**Overview**

**Foundation:**
- Physical Design Framework
- 2011 Phase 2 Study

**Active Options:**
Entitlement Consideration & Housing
- Uses
- Campus Character
- Allocations for Entitlement
1999 Master Plan
- base building height: 85 ft.
- 20% (5.2 acres) of developable campus area: 110 ft.
- 10% (2.6 acres) of developable campus area: 160 ft.

Current
- 1.1% (0.3 acres) of developable campus area: 110 ft.
- 0.6% (0.16 acres) of developable campus area: 160 ft.
HOUSING: BLOCK 23A

OPTION 1

383 beds
299 units
228,150 GSF
Child Care 18,000 GSF
Police 1,500 GSF
Pros

• Location of new housing near existing housing results in contiguous residential community and operational efficiencies
• New housing is near existing campus retail and T-Third light rail line
• Preferred location for future child care (if co-located with new housing)

Cons

• Research building on Block 15 is less central to other research buildings and the hospital than 23A
• Provides 134 fewer units and 171 fewer beds than Block 15
• Research building on Block 15 less desirable than campus housing next to future public school
Pros

• Housing is adjacent to public school site, City parks, proposed UCSF recreational fields and Mission Bay residential neighborhood
• Provides 134 more units and 171 more beds than Site 23A
• Allows 23A research building in a central location along Fourth Street and the Quad

Cons

• New housing not co-located with existing campus housing and therefore less operationally efficient
• New housing is closer to the I-280 freeway with associated noise and air quality concerns, and adjacent to the potential future campus utility plant
• New housing is 3 blocks from existing campus housing and the T-Third light rail line, which some believe could result in nighttime safety concerns
MISSION BAY: PHYSICAL OPTIONS

HOUSING LOCATION OPTIONS
BLOCK 23A
BLOCK 15

ENTITLEMENT INCREASE OPTIONS
OPTION 1
OPTION 2
OPTION 3

MISSION BAY: PHYSICAL OPTIONS

PROJECTED PROGRAM SPACE NEEDS

Total: 886,000 gsf
Research: 724,000 gsf
Instruction: 52,000 gsf
Academic Office: 110,000 gsf

Option 1: 967,500 gsf
Option 2: 747,100 gsf
Option 3: 1,037,300 gsf
Development Entitlement North of 16th Street

<table>
<thead>
<tr>
<th>Description</th>
<th>Built &amp; Programmed</th>
<th>Proposed for Future</th>
<th>Subtotal</th>
<th>Current Entitlement</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Housing</td>
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<tr>
<td>Total</td>
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<tr>
<td>New Research/Instruction/Office</td>
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<td>Total</td>
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</tbody>
</table>

**OPTION 1**

RESEARCH ON 15, HOUSING ON 23A, OFFICE AND HALF-SIZE FIELD ON 18

Development Entitlement North of 16th Street

<table>
<thead>
<tr>
<th>Description</th>
<th>2,184,000 sf</th>
<th>1,268,500 sf</th>
<th>3,452,500 sf</th>
<th>-2,650,000 sf</th>
<th>802,500 sf</th>
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<tbody>
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<td>Built &amp; Programmed</td>
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<tr>
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<tr>
<td>Subtotal</td>
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<tr>
<td>Current Entitlement</td>
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<tr>
<td>Difference</td>
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</tbody>
</table>

**OPTION 1**

RESEARCH ON 15, HOUSING ON 23A, OFFICE AND HALF-SIZE FIELD ON 18

Development Entitlement North of 16th Street

<table>
<thead>
<tr>
<th>Description</th>
<th>228,000 sf</th>
<th>638,000 sf</th>
<th>967,500 sf</th>
<th>2,576,600 sf</th>
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</thead>
<tbody>
<tr>
<td>New Housing</td>
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<td></td>
</tr>
<tr>
<td>Total Housing</td>
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</tr>
<tr>
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<tr>
<td>Total Research/Instruction/Office</td>
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</tbody>
</table>
Development Entitlement North of 16th Street

<table>
<thead>
<tr>
<th>Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built &amp; Programmed</td>
<td>2,184,000 sf</td>
</tr>
<tr>
<td>Proposed for Future</td>
<td>1,148,500 sf</td>
</tr>
<tr>
<td>Subtotal</td>
<td>3,332,500 sf</td>
</tr>
<tr>
<td>Current Entitlement</td>
<td>-2,650,000 sf</td>
</tr>
<tr>
<td>Difference</td>
<td>682,500 sf</td>
</tr>
</tbody>
</table>

Site 25B: 97,200 gsf of office space over 178,200 gsf of research in towers up to 110' and 160'

Development Entitlement North of 16th Street

<table>
<thead>
<tr>
<th>Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Housing</td>
<td>329,000 sf</td>
</tr>
<tr>
<td>Total Housing</td>
<td>739,500 sf</td>
</tr>
<tr>
<td>New Research/Instruction/Office</td>
<td>747,100 sf</td>
</tr>
<tr>
<td>Total Research/Instruction/Office</td>
<td>2,356,200 sf</td>
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</tbody>
</table>

Site 25B: 97,200 gsf of office space over 178,200 gsf of research in towers up to 110' and 160’
HOUSING ON 15, RESEARCH ON 23A,
OFFICE AND HALF-SIZE FIELD ON 18,
TOWERS ON 25B, POTENTIALLY ALL
RESEARCH ON BLOCK 16

Development Entitlement North of 16th Street

Built & Programmed 2,184,100 sf
Proposed for Future 1,386,200 sf
Subtotal 3,570,300 sf
Current Entitlement -2,650,000 sf
Difference 920,300 sf

Block 16: Up to 377,400 gsf of research space could be built if the CUP is not built
Site 25B: 97,200 gsf of office space over 178,200 gsf of research in towers up to 110’ and 160’

HOUSING ON 15, RESEARCH ON 23A,
OFFICE AND HALF-SIZE FIELD ON 18,
TOWERS ON 25B, POTENTIALLY ALL
RESEARCH ON BLOCK 16

Development Entitlement North of 16th Street

New Housing 329,400 sf
Total Housing 739,500 sf
New Research/Instruction/Office 1,037,300 sf
Total Research/Instruction/Office 2,646,400 sf

Block 16: Up to 377,400 gsf of research space could be built if the CUP is not built
Site 25B: 97,200 gsf of office space over 178,200 gsf of research in towers up to 110’ and 160’
### Option 1
- 2,576,600 gsf total research/office/instruction
- 967,500 gsf new research/office/instruction (15, 16B, 18 and 25B)
- 383 beds/299 units new housing
- Half-size soccer field
- 3,452,500 gsf total entitlement (802,500 gsf increase)

### Option 2
- 2,356,200 gsf total research/office/instruction
- 747,100 gsf new research/office/instruction (16B, 23A and 25B+tower)
- 554 beds/433 units new housing
- Full-size soccer field
- 3,332,500 gsf total entitlement (682,500 gsf increase)

### Option 3
- 2,646,400 gsf total research/office/instruction
- 1,037,300 gsf new research/office/instruction (16A+B, 18, 23A and 25B+tower)
- 554 beds/433 units new housing
- Half-size soccer field
- 3,570,300 gsf total entitlement (920,300 gsf increase)
<table>
<thead>
<tr>
<th></th>
<th>OPTION 1</th>
<th>OPTION 2</th>
<th>OPTION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximize Research Space</td>
<td>805,500 gsf</td>
<td>585,100 gsf</td>
<td>✓ 875,300 gsf</td>
</tr>
<tr>
<td>Accommodate Academic Office Space Needs</td>
<td>✓ 110,000 gsf</td>
<td>✓ 110,000 gsf</td>
<td>✓ 110,000 gsf</td>
</tr>
<tr>
<td>Accommodate Instruction Space Needs</td>
<td>✓ 52,000 gsf</td>
<td>✓ 52,000 gsf</td>
<td>✓ 52,000 gsf</td>
</tr>
<tr>
<td>Provide New Campus Housing</td>
<td>383 beds/299 units</td>
<td>554 beds/433 units</td>
<td>554 beds/433 units</td>
</tr>
<tr>
<td>Provide Soccer Field</td>
<td>Half Size</td>
<td>Full Size</td>
<td>Half Size</td>
</tr>
</tbody>
</table>

**FURTHER ANALYSIS IN PROGRESS**

- The viability of these options is contingent on the transportation analysis and evaluation of potential mitigation measures, which is now in progress.
- Increasing the entitlement is also contingent on the City’s determination that this will not affect the City’s Mission Bay Environmental Impact Report and the entitlement of other Mission Bay stakeholders.
• Respond to Context
• Welcome the Community
• Ensure Connectivity
• Improve Cohesiveness
• Promote Collegiality
• Conservation + Sustainability
• Identify potential impacts of preferred option to the transportation system in the vicinity of Mission Bay
• Develop and analyze transportation measures to mitigate significant impacts, if identified

AVERAGE PEOPLE PER GSF

• Current Research campus less dense (fewer people per GSF) than envisioned in the LRDP

![Average Number of People per 1000 GSF by Development Scenario](chart.png)
• Today, private vehicle use is about half of what was projected in the LRDP, while transit utilization is 75% higher

[Bar chart showing percentage of total PM peak hour person trips by mode for LRDP, Existing, Option 1, Option 2, and Option 3.]

• The total number of trips by private vehicle to be generated by future development will be about 20% less than estimated in the LRDP

[Bar chart showing average weekday PM peak hour private vehicle-trips for LRDP, Existing, Option 1, Option 2, and Option 3.]
• On the other hand, additional new development has been planned for the surrounding areas over the past 10 years that was not contemplated at the time the LRDP was evaluated (Eastern Neighborhoods, Seawall Lot 337, Piers 30-32, Pier 70, Central Corridor, Caltrain)

**NEXT STEPS**

• Estimate final population, as well as daily and peak hour demand by mode of travel for the selected future development option for the Mission Bay Campus
• Conduct transportation impact analysis for the selected development option, taking into account the effects of other planned development in the vicinity of Mission Bay
• Identify potential impacts to the transportation network that are attributable to the Campus
• Develop and analyze transportation measures to mitigate any significant impacts that are identified
Proposed Measures | Effectiveness
--- | ---
New housing with limited parking permits | 1.4%
More robust carpool matching program/ preferential parking | 1.1%
More on-site amenities (child care, food services, banking, bicycle parking, showers/lockers, etc.) | 1.0%
Encourage flexible work schedules when possible and staff participation in ridesharing programs | 0.7%
Expand vanpool program | 0.5%
Modify existing shuttle operations | 0.5%
Enhance existing car share programs | 0.3%
**TOTAL** | **5.5%**

Source: CAPCOA, 2010; Fehr & Peers, 2012

CUSHIONING ACTIONS

COST / EFFECTIVENESS OF PROPOSED ACTIONS

<table>
<thead>
<tr>
<th>Effectiveness</th>
<th>Proposed Measures</th>
<th>Provide on-site amenities</th>
<th>Additional On-Campus Housing with Limited Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>Enhance Carpool Matching</td>
<td>(1.1 – 2.1%)</td>
<td>(1.4 – 3.8%)</td>
</tr>
<tr>
<td>Medium</td>
<td>Encourage Flexible Work Schedules</td>
<td>(0.7 – 1.1%)</td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>Promote/Expand Car Share</td>
<td>(0.3 – 0.5%)</td>
<td>Increase Bicycle Storage Additional shower/changing rooms</td>
</tr>
</tbody>
</table>

Cost

Low | Medium | High
Topic 1: Long-Term Development

Topic 2: Transportation