

INITIAL STUDY AND ADDENDUM #6

**Cancer Research Building 17C
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
3333 California Street, Suite 11
San Francisco, CA 94143-0286

Contact: Environmental Coordinator
(415) 476-2911

October 20, 2004

Organization of Initial Study and Addendum # 6

This document is organized into the following sections.

Section I – Project Information: provides summary data about the proposed project.

Section II – Introduction: describes the criteria used in the Initial Study and Addendum.

Section III – Project Description: presents a description of the proposed project.

Section IV – Consistency with the 1996 LRDP and LRDP FEIR and LRDP SEIR: describes the relationship of the proposed project to development projections in the 1996 LRDP and LRDP FEIR and the relationship of the project to other referenced EIRs, particularly the LRDP SEIR.

Section V – Environmental Factors Potentially Affected: identifies any environmental factors that were determined to cause a new project-specific "Potentially Significant Impact" as indicated by the checklist.

Section VI – Determination: indicates what, if any, additional environmental documentation is required for the proposed project.

Section VII- Environmental Checklist: contains the Environmental Checklist form. The form is used to assist in evaluating the potential environmental impacts of the proposed project with respect to the LRDP FEIR and LRDP SEIR. The form identifies potential project effects as follows: (1) new potentially significant project impacts that were not adequately analyzed in the LRDP FEIR and LRDP SEIR, or previously identified significant impacts for which new feasible mitigation measures are available; (2) new less-than-significant impacts with mitigation incorporated; (3) environmental impacts of the proposed project that were adequately analyzed and mitigated in the LRDP FEIR and LRDP SEIR; (4) less-than-significant impacts of the proposed project without mitigation, and (5) effects of the proposed project that would not result in any adverse environmental impact.

This section also contains a summary of LRDP FEIR standards of significance, followed by an explanation of all checklist answers, impacts, and recommended LRDP FEIR and LRDP SEIR mitigation measures, as appropriate.

Section VIII – Mitigation Measures: summarizes LRDP FEIR and LRDP SEIR mitigation measures relevant to the project.

Section IX – Alternatives to the Project: summarizes the alternatives to the proposed research program under review.

Section X – Criteria for an Addendum: summarizes the conditions for preparing an addendum.

Section XI– Activity in Furtherance of a Redevelopment Plan: summarizes the relationship of the proposed project to Public Resources Code Section 21090.

Section XII– References: lists materials used to prepare this report.

UNIVERSITY OF CALIFORNIA
CAMPUS: San Francisco

I. PROJECT INFORMATION

1. Project title:
Cancer Research Building 17C, UCSF Mission Bay
2. Project location:
University of California, San Francisco, Mission Bay site
City and County of San Francisco
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 amended 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 No. 1, Mission Bay Housing Program, certified by The Regents on January 17, 2002 (State Clearinghouse Number 1995123032).

Copies of the 1996 LRDP, LRDP FEIR, LRDP Amendment No. 1, and LRDP SEIR are available at UCSF Campus Planning.

II. INTRODUCTION

Environmental Review and Approval

This Initial Study and Addendum #6 provides the California Environmental Quality Act (CEQA) environmental analysis for the proposed development of a portion of the Mission Bay site of the University of California, San Francisco (UCSF). 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 (State Clearinghouse Number 1995123032) is available for review during normal operating hours at UCSF Campus Planning, 3333 California Street, Suite 11, San Francisco. The LRDP FEIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines. The LRDP FEIR analyzed the implementation of UCSF uses and physical development at its existing sites and at potential new sites proposed under the LRDP through the year 2011-12. The LRDP FEIR also identified measures to mitigate the significant adverse project and cumulative impacts associated with the LRDP program for decompression, expansion and consolidation.

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 (Catellus), agreed to donate to The Regents approximately 43 acres of property in Mission Bay at the northwest corner of Sixteenth Street and Third Street. Two of three parcels of property have been transferred to The Regents, including five acres in November 1998 and 21.5 acres in July 1999. The remaining 16.5 acres are anticipated to be transferred to The Regents in the Fall of 2004.

Also 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, 1998.¹ 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 the new UCSF site south of China Basin Channel.² These Plans replaced the 1990 Mission Bay Plan that was evaluated in the Mission Bay Final Environmental Impact Report (1990 Mission Bay EIR).³ 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

¹ 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).

² 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.

³ Mission Bay Final Environmental Impact Report, certified by the City and County of San Francisco on August 23, 1990 (State Clearinghouse Number 1986070113).

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 No. 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). This Initial Study and Addendum #6 is based on and hereby incorporates by reference the LRDP FEIR and its approved addenda, the 1990 Mission Bay EIR, the Mission Bay Subsequent EIR, and the LRDP SEIR, as listed below:

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 FEIR Addendum No. 1, certified on March 19, 1999, which analyzes the construction and operation of Building 24A/B (Genentech Hall).
5. The LRDP FEIR Addendum No. 2, certified on May 17, 2000, which analyzes the construction and operation of Building 19B, Building 21B, Phase 1 Landscaping, Parking and Campus Infrastructure Improvements.
6. The LRDP SEIR, certified in January 2002, which defines functional zones for UCSF Mission Bay and evaluates a Mission Bay Housing Program for UCSF.
7. The LRDP FEIR Addendum No. 3, certified on March 14, 2002, which analyzes the construction and operation of the California Institute for Bioengineering, Biotechnology, and Quantitative Biomedical Research (QB3) Building on parcel 24C at Mission Bay, and the Building 21A Parking Garage.
8. The LRDP FEIR Addendum No. 4, certified on January 16, 2003, which analyzes the construction and operation of a student housing project on Block 20 at Mission Bay.
9. The LRDP FEIR Addendum No.5, certified on January 15, 2004, which analyzes the construction and operation of 1,180-space parking garage, to be built in phases on parcel 23B.

This Initial Study and Addendum #6 is intended to serve two purposes. First, pursuant to CEQA Guidelines Section 15168(c), this document analyzes the potential 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 project-specific environmental effects that were not previously examined in the LRDP FEIR and LRDP SEIR. If no new project-specific impacts would occur, and thus no new mitigation measures would be required, CEQA Section 15168(c) provides that the proposed project can be approved by The Regents as being within the scope of the project covered in the LRDP FEIR and LRDP SEIR.

Second, this document makes minor technical changes and additions to the LRDP FEIR in order to analyze the 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 and LRDP SEIR.⁴

The type of uses and buildings that were contemplated under the LRDP and analyzed in the LRDP FEIR and LRDP SEIR 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 Cancer Research Building 17C. All feasible project-level mitigation measures were included in the LRDP FEIR and LRDP SEIR, as summarized in Section VIII of this document.

This Initial Study and Addendum #6 determines that the proposed project development would not result in any environmental effects that were not examined in the LRDP FEIR and LRDP SEIR, and that the environmental effects that would result from the proposed project fall within the range of environmental impacts analyzed in the LRDP FEIR and the LRDP SEIR.

The LRDP and LRDP FEIR descriptions contemplated substantial development 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 LRDP FEIR was prepared during 1996 and certified in January 1997. It is therefore a recent environmental analysis of development of a UCSF site at Mission Bay, which is augmented by the Mission Bay Subsequent EIR prepared in 1998, the LRDP FEIR Addendum #1 analysis of Building 24A/B prepared in 1999,⁵ the LRDP FEIR Addendum #2 analysis of Building 19B, Building 21B, and Phase 1 Landscaping, Parking and Campus Infrastructure Improvements prepared in 2000,⁶ the LRDP SEIR analysis of LRDP Amendment No. 1, the Mission Bay Housing Program, the LRDP FEIR Addendum #3 analysis of Building 24C and Parking Garage Building 21A in 2002,⁷ the LRDP FEIR Addendum #4 analysis of the Block 20 Housing Project in 2003,⁸ and the LRDP FEIR Addendum #5

⁴ As with CEQA Guidelines Section 15168(c), Section 15164 relies upon the criteria of Section 15162.

⁵ Initial Study and Addendum #1 to the LRDP FEIR, March 5, 1999, certified by The Regents March 19, 1999.

⁶ Initial Study and Addendum #2 to the LRDP FEIR, May 5, 2000, certified by The Regents May 17, 2000.

⁷ LRDP Amendment #1 LRDP SEIR, certified by The Regents January 17, 2002; Initial Study and Addendum #3 to the LRDP FEIR, certified by The Regents March 14, 2002.

⁸ Initial Study and Addendum #4 to the LRDP FEIR, December 3, 2002, certified by The Regents January 16, 2003.

analysis of the Block 23B parking structure in 2004.⁹ The information contained in these documents is current and reliable.

This document analyzes the potential environmental effects associated with the Mission Bay Cancer Research Building 17C. The proposed project would be located along the eastern edge of the UCSF Mission Bay site, on the eastern portion of Block 17C. The site is bounded by Third Street to the east, UCSF Lane to the south, and the future Mission Bay Boulevard South to the north.

The Mission Bay Cancer Research Building 17C would be the eighth building to be constructed as part of the Phase 1 development of the overall UCSF Mission Bay site. Other developments previously approved under Phase 1 consist of Building 24A/B (UCSF Genentech Hall), Building 19B (Developmental Biology and Genetics Building), Building 21B (Campus Community Center), Building 21A Garage, Building 24C (QB3), the Block 20 Housing Project, and the Building 23B Garage. Existing and approved facilities in Phase 1 total 1,297,870 gsf, not including area devoted to parking, which does not count toward the 2,650,000 gsf space program.

III. 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 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. Mission Bay South, including the UCSF 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. UCSF's first building at the Mission Bay site, UCSF Genentech Hall on Block 24 parcel 24A/B, and the Genetics, Development and Behavioral Sciences building on Block 19 parcel 19B, are complete and occupied. The Campus Community Center / parking garage on Block 21, the Quantitative Biomedical Research building on Block 24 parcel 24C, the Housing Project on Block 20, and the parcel 23B Parking Structure on Block 23 are currently under construction.

2. Conditions of Land Transfer and Campus Master Plan

As a condition of the agreement to transfer the 43 acres to The Regents from Catellus and the City, The Regents and Catellus entered into Conditions, Covenants and Restrictions (CC&Rs) which govern the development of the campus site. (The agreement also applies to parcels owned by Catellus and others directly adjacent to the campus site.) The CC&Rs requirements address such issues as screening, utility

⁹ Initial Study and Addendum #5 to the LRDP FEIR, November 25, 2003, certified by The Regents January 15, 2004.

undergrounding, view corridors, access, open space, building heights over percentage of area, building streetwalls, signs, lighting, building form/design, parking ratio and landscaping.

In addition, it is anticipated that all UCSF development at Mission Bay would 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 should be composed of a hierarchy of open spaces linked together to create pedestrian movement through the site.

Additionally, the 1996 LRDP provided for an illustrative layout for the basic distribution of land uses to guide physical development within the Mission Bay site. These “functional zones” were amended in the Long Range Development Plan Amendment No. 1 to include housing as a new on-site use at UCSF Mission Bay. The proposed Cancer Research Building 17C would be consistent with the *Instruction, Research and Support* functional zone in which it would be located. Further, the project architects have followed the CC&Rs and have designed the Cancer Research Building 17C to be consistent with the CMPDG.

3. Proposed Project

The proposed Cancer Research Building 17C would occupy a portion of the eastern edge of the Mission Bay campus, on the east side of Block 17 adjacent to Third Street between the planned UCSF Lane and Mission Bay Boulevard South (see [Figures 1 through 3 at the end of this document](#)). The proposed project would provide wet laboratory research space for expanding School of Medicine research programs in neurological surgery, urology, and Cancer Center related research. In addition to wet lab space, space would be provided for laboratory support, desktop research, office/administrative support space, a vivarium, and logistics space. The proposed structure would be approximately 162,000 gsf, five stories, about 85 feet tall overall (109 feet to the top of rooftop mechanical screens), and would step down on the north side to 50 feet according to the provisions of the Mission Bay Master Plan (see [Figures 4 and 5 at the end of this document](#)). The front pedestrian entrance to the building would be located on Third Street. Approximately 475 employees would occupy the building. No parking would be provided in the building. Instead, parking demand associated with the building is expected to be met in on-campus parking garages or in nearby surface parking lots. Four off-street loading spaces would be provided on the south side of the building, with access from UCSF Lane.

The Cancer Research Building has been designed consistent with the CMPDG. As mentioned, the 5-story concrete structure would step down to 50 feet on the north side in response to the CMPDG. Vertically, the building would be organized with a base, middle, and parapet. In plan, the rectangular form would be

composed of two interlocking 'Ls' that would house the labs and offices. The exterior would be clad in two shades of travertine at the labs (west and south sides) and the offices (east and north sides) would be clad in metal and glass. Similar to other buildings at Mission Bay, the windows would be tinted to reduce glare. The windows would also include sunshades, and metal panels would be painted and louvered. A cable and truss supported glass skylight gives volume and definition to the atrium space which functions as the central communicating circulation core. The rooftop includes metal fume hood exhaust stacks and metal panel clad enclosures to screen mechanical equipment.

The proposed project would comply with the *Systemwide Green Building Policy and Clean Energy Standard* approved by The Regents at their meeting of July 2003, as well as with the *Presidential Policy for Green Building and Clean Energy Standards* dated June 16, 2004. 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. Features include operable windows in the offices; use of natural lighting throughout the offices and labs; optimizing energy performance; radiant heating & cooling in the atrium; water use reduction through installation of waterless urinals; and construction waste diversion.

The building, while having a ground floor mechanical room of approximately 3,600 gross square feet with boilers and chillers, would make provision for connection to the Mission Bay infrastructure and would be designed for possible connection to a future central utility plant. The building would also have an emergency generator and associated fuel tank. In addition, a substantial pile foundation system, with piles deeper than previous Mission Bay research buildings, would be required due to the geotechnical conditions of the site. The reinforced concrete structure would be designed to mitigate vibration due to the sensitivity of laboratory equipment and proximity to the planned Third Street Light Rail system.

4. Project Objectives

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

- Establish a major new campus site at Mission Bay with facilities to provide space for decompression of overcrowded existing programs, particularly at Parnassus Heights, expansion of programs in emerging fields of exploration and consolidation of dispersed units and programs. 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.
- Facilitate relocation of occupants from the seismically vulnerable or obsolete buildings at Parnassus Heights so that structures that are a hazard and/or extremely inefficient to operate can be demolished.
- Create a "critical mass" at the new campus site to promote the establishment of a cohesive intellectual community of related programs early in the development program, 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 17C construction to accommodate a “critical mass” of researchers who want to work in close proximity to each other.

- Arrange campus land uses on the site to reinforce academic and operational relationships. Optimize the design, placement and relationship of buildings on the site to meet the program needs of UCSF in the best way possible.
- Ensure that UCSF development 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, support and campus community uses at Mission Bay.
- Develop urgently-needed state-of-the-art clinical research laboratory space to facilitate the UCSF School of Medicine remaining a leading health science center.
- Relocate a portion of cancer research programs to Mission Bay, thereby allowing a consolidation and expansion of such facilities at Mission Bay and Parnassus Heights and furthering an emerging LRDP objective of integrating clinical and basic science research space.
- Locate cancer research facilities within the first contribution parcel at Mission Bay at a prominent campus gateway location to heighten visibility of this important clinical research activity.
- Locate buildings on sites that conform to the functional zones identified in the LRDP Amendment No. 1, January 2002.

5. Project Construction Schedule

Construction of the Cancer Research Building is scheduled to begin in March 2005 and would be scheduled for occupancy by December 2007.

As indicated in the LRDP FEIR, noise generated from construction activities would 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 exploring options 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).

Currently, various hospital replacement scenarios are being discussed that involve building new hospital facilities at two UCSF campus locations: Parnassus Heights and Mission Bay. UCSF has initiated meetings with community groups and the necessary government agencies. The currently preferred plan is to construct a specialty-care hospital (women's, children's, and cancer) of about 250 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. Construction of hospital facilities at Mission Bay would require UCSF's acquisition of additional land at Mission Bay, potentially the block directly south of 16th Street and the UCSF Mission Bay campus site. The Regents has authorized the land acquisition pending completion of the real estate transaction. The additional land would be for either the construction of new hospital facilities or for other campus buildings if the hospital were proposed on the existing Mission Bay campus site, thereby displacing existing campus land slated for research buildings.

A Long Range Development Plan (LRDP) Amendment No. 2 and CEQA review process for hospital replacement planning are being undertaken at this time and will be completed in early 2005, however, no firm development plans have been made to date. Environmental impacts of the hospital replacement scenarios will be fully evaluated in the EIR currently being prepared.

Parnassus Housing and Childcare Center

As described in the 1996 LRDP, UCSF is evaluating opportunities to increase the student housing supply at the Parnassus Heights campus. The housing implementation plan would renovate several houses along Fifth Avenue and construct new housing on Parnassus Avenue and Irving Street. A total of about 60 new units would be developed. In addition, a new childcare facility on Kirkham Street would be constructed to serve up to 100 children. The existing Lucia Childcare Center on Parnassus Avenue would be re-used for other youth programs. An EIR for these projects has been proposed and construction is projected to be in phases, with the first projects on 5th Avenue beginning in Fall 2004.

IV. 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 instead were in addition to the space program.

LRDP Amendment No. 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 1,297,870 gsf have been built and/or approved to date at UCSF Mission Bay. With the construction of the proposed Cancer Research building, another 162,000 gsf would be developed. In total, about 1,459,870 gsf, or about 55% of the 2,650,000 space program would be developed. This would leave about 1,190,130 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	Cancer Research Bldg. 17C	Total to Date
Instruction	160,000	17,000	0	17,000
Research	1,220,000	568,000	115,630	683,630
Support:				
Academic Support	265,000	49,000	30,950	79,950
Administration	265,000	87,325	6,140	93,465
Campus Community	170,000	155,895	0	155,895
Logistics	170,000	20,650	9,280	29,930
Housing	<u>400,000</u>	<u>400,000</u>	<u>0</u>	<u>400,000</u>
Subtotal Support	1,270,000	712,870	46,370	759,240
TOTAL /b/	2,650,000	1,297,870	162,000	1,459,870
Parking Structures /c/		440,950	0	440,950

/a/ As revised by LRDP Amendment No. 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 project use is consistent with the functional zone map (see Figure 6 at the end of this document) as approved by The Regents in January 2002.

LRDP Population Projections

According to the LRDP, the average daily population at Mission Bay would grow to approximately 9,100 faculty, staff, students, patients, and visitors over the 15-year LRDP horizon to approximately 2010. With LRDP Amendment No. 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. The proposed project would add about

475 employees. In total, the approved Phase 1 development of the UCSF Mission Bay campus, including the proposed project, would be occupied by about 3,313 people, including about 720 housed students.

The LRDP calls for a relocation over time of UCSF employees from Parnassus Heights to other UCSF sites, including Mission Bay. LRDP projects at Parnassus Heights include demolition of obsolete structures such as UC Hall and new construction of smaller research facilities. It is anticipated that new and released space at Parnassus Heights will be refilled through recruitment of new faculty but presumably at a lesser density ratio than the current overcrowded conditions.

LRDP FEIR Cumulative Analysis

The LRDP FEIR and the LRDP SEIR contain cumulative analyses of future changes at Mission Bay over a 15-year planning horizon. 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 No. 1 included several actions that would add new facilities. The proposed project contributes to the cumulative impacts evaluated in the LRDP FEIR and LRDP SEIR, but will not result in those impacts being more severe than as described in the LRDP FEIR and LRDP SEIR. Other than the adoption of the LRDP Amendment No. 1 to provide on-site housing, 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 and LRDP SEIR remain valid. Additionally, there are no other significant changes from conditions analyzed in the Mission Bay SEIR, including the cumulative analysis, which considered development and operation of the Giants Ballpark.

As discussed under Other UCSF Activities – Hospital Replacement Planning, a separate EIR is being prepared for various hospital replacement scenarios at the Parnassus Heights, Mission Bay, and Mount Zion sites. Potential physical effects on the environment resulting from the hospital replacement project, including cumulative impacts analyses, will be discussed in that EIR.

V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology & Soils
<input type="checkbox"/>	Hazards/ Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance		

As discussed in Section VII below, none of the environmental factors that were analyzed for this project would have a project impact that would be a “Potentially Significant Impact” as indicated by the checklist on the following pages. Therefore none of the boxes above has been checked.

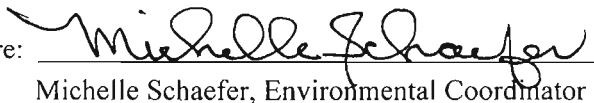
The Initial Study prepared for the LRDP SEIR found several topics to be sufficiently covered by the LRDP FEIR. No further analysis was required in the LRDP SEIR and no further discussion is provided in this Initial Study and Addendum #6 in the areas of Agricultural Resources, Biological Resources (Vegetation & Wildlife), Cultural Resources, Hydrology & Water Quality, Noise, Mineral Resources, Population & Housing, and Recreation.

VI. 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 examined at a sufficient level of detail in the LRDP FEIR and/or LRDP SEIR 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 (4) 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 Initial Study and Addendum #6 indicates that the proposed project may incrementally contribute to significant environmental impacts previously identified in the LRDP FEIR and LRDP SEIR, but will not result in those impacts being more severe than as described in the LRDP FEIR and LRDP SEIR. Further, the proposed project will result in no new significant impacts other than those previously identified in the LRDP FEIR and LRDP SEIR. No new mitigation measures, other than those previously identified in the LRDP FEIR and LRDP SEIR, are imposed on the proposed project. No further environmental documentation is required; therefore, FINDINGS consistent with this determination will be prepared.

Signature:



Michelle Schaefer, Environmental Coordinator

Date: October 20, 2004

VII. EVALUATION OF ENVIRONMENTAL IMPACTS

Overview

The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project with respect to the LRDP FEIR and LRDP SEIR. The form identifies potential project effects as follows: (1) **Potentially-Significant Impact** is an effect which is substantial based on the significance criteria. If there are one or more “Potentially Significant Impact” entries in the checklist form, an EIR is required; (2) **Less Than Significant with Mitigation Incorporated** applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” If there are any entries under this column in the checklist form, the Initial Study will include mitigation measures and briefly explain how they reduce the effect to a less-than-significant level; (3) **Impact for which LRDP/Program EIR is Sufficient** applies where the impacts of the project were adequately addressed and mitigated to the extent feasible in the LRDP FEIR and/or LRDP SEIR (or other Program EIR); (4) **Less-Than-Significant Impact** applies where the effects of the project create only less-than-significant impacts and no significant impacts; (5) **No Impact** applies 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 or LRDP SEIR 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 or LRDP SEIR; and (2) impacts considered significant and unavoidable in the LRDP FEIR or LRDP SEIR. As to the first category, no further analysis is required since the LRDP FEIR, LRDP SEIR and associated mitigation measures would reduce all project-level impacts to less than significant for all projects within the LRDP or LRDP Amendment No. 1, including the proposed project. Impacts identified as significant and unavoidable in the LRDP FEIR or LRDP SEIR 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 or LRDP SEIR 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 or LRDP SEIR 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 or LRDP SEIR 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 Initial Study and Addendum #6. 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 or LRDP SEIR mitigation measures adopted as conditions of approval. (See Section VIII, Summary of LRDP FEIR and LRDP SEIR 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
1. AESTHETICS -- Would the project:					
a) Have a substantial adverse effect on a scenic vista?	_____	_____	<u> X </u>	_____	_____
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	_____	_____	_____	_____	<u> X </u>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	_____	_____	<u> X </u>	_____	_____
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	_____	_____	_____	<u> X </u>	_____
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?	_____	_____	_____	<u> X </u>	_____

Summary of LRDP FEIR Impacts and Standards of Significance:

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 only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1, which was thoroughly analyzed in the LRDP SEIR. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

According to the LRDP FEIR, the LRDP would have a significant impact on visual quality if proposed LRDP development and uses would:

- create a substantial, demonstrable negative aesthetic effect;
- compromise preservation of important public views;
- produce light and glare that may substantially disturb activities in adjacent areas; or
- substantially reduce sunlight or increase shadows in public open spaces.

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,¹⁰ 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 LRDP FEIR concludes that implementation of these guidelines would avoid significant visual effects resulting from development of the UCSF site and these guidelines would apply to the proposed project.
- 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

¹⁰ LRDP FEIR, Volume II, Major New Site, Visual Quality, pages 477-478, 492-501.

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.

- 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 north side of the proposed structure would step down from 85 feet to 50 feet and include terraces. The west and south sides of the proposed research building would be clad in two shades of travertine, and the east and north sides would be clad in metal and glass. Vertically, the building would be organized with a base, middle and parapet, as expressed in massing and the change of façade materials. All of 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 design standards and guidelines for minimizing light and glare would apply to the proposed project and ensure that impacts would be less than significant. As discussed in the Project Description, the primary façade materials of the proposed project include two shades of travertine on the south and west sides of the building. The north and east sides would be clad in metal and glass. All windows would incorporate sunshades and tinted glass to minimize glare, and metal panels on the façade would be painted and louvered. These design features would ensure that 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. Implementation of 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 would depend 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 in all locations. 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 Cancer 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, development of the proposed project would not cause visual quality, shadow, or wind impacts that were not examined in the LRDP FEIR. Therefore, no further analysis of these impacts is required. Project-level impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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?	_____	_____	<u> X </u>	_____	_____
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)?	_____	_____	<u> X </u>	_____	_____
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)?	_____	_____	<u> X </u>	_____	_____
d) Expose sensitive receptors to substantial pollutant concentrations?	_____	_____	<u> X </u>	_____	_____
e) Create objectionable odors affecting a substantial number of people?	_____	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
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 (PM₁₀) 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 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 implementation of new technologies to reduce air toxics, particularly from diesel-fueled engines. For example, the new diesel-fueled generator in the proposed Cancer 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.

Since the certification of the LRDP FEIR, the only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1, which was thoroughly analyzed in the LRDP SEIR. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

According to the LRDP FEIR, a project would be considered to have a significant adverse impact on the environment if it would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollution concentrations. Therefore, the LRDP FEIR noted that the LRDP would have a significant adverse impact on the environment if the proposed LRDP development and uses would:

- cause total criteria pollutant emissions at or from any UCSF site (i.e., from both stationary and mobile sources) to equal or exceed the following thresholds:

Reactive Organics	80 lb/day
Nitrogen Oxides	80 lb/day
Particulate Matter (PM ₁₀)	80 lb/day
- induce mobile source carbon monoxide (CO) emissions at or from any UCSF site which would cause or substantially contribute to violations of the federal or state ambient CO standards; or
- expose receptors to toxic air contaminant emissions at or from stationary sources at any UCSF site 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.

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.

Discussion of Checklist Questions:

Construction and operation of Cancer Research Building 17C 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.¹¹

- 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,¹² PM₁₀ 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 and other Phase 1 development.

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

¹¹ LRDP FEIR, Volume II, Major New Site, Air Quality, pages 366-370.

¹² 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 moderate non-attainment for ozone and maintenance attainment for CO.

2.c) Because the proposed project would generate approximately 7.4% of the 12,100 new daily vehicle trips associated with the UCSF site at Mission Bay, it would generate about 9 lb/day of NO_x and 16 lb/day of PM₁₀. Together with other approved Phase 1 projects, the total Phase 1 contribution to date would be about 41% of new daily vehicle trips, generating approximately 50 lb/day of NO_x and 90 lb/day of PM₁₀. 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 NO_x and 217 lb/day of PM₁₀.¹³ 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 in 1998. 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

¹³ Emissions of ROG would be 67 lb./day, or less than significant.

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 Cancer Research building would be even more remote. As the proposed Cancer Research building progresses in design, further studies will be undertaken to confirm that TAC emissions from the proposed building do not exceed the standard of significance or cause near-field significant impacts to sensitive receptors. If these further studies indicate potentially significant impacts could result, the proposed building systems design would be modified accordingly to ensure that exposure to toxic air contaminants would be less than significant.

The proposed Cancer Research building would represent about 9 % of the biomedical research uses that the LRDP FEIR analyzed and, therefore, toxic air contaminant emissions impacts generated from the Cancer 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 and LRDP SEIR. 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 Cancer 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 examined in the LRDP FEIR and LRDP SEIR. Therefore, no further analysis of these impacts is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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_____	_____	_____

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
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?	_____	_____	_____	_____	<u> X </u>
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?	_____	_____	<u> X </u>	_____	_____

Summary of LRDP FEIR Impacts and Standards of Significance:

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 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

The LRDP FEIR noted that the LRDP would have a significant adverse impact on the environment if the proposed LRDP development and uses would:

- result in exposing people or structures to increased risk related to major geologic hazards, such as substantial surface rupture, groundshaking, liquefaction, slope failure or landslides;
- expose 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;
- locate structures in an Alquist-Priolo Earthquake Fault Zone; or
- locate structures on soils that are likely to collapse or subside, or that exhibit expansive characteristics that could substantially damage foundations or structures.

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.¹⁴ The LRDP FEIR incorporated the City's mitigation program as requirements for UCSF development in Mission Bay.¹⁵ 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 cast-in-place reinforced concrete structure with lateral resistance provided by a dual system of ductile reinforced concrete moment frames and shear walls. This building system was selected to minimize vibration and disturbance to project occupants from the adjacent Third Street Light Rail. The foundation would be precast piles driven to an approximate depth of 80 to 120 feet.

Piles would be driven somewhat deeper than previous Mission Bay research buildings because the location of the proposed project would be further east than other UCSF Mission Bay research buildings, and stable soils would be located at depths somewhat greater than for previous buildings. Pile driving activities, however, would not be noticeably different than for other buildings on the campus, and would not result in environmental impacts not identified in the LRDP FEIR, as discussed below.

Proposed pile-driving could result in temporary vibration and disturb occupants of nearby buildings. The building nearest the project site would be the Block 20 Housing project, currently under construction to the south across UCSF Lane. Construction of the proposed research building, and thus pile-driving for foundation, would begin in the Spring of 2005. The Block 20 Housing project would begin to be occupied about mid-2005, after construction of the research building would begin. Every effort would be made to conclude pile driving before the Block 20 Housing project is occupied. However, should pile-driving still be occurring at the time that the Block 20 Housing project is beginning its occupancy, there could be occupants of the housing project that would be disturbed by vibration from pile-driving. Implementation 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 by the proposed project.

Other buildings in the area that would be occupied during pile-driving activity, such as Buildings 19B, 24A/B, 24C, and the Campus Community Center, would be one or more blocks away from the

¹⁴ 1990 Mission Bay FEIR, Volume II, pages VI.N.7-8.

¹⁵ LRDP FEIR, Volume II, Major New Site, Geology and Seismicity, pages 401-404, 408-410.

project site. Due to their distance from the project site, impacts from vibration would be limited and would unlikely affect occupants or equipment of those buildings.

The MUNI Third Street Light Rail project is currently under construction directly east of the project site, and is planned to begin service in the Fall of 2005. As such, pile driving for the proposed project would be completed by the time MUNI light rail service begins on Third Street. There are no other uses adjacent to the project site that would be affected by vibrations from construction of the proposed project. As discussed in the Project Description, the proposed Cancer Research building would be constructed of reinforced concrete and would be designed to mitigate vibration effects on building occupants and sensitive equipment due to the planned Third Street Light Rail system.

- 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 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 geoseismic 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 Phase 1 development would comply with applicable legal requirements regarding geo-hazards and soil conservation. This would be a less than significant impact.

Based on the above discussion, the development of the proposed project would not result in geology, soils, and seismicity effects not examined in the LRDP FEIR, and therefore no further analysis of these impacts is required. Project-level impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/Program EIR is Sufficient	Less Than Significant Impact	No 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?	_____	_____	_____	_____	<u>X</u>
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?	_____	_____	<u>X</u>	_____	_____
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	_____	_____	<u>X</u>	_____	_____
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <u>Government Code Section 65962.5</u> ("Cortese List") and, as a result, would it create a significant hazard to the public or the environment?	_____	_____	<u>X</u>	_____	_____

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
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?	_____	_____	_____	_____	<u> X </u>
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?	_____	_____	_____	_____	<u> X </u>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	_____	_____	_____	_____	<u> X </u>
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?	_____	_____	_____	_____	<u> X </u>

Summary of LRDP FEIR Impacts and Standards of Significance:

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 only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1 to include on-site housing, which was thoroughly analyzed in the LRDP SEIR.

Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios of that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

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.

For the purposes of impact evaluation, the LRDP FEIR noted that the LRDP would have a significant adverse impact on the environment if proposed LRDP development and uses would:

- create a substantial public health and safety hazard through release of emissions or undue risk of upset of hazardous materials related to human and environmental health and safety;
- involve the use, production or disposal of materials in a manner that poses a hazard to people or animal or plant populations in the area affected;
- interfere with emergency response plans or emergency evacuation plans; or
- fail to comply with applicable laws and regulations.

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.¹⁶

- 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 adjacent to 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

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.

- 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 Catellus Development Corporation 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 Catellus or, in the alternative, UCSF to: a) prepare a risk assessment for 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

¹⁶ LRDP FEIR, Volume II, Major New Site, Hazardous Materials, pages 385-390, 396-399.

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 2001 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 and therefore would not result in a safety hazard for people residing or working in the project area.
- 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, development and operation of the proposed project would not cause any significant hazards and hazardous materials effects that were not examined in the LRDP FEIR and LRDP SEIR. Therefore, no further analysis of these impacts is required. Project-level impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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 and Standards of Significance:

Pursuant to the University of California's constitutional autonomy, development and uses on property owned or leased by the University that are in furtherance of the University's educational purposes are not subject to local land use regulation. However, UCSF reviews local land use policies as planning guidelines and as the basis for determining land use and planning impacts under CEQA. Further, UCSF cooperates with local planning agencies in matters of mutual concern. Based on these policies, the LRDP FEIR provided that the LRDP would have a significant adverse land use or planning impact if the proposed LRDP development and uses would:

- substantially conflict with the adopted environmental goals, plans and policies of the local planning jurisdiction;

- substantially conflict with the use designations, height and bulk, and density restrictions of local zoning; or
- be substantially incompatible with existing land uses.

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 No. 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. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

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 projects north of the Channel are completed or nearing

completion. A new commercial office structure is complete east of the campus across Third Street, and construction is in progress for a new research facility on the parcel immediately west of the UCSF Mission Bay site across Owens Street.

Completed and occupied buildings on the UCSF Mission Bay campus site include UCSF Genentech Hall (Block 24, parcels A/B) and the Genetics, Development and Behavioral Sciences building (Block 19, parcel 19B). The Campus Community Center and parking garage on Block 21, the Quantitative Biomedical Research building on Block 24 parcel 24C, and the Housing Project on Block 20 are currently under construction. The proposed Cancer Research building on Block 17 parcel 17C 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 and in the Mission Bay Subsequent EIR. The proposed research building would be about 162,000 gsf. The proposed project would consist of about 6 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 Phase 1 Buildings 24A/B, 19B, 21B, 24C, and 20 total new construction would provide approximately 1,459,870 gsf, or about 55% 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 and the LRDP SEIR.

The proposed project would include approximately 475 employees. This population represents about five 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 2,842 people for approved projects, the total Phase 1 UCSF population would be approximately 3,317 people, which represents about 36% of the total UCSF population at UCSF Mission Bay at buildout of Phase 1. The projected population therefore falls within the scope of the program described in the LRDP FEIR and LRDP SEIR. 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 No. 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 Cancer Research building would be at the location envisioned by the LRDP functional zones for research and support uses. 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. Therefore no impact would result.

Based on the above discussion, development of the proposed project would not cause any land use effects that were not examined in the LRDP FEIR or LRDP SEIR, and therefore no further analysis of these impacts is required. Project-level land use impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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 and Standards of Significance:

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 only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1, which was thoroughly analyzed in the LRDP SEIR. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

According to the LRDP FEIR, the LRDP would have a significant adverse impact on public services if the proposed LRDP development and uses would:

- require additional service resources to avoid reductions in service elsewhere, thus significantly affecting the physical environment, including human health and safety;
- require a substantial increase in the demand for police or fire service such that meeting the demand would require additional staff, vehicles, equipment or stations in excess of what is planned by local jurisdictions; or,
- generate a substantial increase in student enrollments that causes secondary environmental impacts resulting from the construction of new classrooms or new schools or from increased busing.

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).¹⁷

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 475 employees. Other approved Phase 1 buildings would bring the total population to about 3,317, and therefore would require the addition of 3 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, 16 hours on weekdays and 8 hours on weekends. Along with increased staffing levels, service will increase to 24-hours per day in August 2005 to meet anticipated demand. Phase 1 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. UCSF would landscape over 8 acres of open space in connection with the UCSF site at Mission Bay, including about 6 acres as part of Phase 1.

With respect to schools, the LRDP FEIR indicates 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 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 Phase 1 development plus the proposed project

would represent about 36 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 Phase 1, 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, construction and operation of the proposed project would not cause public services impacts that were not examined in the LRDP FEIR or LRDP SEIR. Therefore, no further analysis of these impacts is required. Project-level impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/Program EIR is Sufficient	Less Than Significant Impact	No 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_____

¹⁷ LRDP FEIR, Volume II, Major New Site, Public Services, pages 453-455, 459-460.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	_____	_____	_____	_____	<u> X </u>
e) Result in inadequate emergency access?	_____	_____	_____	_____	<u> X </u>
f) Result in inadequate parking capacity?	_____	_____	<u> X </u>	_____	_____
g) Conflict with applicable policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	_____	_____	_____	_____	<u> X </u>
h) Exceed the applicable LRDP or Program EIR standard of significance by causing substantial conflict among autos, bicyclists, pedestrians, and transit vehicles?	_____	_____	_____	<u> X </u>	_____
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?	_____	_____	<u> X </u>	_____	_____

Summary of LRDP FEIR Impacts and Standards of Significance:

The LRDP FEIR contained an extensive discussion of the potential traffic impacts of developing the UCSF site at Mission Bay.¹⁸ It analyzed the potential effects that could result from development of 2,650,000 gs 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 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 only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1, Mission Bay Housing Program, which was thoroughly analyzed in the LRDP SEIR. Traffic impacts associated with LRDP Amendment No. 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. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios of that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

The LRDP FEIR provided that the LRDP would have a significant adverse impact on traffic, circulation and parking conditions if the proposed LRDP development and uses would:

- cause the corridor level of service to drop during the peak hour below acceptable levels of service based on local traffic standards, or would cause a corridor already operating at an unacceptable level of service to further deteriorate during the peak hour to an extent determined to be significant by local traffic standards (if no local traffic standard exists, a drop in service level below Levels of Service (LOS) D, or if service levels are already below D, a deterioration of 0.01 or more in volume-to-capacity (v/c) ratio, will be considered significant);

¹⁸ LRDP FEIR, Volume II, pages 344-352.

- generate projected transit demand that transit systems would not be able to accommodate; or
- cause substantial bicycle/pedestrian/vehicle conflicts.

The LRDP FEIR also contains a significance standard if LRDP development would “generate projected parking demand that would exceed the proposed parking supply.” The LRDP SEIR acknowledges that *San Francisco General Plan* policies emphasize the importance of public transit use and discourages the provision of facilities that encourage automobile uses. Therefore, the creation of parking demand that cannot be met by existing or proposed parking facilities would not be considered a significant environmental effect in San Francisco. However, the City would generally consider whether the unmet parking demand would result in other significant physical effects or hazardous conditions.

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 by the City for the Giants Ballpark EIR and the Mission Bay Subsequent EIR, bringing cumulative projections forward to year 2015 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, and the City.

The transportation effects of the Mission Bay development upon area intersections in year 2015 were determined by the City by calculating the daily person trips generated by different types of land uses. The UCSF site was considered to be one of five “subareas” and was assumed to generate 1,622, or 8.5%, of the Mission Bay area PM peak hour vehicle trips.¹⁹ This is consistent with the LRDP FEIR projections. As with the LRDP FEIR, the Mission Bay Subsequent EIR concludes that cumulative traffic contributions to area freeways are significant. In addition, a total of 41 intersections were analyzed, with buildout of the UCSF subarea assumed to occur by 2010 and buildout of other subareas by 2015. Three existing intersections would decline to LOS E or F under future cumulative conditions, but all three intersections could be mitigated to LOS D or better conditions through construction of street improvements. All study intersections would operate at LOS D or better after implementation of the mitigation.²⁰ The City adopted these measures as part of the Redevelopment Plan approvals and it is the obligation of Catellus to implement the mitigation; thus, with mitigation, no significant impacts on existing intersections would result from the Mission Bay development, including UCSF development.

The LRDP SEIR further evaluated whether UCSF’s revised space program with housing would result in significant traffic impacts not identified in the LRDP FEIR. The LRDP SEIR found that the total number of p.m. peak-hour vehicle trips would increase slightly with the revised space program, but noted that additional p.m. peak-hour trips from residential uses would be in the non-peak direction, as compared to trips associated with the former non-residential uses, which favored the peak direction. It was determined that the revised space program would not cause levels of service at study intersections to deteriorate from those levels identified in the LRDP FEIR. Therefore, the LRDP SEIR found that the revised space program would have effectively the same impacts on traffic conditions as those identified in the LRDP FEIR.

Traffic analysis conducted in November 2003 for Addendum #5 for a parking structure on Block 23B included evaluation of an interim period to 2007, prior to the opening of 4th Street to the north from UCSF Lane to Mission Bay Boulevard South. That analysis assumed the currently proposed project, Building 17C, would be operational by 2007, as is still proposed. The results of that traffic analysis revealed that the unsignalized intersection of Fourth and 16th Streets would operate at an unacceptable level of service,

¹⁹ Mission Bay Subsequent EIR (State Clearinghouse Number 1997092068), p. D.35.

²⁰ The three intersections are Brannan Street at Seventh Street (LOS B to E), Townsend at Seventh (LOS B to F), and Townsend at Eighth (LOS B to E). Mitigation measures call for restriping to add travel lanes and for the elimination of the Eighth Street traffic circle.

as anticipated in the Mission Bay SEIR. According to the 2003 analysis, either Fourth Street would need to be extended to the north, or the installation of a traffic signal at Fourth and 16th Streets would be warranted, sometime before 2007.

As shown by this updated transportation information, local transportation impacts of UCSF uses at Mission Bay are adequately analyzed in the LRDP FEIR and LRDP SEIR. Furthermore the proposed project is consistent with the LRDP FEIR and LRDP SEIR. The 2003 traffic analysis discussed above provides more detailed information with regard to Fourth Street. The regional, area-wide cumulative impacts of the project are already adequately addressed in the certified LRDP FEIR and LRDP SEIR.

Transportation Impacts

Trip Generation

Traffic from the proposed project would represent an estimated 4.8% 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 4.8% of the v/c deterioration estimated in the LRDP FEIR. In total, Phase 1 approved projects would constitute about 41% 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.

Cancer Research Building 17C would be a research facility of approximately 162,000 gsf to be occupied by up to 475 researchers and staff members. Accounting for absenteeism and visitors and vendors, the average weekday population would be about 453. 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.

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	46	11%	41	2.23	91	10%	82	12
Staff	429	11%	382	2.23	851	10%	766	115
Visitors	21	0	21	2	42	0	42	6
Vendors	9	0	9	2	18	0	18	3
Total	505		453		1,002		908	136

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 Phase 1 buildings will not be included in this analysis for Building 17C. Prior analyses for Phase 1 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, by the time the proposed Building 17C becomes occupied in 2007, the Third Street Light Rail, which will include a station adjacent to the pedestrian Plaza, will be fully operational, as well as carpools and vanpools. Therefore, the current analysis for the proposed Building 17C 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 2007 (discussion of TDM programs follows later in this transportation analysis). UCSF is already aggressively implementing a shuttle program between its Parnassus Heights and Mission Bay sites, with stops at the 16th Street and Powell Street BART Stations.

Table 3
Mode Split Proportions – Building 17C

	PM Peak Person Trips	Drive Alone		Drop-Off		Carpool		Vanpool		MUNI		Other Transit		Bicycle		Walk		PM Peak Vehicle Trips
		%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	
Faculty	12	59	7	5	1	11	1	4	1	6	1	7	1	2	0	6	1	9
Staff	115	36	41	5	6	15	17	9	10	21	24	5	6	2	2	7	8	63
Visitors	6	59	4	5	0	11	1	4	0	6	0	7	0	2	0	6	0	4
Vendors	3	100	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	136		55		7		19		11		25		7		2		9	79

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 79. Together with the remainder of approved Phase 1 development, the total PM peak hour vehicle trips to date would be roughly 940. This represents about 58% 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 Catellus. Mission Bay South was projected to generate 10,738 PM peak hour vehicle trips at buildout, with UCSF contributing 15% of those trips. Thus, the trip generation from the proposed project would represent roughly 0.7% of overall Mission Bay South trips. The trip generation from Phase 1, including the proposed project, would represent roughly 8.8% 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. UCSF development through Phase 1 along with the proposed project is expected to generate about 940 PM peak hour trips. Therefore, when the development of the Catellus portion of the Mission Bay South area is sufficient to generate 1,660 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 and the City and County of San Francisco.²¹ 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.

²¹ 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.

As discussed, 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 currently proposed project, 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. 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 prior to year 2005 is provided primarily by MUNI with the #15-Third route on Third Street, with a detour onto Sixteenth Street and Seventh Street at the UCSF Mission Bay campus site during the construction of the Third Street Light Rail. The #15-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 #15-Third continues north across Market Street, providing access to BART and MUNI lines on Mission and Market Streets. The N-Judah line extension now connects between Fourth/King and Parnassus Heights. 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 2005-2009 time period.²²

One of MUNI's major new projects, assumed in the LRDP FEIR to be in place at campus buildout, is the light rail extension on Third Street from the China Basin channel to the CalTrain Bayshore Station. This new light rail line would operate as an extension of the J-Church 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. Construction of the light rail line began at the north end of the line in mid-2002 and is to be completed in all segments by Fall 2005. Therefore, light rail transit would be completed and operational at the time the proposed project is opened for initial occupancy. MUNI anticipates that additional light rail capacity will be needed on the Third Street line by the year 2008, and plans call for the provision of additional service at that point.

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 168; combined with the expected MUNI trips generated by approved Phase 1 buildings, the total new demand on MUNI would be about 1,470 daily trips, or roughly 43% of the LRDP FEIR forecast. This corresponds to about 25 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 screenlines 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

²² San Francisco Municipal Railway, Strategic Plan 2000: Short Range Transit Plan, December 1999.

utilization along any MUNI screenline. Thus, these trips can be accommodated within the capacity of the existing MUNI services available in the area during peak periods.

Screenline	Distribution of UCSF Trips		Capacity	Existing Ridership	Existing Utilization	Utilization with UCSF Trips
	%	#				
Northeast	27	28	4,931	3,047	62%	62%
Northwest	5	6	9,960	7,865	79%	79%
Southeast	42	54	4,211	3,871	92%	93%
Southwest	26	34	7,226	6,723	93%	93%
Total	129					

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 11 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 80 trips. This represents about 5% of the total pedestrian/bicycle trip generation estimated for the UCSF site in the LRDP FEIR (1,575 daily trips). Approved Phase 1 projects and the proposed project together would comprise about 49% 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 Phase 1 buildings, including the proposed project, which will include bicycle storage and a changing room. Given the provisions already committed, it is not anticipated that the pedestrian and bicycle trips generated by the proposed project and other Phase 1 projects 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 would facilitate an in-house carpool-rider matching service and would operate 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 is one City CarShare vehicle at the Millberry Union Parking Garage. Members reserve a vehicle

and pick up and return the car to the Garage. The program has been so successful that plans are to add another vehicle at Parnassus Heights, and UCSF has allotted a second parking space for that purpose. An average of 55 scheduled rentals are made per month, and there are approximately 20 regular users. City CarShare and UCSF also plan to open a new location at UCSF Mission Bay in the future.

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 10 P.M., Monday through Friday.
- (2) between Mission Bay and the Powell Street BART Station. Headways are approximately every half an hour, during the peak morning (7 A.M. to 10 A.M.) period and afternoon/evening (3:30 P.M. to 10:30), with another two runs at about 11:15 P.M. and 12 midnight, Monday through Friday.
- (3) night/local shuttle service by request in the Mission Bay vicinity, bounded by Potrero Avenue, 22nd, Third, and Townsend Streets, 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 in the early phases of Mission Bay development to reach Parnassus where a majority of their 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 145 spaces, and LRDP EIR Addendum #5 found that the now approved Phase 1 projects would generate a peak parking demand of approximately 1,656 parking spaces. In total, peak parking demand for the proposed project and approved Phase 1 projects would be about 1,800 spaces.

Table 5 Peak Parking Demand Building 17C				
Categories	Average Weekday Population	Daily Parking Demand	Peak Parking Demand Rate	Peak Parking Demand
Faculty	41	24	0.84	20
Staff/Students	382	137	0.84	115
Visitors	21	12	0.37	5
Vendors	9	9	0.6	5
Total	453	182		145
<i>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.</i>				

The planned supply of spaces would meet demand. The Building 21A parking garage would have 600 spaces, and Building 23B parking structure would have 1,180 parking spaces at full buildout, totaling 1,780 parking spaces. Both of these parking structures would be completed by the time Building 17C is occupied. Additionally, some surface parking lots would be available, such as on Blocks 17A/B and 25, and would satisfy the remainder of the demand to 2007. 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 begins service in the Fall of 2005, 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, Section B, during most phases of development at UCSF Mission Bay, including Phase 1, 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 for Phase 1, including the proposed project, 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 in Phase 1 and in nearby areas. The construction of the Third Street Light Rail is underway and will continue through early 2005, with construction of the Central Subway segment planned thereafter. Some overlap of construction activities between the Third Street Light Rail project and the construction of Phase 1 is expected. Additional overlap of construction activities is anticipated between UCSF and ongoing development of Catellus 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 Cancer Research Building 17C 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 on the above discussion, development and operation of the proposed project would not cause any traffic, circulation, parking or transit demand effects that were not examined in the LRDP FEIR.

Therefore, no further analysis of these impacts is required. Project-level impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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_____	_____	_____

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No Impact
h) Result in the wasteful, inefficient and unnecessary consumption of energy (see CEQA Statutes Section 21100(b)(3))?	_____	_____	<u> X </u>	_____	_____
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?	_____	_____	<u> X </u>	_____	_____
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?	_____	_____	<u> X </u>	_____	_____

Summary of LRDP FEIR Impacts and Standards of Significance:

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 only substantial change in the LRDP project is the adoption of LRDP Amendment No. 1, which was thoroughly analyzed in the LRDP SEIR. Since certification of the LRDP FEIR and LRDP SEIR, 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. As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning

activities, and the impacts of possible future development scenarios of that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

The LRDP would have a significant adverse impact on utilities and infrastructure if the proposed LRDP development and uses would:

- require substantial expansion of wastewater treatment and distribution capacity beyond that planned by local jurisdictions;
- use potable water in a wasteful manner or increase consumption of potable water to the extent that substantial expansion of water supply, treatment or distribution facilities is required;
- create a substantial increase in local solid waste generation that would require the expansion of solid waste disposal facilities beyond foreseeable capacity;
- result in the use of large amounts of energy, oil or natural gas in a wasteful manner, or create energy demand that exceeds the energy supplier's existing and planned energy capacity; or,
- require the development of new sources of energy.

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.²³ 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.²⁴

The proposed project would contain about 6% (not including parking area) of the total gsf of all UCSF uses at the Mission Bay site and would have about 5% of the total UCSF employee population for the site at Mission Bay. To date, this would bring Phase 1 development to 36% of the total UCSF population at Mission Bay and 55% of total gsf at UCSF Mission Bay. Therefore, depending on whether the potential utility and infrastructure impacts are based on users or gsf, Phase 1 would be responsible for between 36% and 55% 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 0.03 million gallons per day, and the Phase 1 total, including the proposed project, would use about 0.28 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 0.028

²³ LRDP FEIR, Volume II, Major New Site, Utilities and Infrastructure, pages 463-466, 472-473.

million gallons per day ADWF, and the Phase 1 total, including the proposed project would generate approximately 0.25 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 Phase 1 development would be expected to generate approximately 36 percent of this amount, or approximately 486 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 3.8 MWh demand per year, and total Phase 1 demand would be about 33.9 MWh per year. As discussed in the Project Description, the proposed project design would include principles of energy efficiency by including operable windows in the offices; use of natural lighting throughout the offices and labs; and utilizing radiant heating and cooling in the atrium. While no data is available yet regarding the amount of energy that would be saved by these features, they would reduce the amount of electricity needed, resulting in a beneficial impact.

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 33 million cf per year, bringing total Phase 1 demand to about 299 million cf per year.

In connection with adoption of the Mission Bay North and South Plans, Catellus 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 on the above discussion, construction and operation of the proposed project would not cause utilities and infrastructure impacts that were not examined in the LRDP FEIR or LRDP SEIR. Therefore, no further analysis of these impacts is required. Project-level impacts would be less than significant.

²⁴ LRDP SEIR, Utilities and Public Services, pages 3-34 to 3-38.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Impact for which LRDP/ Program EIR is Sufficient	Less Than Significant Impact	No 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?	_____	_____	_____	_____	<u> X </u>
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)?	_____	_____	<u> X </u>	_____	_____
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	<u> X </u>	_____	_____

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 proposed project would not make a considerable contribution to any cumulative effects identified in the LRDP FEIR or LRDP SEIR.
- 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.

Yes (Certificate of Fee Exemption)

No (Pay fee)

VIII. 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 and LRDP Amendment No. 1. 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 (*).

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
B. LAND USE	
<p><i>12B4-1. Consistency with Local Plans and Codes (Project).</i> 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.</p>	<p>The University of California is exempt from local zoning; however, the LRDP Goals and Objectives express UCSF's intention to work with 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. <i>This mitigation measure is within the jurisdiction of an agency other than the University and has been implemented.</i>²⁵</p>
C. TRAFFIC/CIRCULATION/PARKING	
<p><i>12C4-1. US 101 and I-280 V/C Ratio Deterioration (Project).</i> 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.</p>	<p>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.</p>
<p><i>12C4-3. Cesar Chavez Street V/C Ratio Deterioration (Project).</i> 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 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</p>	<p>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 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. <i>Implementation of these measures would</i></p>

²⁵ 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
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.	<i>be within the jurisdiction or responsibility of agencies other than UCSF.</i>
D. AIR QUALITY	
<i>12D1-1. Air Pollutant Emissions (Construction).</i> 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.
<i>12D1-2. Operational Stationary Source Criteria Air Pollutant Emissions (Project).</i> 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.
<i>12D4-2. Vehicle Operation Air Pollutant Emissions (Project).</i> 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. <i>Vehicle Operation Air Pollutant Emissions (Project).</i> Net new vehicle trips associated with UCSF Mission Bay uses as modified by LRDP Amendment No. 1 would continue to generate criteria air pollutants in excess of the emissions thresholds established by the BAAQMD for evaluating the significance of projects.	<p>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.</p> <p>UCSF would implement the following TDM measures:</p> <ul style="list-style-type: none"> • 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.

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
<p><i>*3.3.3. Vehicle Operation Air Quality Emissions (Cumulative).</i> 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.</p>	<p>UCSF would implement the following TDM measures:</p> <ul style="list-style-type: none"> • 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.
<p><i>WIND</i></p> <p><i>*3.4.1. Hazardous Wind Conditions (Project).</i> 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.</p>	<p>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.</p>
<p>E. NOISE</p>	
<p><i>12E1-1. Construction Noise (Construction).</i> 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.</p>	<p>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:</p> <ul style="list-style-type: none"> ■ 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-sensitive areas. ■ Use of impact tools would be minimized to the extent possible. ■ Locate stationary construction noise sources away

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	from residential or other sensitive receptor areas, and require use of acoustic shielding with such equipment when feasible and appropriate.
<p><i>12E1-2. Operational Noise from Stationary Equipment (Project).</i> 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.</p>	<p>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.</p>
<p>F. HAZARDOUS MATERIALS</p>	
<p><i>12F1-3. Increase in Generation of Hazardous Wastes and Additional Load on Hazardous Waste Management Facilities (Project).</i> 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.</p>	<p>UCSF would implement hazardous waste handling, minimization and disposal measures at the Major New Site consistent with safety requirements and applicable laws and regulations.</p> <p>A. UCSF would extend its hazardous waste minimization plan to include the Major New Site.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> ■ 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 volume by approved treatment methods; ■ segregate short-lived radioactive waste for decay; ■ consider recycling radioactive materials;

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	<ul style="list-style-type: none"> ■ consider extended on-site storage of any remaining low-level radioactive waste; and ■ consider non-radioactive substitutes.
<p><i>12F1-4. Contribution to Load on Hazardous Waste Management Facilities (Cumulative).</i> 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.</p>	<p>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.</p>
<p><i>12F4-1. Worker Exposure to Contaminated Soil or Water (Construction).</i> 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.</p>	<p>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.</p> <ul style="list-style-type: none"> ■ 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 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

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	<p>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.</p> <p><i>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.</i></p>
<p><i>*3.5.1. Resident Exposure to Hazardous Soils (Construction).</i> UCSF’s housing proposal would bring sensitive receptors, including children, into an area that may contain subsurface contamination.</p>	<p>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:</p> <ul style="list-style-type: none"> ■ 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. ■ Hyrdoseed, 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. ■ 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

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	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	
<p><i>12H1-1. Erosion and Sedimentation of the San Francisco Bay (Construction).</i> Construction areas at a Major New Site may be subject to erosion, which could increase sedimentation in the San Francisco Bay during wet weather.</p>	<p>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.</p>
<p><i>12H4-1. Contaminated Sediments Due to Erosion (Construction).</i> In addition to the standard erosion hazards identified in Development Scenario Impact 12H1-1, 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.</p>	<p>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 <i>Mission Bay Mitigation Monitoring Program</i> to include stormwater management requirements passed into legislation after the development of the <i>Mission Bay Mitigation Monitoring Program</i>.</p>
<p><i>12H4-4. Tidal Flooding (Project).</i> 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.</p>	<p>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.</p>
I. VEGETATION AND WILDLIFE	
<p><i>12I1-1. Aquatic Habitat and Organisms (Construction).</i> 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 Sites.</p>	<p>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.</p>

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
J. PUBLIC SERVICES	
<p><i>12J1-5. Solid Waste Disposal (Construction).</i> 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.</p>	<p>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.</p>
L. VISUAL QUALITY	
<p><i>12L1-1. Alteration of Views (Project).</i> Development of the Major New Site could alter existing views. Potentially significant impact.</p>	<p>See site-specific Mitigation Measures 12L1-3 and 12L1-4, following below.</p>
<p><i>12L1-3. Increased Light and Glare (Project).</i> Development of the Major New Site could increase the amount of light and glare in the Major New Site area.</p>	<p>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.</p>
<p><i>12L1-4. Construction Night Lighting (Construction).</i> Illumination of construction activities at night could disturb adjacent residential uses.</p>	<p>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.</p>
M. CULTURAL RESOURCES	
<p><i>12M1-1. Disturbance of Prehistoric and Historic Archaeological Resources (Construction).</i> Construction activities associated with development of the Major New Site could disturb archaeological resources.</p>	<p>See site-specific Mitigation Measures 12M2-1 and 12M4-2, following below.</p>
<p><i>12M4-2. Disturbance of Historic Archaeological Resources (Construction).</i> Construction activities associated with the Major New Site at Mission Bay could disturb historic archaeological resources.</p>	<p>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 <i>Mission Bay Mitigation Monitoring Program</i> to protect historic archeological resources:</p> <ul style="list-style-type: none"> ■ 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 the areas shown on Figure 12-28 having potential

LRDP FEIR IMPACTS	LRDP FEIR MITIGATION MEASURES
	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.

IX. ALTERNATIVES TO THE PROJECT

CEQA requires that an EIR describe a range of reasonable alternatives to the project under review, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines Section 15126.6(a)). The LRDP FEIR analyzed two alternative locations for development of the major UCSF site, including buildings needed for the proposed project, other than Mission Bay. The alternative locations were Harbor Bay in Alameda County and Brisbane Baylands/Executive Park in San Mateo and San Francisco Counties. As demonstrated by the environmental analysis in the LRDP FEIR, the proposed UCSF site at Mission Bay had the fewest significant environmental impacts of any of the three major new UCSF sites evaluated in the LRDP FEIR. The LRDP SEIR analyzed further alternatives to the proposed housing program.

Initial Study and Addendum #2, Addendum #3, Addendum #4, and Addendum #5 provided a brief analysis of alternatives to the projects analyzed (Buildings 19B, 21B, 24C, 21A Garage and Landscaping, Parking and Campus Infrastructure Improvements, Block 20 Housing, and Building 23B Parking Structure), although such an analysis is not required for an addendum. A range of reasonable alternatives to the projects was discussed, including in Addenda #2, #3 and #5: (1) a “no project” alternative; (2) building a smaller amount of square footage in the proposed project at the Mission Bay site; (3) locating the proposed project buildings at an alternative location at the Mission Bay site; and (4) developing the proposed project blocks with other uses such as administration or logistical support. In Addendum #4, a no project alternative, an alternative with a fewer number of units, and an off-site alternative using the site of UC Hall on the Parnassus campus, were considered and analyzed. The results of the Addenda #2, #3, #4 and #5 alternatives analysis determined that the alternatives would not avoid or substantially lessen any of the significant effects identified in the LRDP FEIR, and would not meet objectives of the projects. Therefore, the alternatives were rejected by The Regents.

With regard to the proposed project, an analysis of the no project alternative would lead to the same conclusions as the Addenda #2, #3, #4 and #5 analysis. The significant effects identified in the LRDP FEIR, including transportation-related effects on nearby freeway corridors, air quality and noise would not be avoided or substantially lessened. As noted in the Addenda, other development would likely occur on the site, whether by UCSF or others, and the impacts would be similar to those of the project. This same reasoning would apply to the proposed project. This alternative would not meet the objectives of the proposed project to facilitate relocation of occupants from the seismically “poor” and obsolete structures at the overcrowded Parnassus Heights site; provide modern state-of-the-art facilities; continue to assemble a “critical mass” of researchers to promote a cohesive intellectual community; and to consolidate and expand cancer research in furtherance of an emerging LRDP objective of integrating clinical and basic science research space.

If the proposed project building was smaller, environmental impacts would not be significantly lessened. However, construction impacts would likely be very similar to those identified in the LRDP FEIR, and the significant impacts identified in the LRDP FEIR would not be avoided or lessened. This alternative would

not meet the objectives of the proposed project to provide adequate program space that provides decompression, expansion and consolidation of UCSF units and program.

Because of losses in building space efficiency that can be obtained with economies of scale, this alternative would not implement the LRDP's goal to optimize the design, placement and relationship of buildings. By an incremental measure, and with regard to construction impacts, this alternative would be the environmentally superior alternative under CEQA to the proposed project.

If the proposed project were relocated to alternative locations at the Mission Bay site, the significant impacts identified in the LRDP FEIR would not be avoided or lessened, but merely relocated. Significant transportation-related and air quality effects would remain very similar. Relocation of the Cancer Research building could result in a worsening of air quality impacts if it were to be located upwind (i.e. west) of sensitive receptors at the planned housing site on Block 20. Relocation would also shift the concentration of traffic, such as vehicles dropping off passengers or commercial loading vehicles, from the project site to another location, which would not necessarily reduce any traffic impacts, and could result in new traffic impacts not identified in the LRDP FEIR. Depending on the alternative location, this alternative would not meet the following objectives of the proposed project: locate buildings on sites that conform to the functional zones identified in the LRDP Amendment No. 1, January 2002; locate cancer research facilities within the first contribution parcel at Mission Bay at a prominent campus gateway location to heighten visibility of this important clinical research activity.

As discussed in Addenda #2 and #3, the proposed project site could be developed with other non-research support uses such as administrative or logistical space. This alternative could lessen air quality impacts and hazardous materials impacts because of the elimination of impacts directly related to research uses. The primary objective of the major new site program is to develop space to accommodate the immediate needs for research space, and for conference/instruction space. Only a small amount of administrative and logistic space is contemplated in the space program and it is not feasible to support these spaces individually without a major research component at the Mission Bay site.

In contrast, the proposed project would satisfy all the project objectives, including meeting the immediate program needs of UCSF at the UCSF Mission Bay campus site. As indicated in the alternatives discussion in the LRDP FEIR and in this Initial Study and Addendum #6, no alternative locations exist that would avoid or substantially lessen any significant impacts of the proposed project. Additionally the LRDP FEIR and LRDP SEIR sufficiently analyzed a range of reasonable alternative locations to the project under CEQA Guidelines Section 15126.6(f)(2), and the circumstances remain substantially the same as they relate to those alternatives.

X. 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 by LRDP Amendment No. 1, and analyzed in the LRDP SEIR, that require major revisions of the LRDP FEIR or LRDP SEIR. 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 162,000 gsf cancer research facility would be consistent with the project described in the LRDP FEIR as supplemented by the LRDP SEIR. 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.

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 or LRDP SEIR. When the LRDP FEIR was prepared, Catellus 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.

As indicated in Section III Project Description, under Other UCSF Activities – Hospital Replacement Planning, The Regents has authorized the acquisition of additional land just south of 16th Street in relation to hospital replacement planning activities, and the impacts of possible future development scenarios at that site, including cumulative impacts, will be analyzed in an EIR currently being prepared.

Finally, no new information of substantial importance, which was not known and could not have been known at the time that the LRDP FEIR or the LRDP SEIR 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 or LRDP SEIR, that mitigation measures or alternatives found infeasible in the LRDP FEIR or LRDP SEIR would in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the LRDP FEIR or LRDP SEIR would substantially reduce one or more significant environmental impacts.

XI. ACTIVITY IN FURTHERANCE OF A REDEVELOPMENT PLAN

Public Resources Code Section 21090 provides that:

For all purposes of [CEQA], all public and private activities or undertakings pursuant to, or in furtherance of, a redevelopment plan shall be deemed to be a single project. However, further environmental review of any public or private activity or undertaking pursuant to, or in furtherance of, a redevelopment plan shall be conducted if any of the events specified in Section 21166 [of CEQA] have occurred.

This Addendum analyzes the proposed project in relation to these criteria, both as applied to the LRDP FEIR and the Mission Bay Subsequent EIR, which is hereby incorporated by reference, and, based on the discussion above, concludes that the criteria for supplemental environmental review set forth in Public Resources Code Section 21166 have not been triggered and that the proposed project can be approved based on the existing environmental documentation.

Development of Phase 1, the first cluster of buildings that UCSF will construct as part of its major campus site at Mission Bay, including the proposed project, constitutes a public activity and undertaking that furthers the Mission Bay South Plan. Section 102 of the South Plan lists the Redevelopment Project objectives that will be obtained through the South Plan. Subsection B provides in full:

Retaining and promoting, within the City and County of San Francisco, academic and research activities associated with the University of California San Francisco (“UCSF”), which seeks to provide space for existing and new programs and

consolidate academic and support units from many dispersed sites at a single major new site which can accommodate the 2,650,000 square foot program analyzed in the UCSF Long Range Development Plan.

Subsection I of Section 102 identifies as an additional objective:

Facilitating emerging commercial-industrial sectors including those expected to emerge or expand due to their proximity to the UCSF new site, such as research and development, bio-technical research, telecommunications, business service, multi-media services, and related light industrial, through improvement of transportation access to commercial and industrial areas, improvement of safety within the Project Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.

Section 303.6 of the South Plan establishes the UCSF Subarea, and Section 403 of the South Plan acknowledges that the portion of the South Plan Area to be used by UCSF for educational purposes would not be subject to the actions of the SFRA to implement the South Plan.

Because of The Regents' constitutional exemption from local planning, zoning and redevelopment regulations when property under its ownership or control is used in furtherance of its educational purposes, SFRA would have jurisdiction only over the portion of the UCSF site to be used by the San Francisco Unified School District or as public open space and dedicated public streets. Section 403 also provides that The Regents would develop the UCSF site at Mission Bay in accordance with the uses and total gross square footage described in the 1996 LRDP, as it may be amended from time to time. It indicates that The Regents will determine whether additional environmental review will be necessary as each UCSF development project within the Mission Bay South Plan area is proposed. Finally, Attachment III to the Mission Bay South Plan shows the redevelopment land use map which designates the UCSF Subarea.

The Mission Bay Subsequent EIR acknowledges that in acting on individual development projects, The Regents would rely upon the environmental analysis contained in the LRDP FEIR, as appropriately supplemented by the environmental analysis in the Mission Bay Subsequent EIR.

The analysis of the UCSF site at Mission Bay contained in the Mission Bay Subsequent EIR also indicates that development of the UCSF site is a key component of the implementation of the overall Mission Bay South Plan.²⁶ Specifically, the Mission Bay Subsequent EIR provides a detailed discussion of the proposed UCSF site at Mission Bay, labeled the "UCSF Subarea." The Mission Bay Subsequent EIR identifies an area surrounding the intersection of Sixteenth and Fourth Streets as the "UCSF Proposed Initial Development Areas," which encompasses the currently proposed project locations. The Mission Bay Subsequent EIR indicates that the new UCSF site would meet the objectives of the Redevelopment Agency and Catellus to retain and promote, within the City and County of San Francisco,

²⁶ Mission Bay Subsequent EIR, Volume I, pages II.1, III.12, III.13, Figure III.B.4 on III.18, III.38, III.44 and III.45.

UCSF's academic and research activities and to retain within San Francisco the more than 8,000 net new jobs that will be associated with the UCSF expansion.

Similarly, the City's findings in connection with approval of the Mission Bay South Plan confirm the relationship of the 1996 LRDP and individual UCSF development projects to the Mission Bay South Plan. Specifically, the findings state that the Project includes an approximately 43-acre site which will accommodate the development program described within the UCSF LRDP.

With the exception of Measure E.48, subsequently found infeasible by the City, the City found that all mitigation measures from the Mission Bay Subsequent EIR would be incorporated into UCSF development at Mission Bay in one of three ways: (1) UCSF has already adopted equivalent mitigation measures as part of the LRDP FEIR findings; (2) UCSF has adopted policies, procedures, practices and requirements which achieve substantially the same level of mitigation as required in the Mission Bay Subsequent EIR mitigation measures; or (3) UCSF has agreed to implement certain mitigation measures contained in the Mission Bay Subsequent EIR not explicitly addressed by the LRDP FEIR.

For the reasons discussed above, none of the events specified in Public Resources Code Section 21166 have occurred. Therefore, Public Resources Code Section 21090 authorizes The Regents to approve the construction and operation of the proposed project based on the existing environmental analysis.

XII. REFERENCES

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

Association of Bay Area Governments, *Projections '96*, December 1995, and *Projections '98*, December 1997.

Catellus Development Corporation, *Response to Preliminary Campus Development Plan*, Exhibit C, Infrastructure and Exhibit J, Minimum Infrastructure, August 18, 1998.

City and County of San Francisco, *Mission Bay Final Environmental Impact Report*, certified August 23, 1990 (State Clearinghouse Number 1986070113).

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

City and County of San Francisco, *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report*, certified June 26, 1997 (State Clearinghouse Number 1996102056).

City and County of San Francisco, San Francisco Redevelopment Agency, *Mission Bay North Plan and Mission Bay South Plan*, August 1998, adopted November 2, 1998.

Environmental Science Associates, Technical Memorandum, *Health Risk Assessment Screening and Wind Tunnel Testing of Exhaust Stack Performance, UCSF Building 24*, November 19, 1999.

Fehr & Peers Associates, Inc., *Traffic Projections and Analysis Report for the UCSF Mission Bay Campus*, May 4, 1998.

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

Metropolitan Transportation Commission, *1994 Regional Transportation Plan for the San Francisco Bay*.

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).

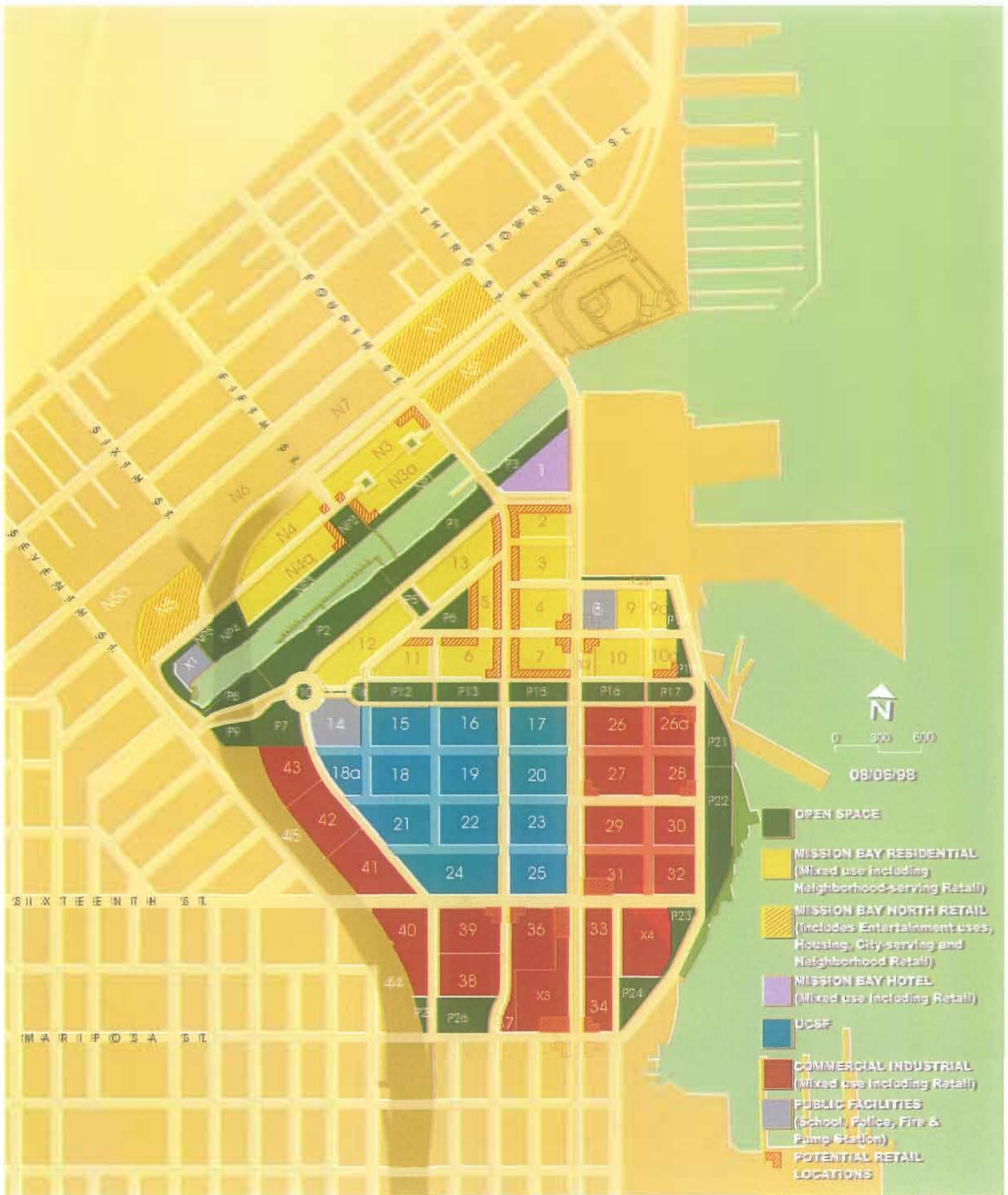
University of California, *UCSF Long Range Development Plan Amendment No. 1 Mission Bay Housing Program Final Supplemental Environmental Impact Report*, certified by The Regents on January 17, 2002 (State Clearinghouse Number 1995123032).



UCSF Campus Locations

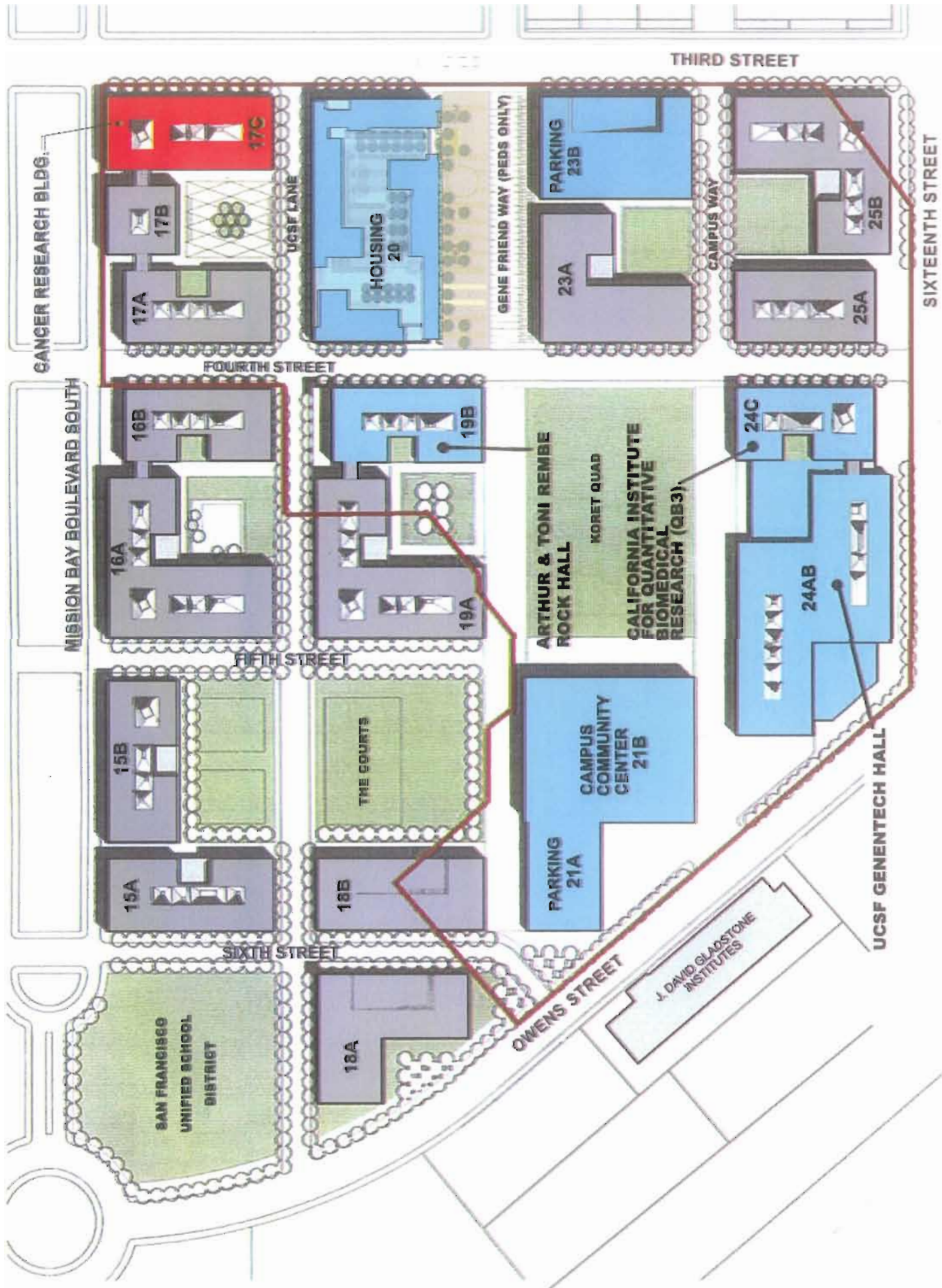
Figure 1

Oyster Point Facility



MISSION BAY LAND USE PLAN

Figure 2



UCSF Mission Bay Phase I

Design and Graphics based on the work of Machado & Silvetti Associates, with Gordon H Choig & Partners, a Joint Venture, in association with the Olin Partnership

Figure 3



**Cancer Research Building 17C
Northeast Elevation**

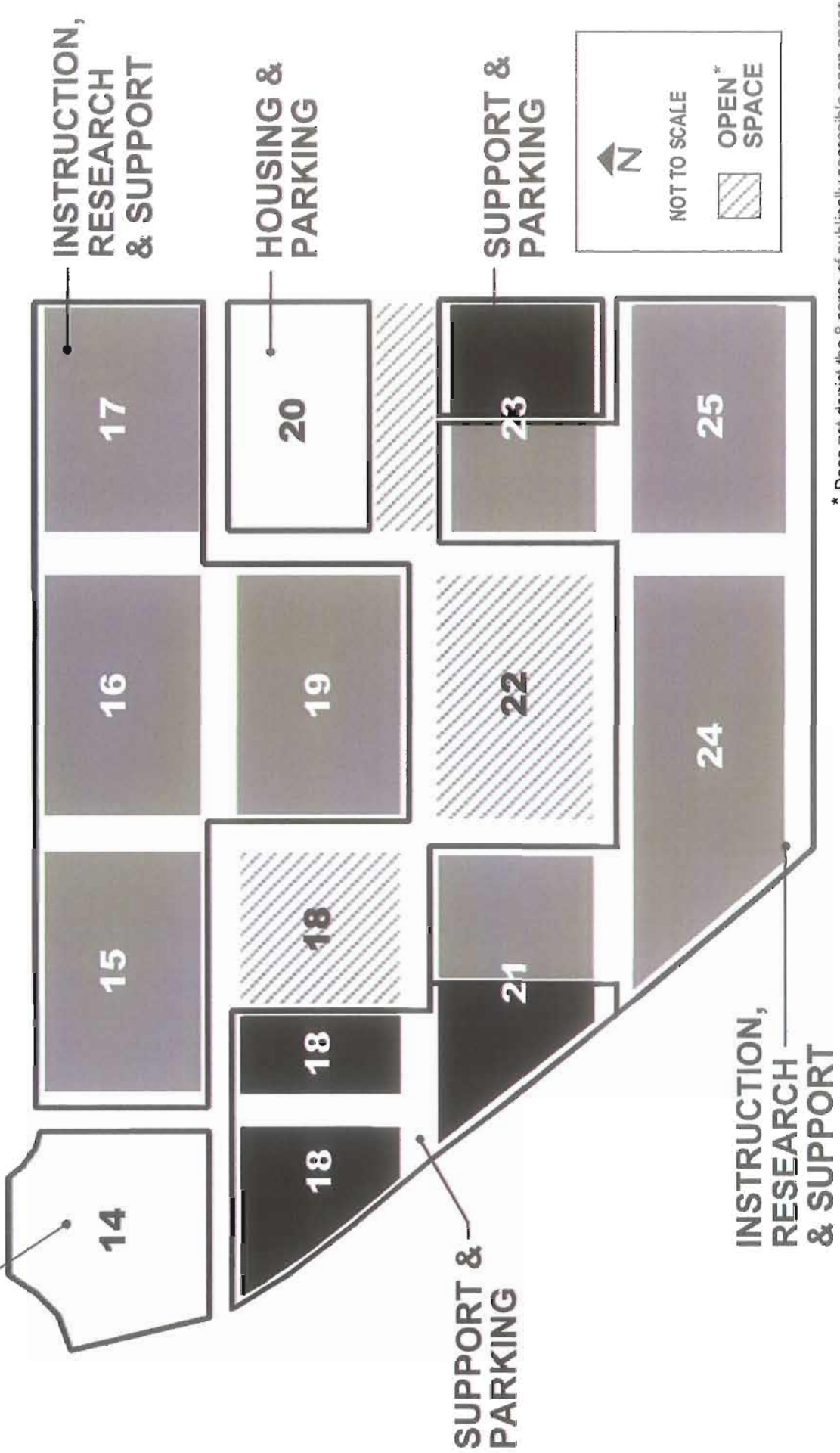
Figure 4



**Cancer Research Building 17C
Southeast Elevation**

Figure 5

**SAN FRANCISCO
UNIFIED SCHOOL
DISTRICT**



* Does not depict the 8 acres of publically accessible open space. Only portions of this area are accessible to the public.

Mission Bay: Functional Zone Map Figure 6