

ATTACHMENT 1

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS IN CONNECTION WITH THE APPROVAL OF THE GROUND LEASE AND LEASE DISPOSITION AND DEVELOPMENT AGREEMENT FOR THE RESEARCH BUILDING AT THE PRISCILLA CHAN AND MARK ZUCKERBERG SAN FRANCISCO GENERAL HOSPITAL AND TRAUMA CENTER AT THE SAN FRANCISCO CAMPUS

I. INTRODUCTION

These Findings are made by the San Francisco Department of Public Health (“SFDPH”) in its capacity as a responsible agency pursuant to the California Environmental Quality Act, California Public Resources Code sections 21000 et seq., (“CEQA”) with respect to approval of the ground lease of the B/C parking lot, and the lease disposition and development agreement (the “LDDA”), between the City and County of San Francisco (the “City”) and the University of California (“University” or “UCSF”), for the UCSF Research Building at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus (“ZSFG”). The University, as the lead agency pursuant to CEQA and the State CEQA Guidelines, 14 California Code of Regulations Sections 15000 et seq. (the “CEQA Guidelines”), prepared a Final Environmental Impact Report (“Final EIR”) for the UCSF Research Building and City Parking Garage Expansion at the ZSFG (the “Project”). The Research Building will be developed on the B/C parking lot at Twenty-Third Street between Vermont and Utah streets in accordance with the LDDA and ground lease. These findings are made in light of substantial evidence in the record of Project proceedings, including but not limited to, the Final EIR.

There have been no changes to the Project, no changes in circumstances, and no new information regarding a new significant impact or a substantial increase in the severity of a significant impact requiring major revisions in the Final EIR since The Regents’ certification of the Final EIR on November 17, 2016. Therefore, there are no circumstances that might require preparation of a subsequent or supplemental EIR or an addendum EIR to the Final EIR. Thus, for purposes of SFDPH’s approval action, no further environmental analysis is required. SFDPH hereby issues these Findings and concurrently approves the ground lease of the B/C parking lot and the LDDA in support of the Research Building component of the Project.

This document is organized as follows:

Article II describes the Research Building component of the Project and the environmental review process undertaken by the University.

Article III describes the actions to be taken by SFDPH in its capacity as a responsible agency.

Article IV sets forth findings as to significant impacts related to SFDPH’s approval action as identified in Article III, and discusses the relevant mitigation measures and the

significance of impacts after implementation of the mitigation measures proposed in the Final EIR to mitigate significant environmental effects. **Exhibit A**, attached to these findings, contains the Mitigation Monitoring and Reporting Program (“MMRP”) adopted by The Regents.

Article V provides the basis for the SFDPH’s approval of the Research Building component of the Project and a description of the alternatives included in the Final EIR. This Article summarizes The Regents’ Findings concerning the alternatives.

Article VI identifies the unavoidable, significant adverse impacts of the Research Building component of the Project that have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article V.

Article VII contains a Statement of Overriding Considerations, setting forth specific basis of and facts supporting SFDPH’s approval of the Project despite the significant unavoidable impacts discussed in Article VI.

II. PROJECT DESCRIPTION AND CEQA PROCESS

A. Project Description

UCSF occupies approximately 297,000 gross square feet (gsf) of research labs, office, and clinic space on the ZSFG campus in ten buildings (Buildings 1, 3, 5, 9, 10, 20, 30, 40, 80/90, and 100). The UC Seismic Safety Policy applies to any location that houses UC employees; therefore, the policy requires that UCSF occupants be located in seismically safe buildings. Except for Building 3, the Community Health Network building located at 2789 Twenty-Fifth Street, and Building 25, the New Acute Care Hospital, all other ZSFG buildings occupied by UCSF employees are seismically compromised and require extensive upgrades or must be vacated.

To comply with the UC Seismic Safety Policy, UCSF proposes to acquire a long-term interest, through a ground lease with the City, for the B/C surface parking lot (B/C Lot) along Twenty-Third Street. UCSF would construct a new, seismically robust research building on the site for its employees who are in seismically compromised space on the ZSFG campus. The new building may also accommodate UCSF employees who are currently located off the ZSFG campus in leased space, working in programs that would benefit by relocating to the ZSFG campus. UCSF intends to continue to occupy Building 3, which is seismically safe. UCSF employees also may remain in Building 5 (the existing hospital) if it were to be seismically retrofitted in the future.

The proposed Research Building component of the Project would contain wet and dry labs and office space to be relocated from current locations on the ZSFG campus. In addition, the proposed building may accommodate ZSFG departments currently in off-site leases that could relocate to the ZSFG campus. The proposed research building would be about 175,000 gsf, and five-stories in height, plus a mechanical penthouse. The building height would be about 80 feet to the top of the fifth story, plus an additional 12 feet to accommodate rooftop mechanical

equipment. The building would be set back from adjacent streets and surrounded by landscaping. The building footprint would allow for the creation of a new one-way eastbound urban driveway between the new building and Building 5. This redesigned area would include the drop off area for Urgent Care services that will be relocated to Building 5 as part of the new hospital project; 30 surface parking spaces; and new landscaping and pedestrian circulation features. In addition, the Hearty Café trailer and fountain would be relocated to the north side of this new street. The existing driveway that provides access to the ZSFG emergency room would be eliminated. The existing gatehouse, switchgear facility, fence along Twenty-Third Street, and Stiff Loops sculpture would be retained in their current locations. Upon completion of the proposed building, approximately 680 UCSF employees would be relocated from existing facilities on the ZSFG campus to the new research building. In addition, about 120 employees could relocate from off-campus leased space to the new facility.

B. CEQA Process and Preparation of the Final EIR

Pursuant to CEQA, the CEQA Guidelines and University procedures for implementation of CEQA, a project-level Environmental Impact Report was prepared for the Project (“Draft EIR”) (State Clearinghouse Number 2015102010).

On October 6, 2015, a Notice of Preparation (“NOP”), including an Initial Study, was published for the Project’s EIR. The 30-day public comment period ended on November 5, 2015. A copy of the NOP/Initial Study is included in Appendix A of the Initial Study. A scoping meeting was held on October 21, 2015, in the Cafeteria on the ZSFG campus, to accept public input on environmental topics to be analyzed in the EIR and approaches to the impact analyses. Written and oral comments received on the NOP are included in Appendix B of the Draft EIR. The Draft EIR was published on March 23, 2016, commencing a 45-day public review period ending on May 9, 2016. Notices of availability of the document were distributed to the public and advertised in the San Francisco Examiner and two neighborhood newspapers – the Potrero View and El Tecolote. The University also mailed postcards to nearly 2,800 residences and businesses surrounding the Project site, and provided written notification to a comprehensive mailing list that included adjacent property owners, community groups, neighbors, and other individuals. The University emailed notice to about 115 individuals and organizations on the University’s neighborhood listserv. Copies of the Draft EIR were placed at various branches of the San Francisco Public Library (Main Library, Mission branch, Potrero Hill branch, Bernal Heights branch, and Mission Bay branch) and at the UCSF Mission Bay campus library. The Draft EIR was posted online on the Campus Planning website. The Draft EIR was sent to the State Clearinghouse and to other local and regional agencies. A public hearing for the Draft EIR was held on April 21, 2016, and a transcript of the public hearing can be found in Section 9.2 of the Final EIR.

The Final EIR contains all of the comment letters received during the public comment period, as well as a transcript of the public hearing held on April 21, 2016. The Final EIR also contains responses to those comments, which the University prepared in accordance with CEQA, the CEQA Guidelines, and the University’s procedures for implementing CEQA. The Board of Regents of the University (“The Regents”) reviewed the comments received and the responses

thereto and found that the Final EIR provides adequate, good faith, and reasoned responses to those comments.

On November 17, 2016, The Regents certified the Final EIR as adequate as required by CEQA; adopted CEQA Findings related to the Research Building component of the Project; adopted the MMRP for the Research Building component of the Project; and adopted a statement of overriding considerations relating to the significant and unavoidable impacts of the Research Building component of the Project.

C. Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which SFDPH bases the findings and decision contained herein. Because of the complexity of the issues addressed in connection with the review of the Research Building component of the Project, these documents and materials are located in various offices of The Regents, and/or offices of consultants retained by the University to assist with the development and analysis of the Research Building component of the Project. The custodian of the record of proceedings is: Diane Wong, Principal Planner/Environmental Coordinator, UCSF Campus Planning, 654 Minnesota Street, San Francisco, California 94143-0286, (415) 502-5952.

III. SFDPH ACTIONS

The action of SFDPH in connection with the Research Building component of the Project involves approval of the ground lease of the B/C parking lot and the LDDA in support of the Research Building component of the Project. The SFDPH approvals are subject to the approval of the San Francisco Board of Supervisors before the LDDA and subsequent Ground Lease become effective. In accordance with the LDDA, the parties will also enter into a permit to enter to allow UCSF to perform site investigations and a construction license to allow UCSF to construct utility and other campus improvements surrounding the Research Facility. In addition, DPH and UCSF will develop a Parking Relief Plan that will require the approval of the Director of Public Health. UCSF shall provide DPH with their migration (Staff Relocation) plan into the new Research Building, with the timing of the relocations phased over time.

IV. IMPACTS AND MITIGATION MEASURES

A. Introduction and Incorporation by Reference

To avoid duplication and redundancy, and because SFDPH agrees with, and hereby adopts, the conclusions in the Final EIR certified by The Regents and The Regents' CEQA Findings adopted by The Regents in support of that certification, these Findings will not repeat the analysis and conclusions in the Final EIR or The Regents' CEQA Findings, but instead, incorporates them by reference, in their respective entirety, in these Findings and relies upon them as substantial evidence supporting these Findings. The full text of all mitigation measures is contained in the Final EIR and in the MMRP, is attached hereto as **Exhibit A**. Without limitation, this incorporation is intended to elaborate on the scope and nature of the mitigation

measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the ground lease and the LDDA in support of the Research Building component of the Project in spite of the potential for associated significant and unavoidable adverse impacts. SFDPH finds that the implementation of the mitigation measures within the responsibility and jurisdiction of The Regents as lead agency, in conjunction with other responsible agencies, will mitigate the associated impacts identified in the Final EIR, except as otherwise set forth in Section VI of these Findings.

Further, as a responsible agency under CEQA for purposes of the Research Building component of the Project, SFDPH is responsible for analyzing only the environmental effects of those parts of the Research Building component of the Project that it is required to implement (Public Resources Code Section 21002.1(d)) or any other effects that would be caused by the Research Building component of the Project itself. SFDPH has no responsibility or authority to implement either any part of the Research Building component of the Project or any mitigation measures adopted by The Regents or other responsible agencies to reduce and/or avoid the significant impacts of the Research Building component of the Project.

Only those significant environmental impacts and mitigation measures set forth in the Final EIR that are associated with the Research Building component of the Project and are relevant to the SFDPH approval action are presented here.

B. Impacts Associated with Research Building Component of the Project and Mitigation Measures Adopted by The Regents

Presented below are those impacts associated with the Research Building component of the Project that were identified as significant in the Final EIR and/or are relevant to the SFDPH approval action, followed by SFDPH's findings regarding the impact and, where applicable, mitigation measures identified in the Final EIR.

i. Transportation and Traffic

Impact TRAF-1: Construction of the proposed project could cause substantial adverse impacts to traffic flow, circulation and access as well as to transit, pedestrian, and parking conditions during demolition and construction activities. (Less than Significant)

Finding: For the reasons stated in the Final EIR (Final EIR at pages 4.7-19 to 4.7-20), SFDPH finds that because the Research Building component of the Project's construction activities would be temporary and limited in duration and are required to be conducted in accordance with City requirements, construction-related transportation impacts of the proposed project would be less than significant; therefore, no mitigation is required.

Improvement Measure IM-TR-1: Construction Coordination and Monitoring Measures would further reduce the Research Building component of the Project's less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos. The University shall require construction contractor(s) for

the Research Building to prepare a traffic control plan for major phases of Research Building construction (e.g. demolition, construction, or renovation of individual buildings). The University and their construction contractor(s) will meet with SFPD and relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations, and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the Research Building. (Final EIR at pages 4.7-21).

Impact TRAF-2: Development of the proposed project would increase traffic at intersections on the adjacent roadway network. (Potentially Significant)

Mitigation Measure TR-1: Restripe 24th Street at Potrero Avenue to provide a Westbound Left-Turn Pocket, which will restripe the westbound approach on 24th Street at Potrero Avenue as two lanes: a 10-foot-wide left-turn pocket approximately 50 feet in length and a 10-foot-wide shared through / right-turn lane. This would require the removal of three or four parking spaces on the southern side of 24th Street at the intersection of Potrero Avenue and the restriping of the eastbound lane adjacent to the removed parking spaces to be 12 feet wide. This mitigation measure would not include the addition of new signal phases or other alterations due to the existing timing plan, although the SFMTA may choose to do so as part of the mitigation measure. This mitigation measure would require that large trucks or buses making the northbound right-turn movement would sweep into the westbound left-turn lane. As such, the final design of this intersection should include placement of the stop bar on the westbound turn lane approximately one car length back from the current intersection to accommodate larger turning vehicles. The City recommends that the University pay its proportional share of implementing this mitigation measure if SFMTA approves the mitigation measure. (Final EIR at pages 4.7-24).

Mitigation Measure TR-2: Opening the 23rd Street exit of 23rd Street Garage during the PM Peak Period to coincide with a major hospital employee shift change would allow some vehicles to shift away from the 24th Street exit and thus improve the operating condition of the intersection of Potrero Avenue / 24th Street. In conjunction with the earlier opening of the 23rd Street exit, which would increase the amount of traffic on 23rd Street, the pedestrian crossing that connects the 23rd Street Garage to the east side of the West ZSFG Driveway should be improved. Although SFMTA staff would need to concur on a final design, this should include evaluation of signal phasing prior to implementation, and it could include shifting the eastern edge of the crosswalk to the east by ten feet in order to double the width of the crosswalk to 20 feet, repainting the crosswalk in the continental style to be more visible, and shifting the westbound 48 Quintara/24th Street in the same location 20 feet to the east to increase the visibility of pedestrians. SFPD is responsible for increasing employee education regarding appropriate pick-up and drop-off locations to minimize any additional double parking at the corner of 23rd Street / San Bruno Avenue, which can obscure the visibility of pedestrians. The City recommends that the University pay its proportional share of the

costs of implementing this mitigation measure if SFMTA approves the mitigation measure. (Final EIR at pages 4.7-25 to 4.7-26).

Mitigation Measure TR-3: Implement Additional TDM Strategies to Reduce Single Occupancy Vehicle Trips to and from ZSFG. The University and SFDPH shall coordinate and each implement the following policies to the extent feasible: expand the University's and SFDPH's Shuttle Service, maintain a dialogue with SFMTA regarding ZSFG's strong desire to see that transit connections between the Mission District and ZSFG campus remain, add bike racks on SFDPH shuttles, hire a TDM Program Manager for ZSFG to meet modal goals, expand number of car share vehicles on-site, create a more robust carpool matching program, create a vanpool service or coordinate with the existing University vanpool, provide showers and locker facilities on campus and in the Research Building, install Bay Area Bike Share Station on campus, advertise existing pre-tax commuter accounts, promote bicycle safety along 23rd Street and Potrero Avenue to prevent conflicts with vehicles, provide signage indicating the location of bicycle parking at points of access, and facilitate access to car share spaces through the on-site garage. (Final EIR at pages 4.7-26 to 4.7-27a).

Finding: For the reasons stated in the Final EIR (Final EIR at pages 4.7-23 to 4.7-30), SFDPH finds that the Project would cause the Potrero Avenue / 24th Street signalized intersection to degrade from an acceptable LOS D to an unacceptable LOS F during the PM peak hour. With the Research Building component of the Project alone, the LOS would degrade to LOS E. Therefore, the Research Building component of the Project would have a significant impact at the intersection of Potrero Avenue / 24th Street, and the City shall implement or fund its proportional share to SFMTA to implement Mitigation Measure TR-1. With implementation of Mitigation Measure TR-1, intersection operations would improve to acceptable levels (i.e. LOS D or better conditions) during the PM peak hour. However, SFDPH does not have the authority to implement this improvement without SFMTA's approval and assistance, which is unknown at this time. The effectiveness of implementing Mitigation Measure TR-2 to reduce the impact to less than significant is not known given the uncertainty over the volume of vehicles choosing to exit this northern egress, and SFDPH does not have the authority to implement it without SFMTA's approval and assistance, which is unknown at this time. While implementation of Mitigation Measure TR-3 would reduce traffic impacts, the No Garage Expansion Alternative (Variant 4) is the only scenario in which full implementation of Mitigation Measure TR-3 with identified feasible elements would reduce the significant impact at this intersection to less than significant. The Research Building component of the Project's traffic impact at the intersection of Potrero Avenue / 24th Street would therefore be considered significant and unavoidable. SFDPH finds this remaining significant impact to be acceptable because the benefits of the Research Building component of the Project outweigh this and other significant and unavoidable environmental impacts of the Research Building component of the Project for the reasons set forth in the "Statement of Overriding Considerations" in Section VII, below.

Impact TRAF-9: Development of the proposed project, in combination with reasonably foreseeable future developments, would increase traffic at intersections on the adjacent roadway network. (Potentially Significant)

Mitigation Measure TR-1: See discussion on Impact TRAF-2 above.

Mitigation Measure TR-2: See discussion on Impact TRAF-2 above.

Mitigation Measure TR-3: See discussion on Impact TRAF-2 above.

Finding: For the reasons stated in the Final EIR (Final EIR at pages 4.7-40 to 4.7-42), SFDPH finds that the Project would add 120 vehicle trips to the critical westbound approach, which represents a 48 percent increase from Year 2040 conditions, and the Project's contribution would be considered significant. With the Research Building component of the Project alone, the LOS at the intersection of Potrero Avenue / 24th Street would degrade to LOS E. Therefore, the Research Building component of the Project would have a significant impact at the intersection of Potrero Avenue / 24th Street, and the City shall implement or fund its proportional share to SFMTA to implement Mitigation Measure TR-1 only if the City approves the Garage Expansion component of the Project and the intersection of Potrero Avenue and 24th Street further degrades from LOS E to LOS F. With implementation of Mitigation Measure TR-1, intersection operations would improve to acceptable levels (i.e. LOS D or better conditions) during the PM peak hour. However, SFDPH does not have the authority to implement this improvement without SFMTA's approval and assistance, which is unknown at this time. The effectiveness of implementing Mitigation Measure TR-2 to reduce the impact to less than significant is not known given the uncertainty over the volume of vehicles choosing to exist this northern egress, and SFDPH does not have the authority to implement it without SFMTA's approval and assistance, which is unknown at this time. While the implementation of Mitigation Measure TR-3 would reduce traffic impacts, the No Garage Expansion Alternative (Variant 4) is the only scenario in which full implementation of Mitigation Measure TR-3 with identified feasible elements would reduce the significant impact at this intersection to less than significant. The Research Building component of the Project's traffic impact at the intersection of Potrero Avenue / 24th Street would therefore be considered significant and unavoidable. SFDPH finds this remaining significant impact to be acceptable because the benefits of the Research Building component of the Project outweigh this and other significant and unavoidable environmental impacts of the Research Building component of the Project for the reasons set forth in the "Statement of Overriding Considerations" in Section VII, below.

C. Mitigation Monitoring and Reporting Program

The Regents prepared and adopted a MMRP for all mitigation measures identified in the Final EIR. The MMRP is attached to these findings as **Exhibit A**. SFDPH hereby adopts as required by Section 21081.6 of the Public Resources Code, the MMRP for all of the mitigation measures applicable to the SFDPH approval actions and adopted by SFDPH in these findings, as

more fully set forth and explained above. The University is responsible for implementation of all of the mitigation measures associated with the Research Building component of the Project. The MMRP specifies when each of the adopted mitigation measures will be implemented and the responsible University official or entity that will ensure that the mitigation measures are carried out. SFDPH finds that The Regents can and should implement all of the mitigation measures identified in the MMRP.

V. ALTERNATIVES

Chapter 6 of the Final EIR evaluated a range of alternatives to the Project. The Final EIR's analysis examined the feasibility of each alternative, the environmental impacts of each alternative, and each alternative's ability to meet the Project objectives described in Section 2.3 of the Final EIR. In compliance with CEQA and the CEQA Guidelines, the alternatives analysis included an analysis of a no-project alternative and also identified the environmentally superior alternative. The Final EIR also analyzes four variants to the City Parking Garage Expansion component of the Project, which are not discussed in these Findings.

SFDPH has independently reviewed and considered the information on alternatives provided in the Final EIR and the administrative record. SFDPH has determined that none of the alternatives identified in the Final EIR as it relates to the Research Building component of the Project is within the power of SFDPH to implement. In CEQA Findings adopted by The Regents on November 17, 2016, in connection with its approval of the ground lease of the B/C parking lot and the LDDA, The Regents determined that all of the Research Building component of the Project alternatives were infeasible in comparison to the Research Building component of the Project. A summary of the findings of The Regents as to project objectives in regards to the Research Building component of the Project, and its justification for rejection of each of the Research Building component of the Project alternatives are set forth below.

SFDPH, having considered and reviewed The Regents' Findings, concur in these findings.

A. Project Objectives

SFDPH finds that the objectives for the Project are as described in Section 2.3 of the Final EIR. The overall purpose of the Project is to develop a research building at ZSFG.

The specific objectives of the Research Building component of the Project are as follows:

- To develop a new research facility of at approximately 175,000 gross square feet in order to accommodate UCSF research programs and employees that must vacate seismically compromised buildings elsewhere on the ZSFG campus.
- To comply with UC's Seismic Safety Policy, to ensure a seismically safe environment for UCSF employees, patients and visitors.
- To ensure existing UCSF research activities remain on the ZSFG campus in close proximity to the communities being served, and in close proximity to the ZSFG Level 1

Trauma Center, enabling physicians to provide a rapid response to trauma and urgent clinical needs of patients.

- To ensure existing research activities remain on the ZSFG campus, which is a requirement for the ZSFG Trauma Center to retain its designation as a Level 1.
- To foster collaboration, accommodate interdependent programs, and reinforce academic, research and clinical relationships at ZSFG.
- To develop a new research building that is compatible with the overall landscape of the ZSFG campus as well as the surrounding neighborhood.
- To develop a new research building that, to the extent feasible, complies with the San Francisco Planning Code.
- To develop a new research building that is cost-effective in terms of design, construction cost, operational costs, and maintenance.

2. Alternatives to the Project

The Final EIR evaluated three alternatives to the Project: No Project Alternative, On-Site/Underground Parking Alternative, and No Garage Expansion Alternative (which will not be discussed in these Findings.)

i. No Project Alternative

Under the No Project Alternative, the proposed Research Building would not be constructed and no expansion of the existing parking garage would occur. The proposed Research Building site would remain as a surface parking lot (B/C Lot). UCSF would continue to occupy approximately 297,000 gsf of research labs, office, and clinic space on the ZSFG campus in ten buildings (Buildings 1, 3, 5, 9, 10, 20, 30, 40, 80/90, and 100). Additional UCSF employees in off-campus leased space would not relocate to the ZSFG campus under the No Project Alternative.

The Regents found that the No Project Alternative is infeasible because it does not meet any of the basic project objectives for the Research Building. Under the No Project Alternative, the less than significant impacts in the areas of aesthetics, air quality, cultural and paleontological resources, greenhouse gas emissions, land use and planning, and noise would not occur, as with the proposed Project. The No Project Alternative would avoid some of the significant and unavoidable traffic impacts of the proposed Project, and would not result in any impacts at local intersections.

Finding: SFDPH finds that the No Project Alternative would not meet any of the basic project objectives for the Research Building.

ii. On-Site/Underground Parking Alternative

The On-Site/Underground Parking Alternative would consist of the Research Building as proposed by the Project with the addition of an underground parking structure constructed below the building. The underground garage would likely consist of two-levels that would contain 202

parking spaces, which would represent a net gain of 37 spaces in comparison to the 130 existing spaces on the B/C Lot and adjacent 35 spaces for handicapped users, service vehicles, and ZSFG staff that would be displaced by construction of the Research Building. The expansion of the existing ZSFG parking garage would not occur. This alternative was selected to avoid the significant and unavoidable traffic impact at the Potrero Avenue/Twenty-Fourth Street intersection.

Under the On-Site/Underground Parking Alternative, the less than significant impacts in the areas of aesthetics, cultural and paleontological resources, greenhouse gas emissions, land use and planning would be similar or less than the mitigated impacts of the proposed Project. The noise impacts that occur during construction would likely be greater under this alternative due to the additional excavation necessary to construct the underground garage, but the overall noise impact would likely be less because the ZSFG parking garage would not be expanded. The significant and unavoidable project and cumulative impacts would not occur under this alternative.

Finding: SFDPH finds that the On-Site/Underground Parking Alternative would meet most of the project objectives for the Research Building, but would not meet the objective to develop a new research building that is cost-effective in terms of design, construction cost, operational costs, and maintenance. While this alternative would accommodate the potential new parking demand for the Research Building, it would not meet parking demand for recently completed projects such as the new hospital or potential future projects such as new clinics and backfill of vacated space on the ZSFG campus.

iii. Environmentally Superior Alternative

While the No-Project Alternative is the environmentally superior alternative because it would avoid many of the significant environmental impacts of the development that would occur under the Project, SFDPH concurs with The Regents' Findings and also finds that the No-Project Alternative is infeasible pursuant to Public Resources Code §21081(a)(3) and CEQA Guidelines §15091(a)(3) because it would not meet any of the basic project objectives of the Research Building component of the Project. CEQA Guidelines Section 15126.6(e)(2) requires that if the environmentally superior alternative is the no project alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. Therefore, the Final EIR identified the On-Site/Underground Parking Alternative as the environmentally superior alternative. The On-Site/Underground Parking Alternative would avoid many of the significant environmental impacts of the development that would occur under the Project. The On-Site/Underground Parking Alternative would also reduce the magnitude of the impacts associated with traffic conditions at the Potrero Avenue/Twenty-Fourth Street intersection. The On-Site/Underground Parking Alternative, however, is infeasible because it would not meet the objective to develop a new research building that is cost-effective in terms of design, construction cost, operational costs, and maintenance. For these reasons, SFDPH concurs with The Regents' Findings and rejects the environmentally superior alternative as infeasible. When compared to those alternatives, the Research Building component of the Project provides the best available and feasible balance between maximizing attainment of the Research Building

objectives and minimizing significant environmental impacts, and the Research Building component of the Project is the environmentally superior alternative among those options.

VI. SIGNIFICANT ENVIRONMENTAL IMPACTS

As discussed above, SFDPH has found that the following impacts of the Research Building component of the Project will remain significant, either in whole or in part, following adoption and implementation of the mitigation measures described in the Final EIR.

- Impact TRAF-2: Development of the Research Building component of the Project would increase traffic at intersections on the adjacent roadway network.
- Impact TRAF-9: Development of the Research Building component of the Project, in combination with reasonably foreseeable future developments, would increase traffic at intersections on the adjacent roadway network.

The significant and unavoidable impacts listed in the Final EIR and recited above assume implementation by The Regents of the mitigation measures recommended for adoption in these findings to reduce potentially significant impacts. There are no other specific, feasible mitigation measures available to the Project, other than those identified in the Final EIR, to reduce these impacts to a level of insignificance.

The Regents previously adopted findings committing to implement the mitigation measures identified in the Final EIR to the extent The Regents are responsible. SFDPH finds that The Regents can and should implement all of the mitigation measures identified in the MMRP.

For the reasons above SFDPH finds that the Project incorporates all feasible mitigation measures and has eliminated or substantially lessened all significant effects on the environment where feasible. The remaining effects listed above are found by SFDPH to be acceptable due to the overriding considerations set forth below.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

In accordance with CEQA Guidelines section 15093, SFDPH has, in determining whether or not to approve the ground lease and the LDDA in support of the Research Building component of the Project, balanced the economic, legal, social, technological and other benefits of the Research Building component of the Project against its significant and unavoidable environmental impacts. SFDPH has found that, for the reasons set forth below, the benefits of the Research Building component of the Project outweigh the Research Building component of the Project's significant adverse environmental effects that cannot be mitigated to less-than-significant levels. This statement of overriding considerations is based on SFDPH's review of the Final EIR and other information in the administrative record. The benefits of the Research Building component of the Project include the following:

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- Research activities on the ZSFG campus enable the ZSFG Trauma Center, the only Level 1 trauma center available for the over 1.5 million people living and working in San Francisco and northern San Mateo County, to retain its designation as Level 1.
- UCSF has a long standing affiliation with SFDPH of over 140 years through which UCSF provides physicians and other professional services at ZSFG, and through the ZSFG - UCSF partnership, physicians who are leaders in their fields have been attracted to ZSFG and have established ZSFG as one of the nation's leading academic medical centers with a top training program for residents and medical students.
- ZSFG is home to more than 20 UCSF research centers and major laboratories, and over 150 principal UCSF investigators conduct research at the ZSFG campus and the co-location of patient care, teaching and research activities is critical to the ability to recruit and retain the physician leaders who treat patients at ZSFG, and the completion of the Research Building at ZSFG will enhance this recruitment and retention.
- It is critical to UCSF that the faculty from all four of its professional schools (Medicine, Dentistry, Nursing and Pharmacy) be able to continue to work at ZSFG, providing patient care, conducting research and teaching because ZSFG is a major teaching hospital for UCSF residents and fellows.
- The Regents determined in 2015 that no suitable existing buildings or development sites existing in the area to meet the need of UCSF researchers at ZSFG (2015 Regents amendment of the UCSF 2015-2016 Budget for Capital Improvements).
- The Research Building component of the Project would enable UCSF employees in existing seismically compromised buildings on the ZSFG campus to relocate to new space that meets UC seismic standards.

Considering all factors and the evidence in the EIR and other relevant documents, SFDPH finds that specific economic, legal, social, technological, and other benefits of the Research Building component of the Project outweigh the significant and unavoidable adverse environmental impacts of the Research Building component of the Project. SFDPH therefore finds that those significant adverse impacts are acceptable in the context of the overall Research Building component of the Project benefits.

EXHIBIT A

MITIGATION MONITORING AND REPORTING PROGRAM