Dogpatch Neighborhood Association:
Proposed UCSF Minnesota Street Graduate Student/Trainee Housing Building Design Presentation

May 9, 2017
Key Topics

1. Introductions and Project Overview
2. UCSF Student Population
3. Preliminary Design Concepts
4. Project Schedule, Construction Logistics and Best Practices
5. Discussion
6. UCSF Parking and Transportation
7. Discussion
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 sections 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
Design Team: KieranTimberlake
Project Site
Project Goals

Create a high quality, affordable living environment that confirms 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
- Aspires to LEED v4 Gold certification
## Features of Successful Development

<table>
<thead>
<tr>
<th>Building Scale</th>
<th>Ground Floor Setbacks</th>
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<tbody>
<tr>
<td></td>
<td>Contextual Massing</td>
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<tr>
<td></td>
<td>Street-Level transparency &amp; permeability</td>
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<tr>
<td></td>
<td>Neighborhood-serving retail</td>
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<tr>
<td></td>
<td>Market / grocery</td>
</tr>
<tr>
<td></td>
<td>Shared UCSF resident &amp; community “pick-up / drop-off center”</td>
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<td></td>
<td>With an off-street loading and unloading for receipt of packages, rideshare, etc.</td>
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<table>
<thead>
<tr>
<th>Block Scale</th>
<th>Pocket parks &amp; plazas</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Neighborhood-serving public spaces, breaking up long Indiana/Minnesota blocks</td>
</tr>
<tr>
<td></td>
<td>Convert 18th Street to a neighborhood amenity</td>
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<td></td>
<td>Underside of Indiana as public open space?</td>
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<td></td>
<td>Sidewalk Activation</td>
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<table>
<thead>
<tr>
<th>City Scale</th>
<th>Introduction of Midblock Paseo</th>
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<tbody>
<tr>
<td></td>
<td>Improvements to 18th &amp; Minnesota Intersection</td>
</tr>
<tr>
<td></td>
<td>Improved Lighting</td>
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**“A complete neighborhood within an historic context”**

Dogpatch Neighborhood Association Design and Development Committee
Community Engagement Meeting

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 25, 2017  Potrero Boosters Neighborhood Association
May 9, 2017  Dogpatch Neighborhood Association

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?”
Preliminary Design Concepts
Massing Development

ZONING COMPLIANT

- Residential Units: 610
- Building Occupants: 810
- Commercial Space: 3,000 sf

SLANTED

SLANTED WITH OPENING TO MINNESOTA ST

- Residential Units: 595
- Building Occupants: 768
- Commercial Space: 4,500 sf

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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
After Discussions with Neighbors

- Where is the best place for retail?
- Can we connect the courtyards to the outside?
- How do we engage the growing pedestrian presence on Indiana Street?
- How can program and massing promote pedestrian safety?
- How can the community rooms best engage greenspace and the neighborhood?

**Neighborhood Amenities**
- Pocket Parks & Plazas
- Environmental Stewardship
- Sidewalk Activation
- Living Alleys & Mid-Block Passages
- Traffic Calming
- Contextual Massing

**Work in Progress**

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Ground Floor

1. RETAIL
2. AMENITY
3. ADMIN
4. RESIDENTIAL
5. SUPPORT

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Dogpatch Context
Façade Materials Under Consideration

UPPER LEVEL

GFRC

GROUND LEVEL

Storefront

Brick

Tile

Metal

WORK IN PROGRESS
Façade Studies

<table>
<thead>
<tr>
<th>Fin Depth</th>
<th>Shade Position</th>
<th>Hours &gt; 80 ºF</th>
<th>Hours &gt; 82 ºF</th>
</tr>
</thead>
<tbody>
<tr>
<td>0”</td>
<td>-</td>
<td>950</td>
<td>360</td>
</tr>
<tr>
<td>6”</td>
<td>RLH</td>
<td>890 (6%)</td>
<td>328 (15%)</td>
</tr>
<tr>
<td>12”</td>
<td>RLH</td>
<td>847 (11%)</td>
<td>286 (26%)</td>
</tr>
<tr>
<td>18”</td>
<td>RLH</td>
<td>794 (16%)</td>
<td>235 (39%)</td>
</tr>
<tr>
<td>24”</td>
<td>RLH</td>
<td>744 (22%)</td>
<td>186 (52%)</td>
</tr>
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SOUTH EXTERIOR UPPER LEVEL

WEST EXTERIOR UPPER LEVEL

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<th>Hours &gt; 80 ºF</th>
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</thead>
<tbody>
<tr>
<td>0”</td>
<td>-</td>
<td>615</td>
<td>125</td>
</tr>
<tr>
<td>6”</td>
<td>RLH</td>
<td>505 (19%)</td>
<td>87 (30%)</td>
</tr>
<tr>
<td>12”</td>
<td>RLH</td>
<td>415 (34%)</td>
<td>59 (53%)</td>
</tr>
<tr>
<td>18”</td>
<td>RLH</td>
<td>323 (48%)</td>
<td>29 (76%)</td>
</tr>
<tr>
<td>24”</td>
<td>RLH</td>
<td>226 (64%)</td>
<td>0 (-100%)</td>
</tr>
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</table>

EAST EXTERIOR UPPER LEVEL

<table>
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<tr>
<th>Fin Depth</th>
<th>Shade Position</th>
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<tbody>
<tr>
<td>0”</td>
<td>-</td>
<td>618</td>
<td>345</td>
</tr>
<tr>
<td>6”</td>
<td>RLH</td>
<td>576 (8%)</td>
<td>295 (16%)</td>
</tr>
<tr>
<td>12”</td>
<td>RLH</td>
<td>534 (14%)</td>
<td>246 (30%)</td>
</tr>
<tr>
<td>18”</td>
<td>RLH</td>
<td>493 (21%)</td>
<td>197 (44%)</td>
</tr>
<tr>
<td>24”</td>
<td>RLH</td>
<td>468 (29%)</td>
<td>167 (53%)</td>
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Facade Studies

Upper Façade - Street Facade Color Range

Ground Level Façade - Street Facade Color Range
VIEW LOOKING SOUTH ALONG MINNESOTA STREET
HISTORIC SAN FRANCISCO BAYFRONT  TIDAL FLATS

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STREET PARKING AND CURB CONDITIONS EXISTING

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STREET PARKING AND CURB CONDITIONS PROPOSED

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5.9.17 DNA Meeting: Proposed UCSF Minnesota Graduate Student/Trainee Housing Design
NORTH MIDBLOC K CROSSING DAYTIME CONTEXT RENDERING
NORTH MIDBLOCk CROSSING EVENING CONTEXT RENDERING
ROOFLINE PERSPECTIVE
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- 5:00 pm; noisy Saturday 9:00am-4:00 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
Discussion