

Potrero Yard Neighborhood Working Group Meeting 29 Minutes

Wednesday, February 8, 2022, 5:30 p.m. to 7:30 p.m.

Virtual Meeting

Microsoft Teams Webinar, Meeting ID: 204 399 974

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
Alison Heath¹
Claudia DeLarios Morán
Jolene Yee
Magda Freitas
Peter Belden
Roberto Hernandez
Scott Feeney

Members Not Present:

Benjamin Bidwell
Kamilah Taylor

SFMTA Staff:

Bonnie Jean von Krogh
John Angelico
Kerstin Magary
Tim Kempf (DPW)
Jonathan Rewers

PNC Staff:

Chris Jauregui
Jennifer Trotter
Johnny Jaramillo
Karoleen Feng
Monica Almendral
Clementine Howard
Yancy Clayton
Tony Gill
Jennifer Moore
Rehan Khan

Other Attendees:

Jorge Elias (public)
Alejandro Abogado (public)

Purpose of the Meeting

Potrero Neighborhood Collective (PNC) to present design considerations of 17th Street, identified contemplated sites for public art, provide detail on streetscape throughout Project site. Additionally, discuss feedback received from the Working Group during the January 2023 meeting (Project’s “Look and Feel”).

Item 1. Welcome

¹ Proxy for Potrero Boosters

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Bonnie Jean von Krogh: (Slides 1 – 3) Welcomed everyone to the February 2023 meeting. Provide brief overview of agenda and objectives for meeting.

Item 2. Member and SFMTA Announcements

Scott Feeney: (Slide 4) announced Slow Streets and Healthy Treats on Saturday February 11th on 17th and Shotwell

John Angelico: (Slide 5) Announced that:

- Ryan Parker has resigned from the Working Group (At-large seat, representative of District 9). Request recommendations for perspective new Working Group members – currently 4 seats open (2 At-Large, 1 Small Business, and 1 Housing Advocate)
- Special visitor joining meeting, SFMTA Transit Planner Jean Long to discuss bus stop locations
- Public Works is hosting a Beautification Day in District 9 on Saturday February 11th. The meeting location is John O'Connell High School.
 - Sean O'Brien (chat function): provided link to Public Works website with detailed information (www.mobilize.us/sanfrancisco/event/548594)
- Next public tour of Bus Yard is Wed, February 15 at 3:30 p.m. (sign up on SFMTA's Potrero Yard website). Reminder that tours are offered during the week and on weekends, on alternating months.

Item 3. Project Updates

Chris Jauregui: (Slide 6) Provided an overview of upcoming activities related to progressing entitlements and design. Key activities include final Project Management Plans, Project Application, 50% draft and final schematic designs, and public meeting.

Public meeting (open house) will be held on Saturday, March 18th and will be used to receive input / feedback from the public on the 50% draft schematic design.

Item 4. Open Decision Point: Streetscape on 17th Street

Tony Gill: (Slide 7) discuss that the streetscape of 17th Street is influenced by the Bus Yard design. Key elements of the Bus Yard design include: new fleet of trolleys and buses, bus movements inside of the Bus Yard, spaces for employee wellness and improved work environment, and minimizing the number of times that the buses are entering and exiting the facility.

Tony Gill: (Slide 8 - 17) Design team has test feasibility of bus movements throughout the Bus Yard. Length and width of buses were very carefully studied. The result of the

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analysis completed is that buses will be able to have circular motion internally to avoid leaving the Bus Yard for maintenance services activities. Design elements that allow buses to minimize the number of times that the buses are entering and exiting the facility include:

- Bypass lane internally
- Drive thru maintenance bays
- Ramps on the back side of the facility
- Staff accommodations on the Mezzanine level (examples: training facilities, staff rooms, outdoor space)

Other key operational elements of the project highlighted include:

- Bus charging equipment location
- Bus parking on upper levels
- Bus washing (2 levels)

Bus movements within the facility are prioritized for the safety of SFMTA employees, pedestrians, and assets. Another priority is to provide all of the operational needs of the Bus Yard. Any excess land has been allocated for commercial spaces.

SFMTA employee entrances are on opposite sides of the building (one entrance at the corner of 17th and Bryant streets and another entrance at the corner of Mariposa and Hampshire streets). Spreading out where SFMTA employees can enter the Bus Yard provides more eyes and activity on the street.

- Q: How many entries for the buses? (Jorge Elias)
A: Two buses can enter and three buses can leave at the same time (Tony Gill)
- Jorge Elias: stated concerns about range of battery-operated buses.
- Q: Is there potential for maintaining historical façade along Mariposa? (Alex Harker)
A: We cannot keep the building façade on Mariposa because of the depth that is necessary for the buses within the facility. We are exploring if we can keep any parts. (Tony Gill)
- What is happening on the residential side of Level 3? (Scott Feeney)
A: Clarified that residential is not shown on slide but is indeed designed in the Project (Tony Gill)

Tony Gill: (Slide 18 - 21) Introduces section diagrams of the Bus Yard that indicates where the following key elements are located in reference to the overall plan: bus ramps, bus exit, bus entrance, retail, views (above the Bus Yard), public art siting, and green spaces.

- Q: The diagrams show trees on the Bus Yard roof, there needs to be space for tree roots and mounding to look organic in this space. (Alex Harker?)

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A: Our plans include 5-foot depth for tree roots. The landscape architect is working to refine tree plan. (Jennifer Moore)

- Q: How high are the bus levels? (Magda Frietas)
A: Each floor is approximately 21 feet with a total height for all three levels of 75 feet. (Tony Gill)
- Q: I am looking at the image of Franklin Square and trying to figure out what the shadow on the Square is? (Jolene Yee)
A: The shadow is a neighboring building east of the parking lot. (Tony Gill)
- Q: How can 17th and Hampshire streets be activated more? How does the bus flow design compare to the new one? And is there any other bus movement flow that would allow for more activation? (Jolene Yee)
A: There have been many different maneuvers studies to solve for the maximize potential of streetscape. The plans presented today are the most efficient, able to fit all bus functions inside allowing for the best operational flow, and limits stress to the building to maximize its useful life. Additionally, the visibility of the Bus Yard and creating an opportunity to engage art with bus movement is important to the community. We will continue to run tests to meet the needs of bus movements. (Tony Gill)
- Q: In relation to the ramps, has an analysis on the noise impacts of a 24-hour operation been conducted? (Roberto Hernandez)
A: All maintenance activities will happen in the center, in an enclosed area. The Project design avoids the parameter to decrease noise travel. Additionally, the ramps are enclosed, also minimizing noise travel. (Tony Gill)
- Q: Clarifying if an analysis has been conducted on noise levels for new tenants living above the Bus Yard? Are construction materials soundproof? (Roberto Hernandez)
A: Noise and vibration will be mediated by maintenance activities happening on lower levels of Bus Yard and a 5-foot buffer on top of the Bus Yard. A noise study will be made publicly available through the entitlements process. (Tony Gill, Jennifer Trotter)
- Q: Can we hear from the Operator on the flow of the bus and operational side? I'm concerned about dead space on Hampshire. (Jolene Yee)
A: From my view the concept looks on point. The flow looks very tight (Jorge Elias)
A: Currently there is no activation on Hampshire. The entrance to the workforce housing is on Hampshire Street (mid-block) and SFMTA employee entrance is on Hampshire Street on Mariposa Street (corner). These will activate the street.
A: Hold additional discussion for later time (Bonnie Jean von Krogh)

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Kerstin Magary (Slide 22 - 23): identify transit needs (external to the Bus Yard) that impact the streetscape on 17th Street including:

- Bus routes and traveling patterns
- Bus stops (considering moving Lines 27 to previous location in front of KQED, part of a SFMTA policy to have bus stops every 2 blocks instead of every block)
- Bike infrastructure

SFMTA is looking at the street corners to confirm that buses can move safely for pedestrians and neighboring businesses. Example provided on Slide 23.

Jean Long (Slide 24): Self-introduction as a service planner working on Line 27. Considering relocating bus stop from 17th and Bryant streets to the southeast corner of Mariposa and Bryant streets (in front of KQED). Reference SFMTA's bus stop spacing guidelines to reduce circumstances where there are 2 bus stops within one block.

- Q: Referenced a statement that a bus stop would be located next to the SFMTA employee entrance (17th and Bryant streets). Having a bus stop at this location will not affect the housing entrance on Bryant since it's mid-block. (Scott Feeney)
A: SFMTA wants to space out the stops to improve the ride time for all riders. (Kerstin Magary)
- Q: Does the stop location determine whether there is a bus shelter? (Peter Belden)
A: Currently we have shelters on Bryant, not on Mariposa. We do not want to downgrade shelters and would rather increase shelter locations. (Jean Long)
- Q: There is no parking for residents, approximately 1,500 people that include the elderly, single parents, children. Additionally, there is another development planned across the street on Bryant (meaning additional people and transit-riders). The location of the bus stops is very critical. No parking is going to be a big challenge. From personal experience riding the 27, I don't like the 16th and Bryant stops because there are no shelters. Highly recommend having bus stops with digital signs at current location and in front of KQED. (Roberto Hernandez)
A: This is great feedback, highlighting the importance of bus shelters. Now that construction is complete, SFMTA will reinstate the bus stop in front of KQED. (Bonnie Jean von Krogh)
- I understand the spacing of stops and would like SFMTA to consider the human factor at this location. (Scott Feeney)
- Q: Is parking off the table for this Project and has that decision been published? What is the process of informing the community?(Claudia DeLarios Morán)
A: We held a public meeting in December 2022 and will hold another meeting in March 2023. (Bonnie Jean von Krogh)

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A: When adding 1,500 people to a neighborhood we have to consider this city is a Transit First City - the City has moved away from parking requirements. SFMTA, as the owner of this Project, we are focused on:

1. There is only so much square footage for operations - how do we best utilize the space available?
2. Housing element was recently completed- there is an expectation to get 82,000 units of housing city-wide. How do we maximize the housing on the site?

There will be no parking at this Project as the tradeoffs were analyzed. We continue to conduct additional traffic studies. (Jonathan Rewers)

- Claudia DeLarios Morán: If I'm not clear on this and I am on the Neighborhood Working Group, then community members won't be clear either. If SFMTA is serious on community outreach, you need to be upfront about no parking.
- Roberto Hernandez: agreement with Claudia, suggest that SFMTA be upfront with the community with a plan and get community feedback.
- Jonathan Rewers: SFMTA has developed a transportation demand management plan for employees, residents, and neighbors. A parking study for the greater neighborhood is pending.
- Q: Would like to hear from Jorge on parking since they cannot take transit? Will residents of this building be allowed to apply for a resident parking permit (RPP)? (Jolene Yee)

A: SFMTA will consider your question and if it is possible to change residential parking permit zones. We did a preliminary plan and will do a parking plan around this facility after a stable project description with maximum number of housing units to identified. (Jonathan Rewers)

A; The RPP program allows for residents within a zone to apply for a permit, so yes, any resident would be eligible.

A: PNC is in progress on the bedroom count and is also working on a preliminary traffic demand management plan. (Chris Jauregui)

- Q: Has SFMTA consider hiring drivers that live in San Francisco? Boosters are supportive of minimal parking. (Alison Heath)
A: We do traffic demand studies for not just the public but also for SFMTA employees. We are finishing off the transportation demand management plan for SFMTA employees. (Bonnie Jean von Krogh)
- Scott Feeney: supportive of no parking at the Project and to support a parking-free building, must consider how to make other options easier for tenants (ex. Bus stops).

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- Roberto Hernandez: A study is not needed, we know that there won't be enough permits for all the people that have cars. I would prefer if nobody drove, but the reality is some people will have to drive to get to work or school.
- Jorge Elias: 80% of our runs pull out before BART or ferries are running. If we cannot get to work on time then we delay riders.
- Jean Long (chat function): provided email address (Jean.Long@SFMTA.com) to respond to questions or comments about proposed bus stop location. Acknowledged feedback provided and review the spacing of bus stops as needed to support adjacent land uses.
- Claudia DeLarios Morán (chat function): stated that parking is needed to support all abilities of residents and also to prevent a shortage of street parking for existing community members.

Tony Gill: (Slide 25) aspects of the streetscape and activation include other Open Decision Points: public spaces (trees and sidewalks), public art, and commercial / retail.

Jennifer Moore: (Slide 26 - 27) design team looking at opportunity spaces throughout the site including on 17th Street, at all four street corners, and at mid-block locations. Specific elements on 17th Street include: SFMTA employee entrance to Bus Yard, current bus stop (at corner of 17th and Bryant streets), space for a little plaza and seating areas, multifunctional areas (kiosks where food carts can be located).

- Q: Can we keep the existing trees, especially along 17th Street? (Alexandra Harker)
A: We are doing our best to maintain the existing trees on 17th Street. (Jennifer Moore)
- Suggestion to create mixed zones protection for bike lane similar to Potrero Gateway. (Peter Belden)

Jennifer Moore: (Slide 28 - 30) present constraints on 17th Street, including large vehicle turning movements, fire department access, sidewalk maximum width to maintain bike facilities and lanes, potential construction impacts to existing trees, and removal of parking on north side.

Jennifer Moore: (Slide 31 - 32) describe plan for street trees on 17th Street and presented tree palette displaying 10 different tree species currently under consideration. Key considerations for selecting tree species include streetlight and other utility, overhead wires, views, local habitat, planting bed size and watering needs.

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- Jorge Elias: request no Ficus, fern pine, and water gum trees. These trees are too top heavy and tend to fall. Prefer trees that go straight up.
- Alexandra Harker: recommend Brisbane box as a suitable specie commonly found throughout the City.
- Peter Belden: are there plans to preserve the trees on both sides [of 17th Street]? Noted that Friends of Urban Forest have planted on 17th Street Jacaranda and Golden Tree.
- Roberto Hernandez: recommend selecting native plants grown by Ohlone. Project is located near creeks that flood and selecting the wrong tree specie will lead to cracking in concrete that creates a hazard to pedestrians.
- Alexandra Harker: note that local geology is serpentine bedrock, serpentine prairie. Recommend California Buckeye and Coastal Live Oak (noted as controversial selection for street trees) as keystone California native species.
- Claudia DeLarios Morán (chat function): Ginkgos are beautiful. Stated preference toward trees that do not lose their leaves during the winter nor give off pollen that causes allergies.
- Jennifer Moore: received feedback from Working Group and agreed that native plants are preferred. A challenge with some native trees is their canopy size and PNC is mindful of clearance needs. Native plants are also considered for the podium level (Bus Yard roof).

Tony Gill: (Slide 33 - 45) describe plan to connect facility uses on 17th Street to Franklin Square Park and other neighboring uses. The design team is also prioritizing Crime Prevention Through Environmental Design (CPTED) in its overall design. This approach includes ways to deter crime through the design of buildings and public spaces.

Identified key aspects of Project on 17th Street and how they connect to Franklin Square Park, including:

- Corner of 17th and Bryant streets:
 - Public art (mural) on wall
 - Plaza with potential for additional public art at corner of 17th and Bryant streets (bring the playground into the building area)
 - Potential for including a public restroom at the corner of 17th and Bryant streets (exploring the possibility, but not a confirmed design update)
 - SFMTA employee entrance (ground floor)
 - SFMTA employee outdoor space and amenities (mezzanine)
- Corner of 17th and Hampshire streets:

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- Retail location (likely café)
- Potential outdoor seating
- Connection with parking lot of Franklin Square Park
- 17th Midblock:
 - Visual of Bus Yard and bus movements with fully-glass wall
 - Potential to include public art in glass wall (example: mural behind glass)

Tony Gill: (Slide 46 - 47) describe plan to include public art throughout the site. Review massing models that highlight potential areas for public art siting, including:

- Bryant Street (mid-block): housing entry plaza art
- 17th Street (corner of Bryant Street): corner plaza art and sculpture
- 17th Street (mid-block): glass and back wall art
- Hampshire Street (mid-block): dynamic screen art (metal)
- Hampshire Street (corner of Mariposa Street): corner screen art
- Mariposa Street: screen art
- Art screens along staircases will be fully enclosed
- Metal screen around the facility to allow buses to be visible to the public, for example on Hampshire Street the maintenance bays will be visible (SFMTA request)

Question and Answers:

- Q: will the kiosks on 17th Street be connected to power? (Alexandra Harker)
A: design team is exploring this possibility. A big priority is identifying how to safeguard utilities from non-approved uses. (Tony Gill)
- Q: what type of kiosks are envisioned (food trucks for example)?
A: PNC is envisioning mobile food cards similar to Market Street. Food trucks are not possible due to size of food trucks and slope of 17th Street.
- Q: like the idea of celebrating informal food and commerce. Can this space be used to celebrate this? (Alexandra Harker)
A: The hardscape is designed to be multi-purpose. (Jennifer Moore)
- Q: will the bus ramp be lit 24/7, will it light the street? (Jolene Yee)
A: lighting will play a role in the glass. A perimeter lighting study to analyze sensitivity to light pollution. (Tony Gill)
- Q: please consider how artificial light impacts at night. (Magda Frietas)
A: we will include nighttime analysis in perimeter lighting study. Lighting is also part of CPTED to deter crime. (Tony Gill)
- Nighttime lighting may have environmental concerns for birds (Alexandra Harker)

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- Supportive of streetlights. (Jolene Yee)
- Discussion on public restrooms on 17th Street. Clarification that the restroom at the corner of 17th and Bryant Street is tentative. The change to potentially include a public restroom at this location was due to feedback received from the public.
 - Expressed excitement of potential new public restroom and appreciative. (Alejandro Abogado)
 - Request that public restrooms are free (reference public restroom in Noe Valley that requires payment). Also recommends lighting up murals to reflect colors and beautify area. (Roberto Hernandez)
- Q: other than making space available for kiosks, how else are kiosks going to be supported? (Jolene Yee)
A: we are conducting a market analysis and looking at examples on Market Street and at the Wharf. Success of kiosks will largely depend on how the park is used. If the kiosks are not active, the team will consider alternatives. (Tony Gill)
- Expressed concern over potential kiosk vacancy. (Peter Belden)

Item 5. Input Received

Item put on hold for future Working Group meeting due to time constraints.

Item 6. Next Steps

Item put on hold for future Working Group meeting due to time constraints.

Item 7. Public Comment

No public comments received.

The following additional comments made by members of the Working Group:

- Magda Frietas: like the images with the metal screens and color palettes (similar to Moscone Center)
- Alexandra Harker: like the veiled look of the Moscone Center with red staircase behind the mesh screen.
- Jolene Yee (chat function): Thanked PNC for doing a deep dive into the activation and streetscape on 17th Street and Hampshire Street. Supportive of design, lighting on 4 sides of facility, and public restroom on 17th Street. Also expressed concern with lack of project parking and stated that street parking is currently scarce, partially

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due to operators parking on street. Additionally suggest that PNC staff walk along Hampshire Street next to the bus yard to understand street safety.

- Scott Feeney: stated impressed with the design and presentation so far despite Project constraints.