PROS
1. Allows shuttles to turnaround off street
2. Provides eight parking spots and trash/loading within building
3. Provides delivery spaces in turn-around

CONS
1. Turn circle out of scale for plaza and dominates pedestrian space
2. High cost and complexity of structural modifications
3. Poor public presence on Parnassus
4. Removes most existing trees
5. No secure bike parking

July 28, 2011
**PROS**
1. Allows shuttles to turnaround off street
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July 28, 2011
PROS
1. Provides off-street shuttle and delivery staging area
2. Improves Dentistry Plaza, joining it with retail-focused UC Hall plaza
3. One small plus one larger retail space

CONS
1. Remove pedestrian life to off-street location
2. Removes most existing trees
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July 28, 2011
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1. Provides off-street shuttle and delivery staging area
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July 28, 2011
CONTEXT

July 28, 2011

CHANGES HAVE BEEN MADE TO THE UCSF PARNASSUS CAMPUS SHUTTLE SERVICE

- EVALUATING NEED FOR TURN AROUND
- EXPLORING OPTIONS
PROS
1. Flexible multi-use plaza space that pulls trash and delivery congestion off Parnassus
2. High visibility retail space enlivens corner
3. Ideal location for housing lobby
4. Saves existing trees

CONS
1. Mixed vehicles and pedestrians
2. Does not accommodate shuttles

OPTION A3
A3: UC HALL WEST PLAZA STUDIES
Multi-use Vehicular Turn-around
Trash Pick-up / Delivery Drop-off
Trash/Recycling
Retail
Bike Parking

July 28, 2011
PROS
1. Renovated, enhanced open space - pedestrian-only space
2. Largest secure bike parking off Plaza
3. Least cost
4. Saves existing trees

CONS
1. Does not take any traffic off Parnassus
2. Modest entry or exit only for program above
3. Trash/Loading remains on Parnassus

July 28, 2011
PROS
1. Renovated, enhanced open space - pedestrian-only space
2. Largest secure bike parking off Plaza
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CONS
1. Does not take any traffic off Parnassus
2. Modest entry or exit only for program above
3. Trash/Loading remains on Parnassus

OPTION A4b

Transit Stop, Trash Pick-up Access, Deliveries on Street

July 28, 2011
July 28, 2011
PROS
1. Well-positioned loading and car-share parking to support Housing
2. Sunny open space
3. Utilizes parking at MR-4 site

CONS
1. Provides limited new parking

July 28, 2011
**PROS**
1. Low-cost surface parking utilizing existing grades
2. Convenient drop-off loading and for Housing

**CONS**
1. Unattractive use of area
2. Brings more cars up behind UC Hall

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*July 28, 2011*
Loop Service Road in Back of Campus

Determined Not to be Cost Effective because it would require:

- A ramp from the Regeneration Medicine Building loading dock to the Hooper Pad
- A bridge between the Hooper Pad and School of Nursing parking lot
- Demolition of the Hooper Pad
- Relocation of utilities
- Reinforcement of retaining walls

July 28, 2011
POTENTIAL PARKING RESOURCES SUMMARY

July 28, 2011

Campus Planning

West Plaza

Proctor Building

Rad Lab Site
0 to 60 parking spaces

Medical Research 4 Site
17 to 68 parking spaces

Woods & Surge Buildings
OPPORTUNITIES
PHASE 1

- Potential Sidewalk Widening
- Non-Core Sidewalk Improvements
- Bus Shelter
- Plaza
- Brick Paving Infill

Legend:
- Sidewalk Improvement
- Non-Core Sidewalk Improvement
- Potential Sidewalk Widening
- Core-of-the-Core Improvement
- Bus Shelter
- Plaza
- Gateway Tree Masses
- Street Tree Infill
PHASE 1

Building 374

July 28, 2011
PROS
1. Maximizes parking potential
2. Leave more flexibility on MR-4 site alternative uses

CONS
1. Highest Cost
2. Largest visual impact

OPTION B3
FUTURE HOUSING SITE

Potential Garage Location.

Previous Study (BMS Alternative 3)

July 28, 2011
PROS
1. Low-cost surface parking utilizing existing grades
2. Convenient drop-off and loading for Housing

CONS
1. Unattractive use of area
2. Brings more cars up behind UC Hall

July 28, 2011
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1. Low-cost surface parking utilizing existing grades
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July 28, 2011
SHORT-TERM PARKING OPTIONS

OPTION 1: SINGLE-BAY (17 Spaces)

OPTION 2: DOUBLE-BAY (34 Spaces)

OPTION 3: PARKING DECK (68 Spaces)
PROCTOR SITE STUDIES

July 28, 2011

Townhome Option on Street Front

Townhome Option with Mini Park

Multi-family Building Option on Street Front

Multi-family Building Option - Parking Level
UC Hall Reuse Options - Preliminary Parking and Loading Estimates

CAG UC Hall Study Group Meeting

Fehr & Peers

July 28, 2011
Parking Demand

Assumptions

- Parking demand is derived from travel demand
- Parking demand is dependent on mode split; the UCSF mode split is a reflection of the constrained parking environment on the Campus. Thus, the parking demand reflects constrained demand.
- Parking demand is reflective of each population group’s mode split.
Preliminary Parking Demand

Peak Parking Demand - All Uses Stay on Campus

<table>
<thead>
<tr>
<th></th>
<th>Existing UC Hall</th>
<th>Demo</th>
<th>A: Housing</th>
<th>B: Office / Housing / Clinic</th>
<th>C: Office / Clinic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Demand</td>
<td>179</td>
<td>179</td>
<td>96</td>
<td>162</td>
<td>277</td>
</tr>
</tbody>
</table>

- Existing UC Hall: 179
- Demo: 179
- A: Housing: 258
- B: Office / Housing / Clinic: 258
- C: Office / Clinic: 277

The chart shows the peak parking demand for different scenarios, where all uses stay on campus.
Preliminary Parking Demand

Peak Parking Demand - Some Uses Relocated Off-Campus

- **Existing UC Hall**: 179
- **Demo**: 42
- **A: Housing**: 121 (59)
- **B: Office / Housing / Clinic**: 217 (38, 179)
- **C: Office / Clinic**: 236 (38, 198)
Campus-wide Parking Supply/Demand

Supply

- ACC Garage ( Permit) = 1,100 spaces
- Millberry Union Public Garage = 1,400 spaces
- On-Street and Surface Lots = 500 spaces
- Total Supply = 3,000 spaces

Demand

- On-street parking = 91% occupied 1:00 – 3:00 pm
- ACC Garage and Millberry Union Garage are over 90% occupied between 10:00am and 3:00pm
- Peak demand is over 90% of available supply (10:00am – 4:00pm)
- Unmet Demand (Waiting List): ~500 Permit Spaces
Preliminary Loading Demand

Housing Demand

- Housing generates demand for move-in/move-out loading space
- Maximum Demand = 7 spaces
- Average Demand = 3 to 4 spaces on a peak day (Friday)
- Peak times are June/July and December

Commercial Loading Demand

- 3 Trash/Recycling/Compost spaces
- 2 Commercial (e.g., UPS, FedEx) spaces
Preliminary Transportation Analysis
Assumptions

Option “D” - Max Housing Rebuild (150 Units)