Community Meeting:
Building Design Presentation
Proposed UCSF Minnesota
Graduate Student/Trainee Housing

April 10, 2017
1. Welcome, Introductions and Meeting Purpose
2. Project Overview
3. UCSF Student Population
4. Preliminary Design Concepts
5. Discussion
6. Project Schedule, Construction Logistics and Best Practices
7. Parking and Transportation
8. Discussion
Project Overview
Project Overview

• Honoring Dogpatch Design Context – status of design

• Environmentally Conscious and Sustainable Design – targeting LEED Gold
  Reducing impacts on the occupants, community and the earth

• 100% Affordable Housing – not for profit
  Offsets impacts of students competing for housing in San Francisco’s tight rental market

• Offering Vehicle Share Options for Occupants and the Community
  SCOOT and Bike Share Pod to be installed in the vicinity

• Yellow and White curbside zones around much of the project perimeter
  In response to neighbor requests to avoid double parking for general deliveries, the corner market and Transportation Network Companies (e.g., Uber and Lyft)
UCSF Student and Trainee Profile
UCSF Student and Trainee Profile

6300 Students and Trainees - 3140 Students, 1550 Post-docs, 1700 Medical Residents and Clinical Fellows

Average Age 28 (22 to 49) - 58% female, 42% male, 79% self disclose as people of color, 9% of housing applicants have children.

Family housing is available at other UCSF properties.

100% of students have UCSF gym membership, 45% of trainees are members at a discounted rate of $45/month

Tenants typically leave between 7-9am and return between 4-7pm. Some have overnight shifts and sleep most of the day.

Peak move-in/outs June thru August - 84% said they would still choose to live there even if told they cannot bring a car
Preliminary Design Concepts
Design Team: KieranTimberlake
Project Site
Project Goals

Create a high quality, affordable living environment that conforms to zoning height and responds to the neighborhood’s specific urban character.

Create a building that is both efficiently constructed and efficiently used.

Build a durable, long-lasting, and resilient project that:

- Is prepped for solar energy for heating bath water or generating power
- Has a high-performance building envelope that reduces heating equipment
- Achieves net-zero energy through renewable sources
- Features drought-resistant, native landscaping
- Targeting LEED v4 Gold certification
Features of Successful Development

“A complete neighborhood within an historic context”
Dogpatch Neighborhood Association Design and Development Committee
# Features of Successful Development

## BUILDING SCALE

- **Ground Floor Setbacks**
- **Contextual Massing**
- **Street-Level transparency & permeability**
- **Neighborhood-serving retail**
  - Market / grocery
- **Shared UCSF resident & community “pick-up / drop-off center”**
  - With an off-street loading and unloading for receipt of packages, rideshare, etc.

## BLOCK SCALE

- **Pocket parks & plazas**
  - Neighborhood-serving public spaces, breaking up long Indiana/Minnesota blocks
- **Convert 18th Street to a neighborhood amenity**
  - Underside of Indiana as public open space?
- **Sidewalk Activation**

## CITY SCALE

- **Introduction of Midblock Paseo**
- **Improvements to 18th & Minnesota Intersection**
- **Improved Lighting**
Community Engagement Meetings

November 16, 2016  DNA AND POTRERO BOOSTERS DDC
December 05, 2016  DNA AND POTRERO BOOSTERS DDC
January 17, 2017  DNA AND POTRERO BOOSTERS DDC
April 10, 2017  Community Meeting on Preliminary Design Concepts

Upcoming Meetings with Neighbors

TBD  DNA AND POTRERO BOOSTERS DDC
April 25, 2017  POTRERO BOOSTERS Neighborhood Meeting
May 9, 2017  Dogpatch Neighborhood Association Meeting
Elements of DNA Boosters DDC Feedback

Reduce the Perception of Mass
Focus height north of 18th Street, and Step Down with 600 Minnesota

Focus Site Development and Public Amenities in Most Impactful Places
Minnesota vs. Indiana vs. 18th Street

Develop Facades in a Meaningful Way
"Breaking up the facade" is heard routinely in SF, but many solutions result in simply a collage of boxes, which is really the lowest level response to the notion.

Open Space vs. Greening
“In general, DDC tries to maximize sidewalk greening and the pedestrian experience for all passersby— not just the residents of a particular building. This advocacy is literally, ‘for the neighborhood’ -- for the public good.”

“How can the open space in the interior of the building be changed to afford a greater public realm accommodation?”
Massing Development

ZONING COMPLIANT

SLANTED

SLANTED WITH OPENING TO MINNESOTA ST
Massing Development

**BASELINE MASSING (ZONING COMPLIANT)**
- Residential Units: 610
- Building Occupants: 810
- Commercial Space: 3,000 sf

**CURRENT MASSING**
- Residential Units: 595
- Building Occupants: 768
- Commercial Space: 4,500 sf
The project is comprised of:

- Studio, efficiency and two-bedroom apartments.
- A 4,500 sf retail space for a corner store
- Multipurpose / Community Room
- Green spaces in and around the building sites
- Underground parking for admin staff, TDM (car share and scoot), and building operations
- Bicycle Storage
Can we connect the courtyards to the outside?

How do we engage the growing pedestrian presence on Indiana Street?

Where is the best place for retail?

How can program and massing promote pedestrian safety?

How can the community rooms best engage greenspace and the neighborhood?
Ground Floor
Dogpatch Context
Façade Materials Under Consideration

**UPPER LEVEL**

- GFRC/Precast Concrete

**GROUND LEVEL**

- Storefront
- Brick
- Tile
- Metal

WORK IN PROGRESS
VIEW LOOKING NORTH ALONG MINNESOTA STREET
VIEW LOOKING NORTH ALONG INDIANA STREET
VIEW LOOKING SOUTHWEST TOWARD INTERSECTION AT 18TH STREET AND MINNESOTA STREET
Façade Studies
Roofline Perspectives from Potrero Hill
Design Team: Surface Design
HISTORIC SAN FRANCISCO BAYFRONT  TIDAL FLATS

Proposed UCSF Minnesota Graduate Student/Trainee Housing Design
Dogpatch: Industrial Corridor
Planning Diagram
Site Plan
Street Parking and Curb Conditions
Proposed Design: Street Parking and Curb Conditions
Streetscape: Concept Rendering
Midblock Crossing: Daytime
Midblock Crossing: Evening
Discussion
Project Schedule, Construction Logistics and Best Practices
Construction Schedule

- Design: October 2016-August 2017
- Abatement/Demo: end of May – July 2017
- Construction: August 2017-July 2019
- Move in: Summer 2019
Construction Logistics

**Construction Hours:**

- Weekday Hours: 7:00 am – 5:00 pm
- Noisy* 8:00 am– 4:30 pm; noisy Saturday 9:00am-5:30 pm
  * Defined as 80 decibels or more at 100 feet

  Extended weekday and weekend hours require advance notice to and by UCSF Community and Government Relations

**Noise:** Contractor required to submit a Noise Control Plan & comply with San Francisco Noise Ordinance

**Parking:** Contractor parking provided on Mission Bay Campus

**Traffic:** Contractor required to submit a Construction Procedures Plan to reduce potential conflicts between construction activities and pedestrian, transit and vehicles
Construction Best Practices

- Abatement: Hazardous materials will be abated from the existing buildings. Abatement procedures will meet or exceed Federal, State, Regional, and City regulatory requirements.

- Dust control: Exposed surfaces watered regularly to control dust

- Info for Contact at the Lead Agency to be posted where publicly visible

More information available at https://campusplanning.ucsf.edu/reports
Parking and Transportation
City SFMTA’s Dogpatch Parking Management Plan

Proposed Parking Management Plan will significantly change the parking landscape in Dogpatch

SFMTA Proposal:

• 100% of on-street parking from Mariposa to 22nd Street will be regulated (from 74% unregulated)

• 55% of spaces will be permit parking (from 24% existing)

• ~45% of spaces will be time limited (from 2% existing)
UCSF’s Parking Strategies in Dogpatch

- UCSF is aligned and in support of SFMTA’s proposed Dogpatch Parking Management Plan
- The SFMTA’s proposed parking restrictions combined with UCSF’s provision of parking on campus is expected to reduce employee parking in the neighborhood, once implemented
- UCSF’s supply and demand analysis does not rely on availability of on-street parking to meet parking demand
- UCSF has planned on-campus capacity to meet demand
- UCSF will continue to explore innovative Transportation Demand Management (TDM) options and aggressively market TDM programs to further promote non-drive alone trips (Refer to TDM Factsheet handout)
UCSF’s Overall Parking Plan

- New surface lots will be available on the North Campus and on Block 34 on the East Campus
- UCSF has planned on-campus capacity for those who are willing to pay for campus parking
- If UCSF has additional needs for parking in 2020, UCSF will explore off-site options, such as Crane Cove Park
- Minnesota Housing residences will not be permitted to obtain Residential Parking Permit from the City to further discourage car ownership
UCSF has a Robust TDM Program

All Electric Shuttles
Minnesota Housing Parking Supply

<table>
<thead>
<tr>
<th>Population Groups</th>
<th>Parking Supply # of Spaces</th>
</tr>
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<tbody>
<tr>
<td>UCSF Staff</td>
<td>95</td>
</tr>
<tr>
<td>Accessible Spaces (ADA)</td>
<td>6</td>
</tr>
<tr>
<td>Motorcycles, Scooters and Bikes</td>
<td>4</td>
</tr>
<tr>
<td>Building Services (loading/unloading/rideshare)</td>
<td>23</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>128</strong></td>
</tr>
</tbody>
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- No on-site parking for residents and prohibited from obtaining residential parking permit (RPP)
- 23 spaces are designated for Visitors/Vendors, service vehicles, and rideshare
- 95 spaces allocated for 654 Minnesota staff parking

*Note: Project design has evolved and the number of parking spaces presented above is fewer than analyzed in the Draft EIR.*
Discussion