

## ADDENDUM TO SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

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**Date of Publication of Addendum:** September 30, 2005

**Date of Certification of Final Subsequent EIR:** September 17, 1998

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**Lead Agency:** San Francisco Redevelopment Agency  
770 Golden Gate Avenue, San Francisco, CA 94102

**Agency Contact:** Amy Neches **Telephone:** (415) 749-2450

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**Project Title:** Redevelopment Agency Case No. ER 919-97 Addendum #5  
Review of University of California San Francisco Long Range Development Plan Amendment #2 & 2004 LRDP Update ("LRDP Amendment #2") and Final Environmental Impact Report for Long Range Development Plan Amendment #2—Hospital Replacement Program ("LRDP FEIR")

**Project Sponsor/Contact:** Amy Neches, SF Redevelopment Agency **Telephone:** (415) 749-2450

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**Project Address:** Approximately 303 acres located generally south of Townsend Street, east of Seventh Street and I-280 freeway, north of Mariposa Street, and west of Terry A. Francois Boulevard and Third Street; Mission Bay North and South are north and south of China Basin Channel respectively.

**City and County:** San Francisco

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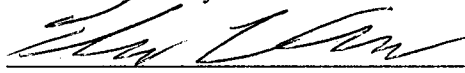
### Determination:

The LRDP FEIR analyzes development of several proposed hospital scenarios including facilities of various sizes and locations in Mission Bay. The Regents of the University of California ("Regents") has approved LRDP Amendment #2, which calls for establishment of up to a approximately a 210-bed hospital on Blocks 36-39 and X-3 in Mission Bay South during the LRDP timeframe (2011-12). Based on current information, UCSF does not intend to build more than a 400-bed hospital and ancillary uses at Mission Bay in the reasonably foreseeable future. Based upon the review of the LRDP FEIR and analysis described in this Addendum, the LRDP Amendment #2 does not entail any substantial changes that would require major revisions to the existing 1998 *Mission Bay Subsequent Environmental Impact Report* ("Mission Bay SEIR"), nor would new significant environmental effects or a substantial increase in the severity of previously identified significant effects occur. Since certification, no changes have occurred in the circumstances under which the *Mission Bay North Redevelopment Plan* and the *Mission Bay South Redevelopment Plan* would be undertaken, and no new information has emerged that would materially change any of the analyses or conclusions of the existing Mission Bay SEIR. Therefore, no additional environmental review is necessary beyond this Addendum.

*(The basis for this determination is provided on the following pages)*

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I do hereby certify that the above determination has been made pursuant to State and Local requirements.

  
Thomas L. Evans  
San Francisco Redevelopment Agency

9/30/05  
Date of Determination

(Continued from Page 1)

## Background

On August 23, 1990, the San Francisco Board of Supervisors certified the *Mission Bay Final Environmental Impact Report* (the "1990 FEIR").<sup>1</sup> The 1990 FEIR assessed the development program that was ultimately adopted as the *Mission Bay Plan, an Area Plan of the San Francisco General Plan*, with implementing zoning. In 1996-97 the San Francisco Redevelopment Agency, with Catellus Development Corporation as project sponsor, proposed a new project for the Mission Bay area, consisting of two separate redevelopment plans (*Mission Bay North Redevelopment Plan* and *Mission Bay South Redevelopment Plan*) ("North Plan" and "South Plan" or collectively, the "Plans") in two redevelopment project areas separated by China Basin Channel.

On September 17, 1998, the San Francisco Planning Commission and the San Francisco Redevelopment Agency Commission certified the the Mission Bay SEIR.<sup>2</sup> The Mission Bay SEIR analyzed reasonably foreseeable development under the Plans. It incorporated by reference information from the original 1990 FEIR that continued to be accurate and relevant with respect to the new project. Thus, the 1990 FEIR and the Mission Bay SEIR together constitute the environmental documentation for the Plans.

The San Francisco Redevelopment Agency Commission adopted the Plans on September 17, 1998, along with the *Mission Bay South Owner Participation Agreement* and the *Mission Bay North Owner Participation Agreement* between the Redevelopment Agency and Catellus Development Corporation ("South OPA" and "North OPA").<sup>3</sup> As authorized by the plans, the Commission simultaneously adopted design guidelines and standards governing development, contained in companion documents, the *Design for Development for the Mission Bay South Project Area* and the *Design for Development for the Mission Bay North Project Area* ("South Design for Development" and "North Design for Development" respectively).<sup>4</sup> The Board of Supervisors adopted the North Plan October 26, 1998 and the South Plan on November 2, 1998.<sup>5</sup>

The San Francisco Redevelopment Agency has prepared four prior Addenda to the Mission Bay SEIR. The first, dated March 21, 2000, analyzed the ballpark parking lots. The second, dated June 20, 2001, addressed Infrastructure Plan revisions related to 7th Street bike lanes and relocation of a storm drain outfall.

More recently, the San Francisco Redevelopment Agency revised the South Design for Development with respect to the maximum allowable number of towers, tower separation and required step-backs. These changes and related actions were analyzed in an Addendum dated February 10, 2004.

The San Francisco Redevelopment Agency also revised the South Design for Development with respect to the permitted maximum number of parking spaces for bio-technical and similar research facilities, and to make certain changes to the North OPA to reflect a reduction in permitted commercial development and associated parking, all as described in an Addendum dated March 9, 2004.

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<sup>1</sup> Planning Department Case No. 86.505E.

<sup>2</sup> Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

<sup>3</sup> Resolution No. 188-98 and Resolution No. 193-98, respectively.

<sup>4</sup> Resolution No. 186-98 and Resolution No. 191-98, respectively.

<sup>5</sup> Ordinance No. 327098 and Ordinance No. 335-98, respectively.

## UCSF Hospital Project

On March 17, 2005, The Regents of the University of California ("The Regents") certified the LRDP FEIR, which analyzed various scenarios for accommodating up to 650 hospital beds and related facilities through construction at a combination of Parnassus Heights and Mission Bay sites, considering both 2012 and 2030 timeframes. The Mission Bay sites considered in the LRDP FEIR include one (which UCSF calls "Mission Bay North") located in Mission Bay South at the northern edge of the 43 acre UCSF Mission Bay campus site and one (which UCSF calls "Mission Bay South") located adjacent to the southern edge of the UCSF Mission Bay site on Blocks 36-39 and X-3. The first site is within the existing UCSF campus, the second is not. The facility combinations studied in the LRDP FEIR include: a 250 bed hospital at Mission Bay North or Mission Bay South and a 400 bed hospital at Parnassus East or Parnassus West; a 400 bed hospital at Mission Bay North or at Mission Bay South and a 250 bed hospital at Parnassus East or Parnassus West; and a 650 bed hospital at Mission Bay South.

On March 17, 2005, The Regents approved amendments to the LRDP, in which The Regents decided that in the initial LRDP Phase (through 2012), the Regents will (a) develop three integrated specialty hospitals with about 210 beds at Mission Bay; (b) maintain tertiary and quaternary care with about 600 beds at Parnassus Heights for a total of about 810 beds during the LRDP Phase; (c) provide ambulatory care facilities at both Parnassus Heights and Mission Bay; and (d) populate both sites with basic and translational disease oriented research programs. The amendments also provide that ultimately, in future approvals beyond the LRDP time horizon, the concept is to have two major integrated campus sites with clinical care, basic and translation research. The amendments additionally call for acquisition of the Mission Bay south property.<sup>6</sup>

The LRDP FEIR identified various potentially significant unavoidable impacts of the various facility scenarios, as summarized in Table 2-1 on pages 2-9 through 2-37 of the LRDP FEIR, in the areas of air quality, land use and planning, noise (helipad and construction-related) and transportation. As summarized in Table 1, all but three of these impacts were either previously identified in the Mission Bay SEIR or relate to impacts that occur only at Parnassus Heights. In the case of construction-related noise, The Regents and the City apply different significance criteria, and The Regents conclusion is consistent with that reached in the original LRDP analysis for the UCSF campus in Mission Bay. The City identifies the same impacts as temporary and therefore insignificant in the Mission Bay SEIR. In addition, the construction would not be proximate to any sensitive receptors in Mission Bay and The Regents has agreed to comply with the City's noise ordinance, which would ensure that construction-related noise impacts remain insignificant. The LRDP FEIR identified three significant, unavoidable impacts that were not previously identified in the Mission Bay SEIR and that relate to Mission Bay. These include impact 4.8-6 (helipad operations), 4.11-2a (increase in delay at 16th/Owens Street intersection) and 4.11-2b (increase in delay at Mariposa/3rd Street intersection).

Development of a hospital on UCSF's Mission Bay South site would involve a real estate transaction with the property owner, Catellus Land and Development Corporation (successor to Catellus Development Corporation). (The X-3 parcel is under different ownership and, if incorporated in the hospital site, would be the subject of separate negotiations.) The transaction with Catellus is proposed to be structured as a ground lease with option to purchase ("Lease"). The hospital project would also include various agreements with the Redevelopment Agency and the City. Those agreements are summarized in the Term Sheet for Expansion of UCSF Facilities in the Mission Bay South Redevelopment Project Area

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<sup>6</sup> Long Range Development Plan, LRDP Amendment #2 & 2004 LRDP Update, The Regents of the University of California, March 17, 2005, at page 3.

(Blocks 36-39) by and between The Regents, the Redevelopment Agency and the City dated August 1, 2005 ("Term Sheet").

The Term Sheet further explains the statements in the LRDP Amendment #2 as they relate to The Regents' proposed plans for a hospital facility in Mission Bay. As explained in Recital F to the Term Sheet, the development currently contemplated by The Regents in the LRDP FEIR planning timeframe is an up to 400-bed hospital, to be located on the Mission Bay South site. The pertinent term sheet language is as follows:

Based on the planning timeframe set forth in the [LRDP] FEIR, The Regents intends to pursue construction of three integrated specialty hospitals of approximately 200 beds on the [Blocks 36-39] Expansion Parcels during the LRDP [2012] Phase, while continuing to operate Moffitt/Long Hospital with up to approximately 600 beds until 2030. By 2030, the Moffitt portion of Moffitt/Long Hospital must be decommissioned and the LRDP Amendment #2 contemplates development of a 400-bed replacement hospital at one of two sites at Parnassus Heights. The FEIR also analyzed the development of a 400-bed hospital at Mission Bay in the LRDP Phase and a 650-bed hospital at Mission Bay in the Future [2030] Phase if additional land contiguous to the Expansion Parcels were to be acquired by The Regents. However, based on current information, UCSF does not intend to build more than a 400-bed hospital and ancillary uses at Mission Bay, which uses are consistent with the Mission Bay Subsequent EIR, in the reasonably foreseeable future in light of UCSF's plan to maintain and operate hospitals at both Parnassus Heights and Mission Bay, with a total of 650 beds. UCSF does not currently expect to build a 650-bed hospital at Mission Bay in the foreseeable future. [Term Sheet, Recital F, pages 2 and 3.]

As The Regents' intention is to pursue an up to 400-bed hospital at the UCSF Mission Bay South site, this Addendum focuses on the impacts identified in the LRDP FEIR for the Mission Bay South 400-bed hospital scenario.

### **Analysis of Potential Environmental Effects**

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in Section 15162, are not present.

Since certification, no changes have occurred in the circumstances under which the Plans would be undertaken, and no new information has emerged that would materially change any of the analyses or conclusions of the existing Mission Bay SEIR. As summarized in Table 1, all but three of the impacts identified in the LRDP FEIR were either previously identified in the Mission Bay SEIR or do not relate to the Mission Bay South site. The transportation impacts identified in the LRDP FEIR are associated with a 650 bed hospital at Mission Bay South, which is not under consideration by The Regents in the foreseeable future. The up to 400-bed hospital contemplated by The Regents would not result in any new

transportation impacts not previously identified in the Mission Bay SEIR. The Mission Bay North helipad site is part of the Mission Bay North hospital scenario, which is no longer under consideration by The Regents. The Mission Bay South helipad would only impact sensitive receptors outside of Mission Bay to the south, and therefore would not alter the conclusions in the Mission Bay SEIR. Therefore, the LRDP FEIR does not identify any new significant environmental effects or a substantial increase in the severity of previously identified significant effects that effect the conclusions in the Mission Bay SEIR, as described below.

## Transportation

### ***Mission Bay SEIR Methodology and Analysis***

The Mission Bay SEIR transportation analysis is contained on Mission Bay SEIR pages V.E.1-V.E.127. The transportation analysis assumes specific amounts and types of land uses in the Project Areas, based on the land use designations in the Plans. It then calculates numbers of "person trips" on various transit systems and numbers of vehicle trips that could result from build-out of the Project Areas. It generally assumes the more intense uses permitted in the Plans for each land use designation in order to provide a conservative analysis. For areas designated Commercial Industrial under the South Plan, the analysis considers that 50% will be developed as office space, and the other 50% research and development.

Project Analysis Methodology is discussed on Mission Bay SEIR pages V.E.57-V.E.60. The transportation effects of the Mission Bay project were determined by calculating the daily person trips generated by each type of land use in the Project Areas, and determining the portion of those daily trips that would occur during the peak hour of the p.m. commute period, both under Project and cumulative 2015 conditions. The "mode split" analysis then assesses the portion of these trips anticipated by automobile, transit or any other mode of transportation, based upon the origin/destination of the trips, the purpose of the trips, and the availability of various modes. Finally, automobile occupancy rates were determined, to yield the average number of individuals in a vehicle and, thus, provide the number of vehicles that would be traveling to and from the Project Areas. The specific trip generation rates, p.m. peak hour proportions, trip distribution, mode split and vehicle occupancy rates are presented in the "Methodology" section of Appendix D to the Mission Bay SEIR.

Based upon this methodology, the Mission Bay SEIR identifies potentially significant impacts of the project on local streets and intersections, and provides mitigation measures to address these impacts (see Mission Bay SEIR pages VI.6-VI.30a). The final list of mitigation measures is contained in Resolution No. 854-98, adopted by the Board of Supervisors on October 19, 1998. It includes both physical improvements and programs designed to encourage transit use. The physical improvements are to be constructed during project development either based on an "adjacency" principle or on development thresholds establishing need for the feature. Some key intersections may begin to reach congested conditions due to traffic from other parts of the Project Areas before development has occurred on sites adjacent to the intersections. Therefore, thresholds are established for the physical improvements, based on the number of p.m. peak hour vehicle trips that are likely to cause one or more intersections in and near the Project Areas to deteriorate to unacceptable levels of service. As part of the review process for each development phase, the number of p.m. peak hour vehicle trips generated by the new phase is estimated using the trip rates developed in the Mission Bay SEIR, and added to the total calculated number of p.m. peak hour vehicle trips already generated by developed portions of the Project Areas, using the same trip rates. The threshold triggers are contained in Exhibit D (Infrastructure Plan) to the North and South OPAs, and are based on estimated total trips associated with all development in both Project Areas rather than the specific development location.

### ***LRDP FEIR Analysis and Intersection Impacts***

The transportation analysis in the Mission Bay SEIR was prepared by the transportation consulting firm of Wilbur Smith Associates ("WSA"). In connection with preparation of the LRDP FEIR, WSA was asked to conduct an updated analysis assuming the various hospital scenarios described above under both 2012 and 2025 conditions. The pertinent analyses and conclusions are summarized below.

The impact methodology for transportation is described on LRDP FEIR pages 4.11-29-4.11-42. First, WSA identified an average annual traffic growth rate using the countywide travel demand model developed and maintained by the San Francisco County Transportation Authority and applied that rate to individual turning movement counts. Second, WSA applied an overlay to account for full buildout of the Plans (excluding those trips being generated in the blocks where the hospital would be located), using trip generation and traffic assignment information obtained from the transportation analysis conducted for the Mission Bay SEIR. Finally, WSA added an overlay of hospital-related traffic to account for the proposed traffic at each Mission Bay site, including an up to 650-bed hospital at the Mission Bay South site.

Transportation impacts on the Mission Bay sites are summarized on LRDP FEIR pages 4.11-45-4.11-59. The conclusions are generally consistent with the Mission Bay SEIR, and assuming implementation of the Infrastructure Plan, all study intersections are forecast to operate at LOS D or better under 2012 peak hour conditions with the addition of traffic from a 400-bed Mission Bay South hospital. In the year 2025, assuming buildout under the Mission Bay SEIR and the 400-bed hospital, most study intersections are forecast to operate at LOS D or better, except 3rd/King and 4th/King which would operate at LOS F. These intersection impacts were previously identified as significant and unavoidable in the Mission Bay SEIR. In 2025, assuming a 650-bed hospital, intersection operations would degrade from LOS D to E at 16th Street/Owens Street and from LOS D to LOS E at Mariposa Street and 3rd Street. The LRDP FEIR identifies mitigation measures that could eliminate these significant impacts, but concludes that the impacts are significant and unavoidable because the Regents does not control the implementation of these measures by the City.

In sum, the only new significant and unavoidable transportation impacts identified in the LRDP FEIR are associated with cumulative 2025 conditions assuming a 650-bed hospital. Because The Regents does not anticipate constructing more than a 400-bed hospital, the 650-bed scenario is not reasonably foreseeable, and the impacts associated with that scenario are speculative.

### **Helipad Operations**

The LRDP FEIR also analyzes a helipad facility, which was not considered in the Mission Bay SEIR. The noise methodology and impacts associated with that facility are discussed on pages 4.8-16-4.8-31 of the LRDP FEIR. The analysis considers helipad locations at both the Mission Bay North and Mission Bay South sites, and establishes operational assumptions and flight procedures associated with each scenario. As discussed above, The Regents is not considering the North site, and therefore any impacts associated with that scenario are speculative. Accordingly, this discussion focuses on the Mission Bay South analysis.

On page 4.8-26, the LRDP FEIR concludes that a helipad could result in significant noise impacts in that nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity. Figures 4.8-5 and 4.8-6 show the noise contours associated with both the primary and secondary flight paths for the Mission Bay South site. The contours establish that certain residences outside of Mission Bay, primarily to the east, would be located within the area of significant impact. The impacted areas within Mission Bay contain University and Commercial Industrial/Retail uses, which are not considered sensitive receptors. None of the areas zoned Residential within Mission Bay are within the area of

significant impact. Accordingly, the Mission Bay South helipad would not result in any significant noise impacts to Mission Bay.

Other Environmental Topics

The proposed revisions would not result in any change to the type, location and intensity of land uses analyzed for the Project Areas in the 1998 SEIR. The South Plan identifies public structures of a nonindustrial character as permitted secondary uses. As described in Recital W of the Term Sheet, subject to the determination required under the Plan for secondary uses, the hospital is a permitted land use under the South Plan. On page 4.1-19, the LRDP FEIR indicates that the hospital would be generally consistent with the South Design for Development guidelines and the development patterns and planned urban environment called for in the South Plan. Accordingly, no impacts related to visual quality, urban design or related topics would be anticipated. All mitigation measures identified in the Mission Bay SEIR to lessen or avoid potentially significant impacts would continue to apply.

Therefore, implementation of the proposed hospital replacement project described in the LRDP FEIR and as further refined and described in the Term Sheet would result in the same environmental impacts as those already identified and analyzed in the 1998 SEIR with respect to the following environmental topics: plans, policies and permits, land use, business activity, employment, housing, and population; visual quality and urban design; air quality; seismicity; health and safety; contaminated soils and groundwater; hydrology and water quality; China Basin Channel vegetation and wildlife; community services and utilities; and growth inducement. As discussed above, the significant, unavoidable intersection impacts are speculative as to the Mission Bay North site and do not impact Mission Bay properties as to the Mission Bay South site. No further discussion of these topics is warranted.

**Conclusion**

Implementation of the proposed hospital replacement project described in the LRDP FEIR and as further refined and described in the Term Sheet would not entail any substantial changes that would require major revisions to the Mission Bay SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, since certification, no changes have occurred in the circumstances under which the Plans would be undertaken, and no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay SEIR. Therefore, no additional environmental review is necessary.

**Table 1: Summary of LRDP FEIR  
Significant, Unavoidable Impacts**

<u>Impacts</u>		<u>Relationship to Mission Bay SEIR</u>
1.	Air Quality (4.2-1); cumulative contribution to regional air pollution	Previously identified as significant impact in Mission Bay SEIR
2.	Noise (4.8-1, 4.8-7); activities associated with construction	Consistent with analysis in Mission Bay SEIR; City applies different significance criteria to same facts and concludes temporary, insignificant. Construction is also remote from Mission Bay sensitive receptors and the project will comply with the City's noise ordinance so impacts would be insignificant as to Mission Bay.

3.	Noise (4.8-6); helipad impacts on sensitive receptors during nighttime operations	Speculative as to North site; impacts as to South site occur outside Mission Bay
4.	Transportation (4.11-2a, 4.11-2e); degradation of North Street/Owens Street	Results only from 2025 650-bed scenario which is not reasonably foreseeable. 4.11-2e relates only to the North site, which is also speculative.
5.	Transportation (4.11-26); degradation of Mariposa Street/3rd Street	Results only from 650-bed scenario which is not reasonably foreseeable
6.	Transportation (4.11-6a)	Relates only to Parnassus Heights