed further in this Addendum #7 and supporting Initial Study checklist. With respect to the proposed project, this Initial Study concludes that all impacts are less than significant on a project level after implementation of LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR mitigation measures adopted as conditions of approval. (See Section VIII, Summary of LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR Impacts and Mitigation Measures, following the checklist for a complete summary of mitigation measures.)

IMPACT QUESTIONS

The impact questions identified in this Section are the same as those in Appendix G of the CEQA Guidelines. Additionally, impact questions that relate to significance standards established in the LRDP FEIR have been included. The impact questions consist of two types: those that require a qualitative evaluation, and those that require a quantitative analysis.

1. AESTHETICS -- Would the project:

	Impact fully analyzed in the LRDP/ Program EIR as amended	**Less Than Significant Impact**
a) Have a substantial adverse effect on a scenic vista?	X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X
e) Exceed the applicable LRDP or Program EIR standard of significance by substantially reducing sunlight or significantly increasing shadows in public open space areas, or by increasing pedestrian-level wind speeds above the hazard level set forth in the San Francisco Planning Code?		X

Summary of LRDP FEIR Impacts:

The LRDP FEIR concluded that implementation of the LRDP at Mission Bay would alter the appearance of the site as viewed from surrounding areas and from within the site itself but the changes would be considered to be less than significant. Mitigation measures 12L1-3 and 12L1-4 were adopted to minimize light and glare through building design and to direct construction-related lighting away from residents (see discussion 1.d, below, regarding glare).

Since the certification of the LRDP FEIR, the two substantial changes in the LRDP are the adoption of LRDP Amendment #1, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment #2, analyzed in the LRDP Amendment #2 FEIR. Cumulative visual and aesthetic effects were determined to be less than significant. Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to visual quality, and no new information has become available.

Discussion of Checklist Questions:

1.a) The LRDP FEIR analyzes the potential for UCSF development at a major new site to alter existing views and to create an adverse effect on a scenic vista. The LRDP FEIR concluded that implementation of the LRDP could alter views at Mission Bay,[6] however, the LRDP Goals and Objectives include policies addressing visual quality. Impacts would be less than significant with measures included in the LRDP program such as protecting view corridors, creating open space, and developing the UCSF site in a manner that is compatible with the surrounding area and consistent with local plans and policies.

The proposed project conforms to all of the proposed measures in the LRDP FEIR. It concludes that implementation of these guidelines would avoid significant visual effects resulting from development of this UCSF site.

1.b) Development at UCSF Mission Bay, including the proposed project, is occurring in an urban-commercial setting with no existing natural resources such as trees and rock outcroppings of scenic quality within a State scenic highway. Historic resources in the area include the Lefty O'Doul Bridge, the 4th Street Bridge and Fire Station 30. With full buildout of Mission Bay, some points along area streets and freeways would continue to provide intermittent views of these short-range features, and the public would continue to have intermittent long-range views of downtown, the Bay Bridge and the East Bay.

The proposed project would have less than significant impacts.

[6] LRDP FEIR, Volume II, Major New Site, Visual Quality, pages 477-478, 492-501.

1.c) The LRDP FEIR also analyzes the potential for development of the major new site to create visual conflict with adjacent uses. It indicates that the UCSF site would include large, multi-story office, research and instruction buildings (including fume hood stacks on roofs of research buildings), as well as parking lots and garages and landscaped areas. The LRDP Goals and Objectives indicate that UCSF would establish specific development guidelines prior to the design of the UCSF site, addressing building mass, scale, height, rooftop screening, floor size, proportion and setbacks. These design guidelines have been developed by UCSF in the form of the campus master plan design guidelines or "CMPDG" and are intended to be compatible with the design standards and guidelines for Mission Bay adopted by the City and SFRA. The LRDP FEIR concludes that implementation of the LRDP design policies would ensure compatibility of UCSF designs with adjacent uses, would ensure that the existing visual character or quality of the site and its surroundings are not substantially degraded, and would ensure that visual impacts would be less than significant.

The proposed project would be sited in the location envisioned in the CMPDG guidelines. As discussed in the Project Description, the building would be consistent with the CMPDG in overall design, mass and materials. The building would be five stories and a height of 85 feet at the cornice, with rooftop appurtenances. The proposed research building would be clad in limestone and glass. These features would be consistent with the CMPDG.

1.d) The LRDP FEIR also analyzes the potential for development of the UCSF site to increase the amount of light and glare in the area, affecting nearby residential areas, pedestrians and motorists. Implementation of Mitigation Measure 12L1-3, which requires that UCSF minimize light and glare from new buildings through building orientation, use of landscaping and choice of primary façade materials, would reduce these potential impacts to a less than significant level.

The proposed project incorporates all design standards and guidelines for minimizing light and glare that would apply and ensure that impacts would be less than significant. As discussed in the Project Description, the primary façade materials of the proposed project include limestone and glass. All windows would be tinted glass to minimize glare, and the southern façade of the building would contain sunshades or light shelves. Thus, impacts related to glare would be less than significant.

The LRDP FEIR determined that illumination of construction activities at night could disturb adjacent residential uses and that this would be a short-term significant impact. The nearby Block 20 Housing project would be occupied during the construction period of the proposed research building.

The proposed project would implement Mitigation Measure 12L1-4, requiring construction contractors to place and direct night lighting to avoid disturbing adjacent residential uses, would apply to the proposed project and ensure that this would be a less than significant impact.

1.e) The extent and duration of shadows cast by buildings developed in Mission Bay depends on the actual design, bulk, height and location of structures in relation to open space and pedestrian areas. Mission Bay would include 49 acres of open space including eight acres on the UCSF site. Public access would be provided. However, the Mission Bay South Plan, including Regents' property, is not under the jurisdiction of the San Francisco Recreation and Park Department such that shadow impacts would not be considered significant under the City's CEQA Standards of Significance. The LRDP FEIR concluded that increased shadow coverage from structures at the UCSF site would not substantially limit use of open space and therefore would not be a significant effect.

Tall buildings can greatly affect the pedestrian wind environment when they are much taller than surrounding buildings and intercept and redirect winds that might otherwise flow overhead, and bring them down the face of the building to ground level, where they can create ground-level turbulence. These redirected winds can be relatively strong, and can be incompatible with the intended uses of nearby ground-level spaces.

The proposed 5-story Cardiovascular Research Building, at a height of about 85 feet, would be consistent with the heights of other existing and planned research buildings in the vicinity, and therefore would not be of sufficient height to alter ground-level wind speeds. Therefore, impacts on pedestrian-level wind speeds would not be significant.

Based on the above discussion, all potential visual quality, shadow, or wind impacts of the proposed project were fully examined in the LRDP FEIR as amended. The information and analysis in the LRDP EIRs remains current and valid, and there is no new information or change in circumstances with respect to potential aesthetic impacts. The project would not result in new or substantially more severe significant aesthetic impacts and no subsequent EIR is required pursuant to CEQA Section 15162.

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
2. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:		
a) Conflict with or obstruct implementation of the applicable air quality plan?	X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation (e.g. induce mobile source carbon monoxide (CO) emissions that would cause a violation of the CO ambient air quality standard)?	X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X	
d) Expose sensitive receptors to substantial pollutant concentrations?	X	
e) Create objectionable odors affecting a substantial number of people?		X
f) Exceed the applicable LRDP or Program EIR standard of significance by exposing receptors to toxic air contaminant emissions that (1) result in a cancer risk greater than ten cancer cases per one million people exposed in a lifetime; or (2) for acute or chronic effects, result in concentrations of toxic air contaminant emissions with a Hazard Index of 1.0 or greater.	X	

Summary of LRDP FEIR Impacts and Standards of Significance:

The LRDP FEIR noted that demolition and construction activities at the UCSF Mission Bay site resulting from implementation of the LRDP could generate particulate matter (PM_{10}) that would exceed accepted standards, creating a temporary, significant impact that could be reduced to less-than-significant levels by implementing air pollution control strategies through construction contracts. The LRDP FEIR also

concluded that net new vehicle trips associated with a major new site at Mission Bay would have a significant, unavoidable effect by generating criteria air pollutants exceeding the BAAQMD threshold of 80 lb/day, but would not exceed thresholds of roadside carbon monoxide (CO) levels.

The LRDP FEIR noted that health risks from development at the major new site would be below thresholds of significance for toxic air contaminants from stationary sources, but that development of the major new site could contribute to cumulative increases in emissions of toxic air contaminants (TAC) in the Bay Area. While the LRDP FEIR determined that the significance of that impact is unknown, it can be concluded, based on the implementation of adopted increasingly stringent regulatory requirements, that the major new site's contribution to cumulative TAC emissions in the Bay Area would be less than significant. TAC emissions in the Bay Area are anticipated to decline due to adopted legislation requiring implementation of new technologies to reduce air toxics, particularly from diesel-fueled engines. For example, the new diesel-fueled generator in the proposed Cardiovascular Research Building would be compliant with BAAQMD emission standards and permit requirements. Additionally, air toxics impacts generally are localized around emission sources, so impacts do not generally cumulate at a substantial distance. UCSF emission reductions in future years should continue to reflect the anticipated overall regional reductions in TAC levels.

The LRDP SEIR found that revising the space program to include the housing use would increase emissions by less than one percent over the totals estimated in the Mission Bay Subsequent EIR for all of Mission Bay, and therefore would not cause a substantial increase in the severity of impacts identified in the Mission Bay Subsequent EIR. Mitigation measures to reduce air quality emissions are summarized in this document in Section VIII, Summary of LRDP FEIR Impacts and Mitigation Measures.

The LRDP Amendment #2 FEIR found that incorporating a hospital replacement program at Mission Bay would have a significant unavoidable effect by generating criteria air pollutants exceeding the BAAQMD threshold of 80 lb/day, but would not exceed thresholds of roadside carbon monoxide (CO) levels. Mitigation Measure 4.2-1 from the LRDP Amendment #2 FEIR, requiring UCSF to continue its existing Transportation Demand Management (TDM) programs to reduce impacts of vehicular trips, is included in this document (as Mitigation Measure 12D4-2) in Section VIII, Summary of LRDP FEIR Impacts and Mitigation Measures.

Finally, the LRDP FEIR noted that no standards of significance have been adopted by any regulatory agency with regard to, and no permitting procedure exists for, toxic air emissions from mobile sources or with regard to cumulative toxic air contaminant emissions from mobile and stationary sources, and therefore none was used in the LRDP FEIR. However, as noted above, cumulative toxic air contaminant emissions would be considered less than significant given anticipated reductions in overall TAC emissions in the Bay Area.

Since the certification of the LRDP FEIR, the two substantial changes in the LRDP project are the adoption of LRDP Amendment #1, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment #2, analyzed in the LRDP Amendment #2 FEIR. Since certification of the LRDP FEIR,

LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to air quality, other than as discussed above, and no new information has become available.

Discussion of Checklist Questions:

Construction and operation of Cardiovascular Research Building 17A/B would be expected to cause air quality impacts in several ways: construction-related emissions, criteria air emissions from mobile sources, toxic air contaminant emissions from mobile and stationary sources (such as an emergency generator), and carbon monoxide emissions from mobile sources. Each of the potential air quality impacts was analyzed in the LRDP FEIR for the entire UCSF development.[7]

2.a) The proposed project would not involve regulatory changes or modification of air quality standards, and therefore would not conflict with or obstruct implementation of the applicable air quality plan.

2.b) Development and operation of the proposed project would not violate any approved federal or state air quality management plans or local or regional growth or congestion management plans. Although the Bay Area is currently a non-attainment area for ozone,[8] PM_{10} and occasionally CO, extension of UCSF's existing TDM program to the Mission Bay site would promote alternatives to single-occupant vehicle travel, consistent with federal and state plans and policies. With respect to growth and congestion management plans, the Mission Bay area has long been slated for large-scale development, and local and regional plans have built-in development assumptions for the area that easily encompasses the proposed project.

With respect to construction-related air quality impacts, construction of the proposed project would generate a portion of the air quality impacts analyzed in the LRDP FEIR for the entire UCSF development at Mission Bay. Accordingly, UCSF would require project contractors to comply with Mitigation Measure 12D1-1 from the LRDP FEIR, which requires compliance with any air pollution control strategies developed by the Bay Area Air Quality Management District (BAAQMD). Additionally, Mitigation Measure 12D1-1 requires contractors to implement a variety of other measures to reduce air pollutant emissions, including the application of dust suppression methods, the use of covering for on-site storage piles, sweeping construction sites and surrounding areas, limiting construction site vehicle speeds on unpaved areas, and the replanting of vegetation.

Similarly, the proposed project would contain a portion of the stationary sources of criteria air pollutants located at the Mission Bay site, including emergency generators, but operation of any such sources would be subject to Mitigation Measure 12D1-2 from the LRDP FEIR, and this would ensure that such impacts would be less than significant. Mitigation Measure 12D1-2 requires that

[7] LRDP FEIR, Volume II, Major New Site, Air Quality, pages 366-370.
[8] The Bay Area is a non-attainment area for ozone and PM10 according to State standards. Based on Federal standards of the Environmental Protection Agency, the Bay Area is currently marginal non-attainment for 8hr ozone and attainment for CO.

UCSF operate any proposed boilers, emergency generators or cogeneration equipment in accordance with BAAQMD permit conditions and/or applicable rules and regulations.

2.c) Because the proposed project would generate approximately 8% of the 12,100 new daily vehicle trips associated with the UCSF site at Mission Bay, it would generate about 10 lb/day of NOx and 17 lb/day of $PM_{10.}$ Together with other approved Phase 1 projects, the total Phase 1 contribution to date would be about 49% of new daily vehicle trips, generating approximately 59 lb/day of NOx and 106 lb/day of $PM_{10.}$ These levels fall within the analysis contained in the LRDP FEIR. The LRDP FEIR determined that traffic generated by all UCSF uses at Mission Bay at buildout would result in significant and unavoidable air quality impacts related to criteria air pollutant emissions from vehicles. Specifically, the approximately 12,100 new daily vehicular trips generated by full UCSF development at Mission Bay would be expected to generate 120 lb/day of NOx and 217 lb/day of PM_{10}.[9] Even with the mitigation measures imposed in the LRDP FEIR, these emissions would exceed the 80 lb/day significance criteria in the future and were therefore found to be significant and unavoidable impacts in the LRDP FEIR.

2.d) As discussed in the LRDP FEIR and the Mission Bay Subsequent EIR, during project construction there would be no unregulated removal or movement of soils contaminated by hazardous materials that could become airborne. The proposed project development site would be subject to the adopted Risk Management Plan (RMP) required under LRDP FEIR Mitigation 12F4-1, which would ensure proper investigation and management of any hazardous soils at the site, and therefore avoid contamination by airborne hazardous materials.

Proposed project construction activities would also include dust monitoring for potential asbestos, primarily associated with serpentine rock which was imported to fill Mission Bay. Asbestos containment activities would be directed under the RMP for the UCSF site approved by the San Francisco Regional Water Quality Control Board (RWQCB). The RMP for all of Mission Bay, including the UCSF Subarea, was adopted by the RWQCB May 11, 1999. Its implementation complies with LRDP FEIR Mitigation Measure 12F4-1 as generally being equivalent to the form contemplated in the LRDP FEIR.

2.e) The proposed project would not use or create material that would result in objectionable odors. The research and support uses planned for the proposed project would not result in noticeable odors, visible air quality emissions, or any other public nuisance conditions. Similar uses exist at UCSF's other sites without these problems.

2.f) The LRDP FEIR contains an extensive discussion of environmental impacts associated with toxic air contaminant emissions from stationary UCSF uses. The analysis concludes that UCSF operations at the major new site would not result in sensitive receptors being exposed to toxic air contaminant emissions from stationary sources at or from the UCSF site that would result in an incremental cancer risk greater than 10 cancer cases per 1,000,000 people exposed in a lifetime; or

result in concentrations of toxic air contaminant emissions with a Hazard Index of 1.0 or greater. Specifically, the LRDP FEIR estimated the incremental cancer risk from all future UCSF research uses at Mission Bay at less than 1.0 in one million based on extrapolation from existing studies of the risk associated with research activities at UCSF's Parnassus Heights site. These conclusions remained the same with the LRDP SEIR, which determined that the Block 20 Housing development would not expose its occupants to hazardous concentrations of toxic air contaminants. In addition, the proposed project would be located north of the housing while prevailing winds tend to be from the west. Therefore, exposure of Block 20 residents to hazardous concentrations of toxic air contaminants from the Cardiovascular Research building would be even more remote.

The proposed Cardiovascular Research building would represent about 14 % of the biomedical research uses that the LRDP FEIR analyzed and, therefore, toxic air contaminant emissions impacts generated from the Cardiovascular Research building would fall within the analysis of the less-than-significant toxic air contaminant emissions impacts described in the LRDP FEIR.

Emissions of toxic air contaminants from proposed project research uses and vehicular emissions from project occupants would not be cumulatively considerable in the context of the cumulative significant impacts from mobile and stationary sources found in the LRDP FEIR, LRDP SEIR and LRDP Amendment #2 FEIR. The percentage of development related to the proposed project represents a small percentage of overall UCSF development at buildout and would not be significant. Further, as discussed, TAC emissions in the Bay Area are anticipated to decline due to implementation of new technologies to reduce air toxics, particularly from diesel-fueled engines. The diesel-fueled generator in the proposed Cardiovascular Research Building would be compliant with BAAQMD emission standards and permit requirements. Additionally, air toxics impacts generally are localized around emission sources, so impacts do not generally cumulate at a substantial distance. As UCSF emission reductions in future years should continue to reflect the anticipated overall regional reductions in TAC levels, air quality impacts related to toxic air emissions, including cumulative impacts, would be less than significant.

Based on the foregoing, development of the proposed project would not cause air quality impacts that were not in the L in the LRDP FEIR as amended. The information and analysis in the LRDP EIR remains current and valid, and there is no new information or change in circumstances with respect to potential air quality impacts. The project would not result in new or substantially more severe significant air quality impacts and no subsequent EIR is required pursuant to CEQA Section 15162.

[9] Emissions of ROG would be 67 lb./day, or less than significant.

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
3. GEOLOGY AND SOILS -- Would the project:		
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines - Geology Special Publication 42.	_____	___X__
ii) Strong seismic ground shaking?	___X___	___-__
iii) Seismic-related ground failure, including liquefaction?	___X___	___-__
iv) Landslides?	___-__	___X__
b) Result in substantial soil erosion or the loss of topsoil?	___X___	___-__
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	___X___	___-__
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	___X___	___-__
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	_____	_____
f) Exceed the applicable LRDP or Program EIR standard of significance by exposing people to structural hazards in an existing building rated Poor, or Very Poor, under the University's seismic performance rating system, or substantial nonstructural hazards?	___X___	___-__

Summary of LRDP FEIR Impacts:

The LRDP FEIR concluded with respect to geologic hazards that buildings and infrastructure at the major new site would be subject to significant seismic groundshaking; however, implementation of the University Policy on Seismic Safety would ensure that new space would meet or exceed the most stringent current codes, thereby reducing the seismic risks to less than significant levels.

There has been no significant change in the LRDP or in the circumstances surrounding implementation of LRDP proposals at Mission Bay with respect to seismology, geology and soils. No new information is available.

Discussion of Checklist Questions:

3.a) The geologic and seismic characteristics of the Mission Bay area were investigated by the City as part of the Mission Bay Plan and analyzed in the 1990 Mission Bay FEIR.[10] The LRDP FEIR incorporated the City's mitigation program as requirements for UCSF development in Mission Bay.[11] The LRDP FEIR discussion of a major new site at Mission Bay indicates that development would occur in former tidal areas that have been filled, and therefore in an area subject to surface alteration and disruption of soils, severe ground shaking and liquefaction, differential and total settlement of compressible fill and Bay mud, and concentration of population in a seismically-hazardous area. However, the LRDP FEIR indicates that the University Policy on Seismic Safety, revised in January 1995, would require that all new construction at Mission Bay comply with the current seismic provisions of the California Code of Regulations, Title 24, California Buildings Standards or local seismic requirements, whichever is the most stringent. The proposed project's structural system would be a braced structural steel frame with a lateral resistance system. The foundation would be precast piles driven to an approximate depth of 80 to 90 feet.

Proposed pile-driving could result in temporary vibration and disturb occupants of nearby buildings. Implementation by the proposed project of Mitigation Measure 12E1-1 of the LRDP FEIR, which would require construction contractors to minimize unavoidable construction noise impacts, would limit impacts of noise and vibration.

3.b) Development of the proposed project would not result in substantial changes in the topography or any unique geologic or physical feature at the building site. Because the Mission Bay site is relatively flat, the project would not result in substantial soil erosion or loss of topsoil. Because UCSF is constitutionally exempt from local regulation whenever using its land in furtherance of its educational purposes, UCSF is not subject to the San Francisco General Plan. Nonetheless, the proposed project would not violate the soil conservation element of the City's General Plan. This issue is analyzed in the LRDP FEIR, which indicates that implementation of Mitigation Measure

[10] 1990 Mission Bay FEIR, Volume II, pages VI.N.7-8.
[11] LRDP FEIR, Volume II, Major New Site, Geology and Seismicity, pages 401-404, 408-410.

12H1-1 (requiring UCSF to prepare a construction Storm Water Pollution Prevention Plan to control storm water quality on site) would reduce the potential wind and water erosion impacts to a less than significant level.

3.c /d) The project site would not become unstable as a result of the proposed project, nor would the project create substantial risk to life or property due to expansive soil (see discussion 3a above).

3.e) The proposed project would utilize sewers and would not require alternative waste water disposal.

3.f) The University Policy on Seismic Safety also requires that provisions be made for adequate anchoring for seismic resistance of non-structural building elements, and that no construction occur on a known active fault trace. Additional, non-structural, seismic safety requirements would be imposed by UCSF if they were not already addressed by local code requirements. These requirements would include adequate anchoring of interior and exterior building elements, utilities, equipment, fixtures, furnishings and other contents which could be dislodged, fall, overturn, slide or rupture during seismic disturbances.

The LRDP FEIR concludes that while regulatory compliance would not necessarily avoid or eliminate geologic and seismic impacts associated with development of a UCSF site at Mission Bay, implementing the appropriate building code measures would reduce potentially significant geo-seismic impacts of the UCSF site at Mission Bay to a generally acceptable (i.e., less than life-threatening) level. Thus, after implementation of the adopted mitigation measures and the University Policy on Seismic Safety, no unregulated activities would occur in connection with development of the proposed project, and construction of all UCSF Mission Bay development would comply with applicable legal requirements regarding geo-hazards and soil conservation. This would be a less than significant impact.

Based on the foregoing, development of the proposed project would not cause geologic hazard impacts that were not examined in the LRDP FEIR as amended. The information and analysis in the LRDP EIR remains current and valid, and there is no new information or change in circumstances with respect to potential geologic hazards impacts. The project would not result in new or substantially more severe significant geology, soils, and seismicity impacts and no subsequent EIR is required pursuant to CEQA Section 15162

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less than Significant Impact
4. HAZARDS AND HAZARDOUS MATERIALS – Would the project:		
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	_____	___X___
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	___X___	_____
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	___X___	_____
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to *Government Code Section 65962.5* ("Cortese List") and, as a result, would it create a significant hazard to the public or the environment?	___X___	_____
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	_____	___X___
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	_____	___X___
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	_____	___X___
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	_____	___X___

Summary of LRDP FEIR Impacts:

The LRDP FEIR concluded that development of the major new site would involve the use and storage of hazardous chemical, radioactive, and biohazardous materials and research animals which could present health or safety risks for major new site occupants or the community; however the extension of health and

safety laws and regulations would reduce this potential impact to less than significant levels. Since the certification of the LRDP FEIR, the two substantial changes in the LRDP are the adoption of LRDP Amendment #1 to include on-site housing, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment #2 to include hospital replacement facilities at Mission Bay, analyzed in the LRDP Amendment #2 FEIR. Cumulative impacts with respect to hazards and hazardous waste were determined to be less than significant. Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to hazards and hazardous materials, and no new information has become available.

No unanticipated hazards have been discovered during the construction of any of the UCSF projects currently being developed at the UCSF site at Mission Bay. Mitigation measures to reduce exposure to hazardous materials and to minimize the amount of hazardous waste generated are summarized in Section VIII, Summary of LRDP FEIR Impacts and Mitigation Measures.

Discussion of Checklist Questions:

The LRDP FEIR analyzed the existing conditions at Mission Bay with respect to hazardous materials in the soil and groundwater. It also analyzed the proposed use, storage and disposal of hazardous materials associated with UCSF's research activities.[12]

4.a) The increased use, transportation and disposal of hazardous materials and waste that would result from development of UCSF Mission Bay was analyzed in the LRDP FEIR. In addition, the proposed research use would involve the use of hazardous materials and would be near the Block 20 residential use. As prescribed in the LRDP FEIR, UCSF has extended its existing Office of Environmental Health and Safety staff and policies to Mission Bay, including compliance with U.S. Department of Transportation material transport regulations. UCSF policies and procedures are intended to protect the health and safety of UCSF employees, residents and visitors who would be at the major new site. Implementation of these procedures ensures that no public health hazard is created that would expose people, animal or plant populations in the Mission Bay area to hazardous materials. The LRDP FEIR concluded that implementation of existing regulations and procedures would address the risk of an explosion or release of hazardous substances, as well as hazards related to routine transport and disposal of hazardous materials, and that therefore no mitigation measures were required.

4.b) The potential impact of hazardous materials transport, use and disposal was analyzed in the LRDP FEIR. All transport, use and disposal of hazardous materials would be carried out in accordance with UCSF policies and procedures as indicated in the LRDP FEIR. Although transportation of hazardous materials has associated risks of spills and leaks, these risks could be reduced to less-than-significant levels through appropriate management of transported wastes in

[12] LRDP FEIR, Volume II, Major New Site, Hazardous Materials, pages 385-390, 396-399.

compliance with applicable laws and regulations. This would be the case for hazardous materials transported to and from the proposed project.

The LRDP FEIR concluded that implementation of existing regulations and procedures would address the risk of an explosion or release of hazardous substances in the event of accident or upset conditions, as well as hazards related to routine transport and disposal of hazardous materials, and that therefore no mitigation measures were required. Some internal transport on campus streets, such as carrying rodent cages between buildings, would be necessary. These trips would be subject to UCSF policies and procedures for hazardous and biohazardous materials. The risk of upset or accident would, therefore, be less-than-significant.
Medical waste is generated or produced as a result of diagnosis, treatment, or immunization of human beings or animals, the production or testing of biologicals,[13] and is either biohazardous waste or sharps waste.[14] Cultures, blood and blood products, tissues, and body parts are all considered medical waste. The transportation and disposal of medical waste ar e closely regulated under the California Medical Waste Management Program.[15] The risk of upset or accident would, therefore, be less-than-significant.

4.c) Land for a possible future school is located within the northwest corner of the UCSF Mission Bay campus site. As discussed above, implementation of UCSF policies and procedures for hazardous and biohazardous materials would result in less-than-significant impacts upon sensitive receptors, including schools. Potential hazardous soils conditions in the area would be avoided by implementation by ProLogis (formerly Catellus Development Corporation) or other developers of Mitigation Measure J.1c from the Mission Bay Subsequent EIR, requiring compliance with health and safety regulations during construction, including the development of Interim Risk Management measures to reduce potential contamination-related risks to nearby occupants and visitors.

4.d) With respect to existing soil and groundwater conditions at Mission Bay, at the time the LRDP FEIR was published, no detailed site investigations had been conducted to confirm the presence or absence of soil and groundwater contamination. However, based on the historic occupancy by a large variety of industries over an extended period of time, the LRDP FEIR concluded that the soil and groundwater in Mission Bay was likely to contain hazardous waste materials, and the LRDP FEIR identified a potentially significant impact to construction workers at Mission Bay if pre-construction remediation had not been completed at the time of development.

The LRDP FEIR included Mitigation Measure 12F4-1 to reduce this impact to a less than significant level by requiring ProLogis or, in the alternative, UCSF to: a) prepare a risk assessment for

[13] The term "biologicals" means medicinal preparations made from living organisms and their products, including but not limited to serums, vaccines, antigens, and antitoxins (CMWMP, 2004)
[14] The term "sharps waste" refers to any device having acute rigid corners, edges, or proturbences capable of cutting or piercing, including but not limited to hypodermic needles and broken glass items (such as pipettes and vials) contaminated with biohazardous waste (CMWMP, 2004).
[15] California Medical Waste Management Act, California Health and Safety Code Sections 117600-118360.

potential contaminants to identify the major pathways of exposure and discuss measures to limit transmission from each pathway; b) conduct an in-depth site investigation to characterize fully existing soil and groundwater conditions, including a comprehensive sampling plan; and c) prepare and implement a Remediation Action Plan to remediate on-site contamination under the oversight of the Department of Toxic Substance Control or the Regional Water Quality Control Board (RWQCB). Implementation of this measure and others identified in the LRDP FEIR would ensure that construction workers would not be exposed to hazardous materials in soils and groundwater.

After publication of the LRDP FEIR, subsequent investigations of soil and groundwater conditions at Mission Bay were conducted in connection with preparation of the Mission Bay Subsequent EIR. Those studies indicate that soil and groundwater contamination at Mission Bay is less extensive than previously assumed in the LRDP FEIR. Furthermore, the UCSF Subarea is one of the least contaminated areas within the Mission Bay project area. The Mission Bay Subsequent EIR sets forth mitigation measures that required the preparation of a Risk Management Plan or Plans (RMP) to achieve compliance with the regulations of the RWQCB including Appendix F. The adopted 1999 RMP, which has been approved by the RWQCB, provides compliance with Mitigation Measure 12F4-1, albeit in a somewhat different (although equivalent) form than originally contemplated in the LRDP FEIR.

A data search of the RWQCB 2007 lists regarding hazardous materials sites found no leaking underground storage tanks, no solid waste disposal migration, no discharge of hazardous waste, and no land designated as hazardous waste property on the UCSF Mission Bay campus site. Thus, no sites within UCSF Mission Bay are identified on the "Cortese List," and the project would not create a significant hazard to the public or the environment.

4.e) The proposed project site is not located within an airport land use plan or within two miles of a public airport, and therefore would not result in a safety hazard for people residing or working in the project vicinity.

4.f) The proposed project site is not within the vicinity of a private airstrip. As part of hospital replacement planning, the medical center is contemplating the development of a helipad to be located on the rooftop of the new hospital. The LRDP Amendment #2 FEIR identified potential flight paths for the both the North and South hospital scenarios, and determined that because of numerous Federal and State regulatory requirements related to height clearances and safety, the helipad would not result in a safety hazard for people residing or working in the project area. Thus, the impacts with regard to safety hazards would not be significant.

4.g) As required by Mitigation Measure 12F1-3, UCSF has implemented hazardous waste handling, minimization and disposal measures at Mission Bay consistent with safety requirements and applicable laws and regulations. These include extending UCSF's existing hazardous waste minimization plan to Mission Bay, implementing the operational controls required to comply with laws and regulations, including regular safety and compliance audits and staff training.

Implementation of this mitigation measure for the proposed project would ensure that impacts related to the minimal increased generation and disposal of hazardous waste would be less than significant.

Based upon the above discussion, all potential hazards and hazardous materials impacts of the proposed project were fully examined in the LRDP FEIR as amended. The information and analysis in the LRDP EIRs remains current and valid, and there is no new information or change in circumstances with respect to potential hazards and hazardous materials impacts. The project would not result in new or substantially more severe significant hazards and hazardous materials impacts and no subsequent EIR is required pursuant to CEQA Section 15162

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
5. LAND USE AND PLANNING - Would the project:		
a) Physically divide an established community?	_____	___X___
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the LRDP, general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	_____	___X___
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	_____	___X___
d) Exceed an applicable LRDP or Program EIR standard of significance by being substantially incompatible with existing land uses, or by substantially conflicting use, density, height and bulk restrictions of local zoning, although UCSF is exempt from such restrictions?	_____	___X___

Summary of LRDP FEIR Impacts:

The LRDP FEIR concluded that LRDP uses would be generally consistent with the *San Francisco General Plan* and the specific area plan, the *Mission Bay Plan*, addressing development of the site. The LRDP FEIR also concluded that LRDP proposals for a major new site would implement educational, administrative, support and research uses in areas where it would improve existing vacant land or under-utilized industrial development.

The LRDP FEIR determined that development at Mission Bay by UCSF could conflict with then-existing zoning and specific plan policies. Although the Mission Bay Development Agreement had expired and a new plan was expected to be developed, the potential conflict with then-existing plans and policies prior to adoption of a new plan by the City was considered to be an unavoidable significant effect. The mitigation measure outlining a City amendment of the City Planning Code was outside the jurisdiction of the University. In 1998 the City amended the Planning Code as called for in the mitigation measure and adopted the new Redevelopment Plan, the *Mission Bay South Plan*, which includes the UCSF subarea. With the City's implementation of the mitigation measure, the UCSF site is consistent with all Mission

Bay plans and codes. The adoption of the *Mission Bay South Plan* has resulted in a beneficial change in circumstances regarding land use impacts of the LRDP.

The LRDP SEIR analyzed LRDP Amendment #1, which revised the Mission Bay functional zones, amended the space program to include housing, and concluded that development of UCSF Mission Bay would be consistent with local land use plans and the LRDP as amended. No adverse change would result to the land use character, function and purpose of the Mission Bay site and no mitigation measures were required.

The LRDP Amendment #2 FEIR analyzed a hospital replacement program on two sites at Mission Bay: a North Site, located on Blocks 15 through 18B on the existing UCSF Mission Bay campus site, and a South Site, located to the south of the existing campus on Blocks 36-39 and Parcels WYL and X-3. Land use impacts related to the introduction of clinical uses on the existing research campus (North Site) or existing industrial or vacant lands planned for commercial/industrial use adjacent to the campus (South Site) were determined to be less than significant.

Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to land use, and no new information has become available.

Discussion of Checklist Questions:

5.a/d) The LRDP FEIR analyzed the effects of a major new campus site with respect to compatibility with land uses in the Mission Bay area, and determined that such effects would not be significant. Mission Bay was historically zoned as an M-2 Heavy Industrial Use District, and was previously occupied by warehouse facilities, truck terminals, and vacant land. Portions of the Mission Bay area have begun to develop since certification of the LRDP FEIR. Parking lots to serve the San Francisco Giants Ballpark have been constructed near Third and Fourth Streets south of China Basin Channel. Several new residential and commercial projects north of the Channel are completed, and more are under construction. A new commercial office structure is complete east of the campus across Third Street, and two others are under currently construction at this location. The Gladstone Institutes building immediately west of the UCSF Mission Bay site across Owens Street is completed and occupied, as is new privately held research facility adjacent to the Gladstone Institutes building on Owens Street. Additional residential development just north of the Mission Bay campus may be underway soon.

Completed and occupied buildings on the UCSF Mission Bay campus site include (1) UCSF Genentech Hall on Parcels 24 A/B; (2) Arthur and Toni Rembe Rock Hall (formerly the Genetics, Development and Behavioral Sciences building) on Parcel 19B; (3) Byers Hall (formerly the Quantitative Biomedical Research building (QB3)) on Parcel 24C; (4) the Campus Community Center and parking garage on Block 21; (5) the Housing Project on Block 20; and (6) the parking structure on Parcel 23B. The Helen Diller Family Cancer Research building on Parcel 17C is

currently under construction. The proposed Cardiovascular Research building on Parcel 17A/B would be located on vacant land on a site consistent with the LRDP and functional zone designation, as discussed below. Additionally, it would be consistent with the heights of nearby buildings and with the CMPDG (see discussion 1.c under Aesthetics). Therefore, the proposed project would not physically divide an established community or be incompatible with existing land uses.

5.b/d) After adoption by the San Francisco Redevelopment Agency (SFRA) Commission, the Mission Bay North and Mission Bay South Plans were approved by the San Francisco Board of Supervisors in November 1998. The Plans' land use designations are intended to encourage the redevelopment in the Mission Bay area of market-rate and affordable housing, open space, commercial industrial, hotel, retail and public facilities in Mission Bay, as well as the UCSF Mission Bay site.

Existing and planned/approved land uses in the Mission Bay area are discussed in more detail in the LRDP SEIR, the Mission Bay Subsequent EIR, and the LRDP Amendment #2 FEIR. The proposed research building would be about 236,000 gsf. The proposed project would consist of about 9 percent of the total 2,650,000 gsf of UCSF research, instructional and support uses that would be developed at UCSF Mission Bay at buildout under the LRDP. Together with approved Buildings 24A/B, 19B, 21B, 24C, 20, and 17C, total new construction would provide approximately 1,695,870 gsf, or about 64% of the projected UCSF development at Mission Bay. This represents a portion of the total UCSF uses of these types to be developed at Mission Bay; therefore, the proposed project falls within the total program analyzed in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR.

The proposed project would include approximately 643 employees and students. There would also be 60 patients visiting the clinic on any given day. This population represents about 7.4 percent of the total UCSF population of 9,100 at the UCSF Mission Bay site that was analyzed in the LRDP FEIR. Together with an estimated population of about 3,250 people for approved projects, the total UCSF population to date would be approximately 3,918 people, which represents about 44% of the total UCSF population at UCSF Mission Bay at buildout. The projected population therefore falls within the scope of the program described in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. Therefore no conflict with the adopted LRDP would result.

Since certification of the LRDP FEIR in 1997, the SFRA and the City approved the Mission Bay South Plan, which designates a UCSF Subarea for the UCSF major new site. The designation eliminates the possibility of a conflict with zoning and specific plan policies, and therefore eliminates the potentially significant impact found in the LRDP FEIR. In addition, the Mission Bay South Plan provides that, except for: (1) the portion of the Mission Bay Project Area within the UCSF Subarea to be developed either as a site for the San Francisco Unified School District or as public open space; and (2) dedicated public streets (which would be subject to the jurisdiction of the SFRA), the portion of the Mission Bay Project Area to be used by UCSF for educational purposes

would not be subject to the actions of the SFRA, but would be developed by UCSF in accordance with the LRDP, as amended from time to time. The adoption of the Mission Bay South Plan is a beneficial impact on the UCSF development at Mission Bay. For these reasons, the proposed project, which is consistent with the LRDP, would not be considered to conflict with local land use plans, policies, or regulations, including zoning, and therefore impacts would not be significant.

The LRDP includes an illustrative site plan of UCSF development within the entire Mission Bay area and identifies functional zones that call for the UCSF site to be developed with Instruction and Research uses in the core of the site and associated Support uses around the site perimeter. These functional zones were later revised under LRDP Amendment #1, Mission Bay Housing Program, to facilitate the development of *Instruction, Research and Support* (and adding *Housing*) generally along the northern and southern portions of the UCSF Mission Bay site, open space in the center of the site, and parking on the eastern and western edges.

The proposed Cardiovascular Research Building would be at the location envisioned by the LRDP functional zones for research and support uses. Small clinics are included in the research function. The project conforms to the adopted functional zones; therefore, no impact would result.

5.c) There are no habitat conservation plans or natural community conservation plans that are applicable to the UCSF Mission Bay site. Similarly, development of the UCSF site at Mission Bay would not conflict with open space or other adopted land use goals applicable to the area. The UCSF site would contain more than eight acres of open space at build-out. Therefore no impact would result.

Based upon the above discussion, all potential land use impacts of the proposed project were fully examined in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR. The information and analysis in the LRDP EIRs remains current and valid, and there is no new information or change in circumstances with respect to potential land use impacts. The project would not result in new or substantially more severe land use impacts and no subsequent EIR is required pursuant to CEQA Section 15162

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
6. PUBLIC SERVICES		
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:		
Fire protection?	___X__	_____
Police protection?	___X__	_____
Schools?	___X__	_____
Parks?	___X__	_____
Other public facilities?	___X__	_____

Summary of LRDP FEIR Impacts:

The LRDP FEIR noted that implementation of the LRDP at the major new site would result in increases in UCSF-related employees and visitors. The LRDP FEIR concluded that police and fire services and other public services would not be adversely affected.

Since the certification of the LRDP FEIR, the two substantial changes in the LRDP are the adoption of LRDP Amendment #1, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment #2, analyzed in the LRDP Amendment #2 FEIR. Cumulative impacts related to public services were determined to be less than significant. Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to public services, and no new information has become available.

Discussion of Checklist Questions:

6.a) The LRDP FEIR analyzes the potential environmental effects on public services that could result from development of approximately 2,650,000 gsf of research, academic, support and related uses,

and a proposed user population of 9,100 total employees (an average daily population of 8,250 employees).[16]

With respect to police services, the LRDP FEIR indicates that the University of California Police Department (UCPD) serves UCSF's average daily population with 1.1 police officers per 1,000 persons. Based on this ratio, the proposed project would not require the addition of any police officers to the UCPD staff to serve the on-site population of 668 persons. Other approved campus buildings would bring the total campus population to about 3,918, and therefore would require the addition of 5 police officers. As indicated in the LRDP FEIR, the UCPD has developed a plan for providing additional services and required resources as the major new site at Mission Bay is developed. Currently two officers are on duty at the UCPD Mission Bay patrol station, 24 hours per day. UCSF Mission Bay development would not be expected to create substantial service demands on the San Francisco Police Department because most police matters would be handled by the UCPD. Therefore, effects on public police services would not be a significant impact.

With respect to the demand on parks and open space, the LRDP FEIR indicates that UCSF employees would increase the demand for open space for parks and recreational uses. At build-out, UCSF would landscape over 8 acres of open space at the UCSF site at Mission Bay.

With respect to schools, the LRDP FEIR and LRDP Amendment #2 FEIR indicate that the potential demand on the San Francisco Unified School District associated with new UCSF employees at Mission Bay would be less than significant. Additionally, the LRDP SEIR Amendment #1 found that even with UCSF Mission Bay residents, the incremental increase in enrollment demand for schools would not be considered a significant environmental effect. Occupants of approved UCSF Mission Bay development plus the proposed project would represent about 44 percent of the total UCSF population at Mission Bay and would be expected to generate a minimal impact on school resources. Further, UCSF Mission Bay includes a 2.2-acre site reserved for a school that will be donated by The Regents to the SFUSD for its development, which the Mission Bay Subsequent EIR estimates can accommodate 500 elementary students.

Finally, development and operation of UCSF Mission Bay development, including the proposed project, would not be expected to increase or cause a significant impact by increasing the potential for fire emergency and medical aid response, as indicated in the LRDP FEIR.

Based upon the above discussion, all potential public service impacts of the proposed project were fully examined in the LRDP EIRs as amended. The information and analysis in the LRDP EIRs remains current and valid, and there is no new information or change in circumstances with respect to potential public service impacts. The project would not result in new or substantially more severe public service impacts and no subsequent EIR is required pursuant to CEQA Section 15162

[16] LRDP FEIR, Volume II, Major New Site, Public Services, pages 453-455, 459-460.

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
7. TRANSPORTATION/TRAFFIC – Would the project:		
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X
e) Result in inadequate emergency access?		X
f) Result in inadequate parking capacity?	X	
g) Conflict with applicable policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		X
h) Exceed the applicable LRDP or Program EIR standard of significance by causing substantial conflict among autos, bicyclists, pedestrians, and transit vehicles?		X
i) Exceed the applicable LRDP or Program EIR standard of significance by generating transit demand that transit systems or projected transit service would not be able to accommodate?	X	

Summary of LRDP FEIR Impacts:

The LRDP FEIR contained an extensive discussion of the potential traffic impacts of developing the UCSF site at Mission Bay.[17] It analyzed the potential effects that could result from development of 2,650,000 gsf of UCSF uses, excluding parking, anywhere within the Mission Bay planning area and contained a corridor level of service (LOS) transportation analysis of existing conditions and year 2010

[17] LRDP FEIR, Volume II, pages 344-352.

conditions, with and without UCSF. The LRDP FEIR analysis showed that traffic generated by the UCSF uses would be added to facilities that already face above-capacity demand during peak hours, including U.S. 101, I-280 and the Bay Bridge. Impacts on I-280 at buildout would be significant and unavoidable, even after mitigation. Traffic generated by the major new site would result in deterioration of conditions on Cesar Chavez Street and would be a significant and unavoidable impact even after mitigation. On the other hand, the analysis indicated that UCSF uses would not cause significant deterioration in levels of service on Third or Fourth Streets. This would not be considered a significant impact.

The cumulative traffic assumptions and analysis of future traffic conditions in the Mission Bay area presented in the LRDP FEIR were based on the Metropolitan Transportation Commission's (MTC) year 2010 growth projections. However, because the MTC 2010 model did not account for employment levels similar to the major new site at Mission Bay, traffic associated with UCSF was treated as an increment of additional development to MTC model year 2010 projections. As a result, the transportation analysis in the LRDP FEIR presents a conservative analysis of year 2010 conditions at Mission Bay.

The LRDP FEIR estimated that a new site at Mission Bay, at full buildout, would generate about 10,816 daily vehicle trips, of which about 1,730 vehicle trips would occur in the AM peak hour and about 1,622 vehicle trips would occur during the PM peak hour. Under year 2010 conditions, traffic from UCSF uses would be expected to contribute to deterioration in the v/c ratios on several major facilities, including U.S. 101, I-280 and Cesar Chavez Street. These deteriorations in v/c ratios range from 0.01 on U.S. 101 to 0.04 on I-280. Under the LRDP FEIR mitigation measures adopted for Mission Bay, UCSF would extend its existing transportation demand management programs to Mission Bay to reduce the number of vehicle trips generated, but cumulative traffic impacts would nonetheless be expected to remain significant and unavoidable in the year 2010.

Since the certification of the LRDP FEIR, the two substantial changes in the LRDP are the adoption of LRDP Amendment #1, Mission Bay Housing Program, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment #2, Hospital Replacement Program, analyzed in the LRDP Amendment #2 FEIR. Traffic impacts associated with LRDP Amendment #1, Mission Bay Housing Program, were analyzed in the LRDP SEIR and found to be within the range of impacts analyzed in the LRDP FEIR.

The LRDP Amendment #2 FEIR evaluated traffic impacts associated with various hospital replacement scenarios at two locations: the Mission Bay North Site, located on Blocks 15 through 18A on the existing 43-acre campus site, and the Mission Bay South Site, directly south of the existing campus on Blocks 36 through 39 and Parcels WYL and X-3. For analysis purposes, it was assumed that the hospital replacement program would be constructed in two phases, by horizon years 2010 ("LRDP Phase") and 2025 ("Future Phase"). The analysis found that traffic impacts associated with LRDP Amendment #2 would result in three new significant impacts, all of which would occur in the Future Phase, beyond the timeframe of the current LRDP. The three significant impacts are as follows: (1) increased average delay at the intersection of 16th Street / Owens Street under the Mission Bay South Site scenario; (2) increased average delay at the intersection of 16th Street / Owens Street under the Mission Bay North Site scenario;

and (3) increased average delay at the intersection of Mariposa Street / 3rd Street under the Mission Bay South Site scenario. Mitigation measures were identified that would reduce these delays to less-than-significant levels. However, because implementation of these measures would not be within UCSF's control, the impacts were determined to be significant and unavoidable. As stated, these impacts would occur after 2010, beyond the timeframe of the LRDP, and well after construction of the proposed project. All other transportation-related impacts would be within the range of impacts analyzed in the LRDP FEIR and Mission Bay Subsequent EIR.

Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to transportation, and no significant new information has become available.

The LRDP FEIR found that, under year 2010 conditions with the development of the Major New Site, the volume to capacity (v/c) ratios would deteriorate on US 101 south of Mariposa Street, US 101 south of Cesar Chavez Street, and I-280 south of Mariposa Street. These corridors would already be expected to operate at LOS F without traffic generated by the Major New Site. Nonetheless, the deterioration would be considered a significant impact. Mitigation Measure 12C4-1 called for transportation demand management (TDM) programs that would reduce the number of vehicle trips generated. However, the mitigation measure would not reduce the effects below the threshold of significance.

The LRDP FEIR also found that v/c ratios would deteriorate on Cesar Chavez Street west of Folsom Street and on Cesar Chavez Street west of Evans Avenue. Both of these segments of Cesar Chavez Street would already operate at LOS E under year 2010 conditions without the Major New Site, and the deterioration would be considered a significant impact. Mitigation Measure 12C4-3 indicates that capacity on Cesar Chavez Street could be increased only by further restricting peak-period on-street parking and introducing another through lane of traffic in each direction. Since however, even with these changes, the corridor would continue to operate at LOS E in the future, the measure would not change the significance of the impact. This mitigation measure would be within the jurisdiction or responsibility of agencies other than UCSF. TDM programs would reduce the number of vehicle trips generated, but would not reduce the impact to less than significant levels.

The LRDP FEIR did not find significant impacts related to parking, transit, pedestrian or bicycle activity for LRDP implementation at Mission Bay.

Discussion of Checklist Questions:

Recent Transportation Studies

More recent traffic studies have been completed for the LRDP Amendment No.2 EIR, bringing cumulative projections forward to year 2020 at an intersection level of service scale. UCSF also has

prepared refined traffic projections for buildout of the 43-acre UCSF site as part of the LRDP SEIR, and the phasing of traffic infrastructure has been outlined in formal agreements between The Regents, Catellus (ProLogis), and the City.

The traffic impacts of LRDP Amendment #2 FEIR are discussed on pages 44-46. As indicated, traffic impacts associated with LRDP Amendment #2 would result in three new significant and unavoidable impacts, all of which would occur in the Future Phase, beyond the timeframe of the current LRDP. The three significant impacts are as follows: (1) increased average delay at the intersection of 16th Street / Owens Street under the Mission Bay South Site scenario; (2) increased average delay at the intersection of 16th Street / Owens Street under the Mission Bay North Site scenario; and (3) increased average delay at the intersection of Mariposa Street / 3rd Street under the Mission Bay South Site scenario. As stated, these impacts would occur after 2010, beyond the timeframe of the LRDP, and well after construction of the proposed project. All other transportation-related impacts would be within the range of impacts analyzed in the LRDP FEIR and Mission Bay Subsequent EIR.

As shown by this updated transportation information, local transportation impacts of UCSF uses at Mission Bay are adequately analyzed in the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. Furthermore the proposed project is consistent with the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR. The regional, area-wide cumulative impacts of the project are already adequately addressed in the certified LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR.

Transportation Impacts

Trip Generation

Traffic from the proposed project would represent an estimated 8% of total anticipated UCSF-generated vehicle travel during the p.m. peak hour; therefore, the development of this building would be expected to cause roughly 8% of the v/c deterioration estimated in the LRDP FEIR. In total, UCSF Mission Bay development to date would constitute about 44% of total generated p.m. peak hour vehicle travel.

The number of trips expected to be generated by the proposed project has been estimated based on current information regarding the size and expected usage of the facility. In addition, assumptions consistent with the LRDP FEIR regarding the number of absent employees on a typical weekday and the number of visitors and vendors traveling to the building have been applied to calculate total expected trip generation. Trip generation is presented for the afternoon peak commute period (the PM peak hour), when the surrounding streets and freeways are expected to experience heaviest demand.

Cardiovascular Research Building 17A/B would be a research facility of approximately 236,000 gsf to be occupied by up to 643 researchers and 60 patients on any given day. Accounting for absenteeism, visitors, and vendors, the average weekday population would be about 671. Table 2 presents the trip generation calculations for these uses, and converts the daily person trips to PM peak hour trips by applying a peaking factor of 15%. This peaking factor is consistent with that used in the LRDP FEIR,

which was derived from information found in *Trip Generation, 6th Edition*, by the Institute of Transportation Engineers for Research& Development Uses. The reasonableness of this peaking factor has been confirmed by examining usage data from UCSF's Mission Center parking lot.

Table 2
Trip Generation – Building 17A/B

Categories	Population	Proportion of Absentees	Average Weekday Population	Trip Ends per Person	Total Daily Trips	Proportion of Internal Trips	Net External Person Trips	PM Peak Hour Person Trips
Faculty	93	11%	83	2.23	185	10%	166	25
Staff	550	11%	490	2.23	1,092	10%	982	147
Visitors	**[88]**	0	88	2	175	0	175	26
Vendors	11	0	11	2	22	0	22	3
Total	**742**		**671**		**1,473**		**1,346**	**201**

Mode Split

In order to determine the number of new PM peak hour vehicle trips associated with the proposed project, mode split proportions must be applied to the person trips calculated above. The LRDP FEIR projected that the mode split for the entire UCSF site would include average drive alone rates of 59% for faculty and 36% for technicians and other staff. Transit mode shares would be 13% for faculty and 26% for staff, and comparable mode split percentages were determined for carpools, vanpools, bicycling and walking. Campus visitors were assigned the same mode split as faculty members, and as a conservative assumption it was presumed that all vendors would drive alone to the site (See Table 3).

A 15% increase to project vehicle trips that was included in analyses for earlier buildings will not be included in this analysis for Building 17A/B. Similarly, the 15% increase was not included in the analyses in Addendum #6 for the Cancer Research Building 17C, which is now under construction. Prior analyses for UCSF Mission Bay buildings to 2004 correctly indicated that those buildings would be among the first buildings occupied at Mission Bay, that early staffing levels may not be large enough to coordinate a significant number of carpools and vanpools, and that transit improvements, most particularly the Third Street Light Rail project, would not be in operation at the time those buildings are occupied. Therefore, a 15% increase in project-generated traffic was included in prior analyses to account for the likelihood of increased vehicle trip-making during the initial stages of development. However, the Third Street Light Rail, which includes a station adjacent to the pedestrian Plaza, is operational, and by the time the proposed Building 17A/B becomes occupied in 2010, carpools and vanpools will be well established. Therefore, the current analysis for the proposed Building 17A/B does not include an increase to project vehicle trips.

In addition, the mode split assumptions included for buildout of the UCSF Mission Bay campus assume

implementation of an aggressive transportation demand management (TDM) program including parking costs and an aggressive UCSF shuttle program. Most of the TDM programs will be fully operational by the year 2010 (discussion of TDM programs follows later in this transportation analysis). UCSF runs heavily used frequent shuttle service between Mission Bay and, Parnassus Heights, Mount Zion, and SFGH sites.

Table 3
Mode Split Proportions – Building 17A/B

	PM Peak Person Trips	Drive Alone		Drop-Off		Carpool		Vanpool		MUNI		Other Transit		Bicycle		Walk		PM Peak Vehicle Trips
		%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	
Faculty	25	59	15	5	1	11	3	4	1	6	2	7	2	2	1	6	2	19
Staff	147	36	53	5	7	15	22	9	13	21	31	5	7	2	3	7	10	80
Patients/Visitors	26	59	15	5	1	11	3	4	1	6	2	7	2	2	1	6	2	19
Vendors	3	100	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**201**		**86**		**10**		**28**		**15**		**34**		**11**		**4**		**13**	**121**

Note: PM Peak Vehicle Trips is calculated as: (Drive Alone) + (Drop-Off * 2) + (Carpool / 2) + (Vanpool / 10).

Sources: LRDP FEIR Mode Split Calculations for Major New Site at Mission Bay, and Wilbur Smith Associates' Journey to Campus Data Analysis: Patients, Visitors, Students and Vendors, 1992.

The PM peak hour vehicle trips from the proposed project would be about 121. Together with the remainder of approved UCSF Mission Bay development, the total PM peak hour vehicle trips to date would be roughly 1,060. This represents about 65% of the total PM peak hour vehicle trips (1,622) projected for the Mission Bay site in the LRDP FEIR. Again, future phases of development are expected to generate a much lower trip generation when transit and other alternative forms of travel are widely available to serve the project area.

Detailed transportation impact mitigation measures for this site were developed in the Mission Bay Subsequent EIR. In that document, the UCSF site was included in a larger area known as Mission Bay South, the remainder of which is being developed by ProLogis and other developers. Mission Bay South was projected to generate 10,738 PM peak hour vehicle trips at buildout, with the 43 acre UCSF campus site contributing 15% of those trips. Thus, the trip generation from the proposed project would represent roughly 1% of overall Mission Bay South trips. The trip generation from approved UCSF Mission Bay development to date, including the proposed project, would represent roughly 9.8% of overall Mission Bay South trips.

The transportation mitigation measures in the Mission Bay Subsequent EIR are triggered by the total PM peak hour vehicle trips generated by the Mission Bay South development as a whole. The first mitigation measure that applies to Mission Bay South, a new traffic signal at the intersection of 16th and Vermont Streets, would be required once a threshold of 2,600 PM peak hour vehicle trips associated with Mission Bay uses is met. Approved UCSF development to date along with the proposed project is expected to generate about 1,050 PM peak hour trips. Therefore, when the development of the non-UCSF portion of the Mission Bay South area is sufficient to generate 1,550 PM peak hour trips, this mitigation measure will be triggered. The provision of required mitigation measures is controlled by the Owner Participation Agreement between Catellus (ProLogis) and the City and County of San Francisco.[18] This agreement contains the Mission Bay South Infrastructure Plan, which outlines the required public infrastructure improvements in the Mission Bay South redevelopment area, the phasing of the improvements, and PM peak hour trip thresholds for intersection improvements.

Circulation within UCSF Mission Bay would not change substantially from the conditions analyzed in the LRDP FEIR and the Mission Bay Subsequent EIR. The LRDP FEIR assumed a number of parking facilities along the perimeter of the site, with a combined total of about 4,200 parking spaces to meet estimated demand by UCSF. To access these facilities, drivers would be destined to the western and eastern sides of the site, using Owens, Third, Fourth, or Sixteenth Streets, which were assumed to be the major transportation corridors. Drivers would choose among available parking facilities, depending on a variety of factors including proximity to destination, convenience, cost, garage vs. parking lot, and other considerations involved in personal choice. The number of auto trips and degree of traffic impacts generated by the proposed project would be within the overall range of traffic effects analyzed in the LRDP FEIR.

[18] Mission Bay South Owner Participation Agreement, by and between the Redevelopment Agency of the City and County of San Francisco and Catellus Development Corporation, November 16, 1998.

Traffic analysis for an interim period to the year 2007 was conducted in Addendum #5 for the parking structure on Block 23B. That analysis evaluated conditions prior to the opening of 4th Street to the north from UCSF Lane to Mission Bay Boulevard South, and assumed the project currently under construction, Building 17C, would be operational. The results indicated that the unsignalized intersection of Fourth and 16th Streets would operate at an unacceptable level of service, as anticipated in the Mission Bay SEIR. Either a traffic signal would need to be installed at that intersection, or Fourth Street would need to be extended to the north (to Mission Bay Boulevard South), thereby alleviating traffic at Fourth and 16th Streets, sometime before 2007. Building 17C is now projected to be complete in 2008. The Fourth Street extension to the north is under construction. As the analysis recommends, UCSF would monitor traffic volumes at that intersection to ensure timely implementation of either measure.

Transit

Transit access and egress to the UCSF site after year 2007 is provided primarily by MUNI with the T-Third light rail line on Third Street. The T-Third provides a connection to the CalTrain Station at Fourth and King Streets, and to the MUNI Metro N-Judah light rail line extensions on King Street. The N-Judah line extension now connects between Fourth/King and Parnassus Heights. The T-Third continues along the Embarcadero, providing access to BART and MUNI lines on Mission and Market Streets. This new light rail line operates as an extension of the K-Ingleside line, providing a base service of a one-car train every ten minutes each way, to be increased to six-minute headways during the PM peak hour.

A future connection between Mission Bay and the 16th Street BART station is also planned through modifications to the #22-Fillmore route, which is planned for the 2009-2010 time period.[19]

At buildout, the LRDP FEIR forecast that the UCSF site could add approximately 3,390 daily transit trips to MUNI services. The daily MUNI trips expected from the proposed project would be about 227; combined with the expected MUNI trips generated by approved UCSF Mission Bay buildings, the total new demand on MUNI would be about 1,700 daily trips, or roughly 51% of the LRDP FEIR forecast. This corresponds to about 34 MUNI trips in the PM peak hour generated by the proposed project. Based on the geographic distribution of MUNI trips developed in the Mission Bay Subsequent EIR, these trips would cross MUNI screen lines as presented in Table 4. As shown in the table, the additional trips generated by this portion of the UCSF development are not expected to significantly increase the capacity utilization along any MUNI screen line. Thus, these trips can be accommodated within the capacity of the existing MUNI services available in the area during peak periods.

[19] San Francisco Municipal Railway, Infrastructure Plan 2005, December 2005

Table 4
MUNI Capacity Utilization with Additional Peak Hour UCSF Trips

Screenline	Distribution of UCSF Trips		Capacity	Existing Ridership	Existing Utilization	Utilization with UCSF Trips
	%	#				
Northeast	27	9	4,931	3,047	62%	62%
Northwest	5	2	9,960	7,865	79%	79%
Southeast	42	14	4,211	3,871	92%	92%
Southwest	26	9	7,226	6,723	93%	93%
Total	**34**					

Source: 1997/98 MUNI screenline data from *Interim Transportation Impact Analysis Guidelines for Environmental Review*, City of San Francisco, January 2000.

Pedestrian and Bicycle Usage

According to the mode split calculations presented in Table 3, it is expected that the proposed project will produce roughly 17 PM peak hour pedestrian and bicycle trips from off-site. Similar to the LRDP SEIR projections, daily pedestrian and bicycle activity generated by the proposed project would be approximately 115 trips. This represents about 8% of the total pedestrian/bicycle trip generation estimated for the UCSF site in the LRDP FEIR (1,575 daily trips). Approved UCSF Mission Bay projects and the proposed project together would comprise about 57% of the total pedestrian/bicycle trip generation estimated in the LRDP FEIR. The LRDP and the Mission Bay South Plan call for developing an extensive network of pedestrian pathways and designated bicycle routes at Mission Bay. There are also provisions to provide secure bicycle parking facilities throughout the UCSF site. Bicycle racks have been installed on Mission Bay campus grounds. Additional bicycle parking facilities will be installed at various UCSF Mission Bay buildings and specifically at the proposed build 17 A/B. Given the provisions already committed, it is not anticipated that the pedestrian and bicycle trips generated by the proposed project and other UCSF Mission Bay development will cause significant impacts.

Transportation Demand Management

UCSF has a transportation demand management (TDM) program in place at its existing sites including at UCSF Mission Bay. UCSF's Transportation Office facilitates an in-house carpool-rider matching service and operates vanpools with 10 to 14 commuters per van.

City CarShare, a non-profit organization dedicated to providing its members with a convenient, low-cost alternative to car ownership, opened a location at the Parnassus Heights campus in April 2003. Currently, there are two City CarShare vehicles at the Millberry Union Parking Garage. Members reserve a vehicle and pick up and return the car to the Garage. The vehicles are in use an average of 81 times per month,

nine hours per day. There are also 2 City CarShare vehicles at the Laurel Heights campus site in use an average of 53 times per month, seven hours per day. Lastly, City CarShare has recently opened open a new location with 2 vehicles at UCSF Mission Bay.

In addition, in order to discourage the use of single-occupant vehicles, UCSF operates a shuttle service between most of its campus sites during the workday. In particular, shuttle service to Mission Bay includes a number of routes throughout the day, evening and weekend as follows:

(1) between Parnassus Heights and Mission Bay, with stops at the 16th Street BART Station and the Mission Center Building. Headways are approximately every 15 to 20 minutes, beginning at about 6 A.M. and ending about 9 P.M., Monday through Friday.

(2) between Mission Bay and Parnassus Heights, with stops at Mt Zion or SFGGH. Headways are approximately every 15 to 20 minutes, beginning at about 6 A.M. and ending about 10 P.M., Monday through Friday.

(3) night/local shuttle service on demand by request in the Mission Bay vicinity, bounded by Potrero Avenue, 22nd, Third, and Townsend Streets, or, to the 16th Street BART, from 5 P.M. to 10:15 P.M., Monday through Friday.

(4) weekend service between Parnassus Heights and Mission Bay, with a stop at the Powell Street BART Station, approximately every 90 minutes from 10 A.M. to about 5:45 P.M.

It is anticipated that staff and students would use the shuttle service to reach Parnassus Heights, Mt. Zion, or SFGH where a majority of their related activities are conducted.

Parking

The LRDP FEIR estimated a parking ratio of approximately 2.0 spaces per 1,000 gsf during initial development phases because the infrastructure was not assumed to be in place to support buildout mode split conditions, such as expanded transit service and the full realization of UCSF TDM programs. Therefore, UCSF initially planned to provide 2.0 spaces per 1,000 gsf to accommodate the greater demand, while noting that construction of off-street parking for UCSF faculty and staff would be phased with campus development, taking into account the availability of expanded transit service at each stage of development and the provision of alternative transportation modes. Since the LRDP FEIR, future employee parking demand estimates have been calculated from employee surveys, parking permit waiting lists, and other monitoring activities. UCSF now intends to develop off-street parking at a parking ratio of approximately 1.6 spaces per 1,000 gsf.

The peak hour of parking demand at a site such as UCSF Mission Bay is generally during the mid-day. Average weekday population estimates for faculty, staff and visitors/vendors were converted to peak parking demand estimates using the mode split calculations presented previously and the peak hour

parking demand rates developed for the LRDP FEIR and LRDP SEIR. The results of these calculations for the proposed project are presented in Table 5.

The proposed project would generate a peak parking demand of 215 spaces. In total, peak parking demand for the proposed project and approved UCSF Mission Bay development to date would be about 2,020 spaces generated by the approximately 3918 people.

Table 5
Peak Parking Demand
Building 17A/B

Categories	Average Weekday Population	Daily Parking Demand	Peak Parking Demand Rate	Peak Parking Demand
Faculty	**[83]**	49	0.84	41
Staff/Students	**[490]**	176	0.84	148
Visitors	88	52	0.37	19
Vendors	11	11	0.6	9
Total	**[671]**	**288**		**215**

Note: Daily Parking Demand is based on mode split assumptions by category, and the Peak Parking Demand Rate represents the proportion of total daily parked vehicles present during the period of peak demand.
Daily Parking Demand is calculated as: (Drive Alone) + (Carpool / 2) + (Vanpool / 10) l

The planned supply of spaces would meet demand. The Building 21A parking garage currently has about 600 spaces, and Building 23B parking structure currently has 780 spaces and would have 1,180 parking spaces at full build-out, totaling 1,780 parking spaces in structures. Additionally, some surface parking lots would be available, such as on Blocks 23A and 25, (~240+ spaces) and would satisfy the remainder of the demand. So as not to provide more parking than is needed and to avoid a potential increase in the auto mode share, UCSF would continue to monitor parking demand at each phase of development by observing parking utilization rates, and adjust supply as demand warrants. When the Third Street Light Rail ramps up to service in early 2008, UCSF will again make efforts to educate faculty, staff and students about transit options in order to reduce auto usage and parking demand.

Construction Traffic

The effects of construction-related traffic for the proposed project would be typical of other commercial projects in the area. The typical work shift for most construction workers would be from 7:00 AM to 4:00 PM on weekdays. This work schedule would minimize the traffic impact on neighborhood streets during the typical afternoon commute hours. UCSF-related construction workers are directed to park near the construction sites in the Giants Ballpark parking lot 'A', during most phases of development at UCSF Mission Bay, and would not occupy parking spaces on neighborhood streets.

While the exact routes for construction trucks depend on the location of individual construction sites, it is expected that Third and Cesar Chavez Streets would be the primary haul and access routes to or from San

Francisco via U.S. 101. Trucks would also use Third Street and the ramps at Mariposa Street to enter and exit I-280. From the East Bay, trucks would use the Fifth Street and Fourth Street ramps to arrive at the Mission Bay site.

The construction activities associated with the proposed project may overlap with other construction activities at UCSF Mission Bay and in nearby areas. Additional overlap of construction activities is anticipated between UCSF and ongoing development of properties throughout the Mission Bay area. A Ballpark/Mission Bay Transportation Committee has been appointed by the City so that officials from each major development project can collaborate on the planning of appropriate traffic control and signage measures for each stage of development. These efforts should help to reduce temporary construction-related impacts to a less-than-significant level. Construction traffic impacts of the Cardiovascular Research Building 17A/B fall within the range of impacts analyzed in the LRDP FEIR and found not to be significant.

Consistency with Regional Plans

The development of Mission Bay anticipates the use of local and regional transit carriers including CalTrain, BART, AC Transit, Sam Trans, Golden Gate Transit, commuter charter buses, and MUNI. These carriers have existing capacity, or planned future expansion capacity, to serve Mission Bay. In addition to the use of transit carriers, UCSF would extend its alternative transportation services to the Mission Bay site to minimize employees driving alone. These policies are in accordance with congestion management and air quality management policies. Responsible Agencies in the Bay Area have been aware of and have participated in Mission Bay development planning since 1990, and they have accounted for Mission Bay development in their regional projections and plans. Therefore, the buildings of the proposed project would not conflict with any established congestion management plan or air quality plan.

Based upon the above discussion, all potential traffic, circulation, parking or transit demand impacts of the proposed project were fully examined in the LRDP FEIR as amended. The information and analysis in the LRDP EIRs remains current and valid, and there is no new information or change in circumstances with respect to potential traffic, circulation, parking or transit demand impacts. The project would not result in new or substantially more severe significant traffic, circulation, parking or transit demand impacts and no subsequent EIR is required pursuant to CEQA Section 15162

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
8. UTILITIES AND SERVICE SYSTEMS – Would the project:		
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources? New or expanded entitlements needed?	X	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X	
g) Comply with applicable federal, state, and local statutes and regulations related to solid waste?	X	
h) Result in the wasteful, inefficient and unnecessary consumption of energy (see *CEQA Statutes Section 21100(B)(3)*)	X	
i) Exceed the applicable LRDP or Program EIR standard of significance by requiring or resulting in the construction of new electrical or natural gas facilities, the construction of which would cause significant environmental effects?	X	
i) Exceed the applicable LRDP or Program EIR standard of significance by requiring or resulting in the construction of new chilled water or steam generation facilities, the construction of which would cause significant environmental effects?	X	

Summary of LRDP FEIR Impacts:

The LRDP FEIR noted that implementation of the LRDP at the major new site would result in increases in UCSF-related employees and visitors. The LRDP FEIR concluded that development under the LRDP of the major new site would not substantially affect demand for water or wastewater services, or for electricity and natural gas. No significant effects on utilities and service systems were anticipated.

The LRDP FEIR concluded that solid waste generated by the population increase would not be substantial; however, substantial solid waste would result from demolition and construction activities, and could generate a significant effect on solid waste disposal capacity. Preparation and implementation of a construction and demolition solid waste recycling plan would reduce this effect to less-than-significant levels.

Since the certification of the LRDP FEIR, the two substantial changes in the LRDP are the adoption of LRDP Amendment #1, which was thoroughly analyzed in the LRDP SEIR, and LRDP Amendment No.2, analyzed in the LRDP Amendment #2 FEIR. Cumulative impacts related to utilities and infrastructure were determined to be less than significant. Since certification of the LRDP FEIR, LRDP SEIR, and LRDP Amendment #2 FEIR, there have been no substantial changes in circumstances surrounding the proposed implementation of LRDP proposals at Mission Bay with respect to public services, utilities, and infrastructure, and no new information has become available.

Discussion of Checklist Questions:

The LRDP FEIR analyzes the potential environmental effects on utilities and infrastructure for the UCSF site at Mission Bay, including impacts on water supply and distribution, wastewater collection and treatment, electricity and natural gas supply, and infrastructure based on the estimated user population of 9,100 employees and 2,650,000 gsf of building area. For each category, the LRDP FEIR concludes that the potential environmental impacts would be less than significant and that no mitigation would be required.[20] The LRDP SEIR evaluates effects on utilities and infrastructure in light of the revised space program at UCSF Mission Bay, and again finds that effects would be less than significant.[21] The LRDP Amendment #2 FEIR evaluates effects on utilities and infrastructure under scenarios in which a hospital program is developed on the North or South site, and also finds that effects would be less than significant, including cumulative effects.[22]

The proposed project would contain about 9% of the total gsf of all UCSF buildings at the Mission Bay site[23] and would have about 7.4% of the total UCSF employee population for the site at Mission Bay. To date, this would bring UCSF Mission Bay development to about 44% of the total UCSF population at Mission Bay and 64% of total gsf at UCSF Mission Bay. Therefore, depending on whether the potential utility and

[20] LRDP FEIR, Volume II, Major New Site, Utilities and Infrastructure, pages 463-466, 472-473.
[21] LRDP SEIR, Utilities and Public Services, pages 3-34 to 3-38.
[22] LRDP Amendment #2 FEIR, Utilities, Energy and Service Systems, pages 4.2-11 to 4.2-20.
[23] GSF of structured parking facilities at Mission Bay is not included total gsf figure

infrastructure impacts are based on users or gsf, UCSF Mission Bay development to date would be responsible for between 44% and 64% of the utility demand set forth in the LRDP FEIR for the entire UCSF site at Mission Bay. The quantities of utility demand by the proposed project estimated below assume the higher percentages based on gsf.

8.a/b/c/d/e) The LRDP FEIR projects that UCSF Mission Bay would require 0.51 million gallons per day of water; the proposed project would use about 0.05 million gallons per day, and the total for UCSF Mission Bay development to date, including the proposed project, would use about 0.33 million gallons per day. Water use reduction would be achieved by the proposal to install waterless urinals and plant water-efficient landscaping. Wastewater for the entire UCSF site is projected to be 0.46 million gallons per day average dry weather flow (ADWF); the proposed project would be expected to generate approximately 0.042 million gallons per day ADWF, and the total for UCSF Mission Bay development to date, including the proposed project would generate approximately 0.29 million gallons per day ADWF.

8.f/g) The LRDP FEIR indicates that UCSF's average daily population at Mission Bay would generate approximately 1,350 tons of solid waste annually. Users of the proposed project combined with approved UCSF development to date would be expected to generate approximately 44 percent of this amount, or approximately 593 tons of solid waste annually. As indicated in the LRDP FEIR, this would not be considered a significant impact and no mitigation measures were imposed. With respect to solid waste disposal related to construction activities, Mitigation Measure 12J1-5 would require that all construction contractors, including the project contractors, provide information in their bids on the amount of recycling they plan to achieve. The proposed project site is vacant and no recycling of existing solid waste volumes would be required.

8.h/i) Electricity demand is projected to be 61.5 megawatt hours (MWh) per year for UCSF Mission Bay; the proposed project would be anticipated to generate about 5.7 MWh demand per year, and total UCSF Mission Bay demand to date would be about 39.3 MWh per year. As discussed in the Project Description, the proposed project design would include principles of energy efficiency by including operable windows and use of natural lighting throughout the offices, low solar heat-gain glass, and solar light shelves at each floor level. The building would outperform the requirements of Title 24 energy efficiency standards by at least 20 percent.

Natural gas consumption is projected to be 543 million cubic feet (cf) per year for UCSF Mission Bay. The proposed project would be expected to create a demand for about 50 million cf per year, bringing total UCSF Mission Bay demand to date to about 347 million cf per year.

In connection with adoption of the Mission Bay North and South Plans, Catellus (ProLogis) committed to extending the infrastructure throughout Mission Bay to accommodate the development contemplated in the Plans. Therefore, utility lines would be in place for the proposed project.
Based upon the above discussion, all potential utilities and infrastructure impacts of the proposed project were fully examined in the LRDP FEIR as amended. The information and analysis in the LRDP EIRs

remains current and valid, and there is no new information or change in circumstances with respect to potential utilities and infrastructure impacts. The project would not result in new or substantially more severe significant utilities and infrastructure impacts and no subsequent EIR is required pursuant to CEQA Section 15162

	Impact fully analyzed in the LRDP/ Program EIR as amended	Less Than Significant Impact
9. MANDATORY FINDINGS OF SIGNIFICANCE --		
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	___X__
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	___X__	_____
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___X__	_____

Discussion:

a) The proposed project is not located within any habitat of fish, wildlife or plant species.

b) The LRDP FEIR and LRDP SEIR identified cumulative impacts in the areas of traffic, air quality, noise and hazardous materials. The LRDP Amendment #2 FEIR identified cumulative impacts in the areas of traffic, air quality, and noise. The proposed project would not make a considerable contribution to any cumulative effects identified in the LRDP FEIR, LRDP SEIR, or LRDP Amendment #2 FEIR.

c) There are no project specific environmental impacts that were not adequately analyzed previously in the LRDP FEIR or LRDP SEIR.

15. FISH AND GAME DETERMINATION

Based on the information above, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which wildlife depends. The presumption of adverse effect set forth in 14 CCR 753.5 (d) has been rebutted by substantial evidence.

__X__ Yes (Certificate of Fee Exemption)

___ No (Pay fee)

IX. SUMMARY OF LRDP FEIR AND LRDP SEIR IMPACTS AND MITIGATION MEASURES

The following impact statements and mitigation measures were adopted by The Regents as part of their CEQA Findings in connection with approval of the LRDP, LRDP Amendment #1, and LRDP Amendment No.2. Each will be implemented, as applicable, in the proposed project development and is included as part of the project analyzed in this document. Mitigation measures from the LRDP SEIR are indicated with an asterisk (*). None of the new mitigation measures identified in the LRDP Amendment #2 FEIR are applicable to the proposed project. Thus, no mitigation measures from that document are identified here.

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
B. LAND USE	
12B4-1. Consistency with Local Plans and Codes (Project). Development of the Major New Site at Mission Bay would be consistent with local land use plans, and environmental goals, plans and policies. The possibility of a conflict with existing zoning and specific plan policies remains, if UCSF were to move forward with development of a Major New Site at Mission Bay prior to rezoning and adoption of a new plan by the City. This would be a significant impact of the project.	The University of California is exempt from local zoning; however, the LRDP Goals and Objectives express UCSF's intention to work within local jurisdictional land use planning and zoning guidelines. UCSF could request that the city amend the applicable Mission Bay Specific Plan and City Planning Code provisions to establish appropriate designations for the Major New Site at Mission Bay. Unless the Specific Plan and City Planning Code were amended, the conflict with the plans would be substantial and would constitute an avoidable adverse impact. *This mitigation measure is within the jurisdiction of an agency other than the University and has been implemented.*[24]
C. TRAFFIC/CIRCULATION/PARKING	
12C4-1. US 101 and I-280 V/C Ratio Deterioration (Project). Under year 2010 conditions with the Major New Site, the v/c ratios on the following corridors would deteriorate: US 101 south of Mariposa Street, US 101 south of Cesar Chavez Street, I-280 south of Mariposa Street. Those corridors would already be expected to operate at LOS F, without traffic generated by the Major New Site. This deterioration of the v/c ratios are considered significant impacts of the project.	TDM programs could reduce the impact of the Major New Site by reducing the number of vehicle trips generated, but would not be expected to reduce the effects below the threshold of significance.
12C4-3. Cesar Chavez Street V/C Ratio Deterioration (Project). Traffic generated by the Major New Site would result in the deterioration of LOS E conditions on Cesar Chavez Street west of Folsom Street by a v/c ratio of 0.01 during both the a.m. and p.m. peak hours. Traffic from the Major New Site would also result in the	The existing right-of-way and configuration on Cesar Chavez Street (a solid median and peak-period turn restrictions at many intersections) limits the improvements available to increase capacity of this corridor. Capacity could be increased only by further restricting peak-period on-street parking and introducing

[24] The City and SFRA have adopted the Mission Bay South Plan, which includes a UCSF Subarea, and eliminated the prior zoning. As a result, Mitigation Measure 12B4-1 has been implemented and the potentially significant impact found in the LRDP FEIR has been eliminated.

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
deterioration of LOS E conditions on Cesar Chavez Street west of Evans Avenue by a v/c ratio of 0.02 during the a.m. peak hour and 0.03 during the p.m. peak hour. Both of these segments of Cesar Chavez Street would already operate at LOS E under year 2010 conditions without the Major New Site. This deterioration of the v/c ratios would be a significant impact.	another through lane in each direction. Since the corridor would continue to operate at LOS E in the future, even with these changes this measure would not be warranted. *Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.*
D. AIR QUALITY	
12D1-1. Air Pollutant Emissions (Construction). During construction of the Major New Site facilities, the air pollutants generated could cause violations of federal and/or state ambient air quality standards.	UCSF would require its contractors to reduce major criteria air pollutant emissions by complying with the air pollution control strategies developed by the Bay Area Air Quality Management District (BAAQMD). UCSF would include appropriate dust control requirements in all construction contracts.
12D1-2. Operational Stationary Source Criteria Air Pollutant Emissions (Project). Pollutants emitted by stationary equipment and facilities at the Major New Site such as boilers, emergency generators and a cogeneration facility could interfere with the attainment of regional or local air quality standards.	UCSF would operate any proposed boilers, emergency generators or cogeneration equipment in accordance with BAAQMD permit conditions and/or applicable rules and regulations.
12D4-2. Vehicle Operation Air Pollutant Emissions (Project). Net new vehicle trips associated with the Major New Site at Mission Bay would generate criteria air pollutants in excess of the BAAQMD 80 lb./day Best Available Control Technology threshold. This would be a significant impact of the project.	Implement Transportation Demand Management (TDM) measures to reduce vehicular pollutant emissions. TDM are not likely to reduce total trips so as to reduce criteria air pollutant emissions below the 80 lb./day threshold.
**3.3.1. Vehicle Operation Air Pollutant Emissions (Project).* Net new vehicle trips associated with UCSF Mission Bay uses as modified by LRDP Amendment #1 would continue to generate criteria air pollutants in excess of the emissions thresholds established by the BAAQMD for evaluating the significance of projects.	Implement Transportation Demand Management (TDM) measures to reduce vehicular pollutant emissions. TDM are not likely to reduce total trips from the UCSF Mission Bay site so as to reduce criteria air pollutant emissions below the 80 lb./day threshold. Therefore, this would continue to be an unavoidable effect with the housing program amendment to the 1996 LRDP. UCSF would implement the following TDM measures: • Expand the UCSF shuttle system to include UCSF Mission Bay. • Provide preferential and /or low cost parking for carpools and vanpools. Cooperate with public and private transit agencies on routes and scheduling of service. • Cooperate with local public works agencies to improve street lighting, security and pedestrian

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	links between UCSF and BART and other public transit connections. • Sell transit passes on site.
**3.3.3. Vehicle Operation Air Quality Emissions (Cumulative).* Additional vehicle trips associated with the housing program would not cause a substantial increase in the severity of impacts identified in the Mission Bay Subsequent EIR. The additional impact would not be cumulatively considerable. In the LRDP FEIR, Mitigation Measure 12D4-2 to implement a TDM program would reduce total trips, but effects on air quality would be a significant unavoidable effect.	UCSF would implement the following TDM measures: • Expand the UCSF shuttle system to include UCSF Mission Bay. • Provide preferential and/or low cost parking for carpools and vanpools. Cooperate with public and private transit agencies on routes and scheduling of service. • Cooperate with local public works agencies to improve street lighting, security, and pedestrian links between UCSF and BART and other public transit connections. • Sell transit passes on site.
WIND **3.4.1.Hazardous Wind Conditions (Project).* The proposed campus buildings may cause pedestrian-level wind speeds to exceed the hazard criterion on or near UCSF Mission Bay. As the proposed residential project is taller than the administrative building modeled in the wind tunnel, the effect of the residential project could be greater or different than shown in the wind tunnel results.	UCSF shall retain a qualified wind consultant to review specific designs for buildings 100 feet or more in height for potential wind effects. Wind tunnel testing of such buildings would also be required unless, upon review by a qualified wind consultant, and with concurrence by UCSF, it is determined that the exposure, massing, and orientation of buildings are such that impacts, based on a 26-mile-per-hour hazard for a single hour of the year criterion, will not occur. The purpose of the wind consultant's review and wind tunnel studies, if conducted, is to specify impacts based on the 26-mile-per-hour hazard criterion, and to provide a basis for design modifications to mitigate these impacts. UCSF shall ensure that buildings within UCSF Mission Bay are designed so that wind hazard criteria would not be exceeded.
E. NOISE	
12E1-1. Construction Noise (Construction). During construction of UCSF facilities at a Major New Site, the noise generated from the construction activities would exceed the maximum limits specified by local noise ordinances. This would be a temporary but significant impact during the development of the Major New Site.	UCSF would require construction contractors to minimize unavoidable construction noise impacts resulting from development of the Major New Site by use of proper equipment and work scheduling: ■ As feasible, limit construction hours to between 7:00 a.m. and 8:00 p.m. ■ Require use of construction equipment with noise reduction devices (i.e., mufflers in good working order). ■ Erect temporary noise walls to protect adjacent noise-

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	sensitive areas. ■ Use of impact tools would be minimized to the extent possible. ■ Locate stationary construction noise sources away from residential or other sensitive receptor areas, and require use of acoustic shielding with such equipment when feasible and appropriate.
12E1-2. Operational Noise from Stationary Equipment (Project). Noise generated by ventilation and air conditioning equipment, a cogeneration plant, and other stationary equipment at the Major New Site could have an adverse impact on noise-sensitive uses on-site and in adjacent neighborhoods.	UCSF would incorporate standard industrial noise control measures for stationary equipment at the Major New Site and would adopt noise performance standards insuring that operational noise from UCSF sources at the Major New Site would not exceed noise levels set forth in local general plans or ordinances for adjacent areas based on their use. If ambient noise levels in areas adjacent to the Major New Site already exceed such local noise standards, UCSF would not increase average daily noise levels (L_{dn}) from operational noise sources by three or more dBA at property lines.
F. HAZARDOUS MATERIALS	
12F1-3. Increase in Generation of Hazardous Wastes and Additional Load on Hazardous Waste Management Facilities (Project). Biomedical research uses at the Major New Site would increase hazardous waste generation and disposal of chemical, radioactive and biohazardous waste which could burden local and regional waste management capabilities.	UCSF would implement hazardous waste handling, minimization and disposal measures at the Major New Site consistent with safety requirements and applicable laws and regulations. A. UCSF would extend its hazardous waste minimization plan to include the Major New Site. B. UCSF would implement the operational controls required to comply with laws and regulations, including, but not limited to, monthly safety and compliance audits and training of staff at the Major New Site. This would 1) allow efficient processing of wastes for shipment to treatment facilities or disposal, reducing the time hazardous wastes are at a Major New Site, and 2) ensure that safety controls such as OSHA training, correct practices and safety equipment are in place. C. UCSF would implement procedures to minimize increases in the long-lived radioactive waste generation. According to the CA Department of Health Services Radiologic Health Branch, California radioactive materials licensees should: ■ Minimize the amount of low-level radioactive waste in possession and avoid accumulating waste that cannot be disposed of at this time; ■ Segregate for disposing radioactive waste that are not subject to Southwestern Low-level Radioactive Waste Disposal Compact regulations; ■ Segregate waste that can be disposed of or reduced in

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	volume by approved treatment methods; ■ Segregate short-lived radioactive waste for decay; ■ Consider recycling radioactive materials; ■ Consider extended on-site storage of any remaining low-level radioactive waste; and ■ Consider non-radioactive substitutes.
12F1-4. Contribution to Load on Hazardous Waste Management Facilities (Cumulative). Development of a Major New Site in conjunction with other cumulative development that generates hazardous waste could place an additional load on hazardous waste management facilities. This would be a significant unavoidable impact.	Implementation of the measures in Mitigation Measure 12F1-3 would reduce the magnitude of this impact. However, the actions of UCSF alone cannot mitigate this impact, and other government entities would need to take steps to mitigate this impact. For example, local governments could implement and facilitate hazardous waste minimization programs, states could set mandatory waste reduction targets, and state or federal governments could operate treatment or disposal facilities. The feasibility and implementation of such measures cannot be guaranteed by UCSF because they fall within the jurisdiction of others to monitor.
12F4-1. Worker Exposure to Contaminated Soil or Water (Construction). If pre-construction remediation of contaminated soil or water has not been completed, construction activities at the Major New Site at Mission Bay could expose construction workers to contaminated soil or groundwater.	Development of a Major New Site at Mission Bay would include implementation of the following mitigation measures by the current land owner to reduce soil and water contamination hazards to a less than significant level. In the alternative, UCSF may agree to accept the responsibility for characterization and containment or remediation in development of its site. ■ A risk assessment for potential contaminants would be completed. The risk assessment would identify the major pathways of exposure and discuss measures to limit transmission via each pathway. It would also describe the reductions in concentration, total amount or lateral spread of the wastes necessary to reduce the public health risk to a level of insignificance. ■ An in-depth site investigation at the Major New Site would characterize fully the soil and groundwater conditions. The site investigations would include collecting data on surface soils, subsurface soils, groundwater and monitoring wells, and soil gas. The investigations would be guided by a comprehensive sampling plan describing the sampling pattern and locations, media to be sampled, methods, equipment, personnel, documentation and schedule. ■ Identification of hazardous wastes on the site would require notification to the County Department of Public Health, the California Department of Toxic Substances Control and the

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	Regional Water Quality Control Board. ■ A Remedial Action Plan would be prepared and implemented. Remediation of on-site contamination would be carried out under the oversight of California Department of Toxic Substances Control or the Regional Water Quality Control Board. The Department of Toxic Substances Control or the Regional Water Quality Control Board would certify satisfactory completion of remediation prior to issuance of building permits on the affected properties. *This mitigation measure has been implemented. In May 1999, the RMP was certified complete by the Regional Water Quality Control Board. The certified RMP and its implementation satisfy applicable provisions of Mitigation Measures 12F4-1, 3.5.1(below), and J1 and J2 of the Mission Bay Subsequent EIR, and therefore impacts have been reduced to less than significant levels. The RMP continues to be supplemented by quarterly monitoring reports transmitted from The Regents to the Regional Water Quality Control Board.*
3.5.1.Resident Exposure to Hazardous Soils (Construction). UCSF's housing proposal would bring sensitive receptors, including children, into an area that may contain subsurface contamination.	UCSF would adopt Mitigation Measure J.1.c from the Mission Bay Subsequent EIR for UCSF's residential development on Block 20. The measure has been modified to be applicable to UCSF as follows: ■ Limit direct access to uncovered native soil on undeveloped portions of the UCSF site at Mission Bay. To effectively limit access, install fencing or other physical barriers around the identified areas, and post "no trespassing" signs warning of potential hazardous soils conditions. ■ Hydroseed, or apply other vegetative or other cover to uncovered areas to reduce the potential for windblown dusts to be generated, and to reduce the potential for individuals to have direct contact with native soils in the area. ■ Include safety notices in leases. Notify tenants of occupied portions of Block 20 of potential risks involved with disturbing existing cover (i.e. asphalt, concrete, vegetation) or exposed native soil. ■ UCSF would conduct periodic inspection of open spaces of the UCSF Mission Bay campus site to reduce the illegal occupancy of open areas by transient populations, and to reduce illegal dumping by unauthorized occupants or off-site populations. Implement additional security measures such as fencing and/or uses of security guards, if inspections show a need.

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	■ UCSF would perform inspections verifying that risk management measures remain effective by identifying disturbances to cover materials that could result in exposure of underlying native soil and by identifying areas where temporary fencing or other physical barriers might need to be installed. If the inspections identify areas where measures have been rendered ineffective, implement corrective actions.
H. HYDROLOGY AND WATER QUALITY	
12H1-1. Erosion and Sedimentation of the San Francisco Bay (Construction). Construction areas at a Major New Site may be subject to erosion, which could increase sedimentation in the San Francisco Bay during wet weather.	UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes at least the following Best Management Practices described in the detailed discussion of this mitigation to control stormwater quality on-site: minimize area and duration of grading; prevent the release of construction materials and pollutants; minimize erosion of dirt storage piles; install/maintain sediment and grease traps in local stormwater intakes; wash construction vehicle and wheels before leaving the site; implement a hazardous spill prevention, control and clean-up program. UCSF's construction contracts would require contractors to implement the Plan.
12H4-1. Contaminated Sediments Due to Erosion (Construction). In addition to the standard erosion hazards identified in Development Scenario Impact 12HI-1, some of the soil in the Mission Bay area has been exposed to past industrial activity and contains elevated concentrations of contaminants. Erosion of the soil could result in contaminated sediments in the sewer system.	Implement Development Scenario Mitigation Measure 12H1-1. UCSF would implement the above mitigation to avoid erosion and sedimentation impacts. This mitigation revises and updates Mitigation Measures L.1 and L.6 found in the *Mission Bay Mitigation Monitoring Program* to include stormwater management requirements passed into legislation after the development of the *Mission Bay Mitigation Monitoring Program*.
12H4-4. Tidal Flooding (Project). Major New Site facilities at Mission Bay could be subject to tidal flooding due to low elevations at Mission Bay and due to rising sea levels.	For all development within the UCSF Major New Site area, UCSF would protect low-lying areas from a potential rise in sea level through setbacks from the water's edge, increased elevation, and other methods as addressed in the Mission Bay Design Guidelines.
I. VEGETATION AND WILDLIFE	
12I1-1. Aquatic Habitat and Organisms (Construction). Construction of the Major New Site would increase storm water run-off, which in turn would increase erosion which leads to increased sediments and contaminants in receiving water bodies. This would degrade and contaminate aquatic habitat and adversely affect marine species, and would, therefore, be a significant construction impact at the three Major New	UCSF would implement Mitigation Measure 12H1-1 (see Section H, Hydrology and Water Quality), that requires development of a Storm Water Pollution Prevention Plan in connection with development of the Major New Site.

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
Sites.	
J. PUBLIC SERVICES	
12J1-5. Solid Waste Disposal (Construction). Construction activities at the Major New Site could increase solid waste flows to landfills that might require substantial expansion of planned landfill capacity, and this would be a significant impact.	UCSF would require construction contractors to provide information in their bids on the amount of recycling they plan to achieve, and to document the amount of recycling achieved at the end of each construction project.
L. VISUAL QUALITY	
12L1-1. Alteration of Views (Project). Development of the Major New Site could alter existing views. Potentially significant impact.	See site-specific Mitigation Measures 12L1-3 and 12L1-4, following below.
12L1-3. Increased Light and Glare (Project). Development of the Major New Site could increase the amount of light and glare in the Major New Site area.	UCSF would minimize light and glare from new buildings at the Major New Site through orientation of buildings, use of landscape materials, and choice of primary facade materials. Design standards and guidelines for minimizing light and glare would be followed, including avoiding the use of glass walls as a primary building material for facades, and configuring exterior light fixtures to emphasize close spacing of low intensity light sources directed downward.
12L1-4. Construction Night Lighting (Construction). Illumination of construction activities at night could disturb adjacent residential uses.	UCSF would require as a condition to construction contracts that flood or area lighting needed for construction activities be placed and directed so as to avoid disturbance of adjacent residential uses.
M. CULTURAL RESOURCES	
12M1-1. Disturbance of Prehistoric and Historic Archaeological Resources (Construction). Construction activities associated with development of the Major New Site could disturb archaeological resources.	See site-specific Mitigation Measures 12M2-1 and 12M4-2, following below.
12M4-2. Disturbance of Historic Archaeological Resources (Construction). Construction activities associated with the Major New Site at Mission Bay could disturb historic archaeological resources.	If construction activities associated with the Major New Site at Mission Bay occurred within areas shown on Figure 12-28, UCSF would implement mitigation measures, as adapted from Mitigation Measures J.1, J.2, J.3 and J.6 of the *Mission Bay Mitigation Monitoring Program* to protect historic archeological resources: ■ UCSF would retain the services of an archaeologist to instruct construction crews regarding potential historic archaeological resources and appropriate procedures to follow if such resources are uncovered. ■ As required, the consulting archaeologist would develop archaeological exploration programs for

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	the areas shown on Figure 12-28 having potential historic cultural resources. ■ As required, the archaeologist would provide archaeological monitoring during construction in these areas. Particular attention would be given if development were proposed in the area occupied by the late 19th-century city dump.

X. REFERENCES

The following reference documents are available at the UCSF Campus Planning 3333 California Street, Suite 11, San Francisco, California 94143-0286.

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Fehr & Peers Associates, Inc. *Traffic Projections and Parking Demand for UCSF Mission Bay Phase 1*, April 13, 2000.

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University of California, *UCSF 1996 Long Range Development Plan Final Environmental Impact Report*, certified by The Regents on January 17, 1997 (State Clearinghouse Number 1995123032).

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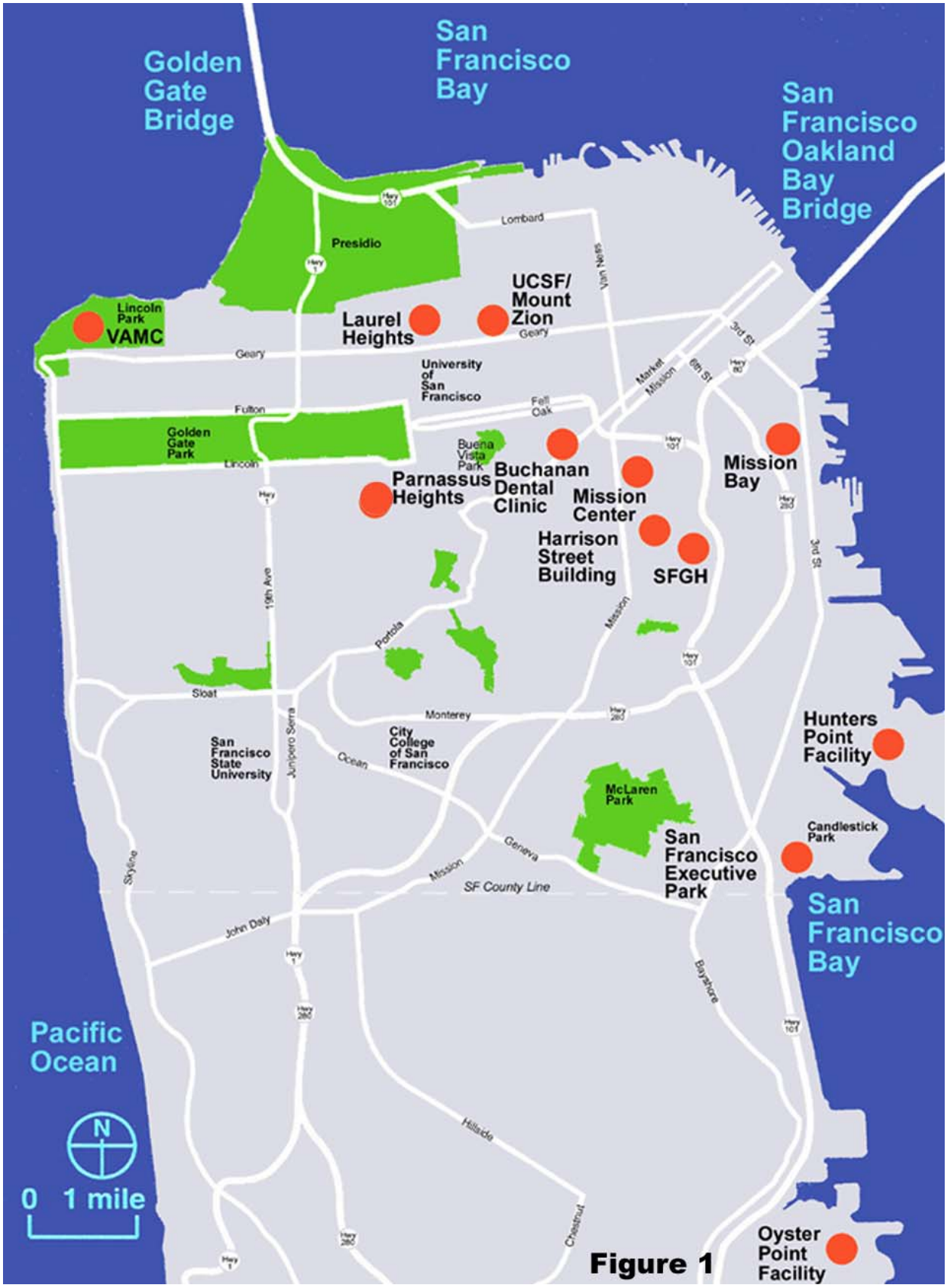
University of California, *UCSF Long Range Development Plan Amendment No. 2 - Hospital Replacement - Environmental Impact Report*, certified by The Regents on March 17, 2005 (State Clearinghouse Number 2004072067).


Golden Gate Bridge
San Francisco Bay
San Francisco Oakland Bay Bridge
Presidio
Lombard
Lincoln Park
VAMC
Laurel Heights
UCSF/ Mount Zion
Geary
University of San Francisco
Fulton
Golden Gate Park
Lincoln
Buena Vista Park
Parnassus Heights
Buchanan Dental Clinic
Mission Center
Harrison Street Building
SFGH
Mission Bay
Market
Mission
6th St
3rd St
Fell
Oak
19th Ave
Portola
Sloat
Monterey
San Francisco State University
Junipero Serra
Ocean
City College of San Francisco
McLaren Park
San Francisco Executive Park
Hunters Point Facility
Candlestick Park
Geneva
Mission
SF County Line
John Daly
Skyline
Bayshore
Hillside
Chestnut
Pacific Ocean
N
0 1 mile
Oyster Point Facility
Figure 1


THIRD ST
TOWNSEND ST.
KING ST.
FOURTH ST.
FIFTH ST.
SIXTH ST.
SEVENTH ST.
SIXTEENTH ST.
MARIPOSA ST.
N
0 300 600
08/06/98
OPEN SPACE
MISSION BAY RESIDENTIAL (Mixed use including Neighborhood-serving Retail)
MISSION BAY NORTH RETAIL (Includes Entertainment uses, Housing, City-serving and Neighborhood Retail)
MISSION BAY HOTEL (Mixed use including Retail)
UCSF
COMMERCIAL INDUSTRIAL (Mixed use including Retail)
PUBLIC FACILITIES (School, Police, Fire & Pump Station)
POTENTIAL RETAIL LOCATIONS
CATELLUS DEVELOPMENT CORPORATION
JOHNSON FAIN PARTNERS
MISSION BAY LAND USE PLAN
SAN FRANCISCO, CALIFORNIA

Figure 2

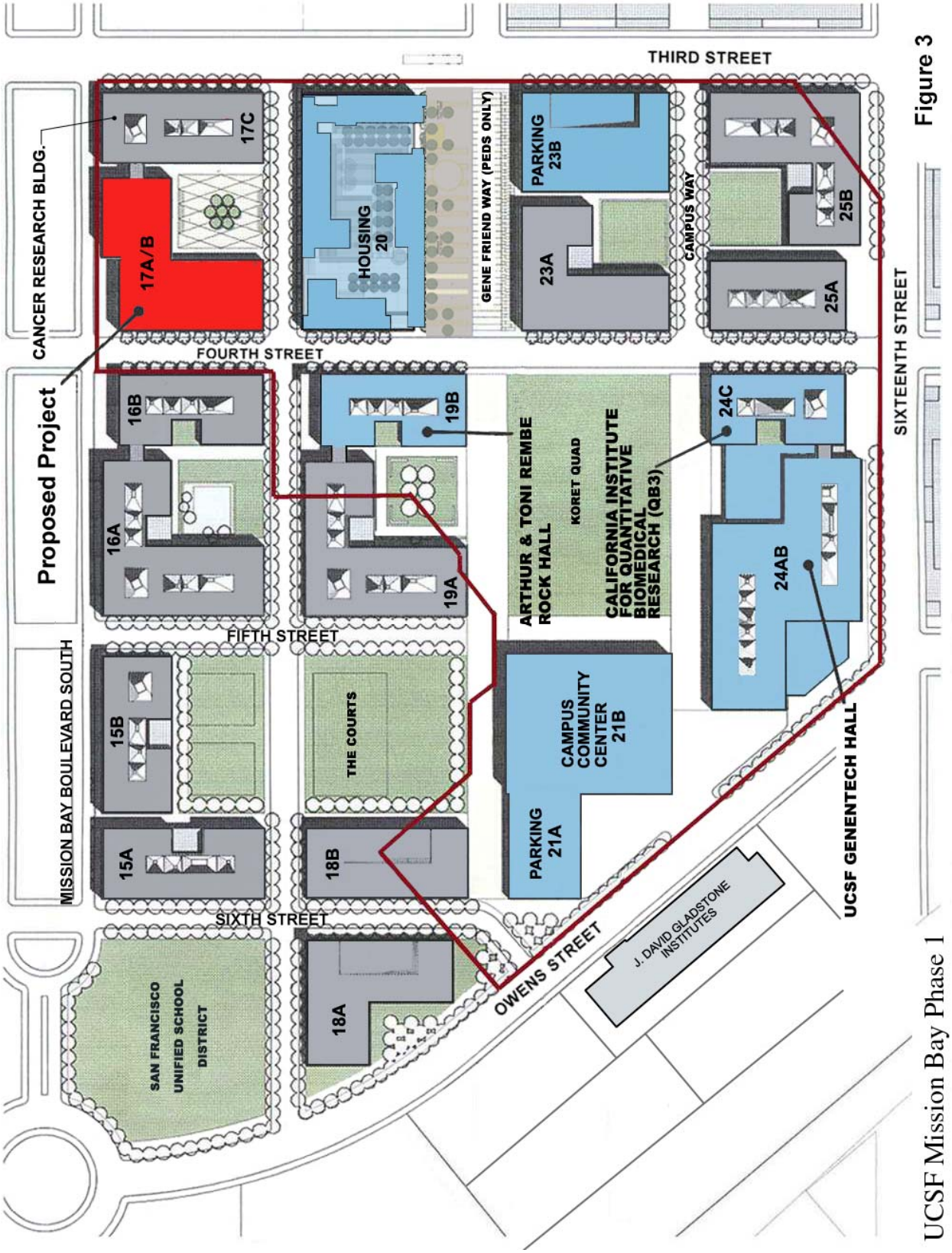
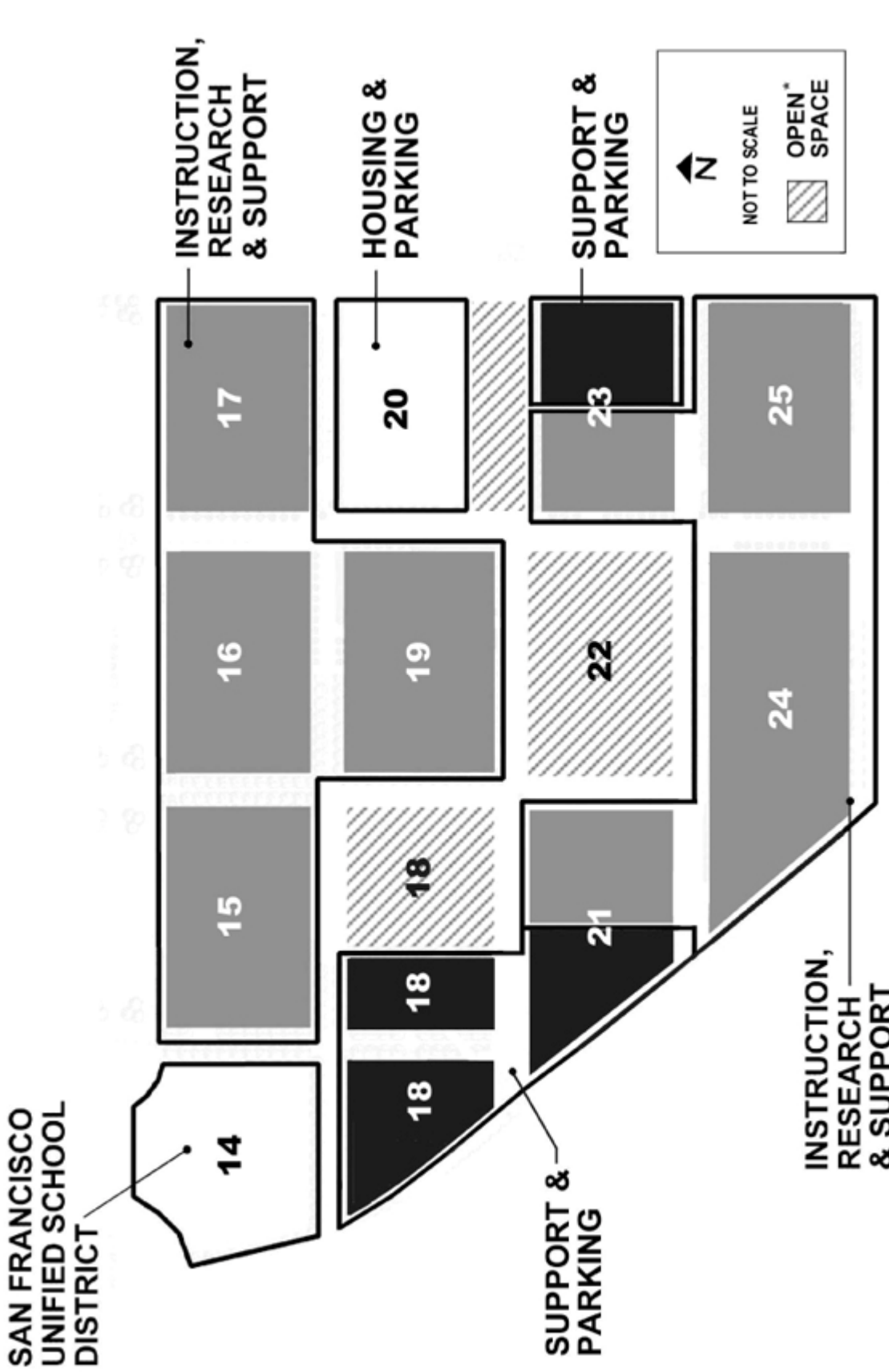


Figure 3

UCSF Mission Bay Phase 1

Figure 4
Cardiovascular Research Institute building 17 A/B
Northeast Elevation

Figure 5
Cardiovascular Research Institute building 17 A/B
Southwest Elevation



Mission Bay: Functional Zone Map **Figure 6**