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May 15, 2012

ACTION UNDER PRESIDENT'S AUTHORITY – APPROVAL OF THE BUDGET AND APPROVAL OF DESIGN FOLLOWING ACTION PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT, MISSION BAY FOURTH STREET PUBLIC PLAZA, SAN FRANCISCO CAMPUS

EXECUTIVE SUMMARY

This item addresses the proposed development of the Fourth Street Public Plaza project (“Plaza”) to construct a public plaza adjacent to the Phase I Hospital on the Mission Bay campus. The project site is on land owned or leased by the Regents and includes land located on the Fourth Street right-of-way that runs south of 16th Street, between 16th and Mariposa Streets. The project is contingent upon the campus acquiring a major encroachment permit from the City and County of San Francisco (City) for the portion of the Fourth Street right-of-way that is the site of this project. Currently, Fourth Street bisects the campus and terminates at 16th Street. The portion of Fourth Street related to the Plaza is not currently developed nor has it yet been developed as a city street.

The President is being asked to: (1) approve the project budget of \$13,645,000 (funded from hospital reserves); (2) certify the Environmental Impact Report for the UCSF Medical Center at Mission Bay – Fourth Street Public Plaza project; (3) adopt the mitigation monitoring and reporting program; (4) adopt the Findings; and (5) approve the Fourth Street Plaza project design and traffic improvement measures. The proposed plaza construction and traffic improvement measures are scheduled to commence in July 2013 and be completed by December 2014.

RECOMMENDATION

It is recommended that:

- (1) The President amends the 2011-12 Budget for Capital Improvements and the Capital Improvement Program to include the following project:

San Francisco: Mission Bay Fourth Street Public Plaza – preliminary plans, working drawings, construction, and equipment – \$13,645,000, to be funded from hospital reserves.

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- (2) The President, upon review and consideration of the environmental consequences of the proposed Mission Bay Fourth Street Public Plaza:
 - a. Certifies the Environmental Impact Report for the UC San Francisco Medical Center at Mission Bay – Fourth Street Public Plaza project;
 - b. Adopts the mitigation monitoring and reporting program;
 - c. Adopts the Findings; and
 - d. Approves the Fourth Street Plaza project design and traffic improvement measures.

- (3) The project that results from the actions authorized in (1) and (2) above are contingent upon the University of California San Francisco campus acquiring a major encroachment permit from the City of San Francisco.

BACKGROUND

UCSF's Long-Range Development Plan proposes development of a hospital complex at Mission Bay that will include two hospital buildings and associated outpatient and support buildings, constructed in phases, on the Medical Center at Mission Bay (MCMB). The MCMB site is bounded by 16th Street, Third Street, Mariposa Street, and Owens Street and is bisected by the Fourth Street right-of-way between 16th and Mariposa Streets (see Attachment 5).

In September 2008, the Regents certified the UCSF Medical Center at Mission Bay EIR (MCMB EIR), which analyzed the development of the UCSF MCMB hospital complex in two major phases. The two phases of development were the LRDP Phase (Phase I), which was analyzed at a project level, and Future Phase (Phase II), which was analyzed at a program level. The Regents approved in September 2008 the Phase I hospital, the Energy Center, the Outpatient building, surface parking and construction of the medical helipad, and operation of the helipad was approved in April 2009. Groundbreaking for the approved components of Phase I began in December 2010, with the hospital complex scheduled to open in early 2015. The Phase I parking structure, consisting of 626 spaces and approved in April 2011, is under construction and scheduled to open in August 2012.

Since 2008, the University has also been working with the San Francisco Redevelopment Agency and various agencies of the City and County of San Francisco (City), including the Municipal Transportation Agency, the Planning Department, and the Department of Public Works, to reach agreement on the appropriate scope, timing, and triggers for traffic improvement measures around the MCMB site.

Other actions related to this approval are the Regents' approval of business terms for lease of subsurface utilities and air rights for pedestrian bridges at Mission Bay Fourth Street, and approval of indemnification between the Regents and the City. These actions are proposed for consideration by the Regents' Committee on Finance at their May meeting, and by the Board of Supervisors of the City and County of San Francisco at their full board meeting in July 2012 (preceded by an introduction of the proposed ordinance and the first reading in May and June 2012). The Regents' action would approve the business terms and the delegation of authority.

Project Drivers

This project will construct a public plaza at the MCMB site located on Regents' property and the adjacent City's Fourth Street right-of-way between 16th and Mariposa Streets. Fourth Street currently terminates at 16th Street (Fourth Street adjacent to the MCMB site has been planned as a City street but has not yet been constructed.) The Fourth Street Public Plaza project would provide a safe and clear east/west connection between the Phase I Medical Center facilities on the east side of Fourth Street and the parking facilities on the west side of Fourth Street. In Phase II, the Plaza would provide a safe connection between Phase I Medical Center facilities, and the parking and the Medical Center facilities on the west side of Fourth Street, particularly for children, the elderly, and those with compromised health or disabilities. The proposed project would maintain adequate access to the Medical Center emergency room and urgent care facilities and would provide through access on Fourth Street from 16th to Mariposa for fire, police, ambulance, and other emergency vehicles.

Consideration of Options

The campus evaluated two alternatives to the proposed project. The options were evaluated against the following project drivers/objectives: (1) to provide a safe and clear east/west connection between the Medical Center facilities on both sides of Fourth Street, particularly for children, the elderly, and those with compromised health or disabilities; (2) to minimize conflicts among vehicles, pedestrians, and bicyclists; and (3) to develop a welcoming open green space and natural environment for patients, visitors, staff, and the general public with an open space that provides flexibility of use for UCSF/MCMB events.

Option 1 – Fourth Street as an open shared street

In this option, Fourth Street would be configured as an open shared street, open to vehicular traffic, but would include bicyclists and pedestrians within the same space as vehicles, and would include traffic-calming measures, and a limited plaza design. Under this option, it is anticipated that some vehicular through-traffic would still occur, but to a lesser degree than would occur with Fourth Street fully open. The Fourth Street as a shared street option would only partially meet the project objectives, and would still have potentially unsafe conflicts between pedestrian and vehicular traffic.

Option 2 – Fourth Street as a vehicular through-street

Another option evaluated was to configure Fourth Street as a vehicular through street. Under this alternative, no plaza would be constructed in the Fourth Street right-of-way, but the Fourth Street frontage on MCMB property could be designed with a small plaza and landscaping. The cul-de-sacs would be located on MCMB property. This option would not meet the project drivers/objectives to provide a safe connection between medical center facilities, nor to minimize conflicts amongst vehicles, pedestrians and bicyclist. The objective to develop a welcoming open green space and natural environment for patients, visitors, staff, and space for the general public would only partially be met, but not at the scope and scale that the University desires.

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Thus, the proposed solution to construct a public plaza was determined to be preferable to the options in addressing program needs and objectives.

Project Overview

The proposed Fourth Street Public Plaza project would develop a well-designed public open space and provide a safe and inviting north/south pathway for pedestrians and bicyclists traveling on the Fourth Street right-of-way.

The City's designated pedestrian access and bicycle route and emergency vehicle access on the Fourth Street right-of-way will be maintained. The right-of-way will remain City land and UCSF will seek a major encroachment permit, and associated provisions and agreements, from the City for its use as a public plaza. The project will also include implementation of various traffic improvement measures. The following approvals will be sought:

Actions by the University include:

- Approval of the plaza design and traffic improvement measures (including traffic monitoring plan) as proposed herein;
- Offers of dedication of property to the City for street widening and curb radii;
- Agreement to air rights lease terms for future pedestrian bridges (including bridge design standards) across Fourth Street and underground utilities lease terms (subject to Regents' Finance Committee approval; approval of the design of the pedestrian bridges will be considered at the time MCMB Phase II is proposed);
- Grant public sidewalk easements to the City on Third Street; and
- Accept third party liability in a number of City documents to be executed by the University to effectuate this project (subject to Regents' Finance Committee approval).

Actions by other Agencies:

The following are the City approvals that are anticipated at this time. As the University and City move forward in the approvals phase following environmental review, there may be other actions identified that are required to implement this project.

- Mayor
 - Approval of Mission Bay Minor Infrastructure Plan Amendment.
- City and County of San Francisco Board of Supervisors
 - Approval of a major encroachment permit for the plaza and Fourth Street, including maintenance agreements;
 - Acceptance of land for street widening and turning radii;
 - Approval of lease for air rights for future pedestrian bridges across Fourth Street and underground utilities crossing underneath Fourth Street;
 - Approval of Owens Street and Fourth Street as dedicated public streets;
 - Acceptance of a public sidewalk easement from the University on Third Street;
 - Acceptance of easements from the University for curb ramps on University property;

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- Acceptance of gift from the University for installation of curb ramp/crossing on the northwest corner of Owens/16th Streets;
- Approval of master agreement with the University concerning the rights and obligations of the University and the City in regard to construction of public improvements.
- Department of Public Works
 - Issuance of a street improvement permit for Owens Street redesign;
 - Approval of traffic improvement measures, including a traffic monitoring plan;
 - Approval of all public infrastructure on Fourth Street, Owens Street, Third Street, and Mariposa Street, and all other actions related to this project considered by the Board of Supervisors.
- San Francisco Municipal Transportation Agency
 - Approval of the traffic improvement measures including the traffic monitoring plan.
- Oversight Board of the San Francisco Redevelopment Successor Agency
 - Approval of the plaza schematic design;
 - Preparation and approval of Mission Bay Minor Infrastructure Plan Amendment.

California Environmental Quality Act

Pursuant to state law and University procedures for implementation of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared for the proposed project (State Clearinghouse Number 2011122065). The Draft EIR was circulated to the public, responsible agencies, and to the State Clearinghouse for a 45-day review period from February 15, 2012 to April 2, 2012. The EIR found that the project would have no significant environmental impacts with traffic improvement measures included and made a part of the project as proposed, and with adopted LRDP mitigation measures from prior analyses incorporated into the project. The Final EIR is accompanied by a Mitigation Monitoring Program to assure that all mitigation measures are implemented in accordance with CEQA (see Attachment 7).

PROJECT DESCRIPTION

Fourth Street Public Plaza

The Fourth Street Public Plaza will provide a safe and clear east/west connection between the hospital entrances on the east side of Fourth Street and the parking facilities on the west side of Fourth Street, and a welcoming, landscaped open space with lawns, gardens and seating areas. It would be used by visitors to the hospital as well as by ambulatory patients. The design for the Fourth Street Public Plaza has streamlined bicycle and pedestrian pathways, vehicle drop-off points, and integrates the visual and functional elements of the plaza into the Mission Bay campus and the adjacent City areas.

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The project is consistent with the *Physical Design Framework* (PDF) presented to the Regents in September 2010. The PDF planning and design strategies for the Mission Bay campus site include the strengthening of UCSF's identity and wayfinding, enhancement of the pedestrian experience and completion of the open space network. The PDF also contains universal planning and design principles that apply to all of UCSF's various campus sites. The proposed project would be consistent with these strategies. Please see Attachment 2 for additional discussion.

The goal for the design of the plaza is to integrate all modes of circulation - vehicular, bicycle, pedestrian, fire trucks, and emergency vehicles – while maintaining open space for the enjoyment of all. The project will include clearly designated public bicycle paths to facilitate bicycle travel and to minimize conflicts among bicycles, motor vehicles and pedestrians. The bicycle lanes in both the northbound and southbound directions would share the promenade on the west side of Fourth Street with pedestrians, and would contain clear signage and other visual cues. The plaza would also include clearly designed pedestrian pathways through the plaza and to designated crossings across Fourth Street, as well as to the mid-block crossing to the MCMC parking facilities on the west side of Fourth Street.

Emergency vehicle access would be maintained along the western side of the proposed plaza within the multi-use promenade. At the north and south ends of the promenade, a 3-inch rolled curb with textured paving provides the transition from the promenade to the street. The promenade would be accessible to fire/emergency vehicles and can be easily opened in an emergency requiring through-traffic by removing a single bollard on each end of the promenade.

The design solution integrates all modes of circulation into a simple and inspired promenade, which will be a unique urban element in San Francisco. The project would allow all of these needs to be addressed in a safe environment where bicycles, people and children intermingle and enjoy the Fourth Street Plaza as a place of civic stature. The Plaza is intended to be an amenity for hospital staff, patients, visitors, and the UCSF community, as well as the surrounding communities of the eastern waterfront and the City at large.

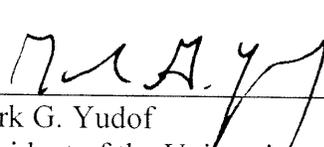
An amphitheater in the northern portion of the Plaza will be a gathering place for large groups and provide a view up Fourth Street northwards from atop a berm of about 12 feet in height. The center of the plaza will be an open, flexible-use space. An adjacent tree grove containing benches and other seating will provide quiet, contemplative space. Along the eastern side of the plaza will be a "bench walk" consisting of a continuous bench and plantings. The western side of the plaza will feature a wide, tree-lined multi-use promenade for pedestrians and bicyclists. The space would accommodate events of large groups of approximately 100 to 200 persons, which may occur approximately three times per month. These events could include community concerts or performing arts at the lunchtime hour, and public health education speakers. Annually, events on the plaza may include faculty and staff recognition events, volunteer appreciation, and hospital gala events. All activities would be planned and controlled so as not to disturb patients within the Medical Center or surrounding land uses.

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The plan consists of the Promenade, the Amphitheater, the Bench Walk, the Front Porch/Grove, and the Plaza, described in detail in Attachment 5 and illustrated in Figures 5-5 through 5-12). Additional elements of the project site are furnishings, plantings and irrigation, storm water improvements, lighting, and Plaza paving.

The traffic improvement measures are described in Attachment 4 and Figure 4-1, and will be subject to final review and approval by City agencies with jurisdiction over the proposed measures following certification of the EIR. The first four measures are improvement measures affecting the future Owens Street extension between 16th and Mariposa Streets and are proposed to be implemented in Phase I, to coincide with the initial construction of that street and before they are triggered in Phase II. Measures 5 through 8 would be implemented as needed based on the traffic monitoring plan. Measures 9 through 11 are proposed to be implemented as part of Phase I.

Approved:

 5/18/12
Mark G. Yudof Date
President of the University

ATTACHMENTS:

- Attachment 1: Project Budget
- Attachment 2: Policy Compliance
- Attachment 3: Design Elements
- Attachment 4: Traffic Improvement Measures
- Attachment 5: Project Graphics
- Attachment 6: California Environmental Quality Act Compliance
- Attachment 7: Complete CEQA Documentation
- Attachment 8: CEQA Findings

ATTACHMENT 1

**PROJECT BUDGET
 MISSION BAY FOURTH STREET PUBLIC PLAZA
 CAPITAL IMPROVEMENT BUDGET
 SAN FRANCISCO CAMPUS
 CCCI 6100**

<u>Cost Category</u>	<u>Traffic Improvement Measures</u>	<u>Fourth Street Public Plaza</u>	<u>Total Amount</u>	<u>% of Total</u>
Site Clearance	0	0	0	0
Building	0	0	0	0
Exterior Utilities	0	0	0	0
Site Development	2,550,000	7,061,000	9,611,000	70.9
A/E Fees ^(a)	365,000	850,000	1,215,000	9.0
Campus Administration ^(b)	0	207,000	207,000	1.5
Surveys, Tests	0	50,000	50,000	0.4
Special Items ^(c)	0	1,933,000	1,933,000	14.3
Contingency	204,000	325,000	529,000	3.9
Total	\$3,119,000	\$10,426,000	\$13,545,000	100%
Group 2 & 3 Equipment		100,000	100,000	
Total Project	\$3,119,000	\$10,526,000	\$13,645,000	

Statistics

Plaza Square Feet (SF) ^(d)	91,000
Plaza Construction Cost/SF	\$78

Comparable University Project at CCCI 6100

<u>CIB Dated</u>	<u>UC Campus</u>	<u>Project Name</u>	<u>Construction Cost/sf</u>
Sept. 15, 2004	UCSF	Mission Bay Plaza	\$89

- (a) Fees include executive architect and other professional design contract costs.
- (b) Campus administration includes project management and inspection.
- (c) Special items include: Pre-design study consultants, environmental/EIR costs, San Francisco Redevelopment Agency (SFRA) and City Department of Public Works (DPW) fees for planning and permits, Department of State Architect (DSA) and State Fire Marshal (SFM) plan check fees, art work costs, legal fees incurred by outside legal counsel for special services. Special items also includes land appraisal costs, City Real Estate Department fees, and legal fees related to the land issues, leases, dedications, easements, and an encroachment permit.
- (d) Square feet (SF) is the total area of the public plaza

POLICY COMPLIANCE

Long Range Development Plan (LRDP). The project is consistent with the UCSF LRDP, as amended. A portion of the Fourth Street Public Plaza project site (the area exclusive of Fourth Street between 16th and Mariposa Streets) is on Regents property on the MCMB site and therefore is governed by the UCSF LRDP. This portion of the Project site is within a designated Clinical Care zone identified in Figure 16 of LRDP Amendment #3 approved by The Regents on September 17, 2008. The proposed use of this site as a public plaza, including the proposed amphitheater, tree grove, and other landscaping and open space features, would be consistent with the Clinical Care functional zone designation because the plaza would provide an amenity in support of the MCMB hospital complex. The project would be consistent with the following LRDP goals and objectives relating to open space and landscaping:

- Create and reinforce a UCSF campus identity;
- Define campus entries and edges and create unity within the site;
- Organize the site to retain views to and from the site, to the extent feasible;
- Preserve and create open space, including spaces for interaction and gathering at campus sites;
- Provide locations for recreational activities.

Capital Financial Plan. The *2011-2021 Capital Financial Plan (CFP)* for the San Francisco campus includes the project at a project budget of \$9,400,000. An increase of \$4,200,000 in the project budget resulted from the following:

- Additional scope required by the City, including: ADA input regarding curb locations, the alignment of crosswalks and other design details; a public bike route through the Plaza, resulting in the need for the Promenade; incorporation of City street lights and underground City utilities in the Plaza; redesign to minimize the dimensions of the drop-off loops, and enlargement of the Plaza area to include the drop-off loops. These changes required a significant number of City and community meetings to reconcile these details into a design acceptable to all stakeholders.
- Additional surrounding area traffic improvement measures required by the City.
- Project area enlarged by 20,000+ sf to improve overall design coherence of the plaza with the new UCSF Medical Center at Mission Bay and adjoining intersections.

Physical Design Framework. The project is consistent with the *Physical Design Framework (PDF)* presented to the Regents in September 2010. The PDF planning and design strategies for the Mission Bay campus site include the strengthening of UCSF's identity and wayfinding, enhancement of the pedestrian experience and completion of the open space network. The PDF also contains universal planning and design principles that apply to all of UCSF's various campus sites. The principles are to 1) respond to context while reinforcing identity; 2) welcome the community; 3) ensure connectivity to and

within the campus; 4) improve campus cohesiveness; 5) create spaces to promote collegiality; and 6) lead through conservation and sustainability. The proposed project would be consistent with these strategies. The proposed project incorporates these planning principles in a plaza design that welcomes the community at one of the major entry points on Fourth Street. Signage would be sited and designed in such a manner as to strengthen the sense of arrival at the Medical Center site and to facilitate wayfinding. The proposed plaza will be part of a larger network of open spaces within the Mission Bay campus site, connecting to the campus gateways at Fourth and 16th Streets, ensuring connectivity and improving campus cohesiveness. The project's unique components – promenade, amphitheater, bench walk, grove, and plaza – would enhance the pedestrian experience and provide an environment that promotes collegiality. Sustainability features include a water-efficient irrigation system, storm water treatment areas, energy efficient lighting, and vegetation selection based on shading and wind-blocking properties (see discussion below).

Independent Cost and Design Review. The UCSF Design Advisory Committee has reviewed the design of the Mission Bay Fourth Street Public Plaza on October 5, 2011 and January 19, 2012. Independent cost consultation has been conducted by Cambridge Construction Management. UCSF Medical Center Design and Construction will manage the project and the Executive Director, Mission Bay Hospitals Project, will provide University oversight.

Sustainable Practices. This project will comply with the *Policy on Sustainable Practices* as approved by The Regents on August 22, 2011. As required by these policies, the project will adopt principles of energy efficiency and sustainability to the fullest extent possible, consistent with budgetary constraints and regulatory and programmatic requirements.

The following sustainable practices in landscape will be achievable for this project:

Community:

- Attention to sun, shade and wind to provide for comfortable exterior social space.
- Frame spaces to accommodate impromptu and formal events of a variety of scales.
- Provide site elements as social attractors. Strategically place site furniture to mark areas of the landscape for and engender social exchange and/or impromptu or formal performance.
- Maximize equal access across the landscape.

Vegetation:

- Trees are chosen to provide shade and block wind.
- Plant species selection is based on suitability to the climate (reducing necessary watering from industry standard).
- Plant species selection is based on their low-allergen quality.

Irrigation:

- Irrigation system is specified for most effective delivery of water to plants.

- Weather data link to controller optimizes delivery of water to plants for minimal additional expense.

Storm Water Quantity and Quality Control:

- Detention basins/rain gardens will detain and filter storm water. Specifically, rain gardens are integral to the definition of the landscape experience as planting areas.
- Landscape finished grading conveys and collects site storm water.

DESIGN ELEMENTS

The Promenade: This pedestrian/bike/emergency vehicle circulation that frames the entire plaza with trees along the length of the western edge (essential in Phase 1), softens the presence and reducing the scale of Phase 2 buildings. After consultation with the City's Office of Disability, the San Francisco Bike Coalition and review by the MTA, the plan proposes that bicycle and pedestrian traffic be mixed on the multi-use path with strategic use of familiar signs and material cues for bikes and pedestrians in this space.

The Amphitheater: This sculptural feature has no front or back. The mass of the amphitheater divides and structures space, frames the plaza as one of two bookends, and separates pedestrians from drop-off traffic. Ample informal seating and a stage are provided for the amphitheater program. The top of the amphitheater is 12 feet high on the flat site and allows for views north to downtown San Francisco. The north side of the amphitheater functions as a clear, visual cue for cars to stop and a place for visitors to wait to be picked up.

Bench Walk: A bench is located slightly off-set from base of the Phase 1 west building façade. The location allows a variety of opportunities for seating close to, or distant from, the activity of the building entrances, and takes full advantage of the afternoon sun through-out the year. The long bench will function as a social attractor, like a functional sculpture. Trees and planting beds frame the Bench Walk and the plaza, providing a planted edge along the entire length of the eastern side of the plaza. The placement of these trees softens and reduces the scale of the Phase 1 building.

Front Porch (Grove): This feature acts with the Amphitheater as a bookend to frame the plaza. A grove of trees closes the plaza to traffic at the south end while adding a significant amount of vegetation. Wood decking and trees define the space, while low walls frame spaces, for both individual and small group seating. The sculptural quality of the walls and seating is to be a playful environment for children to enjoy as well as a place of repose for those eating lunch during the workday.

Plaza: This paved space provides a flexible central plaza to accommodate a variety of events. Comprehensive improvements for the plaza include site furnishings, lighting, paving, planting, and managing storm water. The following outlines the approach to each of these.

Paving

The material for plaza paving has yet to be determined pending further evaluation of the geotechnical requirements demanded by the poor soils of Mission Bay fill. Currently considered are concrete slab and small concrete or asphalt unit paving. Any material selection shall meet the design intent of the plaza paving as described above, regarding texture and pattern. The Promenade paving shall be standard Mission Bay sidewalk concrete with light sandblast finish.

Planting & Irrigation

Native and adapted species are proposed for the planting of the site. Trees shall be the most essential plants of the plaza improvement. Current species selection has yet to be reviewed by the project arborist, and will be informed by lessons learned from prior work on the Mission Bay campus where soils and wind have great impact on species survival. Currently proposed plantings include: *Ginkgo biloba* (ginko) at the Promenade and Bench Walk; *Quercus agrifolia* (coast live oak) as solitary specimens dotting the site; *Alnus rubra* (red alder) at the Front Porch grove; and Fourth Street street trees shall be as per the Mission Bay master plan. Shrubs and ground cover shall be climate appropriate and, generally evergreen. They shall be suitable for seasonal inundation where planted in rain gardens, and provide habitat and act as pollinator species where appropriate.

Storm Water

Storm water from the building roofs and the plaza paving will be treated by passive landscape filtration. The storm water detention and filtration areas will be legible as planting beds, primarily along the Bench Walk and at the center of the drop-off areas.

TRAFFIC IMPROVEMENT MEASURES

Measure 1

16th Street and Owens Intersection. *Southbound Approach*: conversion of the exclusive left turn lane to a shared through-left turn lane and conversion of the shared through-right turn lane to an exclusive right turn lane, resulting in a lane configuration of one shared through-left turn lane, one through lane, and one exclusive right turn lane at this approach. This measure can be accomplished by re-stripping the travel lanes within the existing right-of-way and no roadway widening would be necessary.

Measure 2

16th Street and Owens Intersection. *Northbound Approach*: provision of space for an additional exclusive left turn lane if needed, resulting in a lane configuration of two exclusive left turn lanes, one through lane, and one shared through-right turn lane at this approach. This measure would involve an increase to the width of the roadway by approximately 19 feet to the east to accommodate the additional lane and a median, from 16th Street to the Center Garage Access Road.

Measure 3

Owens Street at the Center Garage Access. *Left Turn Lane*: provision of an exclusive left turn lane resulting in a lane configuration of one exclusive left turn lane, one through lane, and one shared through right turn lane at the northbound and southbound approaches. This measure will require widening the street right-of-way an additional 16 feet to the east between the North and South Connector roads.

Measure 4

Owens Street at the South Connector Road. *Southbound Left Turn Lane*: provision of a new southbound left turn lane at the South Connector Road. This would increase the width of the roadway by approximately 16 feet to the east to accommodate the additional turn lane and median, from the Center Garage Access to the south side of the South Connector Road.

Measure 5

Owens Street at the Center Garage Access. *Signalization*: monitor traffic conditions on Owens Street at the Center Garage Access and work with the City to install a traffic signal when warranted to maintain an acceptable level of service (currently defined as LOS D or better). UCSF would coordinate with the City in the periodic update of the Mission Bay traffic triggers survey and would monitor on-site parking access and circulation on Owens Street in order to determine the need and timing for a traffic signal at this intersection.

Measure 6

Mariposa and 3rd Street Intersection. *Southbound Approach*: provision of an exclusive right turn lane and conversion of the shared through-right turn lane to a through lane, resulting in a lane configuration of one exclusive left turn lane, two through lanes and one exclusive right turn lane at this approach. This would involve widening the street right-of-way an additional 11 feet to the west compared to the Mission Bay Plan, for a length of approximately 150 feet, by dedicating UCSF land.

Measure 7

16th Street and 3rd Street Intersection. *Eastbound Approach*: conversion of the exclusive left turn lane to a shared through-left turn lane and conversion of the shared through-right turn lane to an exclusive right turn lane, resulting in a lane configuration of one shared through-left turn lane, one through lane, and one exclusive right turn lane at this approach.

This measure can be accomplished by re-striping the travel lanes within the existing right-of-way and no roadway widening would be necessary.

Measure 8

16th Street and 3rd Street Intersection. *Westbound Approach*: conversion of the exclusive left turn lane to a shared through-left turn lane, resulting in a lane configuration of one shared through-left turn lane and one shared through-right turn lane at this approach. This measure can be accomplished by re-striping the travel lanes within the existing right-of-way and no roadway widening would be necessary.

Measure 9

3rd Street. *Southbound lane along the length of the Energy Center*: a new truck pullout curb lane, or refuge lane, would be built between the two driveways – truck access and egress to/from the loading dock - to facilitate the turn and minimize the potential for trucks to block the two southbound lanes on 3rd Street. The MCMB project is set back from the UCSF property line to accommodate this lane and allow a continuous sidewalk.

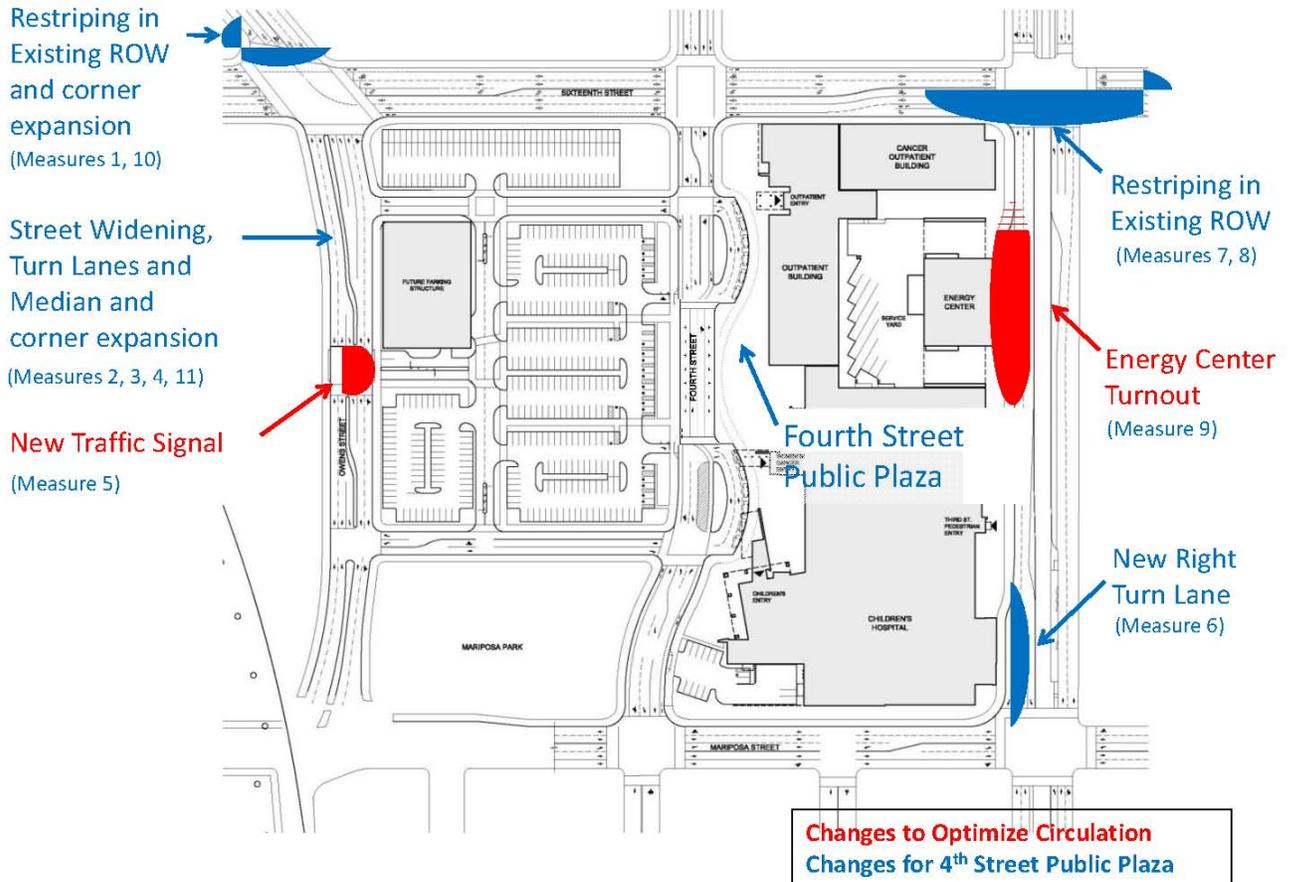
Measure 10

16th and Owens Streets. *Northwest corner*: expansion of the corner sidewalk and realignment of the pedestrian crosswalk across Owens Street, thereby reducing the Owens Street crossing distance on the north side of 16th Street to about 90 feet (down from about 100 feet) and reducing the 16th Street crossing distance on the west side of Owens to about 95 feet (down from about 105 feet).

Measure 11

16th and Owens Streets. *Southeast Corner*: expansion of the corner sidewalk, reducing the Owens Street crossing distance on the south side of 16th Street to about 85 feet (down from its current design of about 89 feet).

Figure 4-1
Proposed Traffic Improvement Measures



PROJECT GRAPHICS



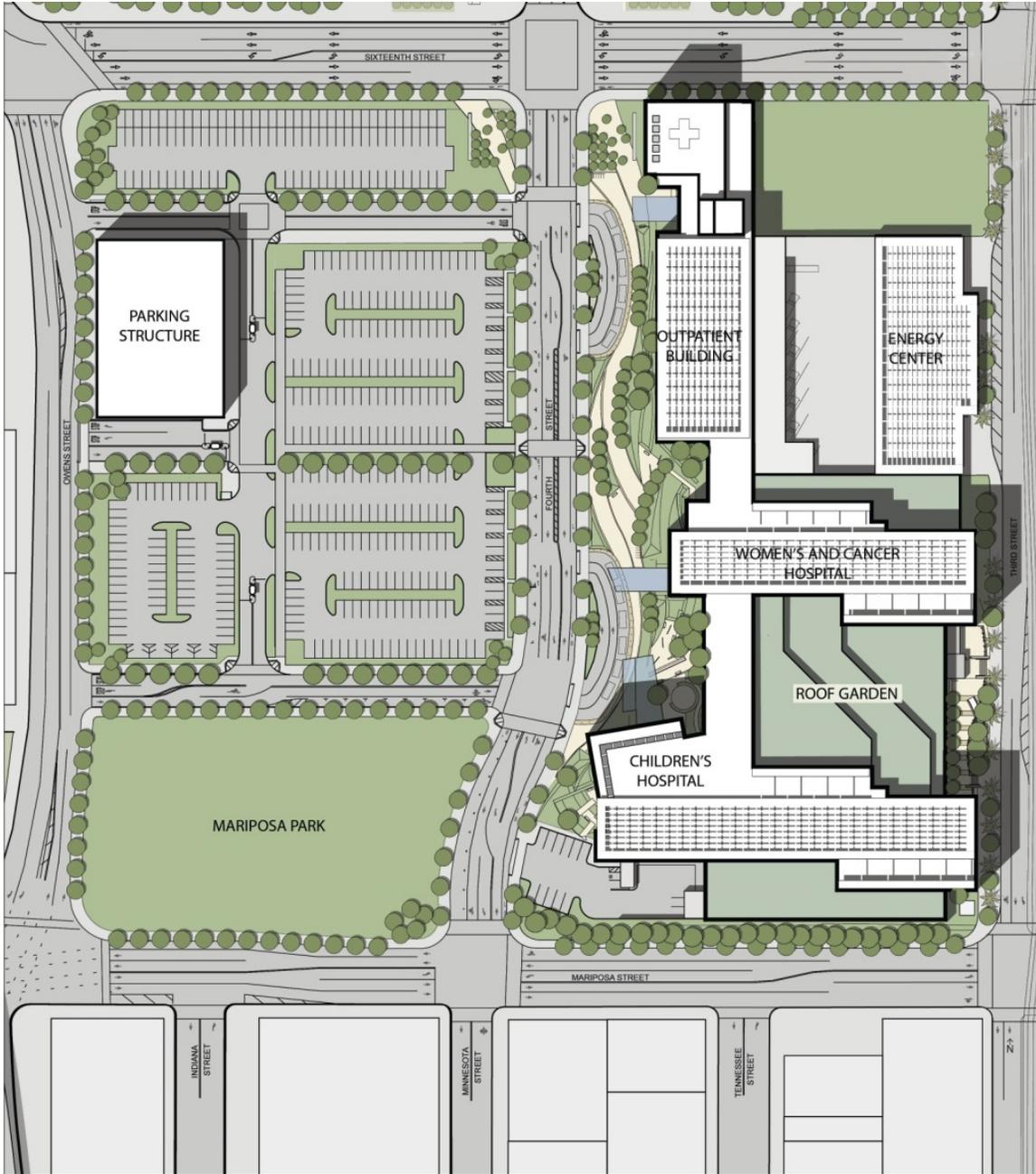
Source: UCSF

Figure 5-1
UCSF Mission Bay Campus Site,
Project Site



Source: UCSF Campus Planning

Figure 5-2
Project Site



UCSF Medical Center at Mission Bay

ANSHEN+ALLEN WILLIAM McDONOUGH + PARTNERS

Source: Anshen + Allen Architects

Figure 5-3
Medical Center at Mission Bay Site Plan with
Fourth Street open to through traffic,
as approved in September 2008



Source: CMG Landscape Architecture, 2012

Figure 5-4 Proposed Phase I Plaza Concept Plan



Source: CMG Landscape Architecture, 2012

Figure 5-5
Proposed Phase II Plaza Concept Plan



Source: CMG Landscape Architecture, 2011

Figure 5-6
Phase I Bird's-eye View



Source: CMG Landscape Architecture, 2011

Figure 5-7
Phase II Bird's-eye View



Source: CMG Landscape Architecture, 2012

Figure 5-8
Looking north on Fourth Street



Source: CMG Landscape Architecture, 2012

Figure 5-9
Looking south on Fourth Street



Source: CMG Landscape Architecture, 2012

Figure 5-10
View of Amphitheater



Source: CMG Landscape Architecture, 2012

Figure 5-11
View of Grove from South Drop-off



Source: CMG Landscape Architecture, 2012

Figure 5-12
Fourth Street section/elevation looking south and plan view

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

Environmental Review Process

Pursuant to State law and University procedures for implementation of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR), tiered from the Medical Center at Mission Bay EIR prepared in 2008 (MCMB EIR), was prepared for the proposed project. The proposed project would be consistent with the San Francisco Campus 1996 Long Range Development Plan (LRDP), as amended.

The EIR analyzes the development of the proposed project consisting of a public plaza at the MCMB site located on University property and on the adjacent Fourth Street right-of-way between 16th and Mariposa Streets. The proposed project would result in the closure of Fourth Street to non-emergency vehicular traffic at this location. The City and County of San Francisco's designated pedestrian access and bicycle route on the Fourth Street right-of-way would be maintained. Also proposed are traffic improvement measures on streets adjacent to the MCMB site.

A Notice of Preparation and Initial Study was published on December 21, 2011, commencing a 30-day public scoping period. A public scoping meeting for the EIR was held on January 23, 2012. A Draft EIR (SCH #2011122065) was circulated for public and agency review between February 15, 2012 and April 2, 2012 for a period of 45 days. A public hearing was held on March 22, 2012. Notices of availability of the EIR and announcement of the public hearing were distributed to the public and advertised in the San Francisco Examiner. The campus also mailed over 3,800 postcards to a comprehensive mailing list that included adjacent property owners, community groups, neighbors, and other individuals. Copies of the Draft EIR were placed at the San Francisco Public Library (Mission Bay branch) and at the UCSF Mission Bay campus library. The document was posted online on the Campus Planning and Community Relations websites. Hard copies of the Draft EIR and/or compact disks were sent to the State Clearinghouse, to responsible agencies, and to other local and regional agencies.

Public Comments

During the public review period, written comments on the Draft EIR were received from two individuals and a neighborhood organization. Two of the letters were in support of the project. One letter expressed concern with pedestrian safety. No comments were received from public agencies. No public testimony was made at the public hearing. The Department of Fish and Game issued a Determination of No Effect.

Environmental Impacts

The EIR found that the project would have no significant environmental impacts with traffic improvement measures included and made a part of the project as proposed, and with adopted LRDP mitigation measures from prior analyses incorporated into the project. The Final EIR is accompanied by a Mitigation Monitoring Program to assure that all mitigation measures are implemented in accordance with CEQA.

Alternatives Analyzed

The EIR analyzed the following alternatives to the proposed project: (1) the No Project Alternative, in which Fourth Street would be developed as a vehicular through-street as envisioned in the Mission Bay South Redevelopment Plan, and (2) the Fourth Street Open as a Shared Street Alternative, in which Fourth Street would be open to vehicular traffic, but would also accommodate bicyclists and pedestrians with the same space as vehicles. The No Project Alternative is identified as the environmentally superior alternative.

Findings

The attached Findings discuss the project's impacts, mitigation measures, and conclusions regarding certification of the EIR for the proposed project in conformance with CEQA.

ATTACHMENT 7

COMPLETE CEQA DOCUMENTATION

A CD of the CEQA Documentation will be provided to the President with this item.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS IN CONNECTION
WITH THE DESIGN APPROVAL OF THE UCSF MEDICAL CENTER AT MISSION
BAY — FOURTH STREET PUBLIC PLAZA
SAN FRANCISCO CAMPUS**

I. CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The Board of Regents of the University of California ("The Regents" or the "University"), as the lead agency pursuant to the California Environmental Quality Act, Public Resources Code Sections 21000, et seq. ("CEQA") and the State CEQA Guidelines, Title 14, California Code of Regulations, Sections 15000, et seq. ("CEQA Guidelines"), has prepared a Final Environmental Impact Report ("Final EIR") (SCH # 2011122065) to provide an assessment of the potentially significant environmental effects of the proposed Medical Center at Mission Bay — Fourth Street Public Plaza project (hereinafter the "proposed project" or the "Project").

The Project was originally evaluated as a project alternative in the UCSF Medical Center at Mission Bay Environmental Impact Report ("MCMB EIR") (SCH #2008012075), which was certified by The Regents on September 17, 2008. The purpose of the MCMB EIR was to analyze the environmental consequences of the initial phase of the Medical Center at Mission Bay project ("Phase I" or the "LRDP Phase") at a project level while analyzing the impacts of the full development ("Phase II" or "Future Phase," and together with Phase I, the "MCMB") at a program level. While certain features of the proposed Project analyzed in the Final EIR have evolved since certification of the MCMB EIR, the main components remain the same. The Final EIR is tiered from the MCMB EIR.

Pursuant to CEQA Guidelines Section 15090, the University, acting through the President of the University pursuant to The Regents' delegation procedures, certifies that the Final EIR has been completed in compliance with CEQA and the CEQA Guidelines. The University further certifies that the Final EIR reflects its independent judgment and analysis, and that the University was presented with the Final EIR and reviewed and considered the information contained in the Final EIR and the administrative record prior to making the certifications in this Section I, the findings set forth in Section II, below, and the approvals set forth in Section III, below.

The University finds and determines that the MCMB EIR and the Findings and Statement of Overriding Considerations adopted by The Regents in September 2008, the Final EIR and the other information in the administrative record, provide the basis for approval of the revised Project, and support the Findings set forth in Section II, below.

II. FINDINGS

Having received, reviewed and considered the MCMB EIR and the Findings and Statement of Overriding Considerations adopted by The Regents in September 2008, the Final EIR and the other information in the administrative record, The University hereby adopts the following Findings, as required by Public Resources Code Sections 21081, 21081.5, and 21081.6 and CEQA Guidelines Sections 15090, 15091, and 15092 in conjunction with approval of the Project as set forth in Section III, below. The University certifies that its Findings are based on full appraisal of all viewpoints, including comments received prior to the adoption of these Findings,

concerning the environmental effects identified and analyzed in the Final EIR and are supported by substantial evidence. These Findings incorporate by reference, in their entirety, the text of the MCMB EIR certified by The Regents on September 17, 2008, and the Findings and Statement of Overriding Considerations adopted in support of the MCMB previously adopted by The Regents on September 17, 2008, as well as the Final EIR.

A. Environmental Review Process

1. Development of the Project

The Project was originally analyzed as a project alternative (the "Fourth Street Closed to Through Traffic Alternative") in the MCMB EIR. The University now proposes to construct and maintain a public plaza at the MCMB site located on University property and the adjacent Fourth Street right-of-way between Sixteenth and Mariposa Streets as part of Phase I. Fourth Street currently terminates at Sixteenth Street. Fourth Street adjacent to the MCMB site has been planned as a City street but has not yet been constructed. Under the proposed Project, the City and County of San Francisco's designated pedestrian access and bicycle route on the Fourth Street right-of-way would be maintained, as well as emergency vehicle access. In addition, if Phase II of the MCMB is approved and constructed, two pedestrian bridges across Fourth Street would be constructed on the third and fourth floors of the Phase I and Phase II buildings.

As described in the Final EIR, certain mitigation measures identified in the LRDP Amendment #2 EIR and MCMB EIR and adopted in connection with those projects, have been incorporated as part of the Project as proposed.

The proposed Project also includes implementation of various traffic improvement measures (described in the Project Description of the Final EIR) that require approval by the City and County of San Francisco. If the University approves the Project, it will seek City approval for the Project, including the traffic improvement measures, to be implemented either as part of Phase I or at the point in time the traffic monitoring plan proposed as part of the Project indicates the measures are needed.

Under the proposed Project, the Fourth Street right-of-way between Sixteenth Street and Mariposa Street would remain City land and the University would seek a major encroachment permit, and associated documents and agreements, from the City for its use as a public plaza. The University would also seek from the City a lease for an underground utility tunnel beneath Fourth Street in Phase I (analyzed in the MCMB EIR), and for air rights to construct the bridges across Fourth Street in Phase II. Design approval for the bridges is not proposed at this time.

2. Preparation of the EIR

Pursuant to CEQA, the CEQA Guidelines and University Procedures for Implementation of CEQA, an Initial Study was conducted and a Draft EIR was prepared to evaluate the Project. The Draft EIR was published on February 15, 2012. The Draft EIR circulation period extended

from February 15, 2012, to April 2, 2012, a 45-day period of review and comment. During that time, the document was available for review by various state and local agencies, as well as by interested individuals and organizations. A public hearing was held on March 22, 2012, but no public speakers were present and no comments were submitted. Three written comments were submitted during the 45-day review period. The Final EIR was completed on April 27, 2012, and contains no material revisions to the Draft EIR.

3. *Absence of Significant New Information*

Having reviewed the information contained in the Final EIR and in the administrative record, as well as the requirements under CEQA Guidelines Section 15088.5 and interpretive judicial authority regarding recirculation of Draft EIRs, the University hereby finds that no new significant information was added to the Draft EIR following public review and thus, recirculation of the Draft EIR is not required by CEQA.

B. Project Impacts and Mitigation Measures

As required by CEQA and the CEQA Guidelines, these Findings provide the written analysis and conclusions of the University regarding the environmental impacts of the Project, alternatives to the Project and the mitigation measures proposed in the Final EIR and adopted by the University as conditions of approval. The Findings summarize the environmental determinations and conclusions regarding the Project as analyzed in the Final EIR and do not attempt to describe in full the analysis of each environmental impact contained in the Final EIR. Instead, these Findings provide a summary description of each impact, describe any applicable mitigation measures identified in the Final EIR adopted by the University and set forth the University's findings regarding the significance of each impact after imposition of the mitigation measures. A full explanation of these environmental determinations and conclusions can be found in the Final EIR. These Findings hereby incorporate by reference the relevant discussion and analysis in the MCMB EIR and the Findings and Statement of Overriding Considerations adopted by The Regents in September 2008, and the Final EIR that support the determinations in those documents regarding the effectiveness of the mitigation measures and the Project's impacts. In making these Findings, the University ratifies, adopts and incorporates in these Findings, the analysis and explanation in the MCMB EIR and the Findings and Statement of Overriding Considerations adopted by The Regents in September 2008 and in the Final EIR relating to mitigation measures and environmental impacts, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings.

As set forth in Part III, below, the University adopts and incorporates as conditions of approval, the mitigation measures set forth in these Findings to reduce or avoid the potentially significant impacts of the Project, as well as certain less-than-significant impacts. In adopting these mitigation measures, the University intends to adopt each of the mitigation measures proposed in the Final EIR related to the Project. Accordingly, in the event a mitigation measure recommended in the Final EIR related to the Project has inadvertently been omitted from these

Findings, said mitigation measure is hereby adopted and incorporated in the Findings below by reference.

The following section summarizes the environmental impacts of the Project, as well as mitigation measures set forth in Chapter 4 of the Final EIR. The Initial Study (Appendix A of the Final EIR) prepared for the project determined that, with the exception of aesthetics, land use and transportation, the Project would not cause any potentially significant environmental impacts. In resource areas where the Initial Study found that implementation of the Project would have no potential to create significant impacts, the Final EIR does not analyze the impact categories any further.

The Final EIR focuses only on areas for which the Initial Study determined additional environmental review would be required, namely aesthetics, land use and transportation impacts. With respect to aesthetics, the Initial Study determined that the Project would have no impact on scenic resources, and would have less than significant impacts concerning new sources of substantial light or glare, reduction in sunlight or significantly increasing shadows, or by increasing pedestrian-level wind speeds above hazard levels. Therefore, the Final EIR only analyzes whether the Project would have a substantial adverse effect on a scenic vista or would substantially degrade the existing visual character or quality of the site and its surroundings. With respect to land use, the Initial Study found that the Project would not physically divide an established community or conflict with any applicable habit conservation plan or natural community conservation plan. Therefore, the Final EIR analyzes the Project's potential effect of conflicting with any applicable land use plan adopted for purposes of avoiding or mitigating an environmental effect and exceeding an applicable LRDP EIR standard of significance by being substantially incompatible with existing land uses or by substantially conflicting with use, density, height and bulk restrictions of local zoning. With respect to potential transportation impacts, the Initial Study concluded that the project would have no impact on air traffic patterns or transit systems or service. The Initial Study also concluded that the Project would not substantially increase hazards due to design features, result in inadequate emergency access, conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or exceed the applicable LRDP EIR standards of significance by causing substantial conflict among autos, bicyclists, pedestrians, and transit vehicles. Therefore, the Final EIR analyzes only whether the Project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system or conflict with an applicable congestion management program.

1. *Aesthetics*

a) *Impact AES-1: The proposed Project could have a substantial adverse effect on a scenic vista. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.1-9-10), the University finds that the Project would not result in a significant impact on a scenic vista; therefore, no mitigation is required.

b) *Impact AES-2: The proposed Project could substantially degrade the existing visual character or quality of the site and its surroundings. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.1-10-11), the University finds that the Project would not substantially degrade the existing visual character or quality of the Project site and its surroundings; therefore, no mitigation is required.

c) *Impact AES-3: Proposed Project activities could have a substantial cumulative adverse effect on a scenic vista, or substantially degrade the existing visual character or quality of the site and its surroundings. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at page 4.1-11), the University finds that the Project would not contribute to any cumulative adverse impacts related to visual quality; therefore, no mitigation is required.

2. *Land Use*

a) *Impact LU-1: The proposed Project could conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the Project. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.2-8-13), the University finds that the Project would be consistent with the 1996 LRDP, as amended, the Mission Bay Plans, other applicable plans and policies, and the Public Trust Doctrine; therefore, no mitigation is required.

b) *Impact LU-2: Proposed project activities could have a substantial cumulative adverse effect on land use plans or policies. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.2-12-13), the University finds that the Project would not contribute to cumulative adverse impacts on land use plans or policies; therefore, no mitigation is required.

3. *Transportation*

a) *Impact TRANS-1: Construction of the proposed Project could result in significant construction-period impacts. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at page 4.3-3), the University finds that the construction-period transportation impacts associated with the Project would be less than significant; therefore, no mitigation is required.

b) *Impact TRANS-2: In Phase I, the proposed Project could result in a significant traffic impact on the adjacent roadway network. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.3-3-4), the University finds that the Project would not cause significant traffic impacts on the adjacent roadway network; therefore, no mitigation is required.

c) *Impact TRANS-3: In Phase II, the proposed Project could result in a significant traffic impact on the adjacent roadway network. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.3-5-10), the University finds that, with implementation of the various traffic improvement measures as described in the Project Description in the Final EIR following approval by the City and County of San Francisco, traffic impacts resulting from the Project in Phase II would be less than significant; therefore, no mitigation is required.

d) *Impact TRANS-4: Shuttle operations at the Project site could have a significant adverse effect on Fourth Street operations, including the safety of pedestrians and bicyclists. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.3-11-12), the University finds that the impact of shuttle activities on the operations of Fourth Street on or near the Project site would be less than significant; therefore, no mitigation is required.

e) *Impact TRANS-5: Proposed Project activities could have a substantial cumulative adverse effect on traffic conditions in the vicinity. (Less than Significant)*

FINDING: For the reasons stated in the Final EIR (Final EIR at page 4.3-12), the University finds that the Project would result in a less than considerable contribution to significant cumulative traffic impacts; therefore, no mitigation is required.

C. Other CEQA Considerations

1. *Significant and Unavoidable Impacts*

CEQA Guidelines Section 15126.2(b) requires consideration and discussion of impacts that are significant and unavoidable, even with the implementation of feasible mitigation measures.

FINDING: For the reasons stated in the Final EIR (Final EIR at page 5-1), the University finds that the Project would not cause any significant and unavoidable impacts.

2. *Cumulative Impacts*

CEQA Guidelines Section 15130 requires consideration and discussion of cumulative impacts of a project when the project's incremental effect is cumulatively considerable.

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.1-11, 4.3-12 and 5-1) and the Initial Study (Initial Study at pages 32, 42, and 58), the University hereby finds

that the Project would contribute to cumulative impacts in the areas of aesthetics (views and visual character), construction air quality emissions, greenhouse gas emissions, construction noise, and traffic. However, with the exception of construction air quality emissions, none of the cumulative impacts would be significant. With regard to significant cumulative construction air quality emissions, the Project's contribution would be very small and would not represent a cumulatively considerable contribution.

3. *Growth-Inducing Impacts*

CEQA Guidelines Section 15126(d) requires consideration of the potential growth inducing impact of proposed projects, including the ways in which "the proposed project could foster economic and population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...and the characteristic of some projects which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively." Information regarding growth-inducing impacts is the same as discussed in the Final EIR.

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 5-1-2) and the Initial Study (Initial Study at pages 59-60), the University finds that the Project would serve the employee, patient, and visitor population of the Medical Center at Mission Bay. As a public plaza, it would not foster economic or population growth or result in the construction of additional housing. The Project would not extend urban services or transportation infrastructure or remove barriers to development.

4. *Significant Irreversible Changes*

CEQA Guidelines Section 15126(c) requires consideration and discussion of significant irreversible environmental changes caused by a project.

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.2-8-13, and 5-2-3) and the Initial Study (Initial Study pages 44-45, 52-53, and 68), the University finds that the Project would not cause irreversible land use impacts, would not result in the wasteful or inefficient use of energy or other resources, and would not pose a risk of irreversible damage from environmental accidents.

5. *Effects Found Not to be Significant*

CEQA Guidelines Section 15128 requires a brief description of any potential environmental effects that were determined not to be significant during the Initial Study and scoping process. The information regarding effects found not to be significant is contained in the Initial Study and the Final EIR. As indicated in the Initial Study, impacts in the following categories were found to be less than significant and were not analyzed in the Final EIR: biological resources, greenhouse gas emissions, population/housing, agriculture and forestry resources, cultural resources, hazards and hazardous materials, mineral resources, public services, utilities/service

systems, air quality, geology/soils, hydrology/water quality, noise, recreation, and the mandatory findings of significance. Although analyzed in the Final EIR, aesthetics, land use and transportation traffic impacts were also found to be less than significant.

FINDING: For the reasons stated in the Final EIR (Final EIR at pages 4.1-9-11, 4.2-8-15, and 4.3-3-13) and the Initial Study (Initial Study at pages 24-70), the University finds that the Project would not affect the conclusions of the Final EIR or the Initial Study with respect to effects found not to be significant.

D. Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the lead agency approving a project to adopt a Mitigation Monitoring and Reporting Program for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program requires the University to monitor the mitigation measures designed to reduce or eliminate significant impacts, as well as those mitigation measures designed to reduce environmental impacts which are less than significant. The Final EIR did not identify any project specific mitigation measures; however, the Mitigation Monitoring and Reporting Program for the Project includes all of the mitigation measures identified in the Final EIR from the Final LRDP Amendment #2 EIR and the MCMB EIR incorporated as part of the Project, as described in the Project Description of the Final EIR. The Mitigation Monitoring and Reporting Program has been designed to ensure compliance with such mitigation measures during implementation of the Project. The University hereby adopts the Mitigation Monitoring and Reporting Program attached hereto and incorporated herein.

The Mitigation Monitoring and Reporting Program designates responsibility and anticipated timing for the implementation of mitigation for impacts and conditions within the jurisdiction of the University. Implementation of the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program will be accomplished through administrative controls over Project planning and implementation, and monitoring and enforcement of these measures will be accomplished through inspection and documentation by appropriate University personnel. The University reserves the right to make amendments and/or substitutions of mitigation measures if, in the exercise of the discretion of the University, it is determined that the amended or substituted mitigation measure will mitigate the identified potential environmental impact to at least the same degree as the original mitigation measure, or would attain an adopted performance standard for mitigation, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

E. Alternatives

CEQA requires an evaluation of the comparative effects of a range of reasonable alternatives that would attain most of the basic objectives of the proposed project and avoid or substantially lessen one or more of the significant adverse effects of the proposed project, including

alternatives that are more costly or could otherwise impede the attainment of the project's objectives.

The University has independently reviewed and considered the information regarding alternatives provided in the Final EIR and the administrative record. The University has determined that the alternatives identified in the Final EIR either would not meet any of the Project objectives, would only partially meet some of the Project objectives, or would not result in fewer significant and unavoidable impacts than the Project itself. Both the project objectives and brief summaries of the evaluated alternatives are set forth below:

1. *Project Objectives*

Section 15124(b) of the CEQA Guidelines requires that the project description in an EIR include "a statement of the objectives sought by the applicant," which should include "the underlying purpose of the project." The objectives of the proposed Project are:

- to provide a safe and clear east/west connection between the Phase I Medical Center facilities on the east side of Fourth Street and the parking facilities on the west side of Fourth Street in Phase I; and parking and medical center facilities on the west side of Fourth Street in Phase II, particularly for children, the elderly, and those with compromised health or disabilities
- to provide a safe and inviting north/south pathway for pedestrians and bicyclists traveling on the Fourth Street right-of-way
- to develop a well-designed public open space that welcomes patients, visitors, staff, and the general public
- to minimize conflicts among vehicles, pedestrians, and bicyclists
- to maintain adequate access to the Medical Center emergency room and urgent care facilities
- to develop an open space that provides flexibility of use for UCSF events
- to develop well-designed bridges in Phase II, facilitated by design criteria agreed upon by the City and the University

2. *Alternatives to the Project*

The Final EIR analyzed two alternatives to the proposed Project: the No Project Alternative and the Fourth Street Open As a Shared Street Alternative.

i) No Project Alternative

Under the No Project Alternative, Fourth Street would be developed as a vehicular through-street as envisioned in the Mission Bay South Redevelopment Plan and as assumed in the MCMB EIR. Under this alternative, no plaza would be constructed in the Fourth Street right-of-way, but the Fourth Street frontage on MCMB property could be designed with a small plaza and landscaping. The cul-de-sacs would be located on MCMB property as assumed in the MCMB EIR. Under this alternative, no pedestrian bridges across Fourth Street would be constructed in Phase II.

The No Project Alternative would have less than significant impacts in the areas of aesthetics and land use, as with the proposed Project. The No Project Alternative would avoid some of the Phase II traffic impacts of the proposed Project, but would continue to have a significant traffic impact in Phase II at two intersections: Sixteenth Street/Owens Street and Owens Street/Center Garage Access. However, these significant traffic impacts could be mitigated to less than significant levels.

The No Project Alternative would not meet the Project objectives to (1) provide a safe and clear east/west connection between the Medical Center facilities on both sides of Fourth Street, particularly for children, the elderly, and those with compromised health or disabilities; (2) minimize conflicts among vehicles, pedestrians, and bicyclists; and (3) develop an open space that provides flexibility of use for UCSF events. The Project objective to develop a well-designed public open space that welcomes patients, visitors, staff, and the general public would only partially be met, but not at the scope and scale that the University desires.

ii) Fourth Street Open as a Shared Street Alternative

Under the Fourth Street Open as a Shared Street Alternative, Fourth Street would be open to vehicular traffic but would also accommodate bicyclists and pedestrians within the same space as vehicles. The roadway would be designed utilizing traffic-calming measures to discourage vehicular through-traffic, and would include visual and non-visual cues to slow travel speeds and inform drivers and bicyclists of the presence of pedestrians. Under this alternative, it is anticipated that some vehicular through-traffic would still occur, but to a lesser degree than with Fourth Street fully open.

Under this alternative, a plaza could be partially constructed in the Fourth Street right-of-way, integrated with a roadway for vehicular traffic and one or two cul-de-sacs for patient drop-off. Although this Alternative would discourage through-traffic, Fourth Street would be open to the public and would continue to be owned by the City of San Francisco. Under this alternative, pedestrian bridges across Fourth Street would be constructed in Phase II.

The Fourth Street Open as a Shared Street Alternative would have less than significant impacts in the areas of aesthetics and land use, as with the proposed Project. The Fourth Street Open as a Shared Street Alternative would avoid some of the traffic impacts of the proposed Project, but

would continue to have a significant traffic impact at three intersections: Sixteenth Street/Third Street, Sixteenth Street/Owens Street and Owens Street/Center Garage Access.

The Fourth Street Open as a Shared Street Alternative would only partially meet the Project objectives to (1) develop a well-designed public open space that welcomes patients, visitors, staff, and the general public; and (2) develop an open space that provides flexibility of use for UCSF events. These objectives would partially be met, but not at the scope and scale that the University desires.

iii) Environmentally Superior Alternative

The environmentally superior alternative among those evaluated in the Final EIR is the No Project Alternative. Other than the No Project Alternative, the remaining alternative, the Fourth Street Open as a Shared Street Alternative, is the environmentally superior alternative.

F. Incorporation by Reference

These Findings incorporate by reference in their entirety the text of the Final EIR, the LRDP Amendment #2 EIR, and the Findings and Statement of Overriding Considerations adopted by the University in connection with its approval of the LRDP Amendment #2 EIR as well as the MCMB EIR, and the Findings and Statement of Overriding Considerations adopted by the University with respect thereto. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, Project and cumulative impacts, and the basis for determining the significance of impacts, and the reasons for approving the Project.

G. Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which the University bases its findings and decision contained herein. These documents and materials are located in various offices of The Regents, including the San Francisco campus, the Office of Environmental Health & Safety, and/or offices of consultants retained by the University to assist with the development and analysis of the Project. The custodian for these documents and materials is the San Francisco campus Office of Campus Planning, located at 654 Minnesota Street, 2nd Floor, San Francisco, California 94143-0286.

H. No Impacts on Wildlife, No Filing Fee Required

The Department of Fish and Game issued a “Determination of No Effect” on March 9, 2012, finding that the Project has no effect on fish, wildlife and habitat and that the Project does not require payment of a CEQA filing fee.

I. Summary

1. Based on the foregoing Findings and the information contained in the administrative record, the University has made one or more of the following Findings with respect to the significant environmental effects of the Project:

a. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects on the environment.

b. Those changes or alterations that are wholly or partially within the responsibility and jurisdiction of another public agency have been, or can and should be, adopted by that other public agency.

c. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the Final EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the Project.

2. Based on the foregoing Findings and the information contained in the record, it is hereby determined that all significant effects on the environment due to approval of the Project have been eliminated or substantially lessened where feasible.

III. APPROVALS

The President, upon review and consideration of the environmental consequences of the proposed Mission Bay Fourth Street Public Plaza project, hereby takes the following actions:

- A. Certifies the Final EIR for the UCSF Medical Center at Mission Bay — Fourth Street Public Plaza project as described in Section I above.
- B. Adopts the Mitigation Monitoring and Reporting Program for the Project accompanying the Final EIR and discussed in Section II.D. above.
- C. Adopts the Findings in their entirety as set forth in Section II above.
- D. Having certified the Final EIR for the UCSF Medical Center at Mission Bay — Fourth Street Public Plaza project, independently reviewed and analyzed the Final EIR, and adopted the Findings, the President hereby approves the Fourth Street Public Plaza project design and traffic improvement measures.