

## RESOLUTION NO. 19-2010

*Adopted March 2, 2010*

### **APPROVING AN AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING WITH THE REGENTS OF THE UNIVERSITY OF CALIFORNIA, A CALIFORNIA PUBLIC CORPORATION, FOR THE EXPANSION OF UCSF FACILITIES IN THE MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA TO BLOCK X3, AND ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA**

#### **BASIS FOR RESOLUTION**

1. On September 17, 1998, by Resolution No. 190-98, the Commission of the Redevelopment Agency of the City and County of San Francisco (“Agency Commission”) approved the Redevelopment Plan (“Plan”) for the Mission Bay South Redevelopment Project Area (“Project Area”). On the same date, the Agency Commission adopted related documents, including Resolution No. 193-98 authorizing execution of an Owner Participation Agreement (“South OPA”) and related documents between Catellus Development Corporation, a Delaware corporation (“Catellus”), and the Agency. On November 2, 1998, the San Francisco Board of Supervisors (“Board of Supervisors”), by Ordinance 335-98, adopted the Plan. The Plan and its implementing documents, as defined in the Plan, constitute the “Plan Documents.”
2. On September 17, 1998, the Agency Commission adopted Resolution No. 182-98 which certified the Final Subsequent Environmental Impact Report (“FSEIR”) as a program EIR for Mission Bay North and South pursuant to the California Environmental Quality Act (“CEQA”) and State CEQA Guidelines Section 15180. On the same date, the Agency Commission also adopted Resolution No. 183-98, which adopted environmental findings (and a statement of overriding considerations), in connection with the approval of the Plan and other Mission Bay project approvals. The San Francisco Planning Commission (“Planning Commission”) certified the FSEIR by Resolution No. 14696 on the same date. On October 19, 1998, the Board of Supervisors adopted Motion No. 98-132 affirming certification of the FSEIR by the Planning Commission and the Agency, and Resolution No. 854-98 adopting environmental findings and a statement of overriding considerations.
3. Subsequent to certification of the FSEIR, the Agency has issued several addenda to the FSEIR, as described in Recital 4 below. The addenda do not identify any substantial new information or new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the FSEIR. Hereinafter, the Final Subsequent Environmental Impact Report, including any addenda thereto, shall be collectively referred to as the “FSEIR.”

4. The first Addendum, dated March 21, 2000, analyzed temporary parking lots to serve the ballpark. The second, dated June 20, 2001, analyzed revisions to 7th Street bike lanes and relocation of a storm drain outfall provided for in the Mission Bay South Infrastructure Plan, a component of the South OPA. The third, dated February 10, 2004, analyzed revisions to the Mission Bay South Design for Development with respect to the maximum allowable number of towers, tower separation and requires step-backs. The fourth, dated March 9, 2004, analyzed the Mission Bay South Design for Development with respect to the permitted maximum number of parking spaces for bio-technical and similar research facilities and the North OPA with respect to changes to reflect a reduction in permitted commercial development and associated parking. The fifth, dated October 4, 2005, analyzed the UCSF proposal to establish a Phase I 400-bed hospital in Mission Bay South on Blocks 36-39 and X-3. The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay. The seventh addendum, dated January 7, 2010, addresses the construction of a Public Safety Building on Block 8 in Mission Bay South.
5. The South OPA sets forth phasing principles that govern the development of property in the Project Area. Those principles include Catellus' obligations to deliver to the Agency affordable housing sites as market rate housing is built in the Project Area. They also include Catellus' commitments to construct public open space and other public infrastructure adjacent to – or otherwise triggered by – development on any of the private parcels governed by the South OPA.
6. Consistent with Section 33334.2 of the California Health and Safety Code, the South OPA and the related Mission Bay South Tax Increment Allocation Pledge Agreement (the "Pledge Agreement"), dated as of November 16, 1998, between the Agency and the City and County of San Francisco (the "City"), provide that no less than 20% of the total property tax increment (plus certain excess tax increment) generated by development in the Project Area is contractually dedicated to develop affordable housing units on parcels that Catellus will contribute to the Agency, to achieve the affordable housing program contemplated by the Plan.
7. The South OPA requires Catellus to construct the public infrastructure directly related to each of the major phases in accordance with the incremental build-out of each project. Under the South OPA and the Pledge Agreement, the Agency is obligated to fund, repay or reimburse Catellus, subject to certain conditions, for the direct and indirect costs of constructing the infrastructure. The Agency has established a Community Facilities District ("CFD") for infrastructure in the Project Area. The Agency has also established a separate CFD to pay the costs of maintaining the public open space in the Project Area.
8. Catellus has sold most of its remaining undeveloped land in Mission Bay to FOCIL-MB, LLC ("FOCIL-MB"), a subsidiary of Farallon Capital Management, LLC, a large investment management firm. The sale encompassed approximately 71 acres of land in Mission Bay, and the remaining undeveloped residential parcels in Mission Bay South. FOCIL-MB has assumed all of Catellus' obligations under the South OPA and the Agency's Owner Participation Agreement for Mission Bay North (collectively, the "OPAs"), as well as all

responsibilities under the related public improvement agreements and land transfer agreements with the City and County of San Francisco. FOCIL-MB is bound by all terms of the OPAs and related agreements, including the requirements of the affordable housing program, equal opportunity program, and design review process.

9. The Project Area includes an approximately 43-acre biomedical research and educational campus site ("Campus Site") for the University of California, San Francisco ("UCSF") that is under the jurisdiction of The Regents of the University of California ("The Regents"). The Regents has already invested about \$1.085 billion on projects completed or underway within the Project Area and has completed or is underway with construction of over 1,680,000 square feet of research, educational and campus-serving facilities. As a State agency, The Regents is exempt under the State Constitution from local land use regulation and property taxes to the extent it uses property exclusively in furtherance of its educational mission.
10. On November 30, 2004, The Regents released proposed amendments in draft form to its long range development plan, as LRDP Amendment #2. Those amendments contemplated an expansion of UCSF facilities onto Blocks 36 to 39 in the Project Area, including the possibility of developing new integrated specialty Children's, Women's and Cancer hospitals containing about 210 beds, together with ambulatory and research facilities. In March 2005, The Regents approved LRDP Amendment #2", which describes plans for UCSF's physical facilities over a 15-year horizon, including a major new campus in the Project Area or "Mission Bay South." The amendments were required to address a number of challenges regarding its current hospital facilities, including: the mandate to meet State seismic and life safety standards under the 1994 amendments to the Alfred E. Alquist Hospital Facilities Seismic Safety Act, SB 1953, Ca. Health and Safety Code sec. 130000 *et seq.* (the "Alquist Act"), by replacing inpatient beds at its Mount Zion Hospital and at its Moffit Hospital on Parnassus Heights; the need to rectify the functional obsolescence of all of its current hospital facilities; and the necessity to expand capacity to meet current demand for patient beds and provide for more outpatient care facilities. The Regents also certified a related final environmental impact report (the "LRDP #2 FEIR") which analyzed the environmental effects of the proposed UCSF development on Blocks 36 to 39. Copies of the LRDP #2 FEIR are on file with the Agency Secretary.
11. Catellus and The Regents have entered into a long-term ground lease of Blocks 36 to 39 (the "Lease") and Catellus and The Regents entered into an Option Agreement and Grant of Option to Purchase under which The Regents will have an option to purchase Blocks 36 to 39, based on the terms more specifically set forth in those agreements. The Lease allows for UCSF to develop up to 1,020,000 leasable square feet on Blocks 36 to 39.
12. On November 1, 2005, the Agency took several actions related to the proposed UCSF expansion facilities on Blocks 36 to 39 pursuant to the LRDP Amendments. These actions included the approval of a Memorandum of Understanding regarding the expansion of UCSF facilities (the "Existing MOU"),

per Agency Resolution No. 176-2005; the approval of a Disposition and Development Agreement (the “Existing DDA”) for The Regents’ purchase of the easterly portion of Block 7 in the Project Area for the development of an affordable housing project (“Block 7 East”), per Agency Resolution No. 160-2005; and the authorization of a Second Amendment to the South OPA, per Agency Resolution No. 177-2005. These actions are collectively referred to as the “2005 Actions.”

13. In approving the 2005 Actions, the Agency and The Regents contemplated that The Regents might acquire other private parcels, including Block X3, for development of hospital facilities in the Project Area (the “Other Possible Expansion Parcels”).
14. In the Existing MOU, the Agency and The Regents agreed that they would negotiate, in good faith, agreements for UCSF to address the housing demand generated by the development on any Other Possible Expansion Parcels. The Agency and The Regents also agreed that these agreements would be based in principle on the terms and conditions provided for in the Existing MOU and Existing DDA, but are not obligated to agree to the same terms and conditions set forth in the Existing MOU and Existing DDA.
15. Agency staff negotiated a draft term sheet (the “Term Sheet”) that defines non-binding terms for an Amended and Restated Memorandum of Understanding (“Amended MOU”) to incorporate Block X3 into the Existing MOU. The Agency Commission approved the Term Sheet on August 5, 2008 (Resolution No. 82-2008).
16. The Regents acquired Block X3 in two parts: 0.34 acres from W.Y.L. Orion Properties, LLC in December 2005, and 4.43 acres from 1900 Third Street, LLC in January 2007. As a result, pursuant to the terms of the Existing MOU, The Regents and the Agency intend to enter into an “Expansion of UCSF Facilities in Mission Bay South Redevelopment Project Area (Blocks 36-39 and X3) Amended and Restated Memorandum of Understanding” to incorporate Block X3 into the agreement (“Action” and “Amended MOU”).
17. The proposed Amended MOU addresses, among other things: the potential loss of tax increment from the purchase of Block X3 by a tax-exempt entity; the obligations to build infrastructure associated with development on Block X3; the standards for design review for construction on Block X3; local hiring and equal opportunity for jobs associated with the development on Block X3; the transfer of development rights to and from Blocks 36-39 and X3 to the Campus Site and other possible properties in Mission Bay South; and other matters designed to provide the Agency and City with significant public benefits.
18. Agency staff is recommending that the Agency Commission approve the Amended MOU.
19. In April 2008, The Regents published the UCSF Medical Center at Mission Bay Draft Environmental Impact Report (“UCSF Draft EIR”) analyzing a UCSF Medical Center at Mission Bay for Blocks 36 to 39 and Block X3 consisting of a

289-bed integrated specialty Children's, Women's and Cancer hospital plus ambulatory and support facilities to be developed by the end of 2014, and a "Future Phase" consisting of full buildout of the entitlement available for Blocks 36 to 39 and Block X3 with a potential additional 261 hospital beds (for a total of 550 beds) and ambulatory and support facilities in the future ("Project").

20. On September 17, 2008, The Regents certified a Final Environmental Impact Report for the Project ("UCSF Final EIR"), adopted CEQA findings, and took action to approve the Project except for the operations of the helipad, which was to be subject to further community coordination and environmental review prior to approval by The Regents.
21. Subsequently, on January 20, 2009, The Regents published the UCSF Medical Center at Mission Bay – Residential Sound Reduction Program for Helicopter Operations Draft Supplemental Environmental Impact Report ("Draft UCSF Helipad SEIR") to analyze a Residential Sound Reduction Program related to the operations of a helipad at the Medical Center, which was developed as a result of Mitigation Measure MCMB.5-4 of the UCSF Final EIR. On April 20, 2009, The Regents certified a Final Supplemental Environmental Impact Report ("Final UCSF Helipad SEIR"), adopted environmental findings pursuant to CEQA, and approved the helipad operations and its associated Residential Sound Reduction Program.
22. The Agency is a Responsible Agency pursuant to State CEQA Guidelines Section 15381 for the implementation of the Project. The approval of an Amended MOU between The Regents and the Agency is an action that the Agency proposes to take in furtherance of the implementation of The Regents UCSF Medical Center.
23. Based on the analysis contained in the UCSF Final EIR and the Final UCSF Helipad SEIR (collectively, the "UCSF Final EIRs") and the CEQA findings adopted by The Regents on September 17, 2008 and on April 20, 2009, Agency staff requests that the Agency Commission adopt findings in accordance with CEQA that the Amended MOU is an Implementing Action of the Project analyzed in the UCSF Final EIRs, pursuant to the approvals granted by The Regents. Staff, in making the necessary findings for the Implementing Action contemplated herein, considered and reviewed the UCSF Final EIRs. Documents related to the Implementing Action and the UCSF Final EIRs have been and continue to be available for review by the Agency Commission and the public and are part of the record before the Agency Commission.

## **FINDINGS**

1. The Agency Commission hereby finds that the approval of the Amended MOU related to development of the Project will be of benefit to the City generally and, in particular, to the Mission Bay community.
2. The Agency Commission hereby further finds and determines that the Amended MOU is an Implementing Action of the Project analyzed in the UCSF Final EIRs pursuant to the approvals granted by The Regents and requires no additional

environmental review pursuant to State CEQA Guidelines Section 15096 for the following reasons:

- a. The Project evaluated in the UCSF Final EIRs is a UCSF Medical Center at Mission Bay for Blocks 36 to 39 and Block X3 consisting of a 289-bed integrated specialty Children's, Women's and Cancer hospital plus ambulatory and support facilities to be developed by the end of 2014, and a Future Phase consisting of full buildout of the entitlement available for Blocks 36 to 39 and Block X3 with a potential additional 261 hospital beds (for a total of 550 beds) and ambulatory and support facilities in the future. Accordingly, the UCSF Final EIRs is a project-level EIR for development by the end of 2014 and a program-level EIR for the Future Phase.
  - b. The Implementing Action will not change the scope of the Project analyzed in the UCSF Final EIRs, either at the development site project level or at the Future Phase program level, and no major revisions are required due to the involvement of new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the UCSF Final EIRs.
  - c. No substantial changes have occurred with respect to the circumstances under which the Project analyzed in the UCSF Final EIRs was undertaken that would require major revisions to the UCSF Final EIRs due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the UCSF Final EIRs.
  - d. No new information of substantial importance to the Project analyzed in the UCSF Final EIRs has become available that would indicate that (a) the Implementing Action will have significant effects not discussed in the UCSF Final EIRs; (b) significant environmental effects will be substantially more severe; (c) mitigation measures found not feasible that would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives that are considerably different from those in the UCSF Final EIRs will substantially reduce one or more significant effects on the environment.
3. The Agency Commission hereby further finds, pursuant to State CEQA Guidelines Section 15091, that the UCSF Final EIRs and The Regents' CEQA findings were and remain adequate, accurate and objective and are applicable to the Implementing Action.
  4. The Agency Commission hereby declares the following Statement of Overriding Considerations, pursuant to CEQA Guidelines Sections 15096(h) and 15093:
    - a. As evaluated in the UCSF Final EIRs, the following impacts of the Project have been determined to be significant and unavoidable, either in whole or in part, following adoption and implementation of the Mitigation Measures described in the UCSF Final EIRs:
      - Air Quality (Future Phase): Operation of the Medical Center facilities in the Future Phase would generate vehicular, stationary source and

helicopter-related criteria pollutant emissions that would contribute to regional air pollution. Implementation of Mitigation Measure MCMB.2-3b by The Regents would reduce the generation of vehicular, stationary source, and helicopter-related criteria pollutant emissions that would contribute to regional air pollution, but would not reduce this impact to a less than significant level.

- Air Quality: Criteria air pollutant emissions generated from the construction and operation of the Project would make a cumulatively considerable contribution to a significant cumulative impact on regional air quality.
- Noise: Demolition and construction activities associated with the Project would elevate noise levels in and around the Project site, and particularly at nearby sensitive receptors. Implementation of Mitigation Measure MCMB.5-1 by The Regents would reduce noise impacts from demolition and construction activities associated with the Project, but would not reduce this impact to a less than significant level.
- Noise (Single-Event Noise): Operation of the helipad (helicopter landing site) proposed as part of the Project would lead to increased noise levels at nearby sensitive receptors. Operations at any time of day could cause speech interference. Nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity of the helipad at the site. Implementation of Mitigation Measures MCMB.5-4 and MCMB.5-4a by The Regents would, in general, mitigate noise impacts on sensitive receptors from helicopter operations to less than significant levels when measured by the 95dB SENEL noise measure, but given the variety of building types in the area, as well as the age and condition of some residential structures, it may not be feasible to reduce interior sleeping area SENEL to less than significant noise levels at every residential unit. In addition, The Regents cannot compel property owners in the vicinity of the helipad to keep windows closed or to participate in the Residential Sound Reduction Program. Thus, helicopter noise impacts using the SENEL metric would remain significant and unavoidable.

- b. The following specific overriding economic, legal, social, technological, and other considerations outweigh the identified significant effects on the environment:
- i. The Project proposes substantial environmental benefits by meeting the seismic requirements of Senate Bill 1953 and successive legislation to address exiting seismic safety concerns.
  - ii. The Project, including the Future Phase, will provide replacement and expansion capacity to allow the decommissioning of Moffit Hospital by 2030.
  - iii. The Project, including the Future Phase, will help meet the current and future space needs of UCSF for maintenance and growth by

providing space to decommission seismically and functionally obsolescent facilities at the Mount Zion and Parnassus Heights sites, and by providing new space for existing meritorious programs and new programs.

- iv. The Project will support the academic objectives of the San Francisco campus. UCSF is a nationally renowned academic medical center, and its continued success is dependent on the development of additional state-of-the-art facilities for supporting academic and research programs.
- v. Project implementation will generate substantial financial benefits for the City. The UCSF campus is a major source of employment for San Francisco and the Project will result in significantly increased employment opportunities for San Francisco residents.
- vi. UCSF is committed to excellence in the education of physicians, nurses, and other health care professionals who will meet society's future health care needs. The campus has initiated many clinical programs and services through which the results of advanced biomedical research conducted by its faculty and researchers have found direct applications. The Project will introduce new standards of care, advanced technology, innovative programs, and clinical services for a wide spectrum of the population to San Francisco and surrounding communities. UCSF is a nationally renowned academic medical center, and its continued success is dependent on the development of additional facilities for supporting clinical programs.
- vii. The Project will respond to current inefficiencies resulting from operation of San Francisco campus facilities at several distant locations. By providing consolidated space at Mission Bay, the Project will achieve the greatest level of efficiency and safety for the campus, will allow the San Francisco campus to reduce the amount of space that it leases and thereby conserve scarce and dwindling University resources, and will allow the campus to fully and productively occupy existing University-owned facilities.
- viii. The Project will be the first step in accommodating the core Hospital Replacement Program needs of UCSF, including replacement and expansion capacity to allow the decommissioning of the hospital facilities at the Mount Zion site by 2013.
- ix. The design of the Project will be compatible with its physical surroundings in use, scale, and density.
- x. The Project will contribute to the equitable citywide distribution of health care and emergency/trauma facilities, both routinely and during citywide emergencies and disasters.


- xi. The Project will meet the demands of emergency health care through its state-of-the art facilities.
  - xii. The Project will provide a medical helipad, a needed facility that is common in many other hospitals and medical centers in the Bay Area and around the country. The Project will meet the demands of pediatric emergency and interventional medicine for critically ill patients when time is of the essence and an incoming interfacility transfer requires helicopter transport. Speeding the UCSF transport team to a remote hospital and airlifting to UCSF will save many lives.
  - xiii. The Project proposes substantial social benefits. The Project will include a new, state-of-the-art facility for the UCSF Children's Hospital, which provides a vast array of expert care from routine immunizations to the most advanced treatments for serious, life-threatening childhood diseases. This expertise is available to the children of San Francisco, California, and beyond. Community hospitals are not able to provide the resources, level of care, and numbers of pediatric specialists available at UCSF Children's Hospital. The Project will provide rapid and direct access to highly specialized medical care, which is vital when a child is critically ill, a baby is born with a devastating birth defect, or a pregnant woman is in distress.
  - xiv. The Project will eliminate the need for the transfer of a patient from an off-site helipad location to a ground ambulance in order to reach the hospital, thereby (1) reducing transport time, (2) avoiding the risk involved with additional maneuvering of a patient from helicopter to ground ambulance and transfer of intensive care equipment, and (3) speeding potentially life-saving treatment.
  - xv. The Project will continue to strengthen UCSF's position as a leading patient care and health science center, which benefits the City and County of San Francisco by creating jobs and tax revenue.
5. Having considered these specific benefits, the Agency finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.
  6. The Agency Commission hereby further finds that, based on the UCSF Final EIRs and The Regents' CEQA findings, all other impacts of the Project would either be less than significant or could be mitigated to less than significant levels, with implementation of The Regents' Mitigation Monitoring and Reporting Program ("UCSF MMRP") for all mitigation measures identified in the UCSF Final EIRs. The UCSF MMRP is attached as Exhibit 1 and incorporated herein. The purpose of the UCSF MMRP is to determine the stage at which each of the adopted mitigation measures must be imposed to ensure that the measure is carried out by the responsible official or entity. The Regents will implement all of the measures proposed for implementation in these findings.

## RESOLUTION

**ACCORDINGLY, IT IS RESOLVED** by the Redevelopment Agency of the City and County of San Francisco that:

- (1) It has reviewed and considered the UCSF Medical Center at Mission Bay Final Environmental Impact Report and UCSF Medical Center at Mission Bay – Residential Sound Reduction Program for Helicopter Operations Final Supplemental Environmental Impact Report and hereby adopts the CEQA findings herein.
- (2) The Executive Director is authorized to execute the Expansion of UCSF Facilities in Mission Bay South Redevelopment Project Area (Blocks 36-39 and X3) Amended and Restated Memorandum of Understanding, substantially in the form lodged with the Agency General Counsel.

**APPROVED AS TO FORM:**



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James B. Morales  
Agency General Counsel

**MITIGATION MONITORING AND REPORTING PROGRAM  
UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>MITIGATION MEASURES NEWLY IDENTIFIED IN THE SUPPLEMENTAL EIR FOR THE UCSF MEDICAL CENTER AT MISSION BAY – RESIDENTIAL SOUND REDUCTION PROGRAM FOR HELICOPTER OPERATIONS</b>				
<b>4.1 NOISE – HELICOPTER OPERATIONS</b>				
<p><i>MCMB.5-4:</i> Operation of the helicopter landing site (“helipad”) proposed as part of the project would lead to increased noise levels at nearby sensitive receptors. Operations at any time of day could cause speech interference. Nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity of the helipad at the site.</p>	<p><b>Mitigation Measure MCMB.5-4a:</b> Following helipad construction, UCSF shall implement the following program as part of the RSRP:</p> <p><b>Start-up Period</b></p> <ol style="list-style-type: none"> <li>1. During the first eight weeks of operations, UCSF will address noise complaints, if any, by revising helicopter operations where feasible. If helicopter activity does not reach the expected average of 1.4 transports per day during the start-up period, the start-up period will be extended to a maximum of 12 weeks.</li> <li>2. At the end of the start-up period, UCSF will conduct a test flight and redraw the 95 dB SENEL (single-event) noise contour to reflect the noise environment that will exist at that time.</li> </ol> <p><b>Qualifications</b></p> <ol style="list-style-type: none"> <li>3. Property is located in the blocks within or touched by the redrawn 95 dB SENEL (single-event) noise contour.</li> <li>4. Property is a legal residential or live/work unit, as of the date of approval of the helipad by Caltrans Aeronautics.</li> <li>5. Noise level in interior sleeping area is at or greater than 80 dB SENEL with windows closed, as measured by</li> </ol>	<p>Implement Residential Sound Reduction Program according to procedures identified in the mitigation measure.</p>	<p>UCSF Medical Center Transport Coordinator in conjunction with Community Relation and Campus Planning</p>	<p>Responsible units will provide written verification in report form to Monitor during Start-up Period and at completion of Implementation phase. Documentation should include the new 95 dB SENEL noise contour, measured interior noise levels at qualifying properties, addresses of properties that participated in the RSRP, cost estimates, amount paid to qualifying property owners, and copy of easement recordation.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	<p>UCSF's sound consultant. (If unit is a loft with no separate sleeping area, entire unit will be considered a sleeping area for sound mitigation funds.)</p>	<p><b>Implementation</b></p>		
		<ol style="list-style-type: none"> <li>6. UCSF sends notification about the RSRP to residential property owners in the blocks within or touched by the redrawn 95 dB SENEL noise contour, plus 2 blocks beyond the contour.</li> <li>7. Property owners have 12 months after the date of notification about the RSRP to apply for the program (UCSF will send a reminder to those notified at least 3 months before the end of the application period).</li> <li>8. UCSF determines if property meets qualifications.</li> <li>9. UCSF will compile for property owner reference acoustical specifications identifying standard acoustical installations, such as acoustical windows and doors.</li> <li>10. Qualified UCSF consultant recommends sound reduction measures in sleeping areas, which may include:               <ul style="list-style-type: none"> <li>• Standard acoustical windows;</li> <li>• Standard acoustical doors;</li> <li>• Weather stripping around doors and other openings;</li> <li>• Insulate or double pane skylights;</li> <li>• Ventilation improvements.</li> </ul> </li> <li>11. UCSF consultant estimates cost of recommended sound reduction</li> </ol>		

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	measures in sleeping areas, which includes labor and materials costs, permit fees, and City inspections.			
	<p>12. UCSF pays qualifying property owner amount of this estimate:</p> <ul style="list-style-type: none"> <li>• Costs will be based on “like-for-like”, that is, for replacement of existing materials similar in quality or appearance;</li> <li>• Qualifying property owners who have existing vinyl or aluminum windows can be given a choice of vinyl or aluminum and color options;</li> <li>• San Francisco Planning Code requirements within historic districts or regarding historic structures will apply. Wood windows may be required. Related costs will be included in the estimate.</li> </ul>			
	<p>13. UCSF will establish an ad hoc working group of neighbors to develop a dispute and mediation process.</p>			
	<p>14. Qualifying property owner, on her/his behalf and on behalf of tenants and future property owners, releases UCSF from future claims for UCSF helicopter noise at the property; this release shall be in the form of a permanent easement in exchange for compensation per item #12 above. The easement may be modified by written agreement executed by both parties.</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	15. Qualifying property owner is responsible for implementing sound reduction improvements.			

**MITIGATION MEASURES IDENTIFIED IN THE UCSF MEDICAL CENTER AT MISSION BAY EIR**

**4.1 AESTHETICS, VISUAL QUALITY, WIND AND LIGHT AND GLARE**

<p><i>MCMB.1-5:</i> Operation of the Medical Center at Mission Bay project would include a helicopter landing site ("helipad"), which would introduce lighting that would be noticeable after dark.</p>	<p>UCSF shall develop a helipad design plan to minimize light and glare, including:</p> <ul style="list-style-type: none"> <li>•Lighting:               <ul style="list-style-type: none"> <li>-Perimeter Lights: Perimeter lights shall be flush mounted along the edge of the landing pad and shall have green lenses. A minimum of eight lights shall be spaced evenly around a square pad, or around the perimeter of a circular pad. Care shall be exercised in the design to ensure that perimeter lights do not impede movement of gurneys to and from the access ramp. The lighting layout shall be planned so that lights are to the sides of, rather than at the entrance to, the ramp.</li> <li>-Windcone: A windcone (windsock) shall be installed and lighted for nighttime operations. The windcone can also be located atop an elevator penthouse. Lighted windcones are normally equipped with four 150-watt flood lights mounted at the ends of crossbars, and are usually equipped with red obstruction lights at the top of their masts. The floods shine down on the orange cone so that it remains illuminated in all quadrants. The downward-</li> </ul> </li> </ul>	<p>Issue instructions to the architect and helipad consultant to incorporate the mitigation as design criteria.</p> <p>Working with the project manager, require architects and design professionals to document how siting and design measures are addressed and incorporated. Review design plans for the proposed helipad to ensure that such features have been incorporated in the design to address the impacts.</p>	<p>UCSF Campus Planning, Medical Center Design and Construction Team</p>	<p>Provide written verification in report form to Monitor during design phase regarding helipad design plan and compliance with this mitigation measure. After construction, the Project Manager shall provide written verification to the Monitor that lights/equipment were installed according to the design.</p>
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**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	<p>directed lights do not normally cause glare to nearby land uses. As an alternate, an internally lighted windcone shall be used. This system employs two floodlights inside the windcone that rotate with it rather than the four external lights.</p> <p>•Lighting Activation:</p> <p>Activation of perimeter lights would occur only when a helicopter is on approach. Two remote activations are feasible:</p> <p>-Manually switched from inside the hospital: This would minimize energy usage and lamp replacement costs but would require that staff be available to activate lighting when an aircraft is inbound.</p> <p>-Pilot-controlled lighting: This system requires a radio receiver/lighting controller at the hospital. Pilots would tune the helicopter's communications radio to the receiver's frequency and key the microphone to activate the lighting. This would allow the pilot to activate the lighting when inbound, eliminating reliance on hospital staff. The weatherproof receiver/controller enclosure has a short whip antenna and can be located outside of the hospital in a secure location.</p> <p>Lighting deactivation can be set to a timer so that perimeter lighting would not remain on for a significant period following departure of the helicopter.</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>4.2 AIR QUALITY</b>				
<p><i>MCMB.2-1:</i> Demolition and construction activities associated with the Medical Center at Mission Bay project would generate fugitive dust and criteria pollutant emissions that could adversely affect local air quality.</p>	<p>To further mitigate less-than-significant project-level impacts, additional measures related to the 2007 CARB off-road diesel rule on equipment exhaust emissions from construction equipment shall be required in UCSF construction contracts to comply with the following measures:</p> <ul style="list-style-type: none"> <li>• Prohibit the use of conventional cutback asphalt for paving to restrict the maximum VOC content of asphalt emulsion. Diesel portable generators less than 50 horsepower shall not be allowed at the construction site, except for those used by welders.</li> <li>• All diesel-fueled engines used for on- and offsite construction activities shall be fueled only with ultralow sulfur diesel, which contains no more than 15 ppm sulfur.</li> <li>• All construction diesel engines used for on- and offsite activities that have a rating of 100 hp or more shall meet, at a minimum, the Tier 2 California Emission Standards for Off-Road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, section 2423(b)(1) unless it is certified by the construction contractor that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 100 hp, that engine shall be a Tier 1 engine. In the event a Tier 1 or Tier 2 engine is not available for any offroad engine larger than 100 hp, that engine shall be</li> </ul>	<p>Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. The successful contractor will prepare a construction air pollution control strategy to report on the implementation of the mitigation measure.</p>	<p>Project Manager, Medical Center Design and Construction Team, or Capital Programs Facilities Management, as appropriate.</p>	<p>Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provision for construction air pollution control. Provide a report on construction air pollution control strategies and report to Monitor upon request; but no less than quarterly after beginning each construction phase.</p>

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**UCSF MEDICAL CENTER AT MISSION BAY EIR**

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	<p>equipped with a CARB Level 3-verified diesel emission control device (e.g., catalyzed diesel particulate filter), unless the engine manufacturer or the construction contractor certifies that the use of such devices is not practical for specific engine types. In the event that a CARB Level 3 verified diesel emission control device is not practical for the specific engine type, then the engine shall be equipped with a CARB Level 1- or 2-verified control device (e.g., diesel oxidation catalyst), unless the engine manufacturer or the construction contractor certifies that such devices are not available for the engine in question. For purposes of this condition, the use of such devices is "not practical" if, among other reasons:</p> <ol style="list-style-type: none"> <li>1. The construction equipment is intended to be onsite for ten (10) days or less.</li> <li>2. The use of the diesel emission control device is excessively reducing normal availability of the construction equipment due to increased downtime for maintenance, and/or reduced power output due to an excessive increase in backpressure.</li> <li>3. The diesel emission control device is causing or is reasonably expected to cause significant engine damage.</li> </ol> <p>In the event that the use of a diesel emission control device is to be terminated, the construction contractor</p>			

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	<p>shall be required to inform the UCSF project manager within 10 days prior to such termination.</p> <ul style="list-style-type: none"> <li>• Construction equipment shall be properly tuned and maintained in accordance with manufacturers' specifications.</li> <li>• Best management construction practices shall be used to avoid (or limit) unnecessary emissions (e.g., trucks and vehicles in loading and unloading queues would turn their engines off when not in use, and to the extent practical, all diesel heavy construction equipment shall not remain running at idle for more than five minutes)</li> <li>• Use alternative fueled equipment when feasible (such as ULSD, CNG, biodiesel, water emulsion fuel, and electric). The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to UCSF the inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.</li> <li>• Use on-site power when feasible to reduce reliance on portable generators. The construction contracts shall require each contractor and subcontractor to consider this measure and adopt it for their work unless they can demonstrate to UCSF the</li> </ul>			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	inapplicability or infeasibility of the measure to their specific work, or can provide mitigation measures with equivalent or better effectiveness. This information shall be reported as part of the Mitigation Monitoring Reporting and Compliance Program.			
<i>MCMB.2-3b:</i> Operation of the Medical Center facilities in the Future Phase would generate vehicular, stationary source, and helicopter-related criteria pollutant emissions that would contribute to regional air pollution.	UCSF would implement previously adopted measures and new measures identified in this EIR. In addition, prior to approval of the Future Phase project, UCSF would conduct additional CEQA review and would consider any new recommendations and methodologies for mitigating criteria pollutants available at the time of Future Phase project approvals.	Implement previously adopted measures, consisting of extending existing UCSF Transportation Demand Management programs to the project site to promote shuttle services, ride-sharing and bicycle programs to reduce the number of trips at the project site.  Conduct additional CEQA review for Future Phase development and consider any new recommendations and methodologies for mitigating criteria pollutants available at the time of the Future Phase project approvals.	UCSF Campus Planning, Parking and Transportation Services  UCSF Campus Planning	Prepare memo to Monitor within 30 days of the start of project operations confirming that Transportation Demand Management programs have been extended to the project site.  Prepare memo to Monitor within 10 days of preparation of Project Planning Guide (PPG) for Future Phase development that additional CEQA review for Future Phase development will be prepared and will consider any new recommendations and methodologies for mitigating criteria pollutants available at that time.
<b>4.5 NOISE</b>				
<i>MCMB.5-1:</i> Demolition and construction activities associated with the proposed project would elevate noise levels in and around the project site, and particularly at nearby sensitive receptors.	UCSF shall require construction contractors to minimize unavoidable construction noise impacts by use of proper equipment and work scheduling:  <ul style="list-style-type: none"> <li>• Limit construction hours to the following schedule. [Monday through Friday, 7 a.m. to 5 p.m. for “Not Noisy” work; and Monday through Friday 8 a.m. to 5 p.m. for Noisy work] Approve extended hours [Monday through Friday, 5 p.m. to 8 p.m.; Saturday 7 a.m. to 8 p.m.; and Sunday 8 a.m. to 4:30 p.m.] only with advanced notice from the UCSF project manager. Prohibit high impact</li> </ul>	Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. The successful contractor will prepare a construction noise impact abatement plan to report on the implementation of the mitigation measure.	Project Manager, Medical Center Design and Construction Team, or Capital Programs Facilities Management, as appropriate	Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for construction noise abatement (including limitations on construction hours). Provide a report on construction noise abatement to Monitor upon request; but no less than quarterly after beginning each construction activity.

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<p><i>MCMB.5-4:</i> Operation of the helicopter landing site (“helipad”) proposed as part of the project would lead to increased noise levels at nearby sensitive receptors. Operations at any time of day could cause speech interference. Nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity of the helipad at the site.</p>	<p>noise on Saturdays and Sundays.</p> <ul style="list-style-type: none"> <li>• Designate a UCSF Community Contact to receive and resolve construction complaints.</li> </ul>	<p>Designate a UCSF Community Contact to receive and resolve construction noise complaints.</p>	<p>UCSF Community Relations</p>	<p>Provide written verification to the Monitor within 10 working days of the first contract bid identifying the UCSF Community Contact and contact information.</p>
	<p><b>Mitigation Measure MCMB.5-4:</b> The University shall continue to work with the community to develop a residential sound reduction program and to evaluate feasible noise mitigation measures related to UCSF helicopter operations. Once developed, this program shall undergo additional project-level environmental review prior to the start of helicopter operations at the site. Specific sound reduction measures identified in the program would be implemented after UCSF helicopter operations begin and the actual sound environment at that time is known. The residential sound reduction program shall be implemented to the extent feasible to minimize significant disruption to receptors, and shall include the following elements:</p>	<p>Develop a residential sound reduction program as described in this mitigation measure. Conduct additional project-level environmental review, if required.</p>	<p>UCSF Medical Center, Campus Planning and Community and Governmental Relations</p>	<p>Provide report to Monitor describing the residential sound reduction program.</p>
	<ul style="list-style-type: none"> <li>• Limit types of landings at the site to the most critically ill patients when time is of the essence, when helicopter transport is approved by a physician.</li> <li>• Limit activity to incoming interfacility transfers.</li> <li>• Prepare a Helicopter Operations Plan that shall specify the following:             <ol style="list-style-type: none"> <li>1. All helicopter operations shall use the flight paths described in the EIR, unless safety precautions require a diversion from any of the flight paths.</li> </ol> </li> </ul>	<p>Issue instructions to UCSF Medical Center transport coordinator and transport team regarding limits on types of landings and limits to interfacility transfers only.</p>	<p>UCSF Medical Center</p>	<p>Provide copy of instructions to Monitor prior to start of helicopter operations. Confirm to Monitor in writing that instructions were sent to UCSF Medical Center transport coordinator, transport team, and any other relevant staff.</p>
	<p>Prepare a Helicopter Operations Plan that at a minimum includes the elements described in this mitigation measure. Issue Helicopter Operations Plan to all air medical service companies that may land at the proposed UCSF helipad.</p>	<p>UCSF Medical Center in consultation with Campus Planning and Community Relations</p>	<p>Provide copy of Helicopter Operations Plan to Monitor prior to start of helicopter operations. Confirm in writing that Helicopter Operations Plan was sent to relevant air medical service companies.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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	<p>2. The primary approach and departure path is the least disruptive flight path (arrive from east and depart to east) and should be utilized as much as feasible. The alternate and secondary flight paths should be utilized only if the primary approach and departure path is not desirable due to safety considerations.</p> <p>3. UCSF service contracts with air medical companies shall require that all pilots be routinely trained to ensure that optimum arrival and departure flight procedures are followed for each helicopter type that serves UCSF. Pilots would be instructed in the use of the primary east approach and departure path.</p> <p>4. A log of helicopter activity shall be maintained which shall include a detailed record of the reason for the trip, and date and time of arrival and departure. If a diversion from prescribed flight paths occurred as discussed above, the reason for diversion shall be recorded in the log.</p>			
	<ul style="list-style-type: none"> <li>• Respond to noise complaints about helicopter overflight. UCSF shall investigate noise complaints and shall work to address the complaint if it is determined that the cause was from helicopter operations at UCSF. The investigation may include consultation with a noise engineer, a site assessment, noise monitoring of the affected property, and other actions as may be necessary. Contact information for registering complaints</li> </ul>	Assign UCSF personnel to respond to and investigate noise complaints about helicopter overflight. Make UCSF contact information for registering complaints publicly available.	UCSF Medical Center in consultation with Campus Planning and Community Relations	Provide report to Monitor on helicopter noise complaints, investigative actions, and resolution. Provide report to Monitor upon request; but no less than quarterly beginning within 3 months after the start of helipad operations.

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	will be made publicly available.			
	<ul style="list-style-type: none"> <li>Establish a UCSF community working group that meets periodically to provide a forum for UCSF and the community to discuss helicopter noise issues.</li> </ul>	Establish UCSF community working group that meets periodically to provide a forum for UCSF and the community to discuss helicopter noise issues.	Community Relations in consultation with UCSF Medical Center.	Provide report to Monitor prior to the start of helipad operations identifying community working group members and anticipated meeting frequency.
	<ul style="list-style-type: none"> <li>Include additional mitigation developed as part of the community process.</li> </ul>	Implementation to be determined.	To be determined	Provide report to Monitor confirming implementation of additional mitigation measures.
	<p><b>Mitigation Measure MCMB.5-4a:</b>            Following helipad construction, UCSF shall implement the following program as part of the RSRP:</p> <p><b>Start-up Period</b></p> <p>16. During the first eight weeks of operations, UCSF will address noise complaints, if any, by revising helicopter operations where feasible. If helicopter activity does not reach the expected average of 1.4 transports per day during the start-up period, the start-up period will be extended to a maximum of 12 weeks.</p> <p>17. At the end of the start-up period, UCSF will conduct a test flight and redraw the 95 dB SENEL (single-event) noise contour to reflect the noise environment that will exist at that time.</p> <p><b>Qualifications</b></p> <p>18. Property is located in the blocks within or touched by the redrawn 95 dB SENEL (single-event) noise contour.</p> <p>19. Property is a legal residential or</p>	Implement Residential Sound Reduction Program according to procedures identified in the mitigation measure.	UCSF Medical Center Transport Coordinator in conjunction with Community Relation and Campus Planning	Responsible units will provide written verification in report form to Monitor during Start-up Period and at completion of Implementation phase. Documentation should include the new 95 dB SENEL noise contour, measured interior noise levels at qualifying properties, addresses of properties that participated in the RSRP, cost estimates, amount paid to qualifying property owners, and copy of easement recordation.

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	live/work unit, as of the date of approval of the helipad by Caltrans Aeronautics.			
	20. Noise level in interior sleeping area is at or greater than 80 dB SENEL with windows closed, as measured by UCSF's sound consultant. (If unit is a loft with no separate sleeping area, entire unit will be considered a sleeping area for sound mitigation funds.)			
	<b>Implementation</b>			
	21. UCSF sends notification about the RSRP to residential property owners in the blocks within or touched by the redrawn 95 dB SENEL noise contour, plus 2 blocks beyond the contour.			
	22. Property owners have 12 months after the date of notification about the RSRP to apply for the program (UCSF will send a reminder to those notified at least 3 months before the end of the application period).			
	23. UCSF determines if property meets qualifications.			
	24. UCSF will compile for property owner reference acoustical specifications identifying standard acoustical installations, such as acoustical windows and doors.			
	25. Qualified UCSF consultant recommends sound reduction measures in sleeping areas, which may include: <ul style="list-style-type: none"> <li>• Standard acoustical windows;</li> <li>• Standard acoustical doors;</li> </ul>			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	<ul style="list-style-type: none"> <li>• Weather stripping around doors and other openings;</li> <li>• Insulate or double pane skylights;</li> <li>• Ventilation improvements.</li> </ul> <p>26. UCSF consultant estimates cost of recommended sound reduction measures in sleeping areas, which includes labor and materials costs, permit fees, and City inspections.</p> <p>27. UCSF pays qualifying property owner amount of this estimate:</p> <ul style="list-style-type: none"> <li>• Costs will be based on “like-for-like”, that is, for replacement of existing materials similar in quality or appearance;</li> <li>• Qualifying property owners who have existing vinyl or aluminum windows can be given a choice of vinyl or aluminum and color options;</li> <li>• San Francisco Planning Code requirements within historic districts or regarding historic structures will apply. Wood windows may be required. Related costs will be included in the estimate.</li> </ul> <p>28. UCSF will establish an ad hoc working group of neighbors to develop a dispute and mediation process.</p> <p>29. Qualifying property owner, on her/his behalf and on behalf of tenants and future property owners, releases UCSF from future claims for UCSF helicopter noise at the property; this release shall be in the form of a permanent</p>			

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	<p>easement in exchange for compensation per item #12 above. The easement may be modified by written agreement executed by both parties.</p> <p>30. Qualifying property owner is responsible for implementing sound reduction improvements.</p>			

**4.6 TRANSPORTATION AND TRAFFIC**

*MCMB.6-3:* Operation of the Medical Center at Mission Bay project would increase traffic at intersections on the adjacent roadway network in the Future Phase.

Regarding Owens Street at the Center Garage Access, UCSF would conduct project-level CEQA review at the time the Future Phase development is considered for approval. In addition, UCSF would coordinate with the City of San Francisco in the periodic update of the Mission Bay traffic triggers survey and would monitor on-site parking access and circulation in order to determine the need for LOS improvements on Owens Street between 16th and Mariposa Streets. UCSF would coordinate with the Municipal Transportation Agency (which includes the Department of Parking and Traffic) and the Planning Department to confirm the feasibility and effectiveness of mitigation measures resulting from future analysis or consider equivalent recommendations made by these agencies, and UCSF will pay its fair share of the cost of implementing the selected mitigation.

Conduct project-level CEQA review for Future Phase development. Coordinate with the City of San Francisco in the periodic update of the Mission Bay traffic triggers survey. Monitor on-site parking access and circulation in order to determine the need for LOS improvements on Owens Street between 16<sup>th</sup> and Mariposa Streets. Coordinate with the Municipal Transportation Agency (including the Department of Parking and Traffic) and the Planning Department to confirm the feasibility and effectiveness of mitigation measures resulting from future analysis or consider equivalent recommendations made by these agencies. Pay for fair share of the cost of implementing selected mitigation.

UCSF Campus Planning

Prepare memo to Monitor within 10 days of preparation of Project Planning Guide (PPG) for Future Phase development that project-level CEQA review for Future Phase development will be prepared. Following project-level CEQA review for Future Phase development, prepare additional memo to Monitor describing status of LOS improvements on Owens Street between 16<sup>th</sup> and Mariposa, coordination efforts with the City to confirm the feasibility and effectiveness of mitigation measures, and status of fair share payments for cost of implementing selected mitigation.

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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>MITIGATION MEASURES CARRIED FORWARD FROM THE UCSF LRDP AMENDMENT #2 – HOSPITAL REPLACEMENT EIR</b>				
<b>4.1. AESTHETICS</b>				
<p>4.1-1: New hospital development at any of the sites could increase light and glare which could affect nighttime views at the selected site and in its vicinity.</p>	<p>Minimize light and glare from new hospital development through the orientation of buildings, use of landscaping materials, and choice of primary facade materials. Design standards and guidelines to minimize light and glare would be adopted for the new hospital development, including:</p> <p>Reflective metal walls and mirrored glass walls shall not be used as primary building materials for facades.</p> <p>Installation of illuminated building signage shall strive to be consistent with City Planning Code sign requirements and/or Mission Bay design guidelines.</p> <p>Exterior light fixtures shall be configured to emphasize close spacing and lower intensity light. Light fixtures shall use luminaries that direct the cone of light downward. (Modified from LRDP FEIR Mitigation Measure 12LI-3 for the LRDP and Future Phases)</p>	<p>Issue instruction in each bid package of each architectural services contract for architects and design professionals to incorporate the mitigation as design criteria.</p> <p>Working with the project and construction managers, require architects and design professionals to document how siting and design measures are addressed and incorporated. Review design plans for each new proposed structure to ensure that such features have been incorporated in the design to address light/glare impacts.</p>	<p>Medical Center Design and Construction Team, Project Manager.</p>	<p>Provide written verification in report form to Monitor within 10 working days of each contract bid on each phase. Report will certify that selected bids utilize design elements which maximize compliance with design criteria.</p>
<p>4.1-2: Construction of a new hospital could result in flood lighting at any of the sites during nighttime construction activities.</p>	<p>UCSF would require a condition in construction contracts that flood or area lighting for construction activities be placed and directed so as to avoid potential disturbances to adjacent residences or other uses. (Modified from LRDP Mitigation Measure 12LI-4 for the LRDP and Future Phases)</p>	<p>Issue instructions in each bid package of each architectural services contract for architects and design professionals to incorporate the mitigation as design criteria.</p> <p>Working with the project and construction managers, require contractors to document how siting and construction lighting measures are incorporated. Review construction documentation to ensure that mitigation is included to address lighting effects.</p>	<p>Medical Center Design and Construction Team, Project Manager.</p>	<p>Provide written verification in report form to Monitor within 10 working days of each contract bid on each phase. Report will certify that selected bids utilize design elements which maximize compliance with design criteria.</p>

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<b>Impact</b>	<b>Mitigation Measure</b>	<b>Implementation</b>	<b>Responsible Unit</b>	<b>Report Mechanism</b>
4.1-4: Construction and operation of a hospital at the Mission Bay South site could substantially degrade the visual quality of the Mission Bay campus site or its surroundings.	Extend to the CMPDG to the Mission Bay South site or develop Mission Bay South site land use designations and design guidelines that apply 1996 LRDP goals and objectives for visual quality, protection of view corridors, creation of open space, and compatibility with the surrounding area. Implementation of this measure would avoid a substantial degradation of the visual quality due to the Mission Bay South site development. (Identified by this EIR for the LRDP and Future Phases)	Prior to or as part of project-specific planning and design, develop design guidelines for the Mission Bay South site and adjacent blocks, as applicable.	UCSF Campus Planning and Medical Center Design and Construction Team	Issue new design guidelines with specific prescriptions for the Mission Bay South site and incorporate the site as appropriate into the revised CMPDG.
4.1-6: Operation of a hospital at Mission Bay North or South could include a helicopter landing site ("helipad"), which would introduce lighting that would be noticeable after dark.	UCSF shall develop a helipad design plan to minimize light and glare, including:  Lamp wattage shall be minimized to the extent allowed by Federal Aviation Administration requirements.  Lighting shall be activated remotely as needed by an approaching helicopter pilot or by staff meeting an incoming flight to the extent allowed by Federal Aviation Administration requirements. [Superceded by Mitigation Measure MCMB.1-5]  Project-specific environmental review shall be conducted on potential light and glare impacts when more specific hospital designs for either the North or South sites are available. (Identified by this EIR for the LRDP and Future Phases)[Implemented]	Issue instructions in each bid package of each architectural services contract for architects and design professionals to incorporate the mitigation as design criteria.  Working with the project and construction managers, require architects and design professionals to document how siting and design measures are addressed and incorporated. Review design plans for each new proposed structure to ensure that such features have been incorporated in the design to address the impacts.	UCSF Campus Planning, Medical Center Design and Construction Team.	Provide written verification in report form to Monitor within 10 working days of each contract bid on each phase. Report will certify that selected bids utilize design elements which maximize compliance with design criteria.
<b>4.2 AIR QUALITY</b>				
4.2-1: Construction and operation	UCSF shall continue its existing	Extend UCSF shuttle service to the	UCSF Parking &	Provide written verification to Monitor

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<b>Impact</b>	<b>Mitigation Measure</b>	<b>Implementation</b>	<b>Responsible Unit</b>	<b>Report Mechanism</b>
of replacement hospital facilities would generate vehicular, stationary source, and helicopter-related emissions (depending on scenario) that would contribute to regional air pollution.	Transportation Demand Management programs to promote shuttle services, ride-sharing, and bicycle programs to reduce the number of trips at its campus sites. These transit options divert trips from single occupancy vehicles and would thus reduce impacts of vehicular trips generated by the project. (Modified from LRDP FEIR Mitigation Measures 12D4-2 for the LRDP and Future Phase)	project site; work to promote other TDM programs at the project site, such as pre-tax transit passes and ride-sharing; consider in parking plans allocations for vanpool, motorcycle, and bicycle parking.	Transportation Services in conjunction with UCSF Medical Center and Campus Planning	regarding TDM programs considered and implemented.
4.2-2: Demolition and construction activities associated with the hospital construction would generate fugitive dust and criteria pollutant emissions that could adversely affect local air quality.	During construction, UCSF shall require the construction contractor to implement the appropriate level of BAAQMD's dust control procedures for all construction sites. UCSF shall include this requirement in all construction contracts. This mitigates this impact to less than significant. (Modified from LRDP FEIR Mitigation Measure 12D1-1 for the LRDP and Future Phase)	Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. The successful contractor will prepare a construction air pollution control strategy to report on the implementation of the mitigation measure.	Project Manager, Medical Center Design and Construction Team.	Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for construction air pollution control. Provide a report on construction air pollution control strategies and report to Monitor upon request; but no less than quarterly after beginning each construction activity.
4.2-5: Vehicular traffic generated by construction and operation of a 400-bed or 650-bed hospital and associated facilities, in conjunction with traffic generated from concurrent LRDP projects at each campus site, plus non-UCSF projects, would result in criteria pollutant emissions that would have a significant cumulative impact on the ambient air quality.	Implement Mitigation Measure 4.2-1.			
<b>4.3 CULTURAL RESOURCES</b>				
4.3-1: Building construction, including excavation and grading associated with the proposed project, could cause substantial adverse changes to archaeological resources at the project sites.	If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed:  In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be	Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. The successful contractor will demonstrate knowledge of procedures and requirements when cultural resources are discovered during construction activities.	UCSF Capital Projects Facilities Management Project Manager.	Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for mitigation if cultural resources are discovered during construction activities. Provide construction status report to

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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	<p>taken:</p> <p>(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <p>(A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) If the coroner determines the remains to be Native American: (1) The coroner shall contact the Native American Heritage Commission within 24 hours. (2) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. (3) The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or</p> <p>(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after</p>			Monitor upon request.

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	<p>being notified by the commission.</p> <p>(B) The descendant identified fails to make a recommendation; or</p> <p>(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. (Identified by this EIR for the LRDP and Future Phase)</p>			
<b>4.4 GEOLOGY AND SOILS</b>				
<p>4.4-4: In the event of a major earthquake in the region, seismic ground shaking could expose people and property to liquefaction and earthquake-induced settlement at Mission Bay.</p>	<p>A site-specific, design-level geotechnical investigation shall be completed based on the proposed project design and shall provide engineering recommendations for mitigation of liquefiable soils, in accordance with the California Geological Survey's Geology Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117, 1997). These geotechnical recommendations shall be incorporated into the final design of the project. (Identified by this EIR for the LRDP Phase)</p>	<p>The successful architectural design team will prepare a geotechnical survey and incorporate the results of the investigation into the project design to address impacts.</p>	<p>UCSF Campus Planning, and Medical Center Design and Construction Team.</p>	<p>Provide Medical Center Design and Construction Team final geotechnical investigation that reports feasible measures and incorporates them into project design.</p>

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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>4.5 HAZARDS AND HAZARDOUS MATERIALS</b>				
<p>4.5-4: Operation of the new hospital facilities would generate hazardous waste that could place an additional load on hazardous waste management facilities.</p>	<p>UCSF shall implement hazardous waste handling, minimization, and disposal procedures at any chosen site for hospital replacement consistent with safety requirements and applicable laws and regulations.</p> <p>UCSF shall extend its existing hazardous waste minimization plan to include any chosen site for hospital replacement.</p> <p>UCSF shall 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 any chosen site for hospital replacement. This would 1) allow efficient processing of wastes for shipment to treatment facilities or disposal, reducing the time that hazardous wastes are at a chosen hospital replacement site, and 2) ensure that safety controls such as OSHA training, correct practices and safety equipment are in place.</p> <p>UCSF shall implement procedures to minimize increases in the long-lived radioactive waste generation. According to the California Department of Health Services Radiologic Health Branch, California, radiologic licenses should:</p> <ol style="list-style-type: none"> <li>1) minimize the amount of low-level radioactive waste in possession and avoid accumulating waste that cannot be disposed promptly;</li> <li>2) segregate for disposing radioactive wastes that are not subject to Southwestern Low-Level Radioactive Waste Disposal</li> </ol>	<p>At the new hospital facilities, UCSF will extend its program for hazardous waste handling, minimization and disposal, including implementation of all the measures identified in the mitigation measure. In addition, in conjunction with bi-annual inspections of UCSF by the City and County of San Francisco Department of Public Health, and the Department of Health Services, Radiologic Health Branch, initiate a review by the Chemical Safety Officer and the Radiation Safety Officer (in consultation with the Chemical Safety Committee and the Radiation Safety Committee as required) of existing source reduction and management plans for additional measures that are feasible to implement at UCSF to minimize hazardous waste and dry long-lived radioactive waste.</p>	<p>Environmental Health &amp; Safety, Chemical Safety Officer and Radiation Safety Officer.</p>	<p>Notify Monitor when hazardous waste handling, minimization and disposal measures are extended to the new hospital facilities. In addition, provide hazardous chemical waste and radioactive waste source reduction and management review to Monitor every other year as part of the bi-annual Business Plan inspection and RHB inspection. Report feasible measures to be implemented and timetable for such additional measures.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<p>4.5-6: Soil and groundwater contamination at the Mission Bay North and South sites could expose construction workers, the public, and the environment to hazards associated with soil and groundwater contamination.</p>	<p>Compact regulations;</p> <p>3) segregate waste that can be disposed of or reduced in volume by approved treatment methods;</p> <p>4) segregate short-lived radioactive waste for decay;</p> <p>5) consider recycling radioactive materials;</p> <p>6) consider extended on-site storage of any remaining low-level radioactive waste; and</p> <p>7) consider non-radioactive substitutes. (Modified Measure from LRDP FEIR Mitigation Measure 12F1-3)</p>	<p>The UCSF Office of Environmental Health &amp; Safety will coordinate with the current land owner to prepare or contract for preparation of a complete site assessment and implementation of the identified mitigation measures. Alternatively, UCSF could conduct the assessment and remediation itself in accordance with federal and state requirements.</p>	<p>Environmental Health &amp; Safety, Asbestos / Hazardous Materials Removal Officer</p>	<p>Provide copies of the assessment and remediation plans to Monitor for each project and phase. Provide evidence from the Regulatory Agency of satisfactory completion of remediation.</p>
	<p>UCSF shall develop a RMP for Parcel X-3 if it is acquired or extend the 1999 RMP to Parcel X-3, if feasible.</p>			
<p><b>4.6 HYDROLOGY AND WATER QUALITY</b></p>				
<p>4.6-3: Construction of new hospital buildings at the Mission Bay North or South sites by the LRDP Phase or Future Phases could result in hydrology and water quality impacts at Mission Bay.</p>	<p>UCSF shall adopt Mitigation Measures K.2, K.3 and K.4 of the Mission Bay Subsequent EIR as follows:</p> <p>K.2 Participate in the City's existing Water Pollution Prevention Program. Facilitate implementation of the City's Water Pollution Prevention Program by providing and installing wastewater sampling ports in any building anticipated to have a potentially significant discharge of pollutants to the sanitary sewer, as determined by the</p>	<p>Issue instructions in each bid package of each construction project for contractor to incorporate the mitigation measures.</p>	<p>Medical Center Design and Construction Team</p>	<p>Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for mitigation measures. Provide construction status report to Monitor upon request.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	<p>Water Pollution Prevention Program of the San Francisco Public Utilities Commission's Bureau of Environmental Regulation and Management, and in locations as determined by the Water Pollution Prevention Program.</p>			
	<p>This mitigation measure could be implemented by including the Water Pollution Prevention Program in the review process, as each individual construction is proposed. The Water Pollution Prevention Program would review each project, determine if one or more sampling ports should be installed in a particular building, and specify the location of the sampling port(s).</p>			
	<p>K.3 Design and construct sewer improvements such that potential flows to the City's combined sewer system from the project do not contribute to an increase in the annual overflow volume as projected by the Bayside Planning Model by providing increased storage in oversized pipes, centralized storage facilities, smaller dispersed storage facilities, or detention basins, or through other means to reduce or delay stormwater discharges to the City system.</p>			
	<p>K.4 Implement alternative technologies or use other means to reduce settleable solids and floatable materials in stormwater discharges to China Basin Channel to levels equivalent to, or better than, City-treated combined sewer overflows. Such alternatives technologies could include one or more of the following: biofilter system, vortex sediment system, catch basin filters, and/or additional source control measures to remove particulates from</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
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Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>4.8 NOISE</b>	streets and parking lots. (Identified by this EIR for the LRDP and Future Phase)			
4.8-1: The proposed Hospital Replacement Program would result in noise associated with demolition and construction activities.	<p>Mitigation Measure 4.8-1: UCSF shall require construction contractors to minimize unavoidable construction noise impacts by use of proper equipment and work scheduling:</p> <p>Limit construction hours to between 7:00 a.m. and 8:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends. Approve extended hours only with advanced notice from UCSF project manager. Prohibit high impact noise on Sundays. [Superceded by Mitigation Measure MCMB.5-1]</p> <p>Require use of construction equipment with noise reduction devices (i.e., mufflers in good working order).</p> <p>Erect temporary noise walls to protect adjacent noise-sensitive areas. Use of impact tools would be minimized to the extent feasible.</p> <p>Implement "quiet" pile-driving technology (such as pre-drilling of piles, and/or the use of more than one pile driver to shorten the total pile-driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions.</p> <p>Locate stationary noise sources away from residential or other sensitive-receptor areas, and require use of acoustic shielding with such equipment when feasible and appropriate.</p> <p>(Modified measure from LRDP FEIR</p>	Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. The successful contractor will prepare a construction noise impact abatement plan to report on the implementation of the mitigation measure.	Capital Projects Facilities Management or Medical Center Design and Construction Team, as appropriate	Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for construction noise abatement. Provide a report on noise abatement to Monitor upon request; but no less than quarterly after beginning each construction activity.

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	Mitigation Measure 12E1-1)			
4.8-2: Operational activities and mechanical equipment would increase noise levels at sensitive receptors.	UCSF shall incorporate standard industrial noise control measures for stationary equipment at any site chosen for hospital replacement. UCSF shall also adopt noise performance standards to ensure that operational noise from UCSF sources would not exceed noise guidelines set forth in local General Plans or ordinances for adjacent areas based on use standards. If ambient noise levels in areas adjacent to the site(s) proposed for hospital replacement already exceed local noise standards, UCSF shall not increase average daily noise levels (Ldn) from operational noise sources by 3 or more dBA at the property line. UCSF shall use standard design features including installation of relatively quiet models, orientation or shielding to protect sensitive uses, and installation within enclosures when necessary to reduce noise. (Modified measure from LRDP FEIR Mitigation Measure 12E1-2)	All contractors and design professionals responsible for selecting mechanical equipment will be required to perform noise calculations based on mechanical equipment specifications of the vendor or measure equipment noise levels at the nearest property line to ensure the selected equipment meets the criteria. If the projected equipment noise levels exceed Noise Ordinance specifications, the contractor or design professional will be required to implement additional measures, to ensure that the standards are met, and re-monitor.	Medical Center Design and Construction Team, Project Manager.	Provide written verification to the Monitor of the inclusion of the performance standards and conduct final monitoring as required.
4.8-6: Operation of a hospital at Mission Bay North or South could include a helicopter landing site ("helipad") that would lead to increased noise levels at nearby sensitive receptors. Nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity of the helipad at the North or South site.	For the North site, none feasible.  For the South site, nighttime departures shall be required to use the east or northeast flight path, as feasible. (Identified by this EIR for the LRDP and Future Phases) [Superceded by Mitigation Measure MCMB.5-4]	Include measures in helicopter service vendor contract.	Medical Center Administration Director, Medical Center Facilities	Provide written verification to the Monitor of the inclusion of the performance standards and conduct final monitoring as required.
4.8-7: Site-specific construction and demolition activities at each campus site would have a local, significant cumulative impact on the local noise environment.	Implement Mitigation Measure 4.8-1.			

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
<b>4.11 TRANSPORTATION</b>				
<p>4.11-1: Building construction, including demolition, excavation, and grading associated with the proposed LRDP Amendment could cause substantial adverse impacts to traffic flow, circulation and access as well as to transit, pedestrian, and parking conditions.</p>	<p>Mitigation 4.11-1: To assure that construction and/or demolition activities minimize parking demand and circulation obstruction, UCSF shall require construction and/or demolition contractors to develop and implement construction traffic and parking management plans during demolition and/or construction activities at all campus sites. The plans would be expected to include measures such as the following:</p> <p>Develop a traffic management plan in consultation with the San Francisco DPT and Muni to minimize disruption due to lane closures. The plan should be consistent with the Regulations for Working in San Francisco Streets and Chapter 6 of the California Supplement to the Manual of Uniform Traffic Control Devices.</p> <p>Prepare an offsite parking plan for construction employees and subcontractor employees. An alternative plan would provide shuttle service to/from designated remote parking lots and/or public transportation transfer nodes. This plan would be incorporated into the construction contract between UCSF and the contractor.</p> <p>Schedule heavy-truck deliveries with the construction project manager at least one day in advance.</p> <p>Whenever possible, make deliveries using trucks of 40 feet maximum bumper-to-bumper length.</p> <p>Whenever possible schedule heavy</p>	<p>Issue instructions in each bid package of each construction project for contractors to incorporate the mitigation. Require the successful contractor to prepare a construction traffic and circulation plan for each new proposed construction project to report on the implementation of the mitigation measure.</p>	<p>Medical Center Design and Construction Team, Capital Projects Facilities Management, as appropriate.</p>	<p>Provide written verification in report form to the Monitor within 10 working days of each contract bid on each phase to certify that selected bid includes provisions for a construction traffic and circulation plan. Provide a construction traffic and circulation plan implementation report to Monitor upon request; but no less than quarterly after beginning each construction activity.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**  
**UCSF MEDICAL CENTER AT MISSION BAY EIR**

Impact	Mitigation Measure	Implementation	Responsible Unit	Report Mechanism
	trucks deliveries to arrive at off-peak hours, outside of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.  Note any deliveries that cannot comply with the above requirements for heavy trucks on the schedule, and notify the UCSF construction project manager at least 48 hours in advance. The contractor may provide flagmen to direct traffic in those cases. (Identified by this EIR for the LRDP and Future Phases)			
4.11-2: Operation of a hospital at the Mission Bay North or South sites would increase traffic at intersections on the adjacent roadway network.	See below.			
4.11-2a: Operation of a hospital at the Mission Bay South site would increase average delay per vehicle during the p.m. peak hour at the intersection of 16th Street / Owens Street.	UCSF shall coordinate with the City of San Francisco to provide the following lane configuration for the southbound approach on Owens Street at the intersection of 16th Street / Owens Street: one southbound shared through-left-turn lane, one southbound through-lane, and one southbound exclusive right-turn lane. (Identified by this EIR for Future Phases)	Work with appropriate City Departments on lane configuration at this intersection to achieve acceptable level of service.	Vice Chancellor - University Advancement & Planning, Campus Planning, Government Relations.	Report coordination efforts to Monitor and provide documentation confirming lane configuration has been approved by City and implemented.
4.11-2b: Operation of a hospital at the Mission Bay South site would increase average delay per vehicle during the p.m. peak hour at the intersection of Mariposa Street / 3rd Street.	UCSF shall coordinate with the City and County of San Francisco to provide an additional southbound exclusive right-turn lane of a minimum 50-foot length on 3rd Street at the intersection of Mariposa Street / 3rd Street. (Identified by this EIR for Future Phase)	Work with appropriate City Departments to get Board of Supervisor approval for the dedication of land that would be required for the lane.	Vice Chancellor - University Advancement & Planning, Campus Planning, Government Relations.	Report coordination efforts to Monitor. If UCSF cannot dedicate to City, this measure would remain a significant unavoidable impact.