

Potrero Yard Neighborhood Working Group Meeting 27 Minutes

Tuesday, December 6, 2022, 6:00 p.m. to 8:00 p.m.

Hybrid Meeting (in person and virtual)

49 South Van Ness, San Francisco, CA (in person)

Zoom Webinar, Webinar ID: 820 6895 9504 (Virtual)

Note – The meeting minutes capture the overall tone of the group’s discussion and is not meant to be an exact transcription

Members Present:

Alexandra Harker (v)
Alexander Hirji (v)
Claudia DeLarios Morán (v)
Jolene Yee
Magda Freitas
Peter Belden (v)
Roberto Hernandez
Scott Feeney (v)
J.R. Eppler

Members Not Present:

Benjamin Bidwell
Kamilah Taylor
Ryan Parker



City Staff :

Bonnie Jean von Krogh, SFMTA
John Angelico, SFMTA
Kerstin Magary, SFMTA
Jonathan Rewers, SFMTA
Sean O’Brien, DPW
Tim Kempf, DPW

PNC Staff:

Chris Jauregui
Jennifer Trotter
Karoleen Feng
Todd Clayter
Johnny Jaramillo (v)
Robert Abbott
Tony Gill
Yancy Clayton (v)

Other Attendees:

Mary Chou (SF Arts Commission)
Pooja Rajani (public)
Darolyn Davis (consultant)
Frankie Burton (consultant)
Kelly Scheurer (consultant)
Natalie Jenkins (consultant)

v = virtual attendee

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Purpose of the Meeting

Introduce the selected consortium, Potrero Neighborhood Collective (PNC), for the Pre-Development Agreement (PDA) phase of the Potrero Yard Modernization project. To discuss PNC's early stage (5%) design of Potrero Yard and San Francisco Arts Commission's approach to public art selection.

Item 1. Welcome

Bonnie Jean welcomed everyone to the December meeting. Reminding Working Group members, members of the public, and other attendees of etiquette for participating in a hybrid meeting format (in-person and virtual on Zoom). Provided brief overview of agenda.

Item 2. Project Hopes

Each attendee shared their hopes for the Potrero Yard Modernization Project in two words. The following themes were discussed: collaboration/partnership, integration, transit, housing, community, and social justice.

Item 3. Member and SFMTA Announcements

John Angelico (Slide 5-7) announced free weekend service through January 7, 2023 on Central Subway, the recent passage of Proposition L, and that the SFMTA Board was considering the Slow Streets program at their meeting that evening.

Roberto Hernandez: thanked SFMTA for honoring Rose Pak by naming the Chinatown station in her honor.

Item 4. Project Updates

The entries below contain a synopsis of the content and purpose of each slide used in the [Meeting 27 Presentation](#), and indicates who led the presentation of each individual slide.

Bonnie Jean von Krogh: (slide 8) introduce Chris Jauregui as the lead for PNC, the selected consortium for the PDA phase.

Chris Jauregui: (slide 8) provide overview of presentation and objectives of the presentation including introducing the PNC team, updating the Working Group on the PDA process, sharing early-stage conceptual designs, and answer questions from the Working Group.

(Slide 9) PNC includes Plenary Americas, MEDA (affordable housing), YCD (affordable housing), TCDC (affordable housing), Presidio Development Partners (workforce

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housing), IBI (design), YA (design), Plant (construction management), The Allen Group (construction management), WT (advisory)

(Slide 10) PNC is focused on developing a state-of-the-art Bus Yard to support SFMTA's transition to battery-electric buses and increased fleet. PNC is also improving efficiency of operations and maintenance of the Bus Yard. The design is currently at 5% Concept Design stage. PNC is actively seeking regulatory approvals, both entitlements and environmental, and engaging a contractor to build Muni Metro East Expansion Project (MME) to relocate the existing fleet while the Bus Yard is being built. PNC is also selecting a Design-Build contractor for the Facility (there is not a Design-Build contractor currently part of PNC). The Project includes housing in which PNC affordable housing developers are seeking non-City sources but have not yet been secured. The housing component includes ambitious affordability goals. PNC is seeking community feedback from the Working Group and other community stakeholders on Open Decision Points. Identified Open Decision Points include: 17th Street Streetscape, Commercial and Retail Opportunities, Trees and Sidewalks, Outer Envelope ("look and feel"), Bus Yard Functionality (SFMTA in-reach), and Public Art.

(Slide 11) Provide a Project timeline, we are currently in Design & Permitting phase (yellow) through end of 2023. Anticipate construction to begin in 2024 with substantial completion in 2027. A more detailed schedule of target dates during PDA phase was provided, including: Entitlements (Q3 2023), Design Development (Q4 2023), Design-Build Partner selected (Q4 2023), Commercial Close (Q2 2024), and MME Completed (Q2 2024).

Tony Gill (Slide 12) Provide overview of Project design: 3-level Muni Bus Yard for all electric fleet, maximum building height of 150 feet, includes a mix of affordable and workforce housing up to 575 units, and integrating art and culture.

(Slide 13 - 14) Discussion of urban edge and streetscape around the perimeter of the site. Bryant Street and at the corner of 17th Street and Hampshire Street have community activation opportunities. The flow of the Bus Yard remains on Mariposa Street, with entrance near Hampshire Street (east) and exit near Bryant Street (west) – this is an opposite orientation to what currently exists.

(Slide 15 - 18) Discussion of design development of ground level. Priorities include bus entry and exit, bus internal movements, community spaces (up to 10,000 square feet), entrances and lobbies, and natural lights and views. On Bryant Street the following is designed: two community spaces, housing entrance (mid-block), and an SFMTA staff entrance (corner of Bryant and 17th Street). An additional SFMTA staff entrance is located at the corner of Hampshire Street and Mariposa Street.

(Slide 19 – 22) Discussion of design development of mezzanine level. On this level there is space designed for a café and public restroom at the corner of 17th Street and

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Hampshire Street. An additional housing lobby is located mid-block on Hampshire Street. Outdoor space is provided for SFMTA staff on Mariposa Street (mid-block).

(Slide 23 - 24) Discussion of design development of levels 2 and 3 of the Bus Yard. Priorities of the design of the Bus Yard include bus parking, bus movement and circulation, bus washing, and natural light and views from the street. The bus washroom and additional outdoor space for SFMTA staff is located near 17th Street.

(Slide 25) Discussion of design development of level 6 of the Housing. Priorities of the design of the Housing include locating lobby entrances, court yards, activity spaces, and natural light and views. Housing lobbies located on Bryant Street and Hampshire Street (both mid-block). Building configurations and open space and court yards described.

(Slide 26 – 30) Discussion of design development and display of renderings of the site from various angles.

(Slide 31 – 32) Discussion of design development inspiration from Mission District including culture and arts.

(Slide 33) Discussion of design development and consideration of metal screening as a form of art, lighting, and architecture. Note that the metal screening is also functional as it provides air flow to unconditioned spaces and prevents birds from entering the facility.

(Slide 34 – 40) Discussion of design development and display of renderings of 17th Street from various angles. A key aspect of the 17th Street design is transparent views of the buses driving on the ramps. Additionally design of 17th Street meant to activate the street and complement the existing urban fabric. 17th Street design includes landscaping, kiosks (semi-permanent), bike lane, public art, SFMTA staff outdoor space, retail, and public restroom. Note the curved designed is meant to mirror the hill contour.

Chris Jauregui (Slide 41) Discussion of Past Decision Points, these decisions will not be revisited during the PDA phase. These points were identified by SFMTA as they gathered feedback from the Neighborhood Working Group and other community stakeholders during the past several years. The Past Decision Points have been formalized in SFMTA Design Guidelines and are essential for PNC in delivering on public benefits and developing the Housing and Commercial component and Bus Yard component.

(Slide 42) PNC will request feedback from the Neighborhood Working Group and other community stakeholders during the PDA phase on the following Open Decision Points: Streetscape (design) on 17th Street, commercial and retail opportunities on site, trees and sidewalks around the facility, outer envelope (“look and feel”), Bus Yard functionality (SFMTA in-reach only), and public art.

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Item 5. Public Art Program Overview

Mary Chou (Slide 43 - 50) Provide an overview of the San Francisco Arts Commission's Public Art Program. The Commission's Art Enrichment Ordinance was passed in 1969 by voters and require 2% of eligible construction costs to go toward acquiring and installing original works of art (emphasis on original) on City property.

Steps to identify, select, and gain approval of public art includes:

- Developing a Project Plan (2 pages) that includes community input (usually from surveys and/or workshops). The Plan should include background, project goals, opportunities, budget, selection process, and schedule. The Plan should prioritize public art that is visible and accessible, integrates with the architecture, is durable and maintainable, and creates work.
- Developing an RFQ and Qualification Panel. The RFQ is posted on SFAC's online system for 4-6 weeks. Application workshops are provided to inform interested artists of the bidding opportunity. When developing a Qualification panel, one SFAC staff member is included plus two other panelists that are not part of SFAC. The panel reviews all applications and is responsible for developing a shortlist of artists (all meetings are public and publicly noticed).
- Developing a Review Panel. The Review Panel can include client representative(s), Arts Commissioner, arts professionals, community representative(s), design team representative(s). A public process leads narrowing the shortlist of artists to a finalist.
- Requesting approval of finalist by Visual Arts Committee and the full Arts Commission.

(Slide 51 – 63) Discussion of examples of public art that went through this process and is now installed.

(Slide 64) There's multiple ways to get involved in public art including providing input during the planning phase, applying as an artist, attending workshops, or participating on a panel.

Magda Freitas: noted that she is an architect and artist who lives across the street from the site and wrote a thesis on integration of architecture and art.

Item 6. Thoughts & Feedback

Chris Jauregui (Slide 65) Request feedback from Neighborhood Working Group on the Open Decision Points. Feedback provided by Neighborhood Working Group members in-person and online can be found here: <https://www.sfmta.com/reports/potrero-yard-modernization-project-working-group-meeting-27-comments>

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A Question-and-Answer opportunity for Neighborhood Working Group members followed:

- Q: Does the conceptual design reflect 575 housing units?
 - A: Yes
- Q: How many buses will be in the Yard?
 - A: 213 buses
- Q: The buses are being custom made, right?
 - A: Yes
- Q: Will they [the buses] be done on time, will there be COVID delays?
 - A: The SFMTA is working with 5 vendors in a pilot program to test battery-electric bus technologies on San Francisco's hilly terrain
- Q: How many floors will the whole building be?
 - A: The facility is designed for 12 floors with a maximum height of 150', but not across the entire site, there will be varying levels.
- Q: Out of the 575, how many are affordable and how many are workforce
 - A: Approximately 273 workforce units are contemplated and approximately 284 affordable units subject to feasibility and securing non-city revenue sources. Low-income housing will need to be funded by non-city. The mix of affordable and workforce housing is still under review before being finalized.
- Q: When will you know how many units and their sizes (number of bedrooms, bathrooms, etc.)
 - A: It's too early to share that since we're only at 5% design.
- Q: We wanted to have space dedicated to be a community hub. Is that space represented in this plan?
 - A: 10,000 sq. ft. of retail/community space is included in the project design. The activity that takes place in this space is open to community input at this time.
- Q: What are the AMI levels?
 - A: 80% AMI or below is for low-income housing. 80-120% AMI is for workforce housing.
- Q: Is there bus access off of 17th street?
 - A: No there is not bus access off of 17th Street, because the design keeps bus movements internal. Buses would enter and exit on Mariposa Street.

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The wall you see is an art wall on 17th Street and allows transparent views of the Bus Yard for the community.

- Q: Is there no shadow impact on the park?
 - A: We are staying within the Design Guidelines. The housing component does not cast additional shadow on the park.
- Q: What's conceptual now? A lot of vocabulary is coming from the design guidelines, connection to the park, etc. How will you connect the podium to the housing? How will you do the composition of the openings?
 - A: Confirming that question is referring to materiality. We brought the housing all the way to the ground floor on Bryant Street. As we go down Hampshire Street there is a lobby that connects to the ground floor. We're just now starting to look at all this now in greater detail as we are currently at 5% design. We want to make sure the art, housing, and a bus yard are integrated
- Q: You can integrate it, right? They won't look separate?
 - A: Yes, there have been a lot of questions about that and that's part of the next steps. First we had to ensure the bus yard design is safe and now we are looking at aesthetics.
- Q: Will the slide deck be available to the public?
 - A: Yes, the slide deck will be made available on the SFMTA website.

Item 7. Public Comment

No public comments provided online nor in person.

Item 8. Next Steps

Encourage attendees to reach out to PNC or SFMTA with questions or comments. Contact information provided.