UCSF Long Range Development Plan (LRDP)

Further information: www.ucsf.edu/LRDP

Agenda

1. Welcome
2. Agenda Overview
3. LRDP Planning Process Overview
4. LRDP: Proposed Physical Plan for Mission Center
   A. Site Information and Context
   B. Urban Design Analysis and Recommendations
   C. Physical Options
   D. Access and Transportation
5. Discussion
6. Adjourn
LRDP PLANNING PROCESS

Planning Framework

- The LRDP guides physical development over a period of 15-20 years
  - Current LRDP adopted January 1997, with 2012 planning horizon
  - Next LRDP expected to have a planning horizon of Year 2035
- The LRDP is accompanied by an Environmental Impact Report (EIR)
- The Regents certify the EIR, and approve the LRDP and Major Amendments
- Strategic and academic planning informs space needs and program requirements, which drive the LRDP
LRDP Planning for UCSF Sites

Mission Center
- Subject of tonight’s presentation

Mission Bay
- Evaluating an increase in campus’ development entitlement, informed by potential traffic impacts and mitigations

Parnassus Heights
- Evaluating options for addressing seismic requirements, reducing space and planning for future Moffitt Hospital replacement

Mount Zion
- Evaluating new buildings and additional parking to address seismic requirements and support potential growth

Laurel Heights
- Evaluating potential alternatives for long-term use of the site

SFGH
- In discussions with the City on options to address seismic issues
LRDP Schedule for Public Outreach

- Oct 2012 - June 2013: LRDP community workshops on proposed physical options for all major campus sites
- July 2013: EIR Scoping Meeting
- April 2014: Publish Draft LRDP and EIR (45-day public comment period)
- November 2014: Publish Final EIR and present to UC Regents for approval
LRDP Assumptions for Mission Center

- LRDP Planning Horizon of Year 2035
- The existing Mission Center building will remain and no changes in uses for the building are currently planned
- Options for the potential future development of the surface parking lot are being considered, but a specific project to increase the capacity of the site is not currently proposed
- Must develop a plan that supports UCSF’s mission and is financially feasible
- Due to the long-term horizon of a 2035 LRDP and uncertainties about potential funding in the future, LRDP proposals must be flexible and may not all be implemented within this timeframe

Scope of Consultant Work

- **Perkins + Will (Urban Design)**
  - Develop physical options for four major campus sites, including capacity analyses for new building sites and open space areas
  - For Mission Center this includes:
    - Options for the potential future development of the surface parking lot
    - Options for improving the public realm

- **Adavant and Fehr & Peers (Transportation Planning)**
  - Calculate travel and parking demand of options

- **Nelson\Nygaard (Shuttle Operations)**
  - Assess existing shuttle operations
  - Advise on best ways to meet future shuttle needs
MISSION CENTER
SITE INFORMATION + CONTEXT
General Information

- 3.06 acre site
- 291,000 gross square feet in one six-story building
- Approximately 800 employees
- Home to Campus Police, Documents, Media & Mail, Information Technology Services, Research Labs, Finance Service Center, Controller’s Office and other administrative units
Existing Mission Center Building
Existing
Surface Parking
Spaces (0.71/1000sf) 207

Existing Mission Center Site

Existing Loading & Transformer Facilities

72’ EXISTING
291,000 sf

207 spaces
Planning Assumptions

- Mission Center Building will remain and no changes in uses are currently planned.
- No development to accommodate programs from other campus sites is currently anticipated.
- However, should UCSF decide to increase capacity at Mission Center, the LRDP will serve to:
  - determine the maximum capacity of that new building.
  - test the size and location of a parking structure to provide parking at a ratio of approximately 0.75 spaces/1,000 gsf.
  - preserve the outdoor plaza now on the site and test the potential to add more open space.
Additional Objectives

Urban design recommendations seek to:
- Balance increased circulation with potential new uses on site
- Improve the pedestrian experience around and through the site
- Connect to local activity, respect neighbors, improve immediate context

Transportation & parking recommendations seek to:
- Recognize and promote the proximity to BART, Muni and UCSF shuttle routes
- Identify and enhance existing pedestrian routes to recognize increased numbers of pedestrians through the day
- Consider implications for parking needs while recognizing the City’s Transit First Policy and upcoming Northeast Mission Parking Management Proposal

Option A1
Compliant w/height + bulk

Building
Existing 291,000 sf
New 100,000 sf
Total 391,000 sf

Parking
Spaces (.75 spaces/1000sf) 294
Garage Area 95,550 sf
Option A
Loading & Servicing

Option A2
Compliant w/height + bulk

Building
Existing 291,000 sf
New 106,000 sf
Total 397,000 sf

Parking
Spaces (.75 spaces/1000sf) 298
Garage Area 96,850 sf

72'

30' Garage
3 flrs @ 10'/flr
298 spaces

55' Building
ground fl @ 16'
3 flrs @ 13'/flr
106,000 sf
Option B
Loading & Servicing

4/9/2013

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Option B1
Study of added program

Building
Existing 291,000 sf
New 152,000 sf
Total 443,000 sf

Parking
Spaces (0.75 spaces/1000sf) 332
Garage Area 107,900 sf

72' Building
6 flrs @ 12'/flr
152,000 sf

72' Garage
44' Garage
5 flrs @ 10'/flr + 4' Parapet
332 spaces

truck route

Vehicular Entrance
Pedestrian Entrance
Loading Dock
Displaced Parking at San Francisco General Hospital

A proposed new UCSF building on the B/C Lot at SFGH will displace up to 158 parking spaces.

If these spaces were replaced at Mission Center in a new or expanded garage, changes to the options might consider:

- Enlarge the garage footprint
- Build additional garage floors
- Reduce the size of the program building
- Phasing of construction at Mission Center to allow for varied needs and schedules to be met
MISSION CENTER
Access + Transportation

Mission Center
Average Weekday PM Peak Hour (between 4-6pm)
Private Vehicle Trips

Option A1
(55-foot Building, 44-foot Garage)

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Option B2
(72-foot Building, 30-foot Garage)

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Parking Ratio

- The current parking ratio is 0.71 space/1,000 gsf (207 parking spaces/291,000 gsf)
- The maximum ratio for the site per the Eastern Neighborhoods Plan is 1 space/1,000 gsf, if we assume adjacent zoning
- The proposed ratio for all options is 0.75 space/1,000 gsf
- SFMTA – NE Mission Parking Management Proposal alternatives are currently under study
A single point of access on Harrison Street was evaluated and determined to perform effectively.