



SFMTA

Building Progress: Potrero Yard Neighborhood Working Group

March 2023 (Meeting #30)



SFMTA

Agenda

1. Welcome — 5 minutes
2. Member & SFMTA Announcements — 5 minutes
3. Schedule Update – 5 minutes
4. Project Update – 90 minutes
5. Next Steps — 10 minutes
6. Public comment - *members of the public who wish to participate in the meeting virtually will be placed on mute, regardless of joining via video or by phone, until the Public Comment section.*

Today's Objectives

- Discuss feedback received from PYNWG and the public
- Provide updates related to most recent design updates
- Answer Questions

Announcements Working Group

Working Group

- Working Group members please share upcoming events or activities with the Working Group, SFMTA, and PNC.

SFMTA

- New pilot program of 1X California express bus between Richmond District and Financial District: [_SFMTA.com/1X](https://www.sfmta.com/1X)
- Take Muni's Safety Survey: [_SFMTA.com/SafetySurvey](https://www.sfmta.com/SafetySurvey) about personal safety and gender-based harassment in the Muni system

Schedule Updates:

As PNC progresses design and pursues Entitlements for the Project, upcoming submittals include:

- Project Application submit to City Planning (March 2023)
- 50% *draft* Schematic Design submit to SFMTA (March 8, 2023 – tomorrow!)
- 50% **final** Schematic Design submit to SFMTA (May 3, 2023)

Schedule Updates:

As PNC progresses design and pursues Entitlements for the Project, upcoming community engagement activities include:

- **Staff In-Reach event (Tuesday, March 14, 2023)**
- **Community Open House (Saturday, March 18, 2023)**



Schedule Updates:

As PNC progresses design and pursues Entitlements for the Project, upcoming community engagement activities include:

- **Arts Commission Civic Design Review Meeting**

**Monday, March 20, 2023
2 p.m.**



Notice: Potrero Yard Modernization Project – San Francisco Arts Commission Civic Design Review Committee Meeting

The San Francisco Municipal Transportation Agency (SFMTA) and selected development team Potrero Neighborhood Collective are reimagining Potrero Yard (located at Bryant and 17th streets) as the nation's first joint development of a bus maintenance facility with integrated housing and retail. The proposed design is envisioned to look like a single integrated building that incorporates careful material selection, views into the bus yard, and the engagement of local artists to ensure the proposed design relates to the neighborhood character and engages the community.

The San Francisco Arts Commission has a responsibility to hold a Civic Design Review of all civic buildings to ensure that each project's design is appropriate to its context in the urban environment. The Arts Commission's Civic Design Review Committee will evaluate the Potrero Yard Modernization Project (Project) design, scale, and massing for accessibility, safety and aesthetic merit.

The Project 50% Schematic Design will be presented to the Civic Design Review Committee during an in-person public meeting on:

**Monday, March 20, 2023 at 2 p.m.
401 Van Ness Avenue, Suite 125 (San Francisco)**

Potrero Neighborhood Collective and SFMTA welcome public input on the Project and encourage attendance to the Civic Design Review Committee. For more information about the Civic Design Review Committee and process, please visit www.sfartscommision.org.

For more information about the Potrero Yard Modernization Project, please visit www.SFMTA.com/PotreroYard.



You Spoke, We Listened

Thank you for providing feedback on the conceptual design of the new Potrero Yard.

Your input helps create a more equitable and sustainable project that serves the City's unique dual need of transit and housing.

Since December 2022, we have questions on:

- Activation and streetscape on 17th Street – *7 minutes*
- Commercial – *10 minutes*
- Housing Plans – *20 minutes*
- Public Spaces, including landscaping – *5 minutes*
- Look and Feel, including building materials – *7 minutes*
- Transit Operations – *5 minutes*
- Transportation Modes and Needs – *25 minutes*
- Public Art – *10 minutes*



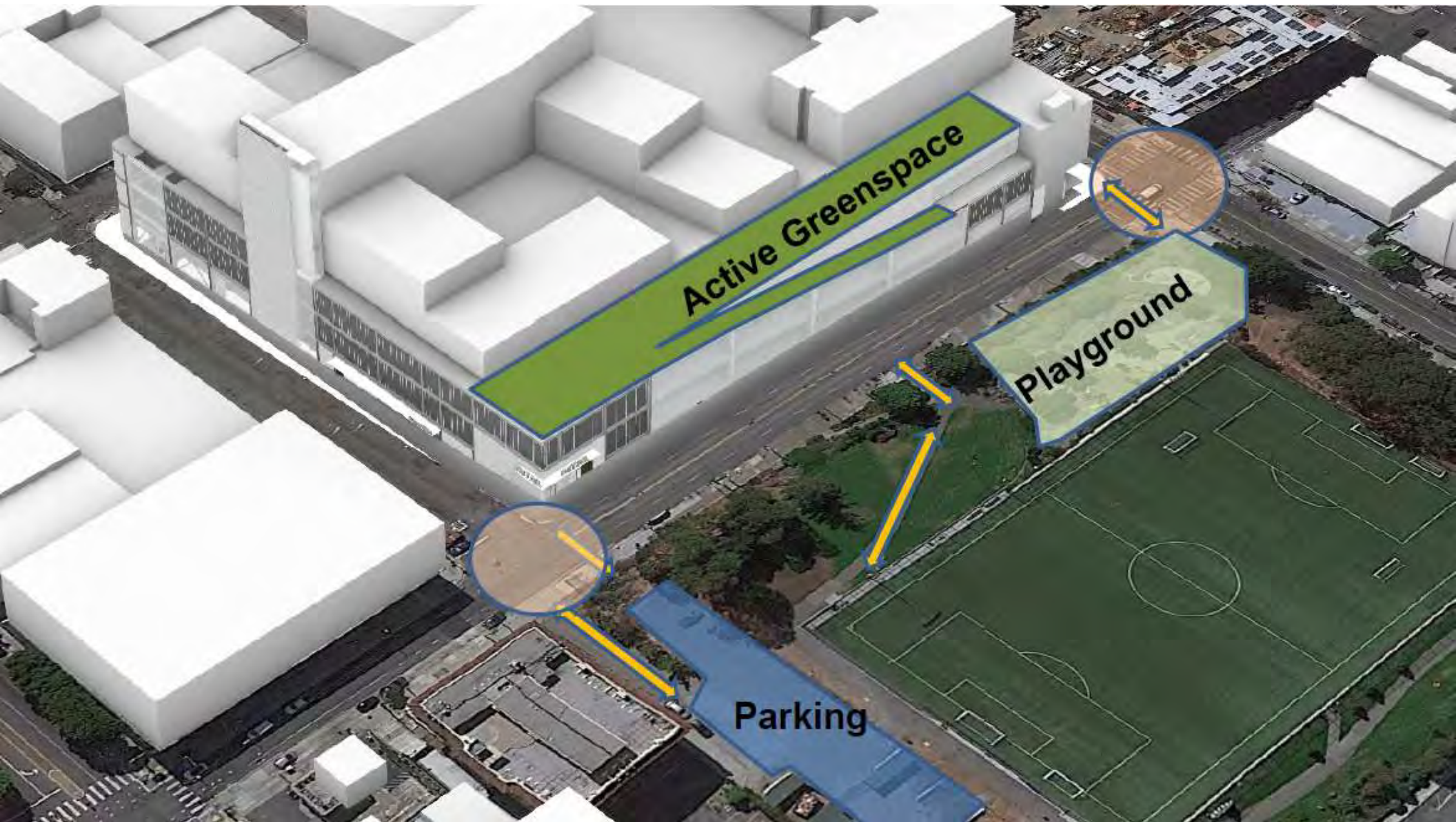
Streetscape at 17th Street: Input Received

- Suggest providing sunny seating areas, vegetation, human-scale art, and materials for general public use.
- Request public restroom at 17th Street and Bryant Street.
- Preference toward providing opportunities to activate 17th Street more than it is currently activated.
- Dislike for large walls.
- Request mid-block crossing and clarity on what happens to the existing bus yard entrance.

17th Street



Streetscape on 17th Street: Park Integration

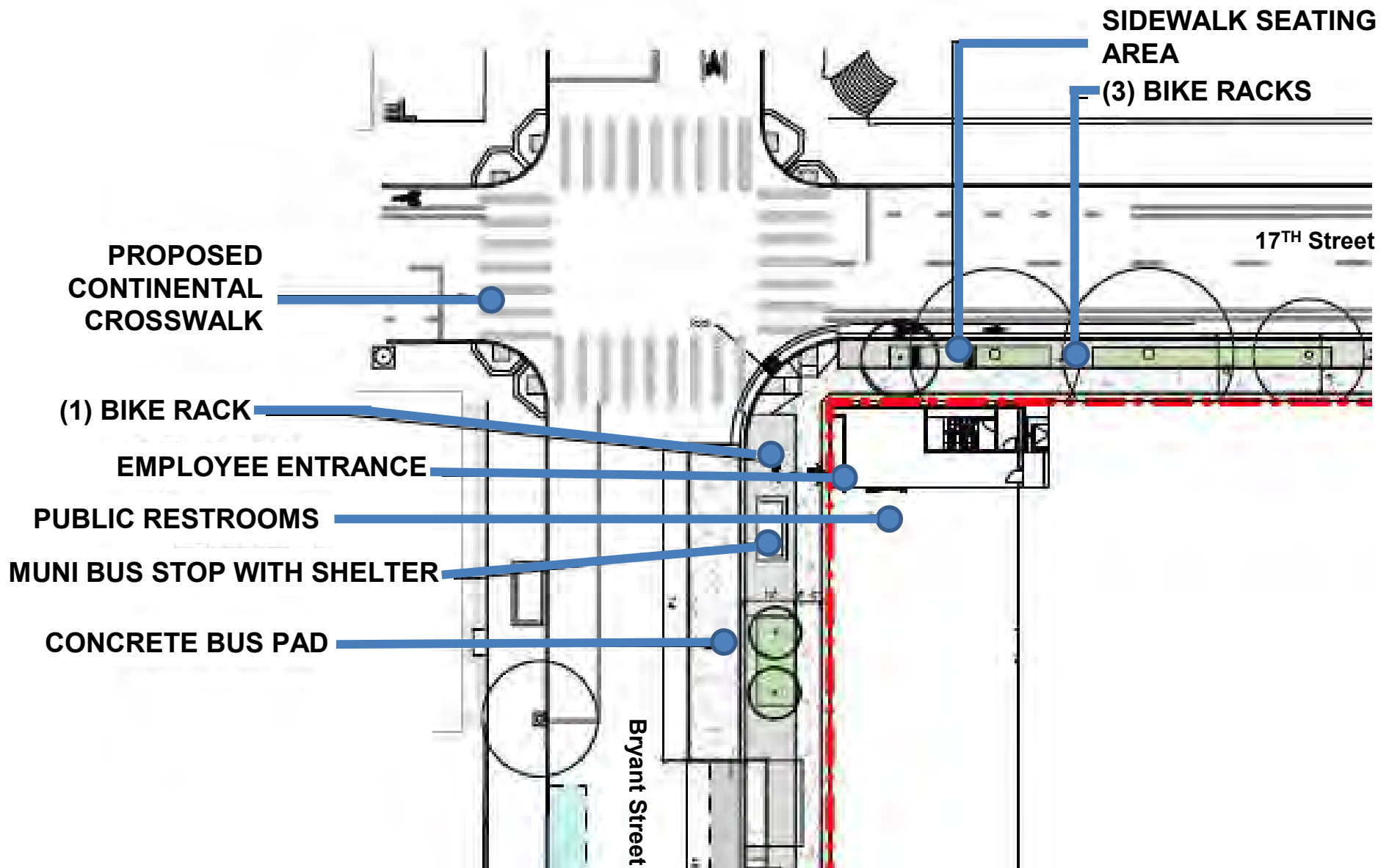


Streetscape on 17th Street: at Bryant Street

Q: Can a restroom be located on 17th Street near Bryant Street?



Streetscape on 17th Street: Street Frontage at Bryant Street



Streetscape on 17th Street: Mid-Block

Q: What happens to the current bus entrances on 17th Street?

Q: Can there be a mid-block crossing from Franklin Square Park?

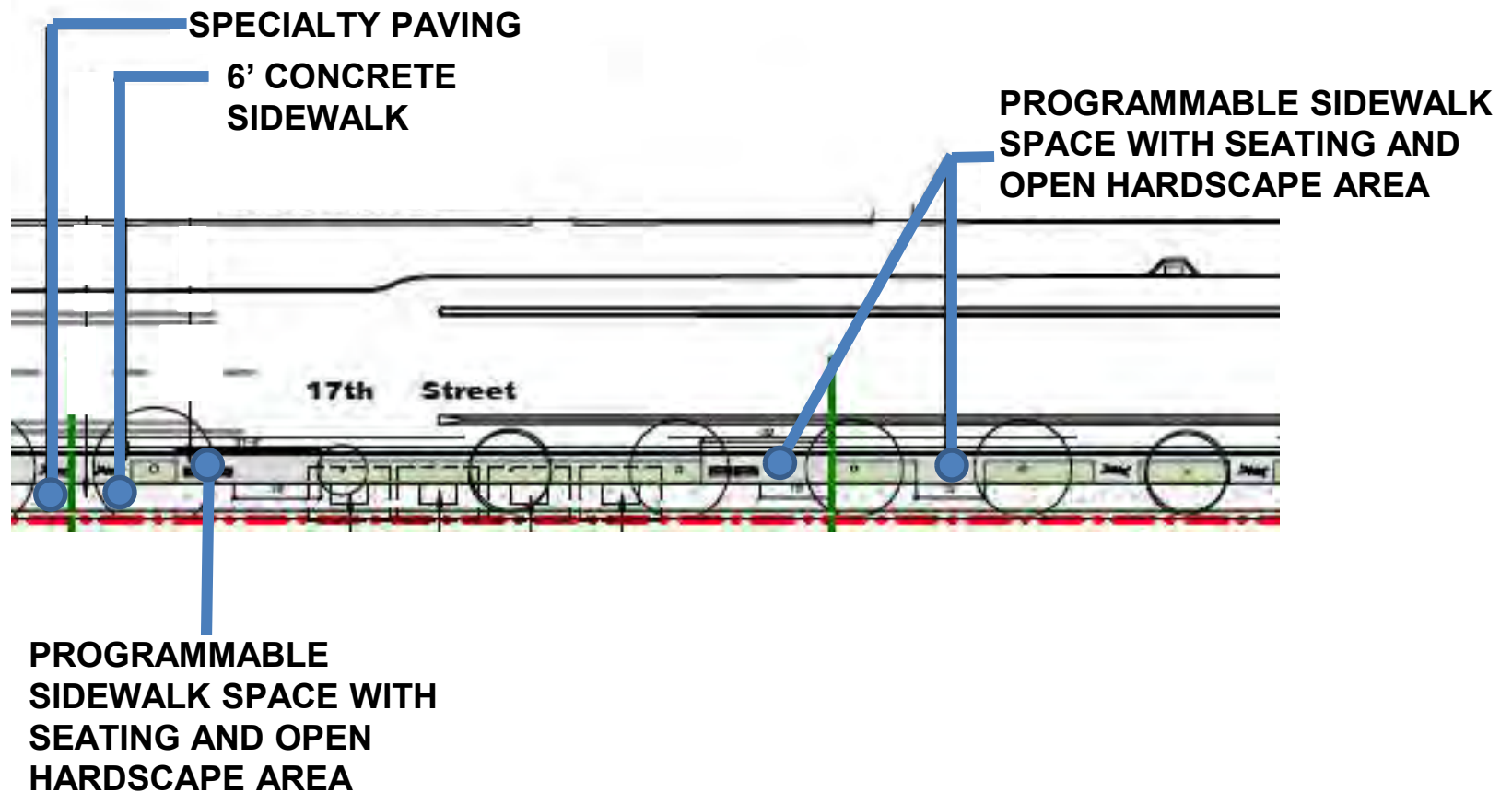
Q: Are the kiosks integrated into the building?



Streetscape on 17th Street: Mid-Block (night view)



Streetscape on 17th Street: Street Frontage at Mid-Block



Streetscape on 17th Street: at Hampshire Street

Q: Will the restrooms be limited to café customers? How will the restrooms be maintained?

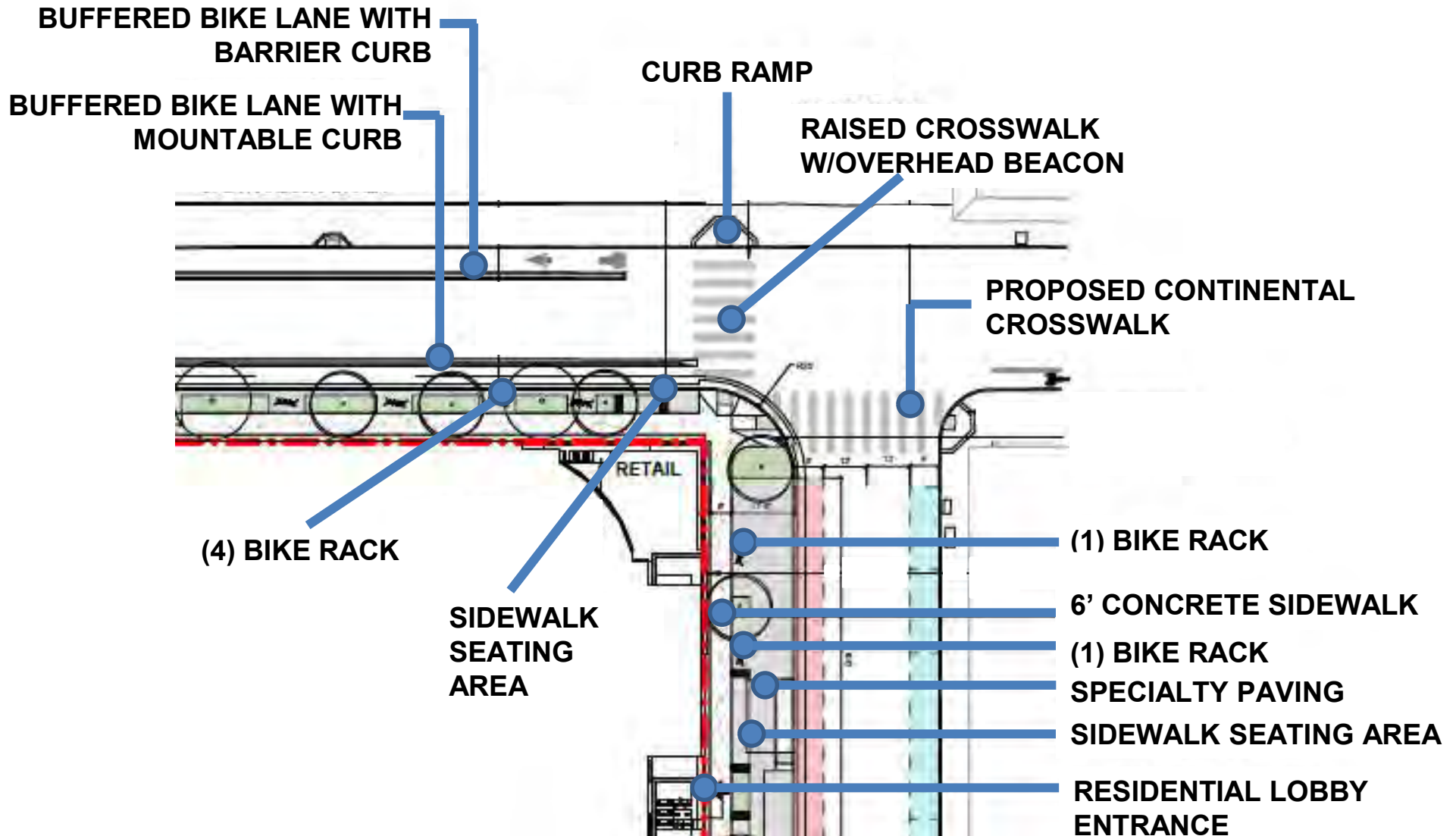


Streetscape on 17th Street: at Hampshire Street (night view)

Q: Is there any other bus movement flow that would allow for more activation on 17th Street?

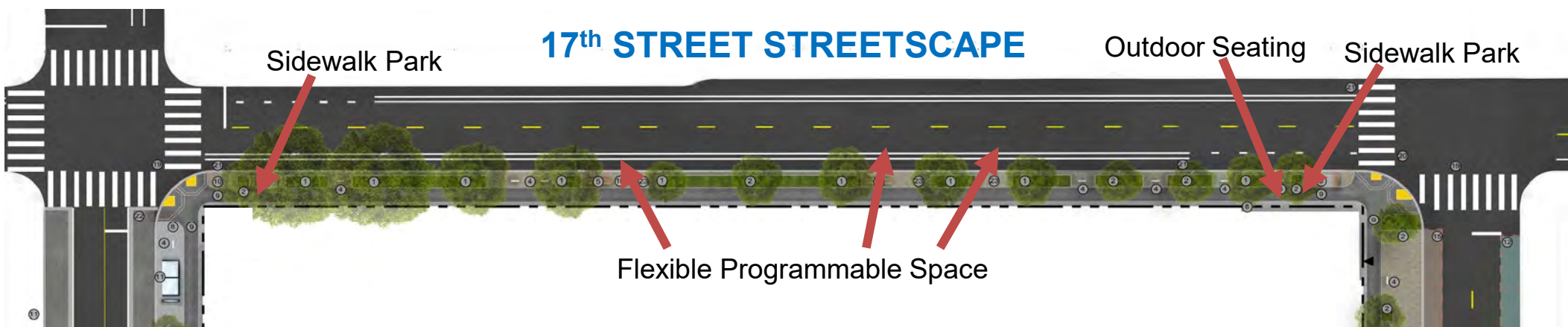


Streetscape on 17th Street: Street Frontage at Hampshire Street



Streetscape on 17th Street: Overall Street Frontage

- Façade materials, art and bus movement activate 17th Street façade.
- Flexible (multi-purpose) space in 3 locations along 17th Street. Kiosks, mobile food carts or other programmed activities may occur in these spaces.
- Employee Bus Yard entrance located at corner of Bryant & 17th streets and may include an art piece.
- Commercial spaces incorporated at both corners – Bryant and Hampshire streets.
- Space for café tables or other programmed activity between the sidewalk and building on 17th Street at Hampshire Street.
- New ground level plantings and existing trees create a linear “park style” streetscape.



Commercial & Retail: Input Received

Below list preferred Community Services and Retail options for the Commercial and Retail spaces:



Community Services

- Childcare (including Head Start)
- Art Studio Space
- Library
- Community Rooms
- Tech Hub
- Hub / Pop- Up Space



Retail

- Café (including a Latin American coffee shop)
- Bookstore
- La Cocina
- Bicycle Shop
- Local Clothing
- Nonprofit Business

Commercial & Retail: Locations

Q: How many businesses are planned for the Project?



- Commercial spaces on 3 corners of Project site
- Corner spaces flexibly designed for café, retail, community-based arts, and/or cultural organizational uses
- Additional sidewalk spaces for Street Vendors along 17th Street



Commercial & Retail: Concept

Q: Are the presence of existing businesses in the neighborhood considered?

The Commercial and Retail Concept includes:

- Prioritizing Mission-based organizations and small businesses on the ground floor of Bryant Street and 17th Street
- Dedicating 2-3 commercial spaces as permanently affordable
- Reserving spaces for street vendors located on 17th Street
- Selecting tenants that serve community needs

Housing: Input Received

- Interest in increasing housing units and bedroom count.
- Concern about each building of housing being dedicated to different income ranges (4 buildings in total).
- Concern about transportation options provided to residents. Details of transportation related concerns listed under “Transportation Needs” section.

Housing: Concept and Considerations

The housing concept is an intergenerational livable community that maximizes the number of units and affordability.

Key considerations to meeting PNC housing concept include:

- **Schedule Constraints:** finalize design and secure financing of all housing units (500+ housing units in up to 4 separate component buildings) prior to starting bus yard operations.
- **Competitiveness:** State financing for affordable housing is highly competitive with limited funding to support a state-wide housing crisis.
- **Design Guidelines:** conform to the City's Design Guidelines that limit building height, massing, and building materials. The Design Guidelines were developed through early community input, including with feedback provided by the Potrero Yard Neighborhood Working Group.

Housing: Unit Count and Mix

Q: Can the housing program have an increased number of multi-bedroom units?



Senior Housing
101 units (studio and 1 bedroom units)

Family Housing
193 units (studios, and mix of 1, 2, and 3 bedroom units)

Workforce Housing
218 units (studios and 1, 2, and 3 bedroom units)



Housing: Unit Count and Mix

Q: Can the housing program have an increased number of multi-bedroom units?

Initial Design (7/2022):

- 575 Units
- 820 bedrooms

50% Schematic Design (3/2023):

- 513 Units
- 793 bedrooms

While converting studios into larger family units we reduced the housing plan by 63 units and only 27 bedrooms.



Housing: Intergenerational Livable Community

Q: How can all four housing buildings be more integrated?



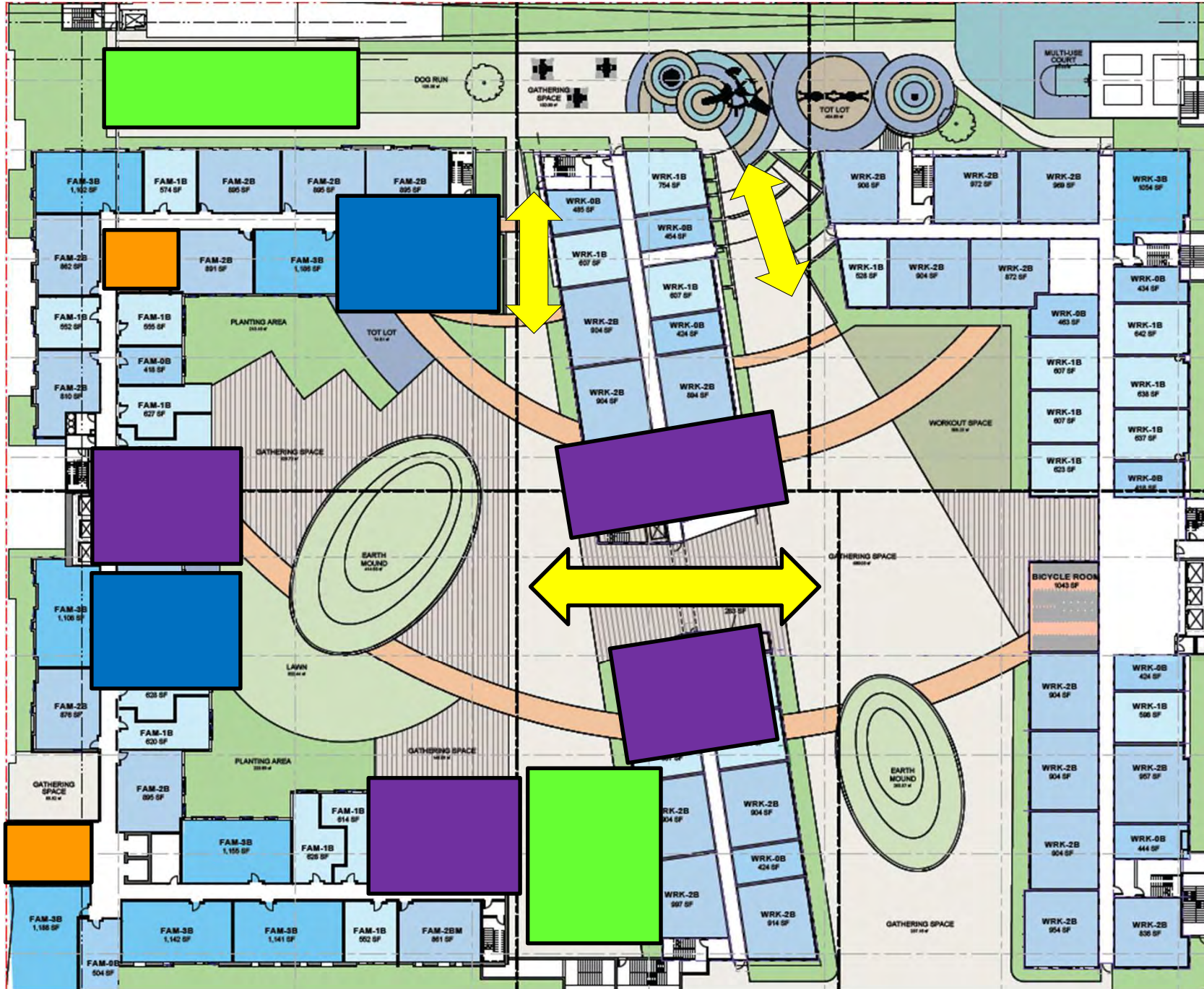
Shared Amenities include:

- Community Gardens
- Multi-Purpose Courtyard
- Outdoor Workout Area
- Gathering Spaces
- Tot Lot
- Multiple Community Rooms
- Two (2) Family Childcare Centers (FCC)

17th Street

LEGEND

- Childcare
- Community Room
- Community Garden
- ➡ Pathways
- Laundry



Hampshire Street

Mariposa Street

Bryant Street

Housing: Heights and Shadow

Q: Can we view drawings that show how tall the building is going to be?

Q: What will be the shadow impact of the housing on Franklin Square Park?

Q: Can building heights be increased to allow for additional housing?



Bryant Street

Housing: Heights and Shadow

Q: Can we view drawings that show how tall the building is going to be?

Q: What will be the shadow impact of the housing on Franklin Square Park?

Q: Can building heights be increased to allow for additional housing?



Hampshire Street



Public Spaces: Input Received

- Preference to include fruit trees and other edible vegetation in Project design.
- Request to keep as many of the existing trees as possible.
- In favor of wider sidewalks than existing sidewalks.
- Suggest providing enough space for tree roots and mounding for the trees planted on the podium so that the landscaping appears organic.
- Cypress trees impact bus operations and overhead lines.
- Request *not* to include Ficus, Fern Pine, and Water Gum trees because they tend to fall.
- Recommend referencing native habitat and geology (serpentine bedrock) of the Ohlone people (resource provided via email).
- Suggest providing sunny seating areas, vegetation, human-scale art, and materials for general public use.

Public Spaces: Input Received (continued)

- Following preferences for trees:
 - Brisbane Box
 - Jacaranda
 - Golden Tree
 - California Buckeye
 - Coastal Live Oak
 - Gingkos
 - Native plants and trees
- Recommend referencing native habitat and geology (serpentine bedrock) of the Ohlone people.
- Preference to select trees that do not lose their leaves during the winter and don't give off allergy-causing pollen.

Public Spaces

Q: Is it possible for the Project to include fruit trees and other edible vegetation?

Q: Is it possible to keep any of the existing trees?

Q: Can the sidewalks be wider?

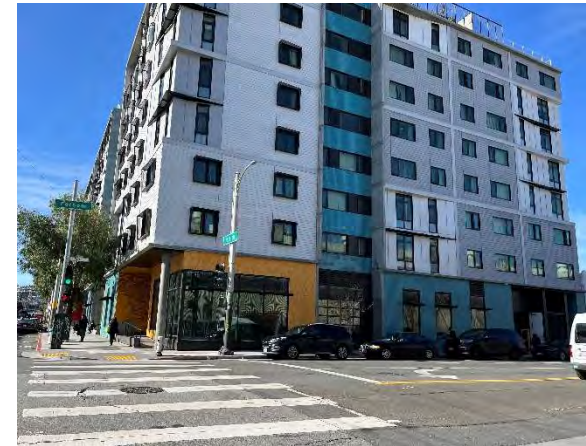
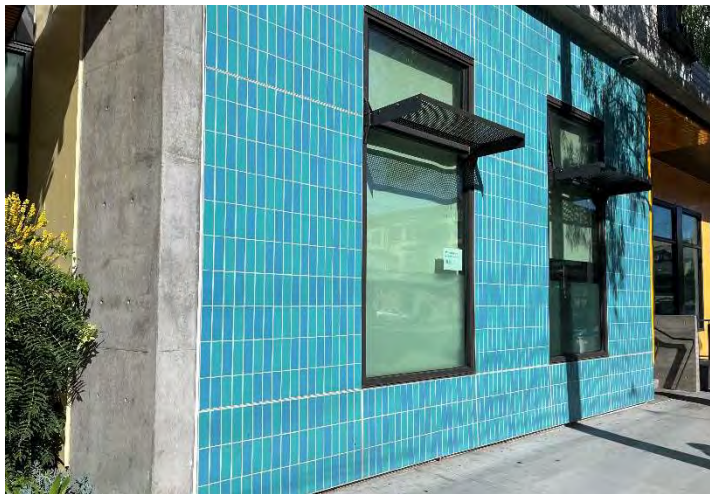
Q: Is there enough space for tree roots and mounding for the trees planted on the podium?



Look and Feel: Input Received

- Preference toward raw materials (emphasis on metal, glass, lighting, brick, wood, and concrete) as aligned with Design Guidelines.
- Suggest muted colors for building materials with pop of colors in murals or other type of art.
- Prefer not to use color variation or modulating facades as a technique to (falsely) give an appearance that the large facility is made of multiple smaller buildings.
- Dislike for large walls.
- Balance texturized materials with permeable materials to create neighborhood integration and human scale.

Look and Feel: Input Received



Look and Feel: Light and Metal



Look and Feel: Mix of Industrial Materials



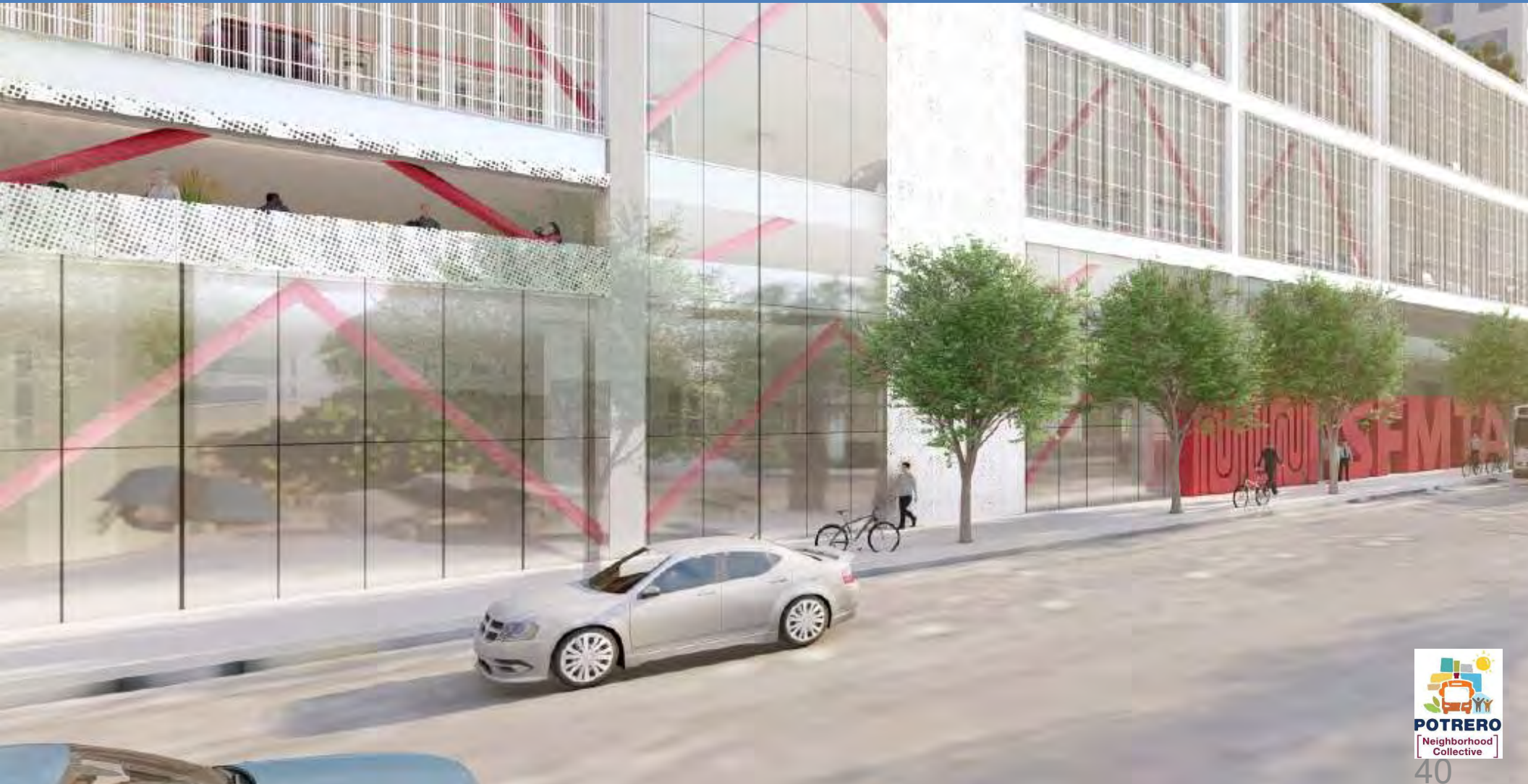
Look and Feel: Muted Tones with Pop of Color



Transit Operations

Q: Will there be operational sound issues on Hampshire Street?

Q: Has an analysis been conducted on noise impacts of a 24-hour bus operations (for the community and new residents in housing next to and above Bus Yard)?



Transit Operations

Q: How many employee parking spots are available at the Yard?

Q: What parking is available on the basement of the Bus Yard?

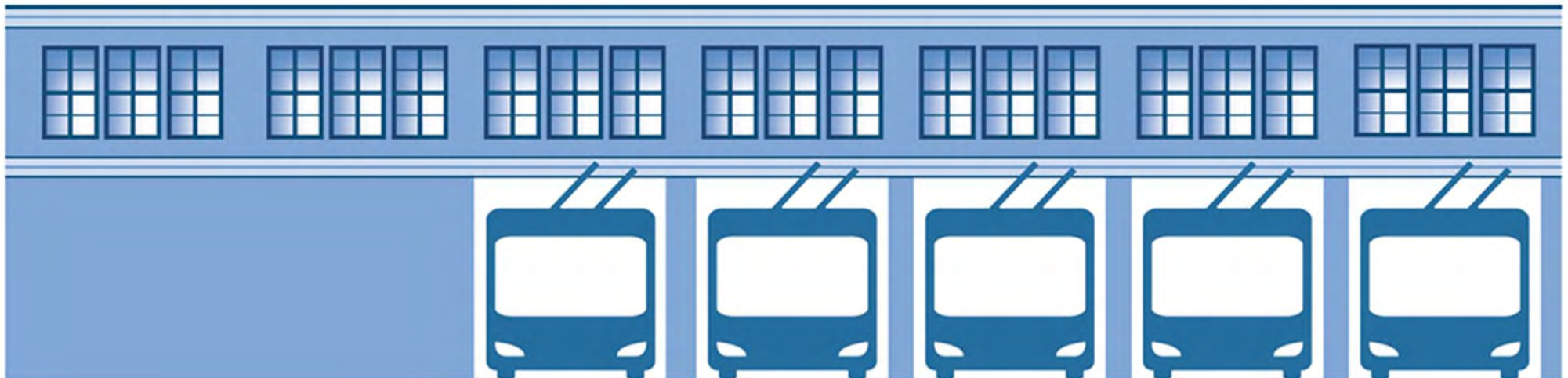
Q: Can SFMTA employee parking be added to the Project design?

Existing Facility



Future Facility

~100 Employees on site at a given time



Transportation Needs of Residents and the Public: Input Received

- Preference for convenient bus stops for residents
- Request for protected bike lanes and protected intersections for greater safety between bicycles and buses
- Suggestion for bike parking and equipment for e-cargo bikes
- Mixed feedback that there is no residential parking on site, with some wanting residential parking and others wanting to maximize space for bus yard and housing
- Highlight need for multi-modal transportation that allows mobility for people with different accessibility needs

Transportation Needs of Residents and the Public: Transit-First City

Q: Can resident parking be added to the Project design?

A new Potrero Yard addresses critical transportation issues and is aligned with the longstanding Transit-First City policy that governs SFMTA. Priority features of the Potrero Yard Modernization Project include:

Efficiency

Repair buses faster, improving Muni's reliability

Sustainability

Provide the green infrastructure needed for all-electric fleet

Future Growth

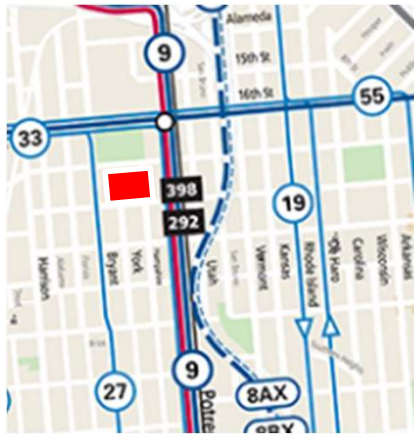
Accommodate fleet as it grows -- room for 54% more buses at the yard

Work Conditions

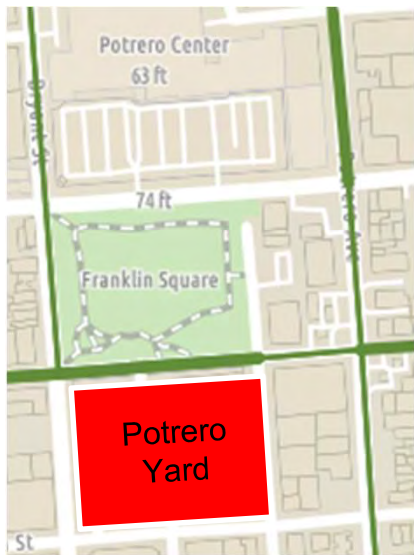
Improve environments, amenities and safety conditions for 800+ staff

Transportation Needs of Residents and the Public: Transit and Active Transportation

Q: Can bike parking include space and equipment for e-cargo bikes?



Nearby transit routes



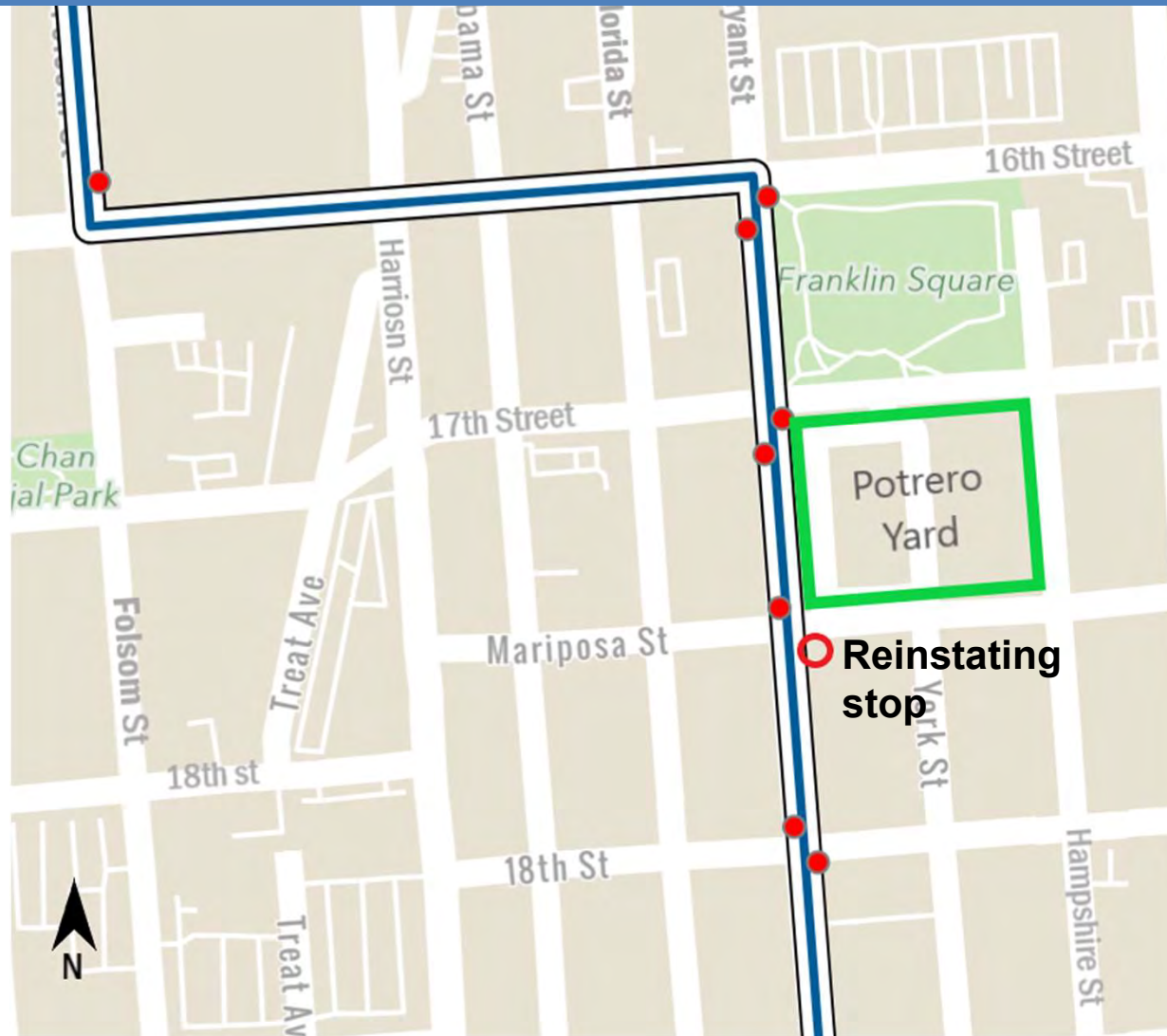
Nearby bike routes

In addition to supporting improved efficiencies of existing transit and expanding Muni fleet, the Project site is also conveniently located in a transit dense community.

- Close to busy transit corridors and neighborhood routes
 - 16th Street: 22 Fillmore, 33 Ashbury/18th St, 55 Dogpatch
 - Potrero Avenue: 9 San Bruno, 9R San Bruno Rapid
 - Bryant Street: 27 Bryant
 - Developing a Transit Pass Program for residents
- Improved pedestrian and bike infrastructure planned
 - Bulb outs to protect pedestrians and cyclists
 - Wider sidewalks where possible to create a safe and inviting place for people to walk
 - Bike parking provided for residents and staff
- Adjacent to bikeway network

Transportation Needs of Residents and the Public: 27 Bryant Line

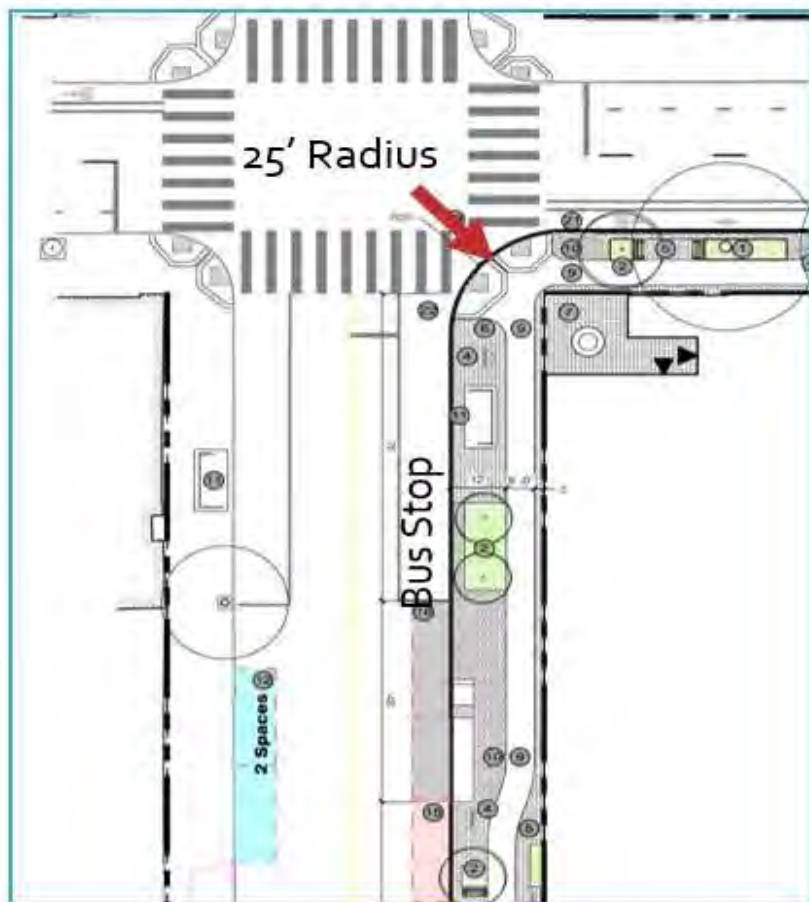
Q: Does the location of a bus stop determine whether there is a bus shelter?



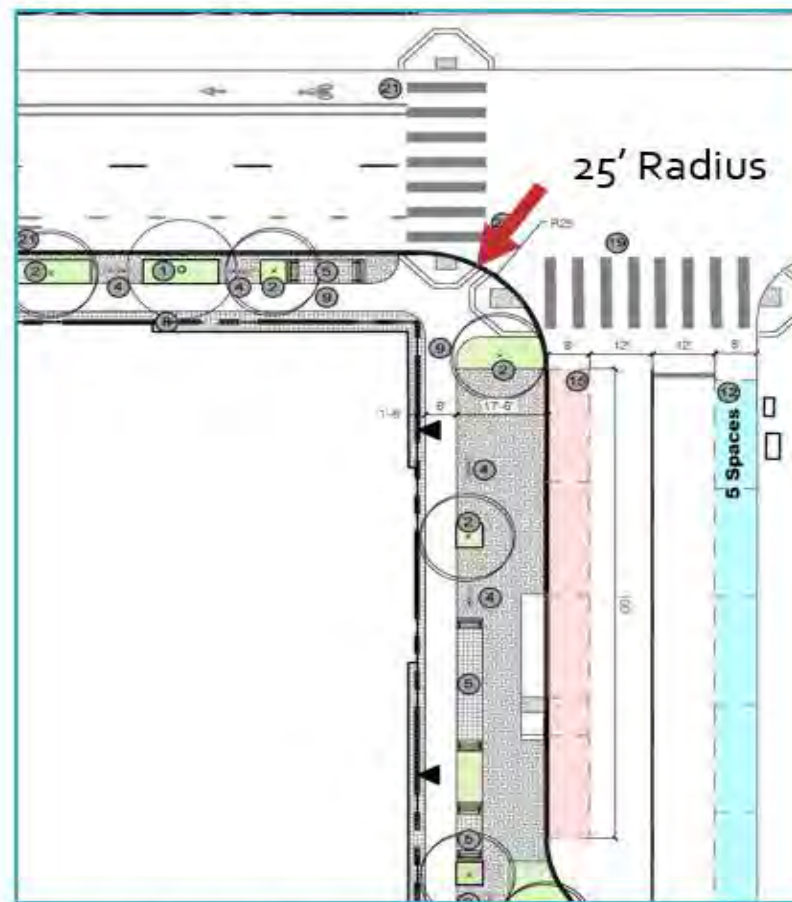
Transportation Needs of Residents and the Public: Pedestrian and Bike Safety

Q: What kind of protected intersections will be provided on 17th Street?

Q: What is your bike lane plan to ensure bikes do not collide with buses?



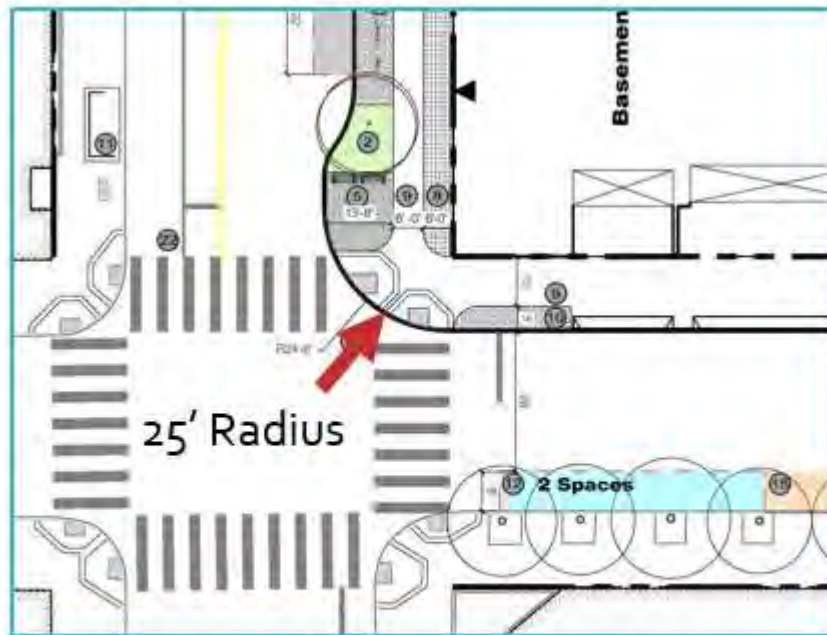
BRYANT & 17TH STREET
'BULB-OUT' | SIDEWALK WIDENING



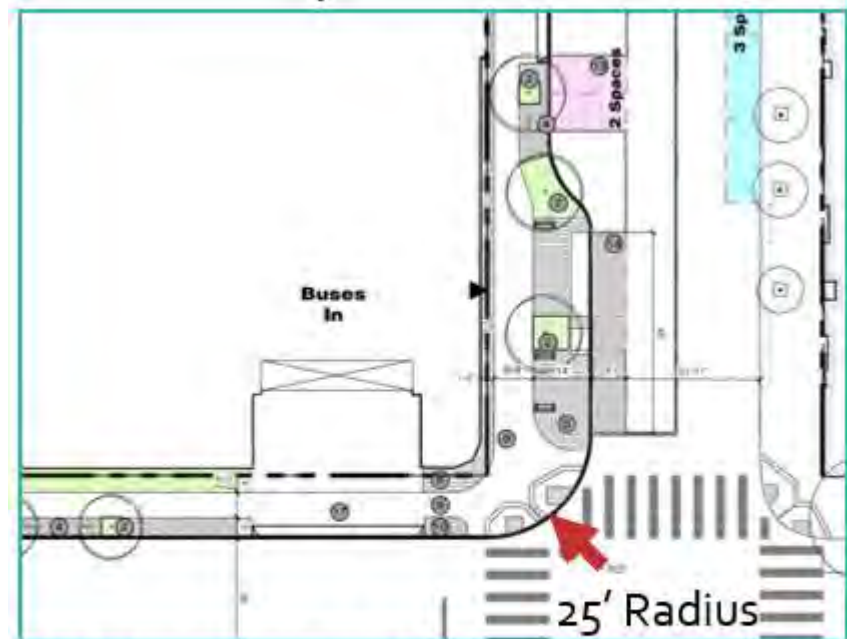
HAMPSHIRE & 17TH STREET
'BULB-OUT' | SIDEWALK WIDENING

- Concrete buffers with a mountable curb on the south side of 17th Street.
- Barrier curb on the north side of 17th Street where the street cross section allows.

Transportation Needs of Residents and the Public: Pedestrian and Bike Safety



**BRYANT & MARIPOSA STREET
BULB-OUT**



**HAMPSHIRE & MARIPOSA STREET
BULB-OUT**

- The corner treatments consider turning templates. Widened sidewalks are used where typical bulb-outs are not appropriate.
- Bulb out at Bryant and Mariposa has an increased radius and reduced pedestrian space based on turn templates. Still sufficient area to provide upgraded streetscaping
- Bulb-out curb returns meet SF Public Works Standards.

Transportation Needs of Residents and the Public: Personal Vehicle

Q: How many residential parking spots are available at the Project?

Q: Will residents of the building be allowed to apply for a resident parking permit?



- Car-share service planned with parking in Bus Yard basement
- Pick-up and Drop-off zones for ride hailing services near lobby entrances
- SFMTA operated public parking lots available
- NE Mission Parking Management Project to improve parking and curb access

NE Mission Parking Management Project
Public Hearing scheduled March 21, 2023
(virtual, details pending)

For more information visit:

<https://www.sfmta.com/projects/northeast-mission-parking-management-project>

Transportation Needs of Staff: Input Received

- Since some SFMTA staff start their shifts before transit begins operating, their transportation needs should be considered
- SFMTA staff sometimes park in the neighborhood leaving less spaces available for residents

Transportation Needs of SFMTA Staff

Q: Is the SFMTA considering adding bus routes for SFMTA employees who need public transit to get to work?

Q: Has SFMTA considered hiring drivers that reside in San Francisco [so their commute to work can be more feasible without parking]?

- Supporting SFMTA employees getting to work is important, including addressing the challenges faced by staff who start or end Muni service.
- The agency is looking at ways to reduce the use of parking so that those employees who must drive, can continue to be able to do so.

Some solutions under consideration include:

- Carpool support
- Parking Management
- Partner with Ride-Hail Companies
- Regional Transit Subsidies
- Financial Incentives for Non-Drivers
- Alternate Work Schedule
- Improved Walk and Bike Access

TDM funding is still to be identified



Public Art: Input Received

Preferred themes for public art include:

- Co-creation with local youth
- Consideration of size and scale of artwork
- Highlighting site history (celebrate bus and surrounding neighborhood)
- Hiring neighborhood artists
- Indigenous and Latino/a/e (such as Aztec, Huichol, Mayan, Ohlone)
- Interactive art (such as fountains, playgrounds)
- Lighting (LED lighting in particular, reference to Salesforce)

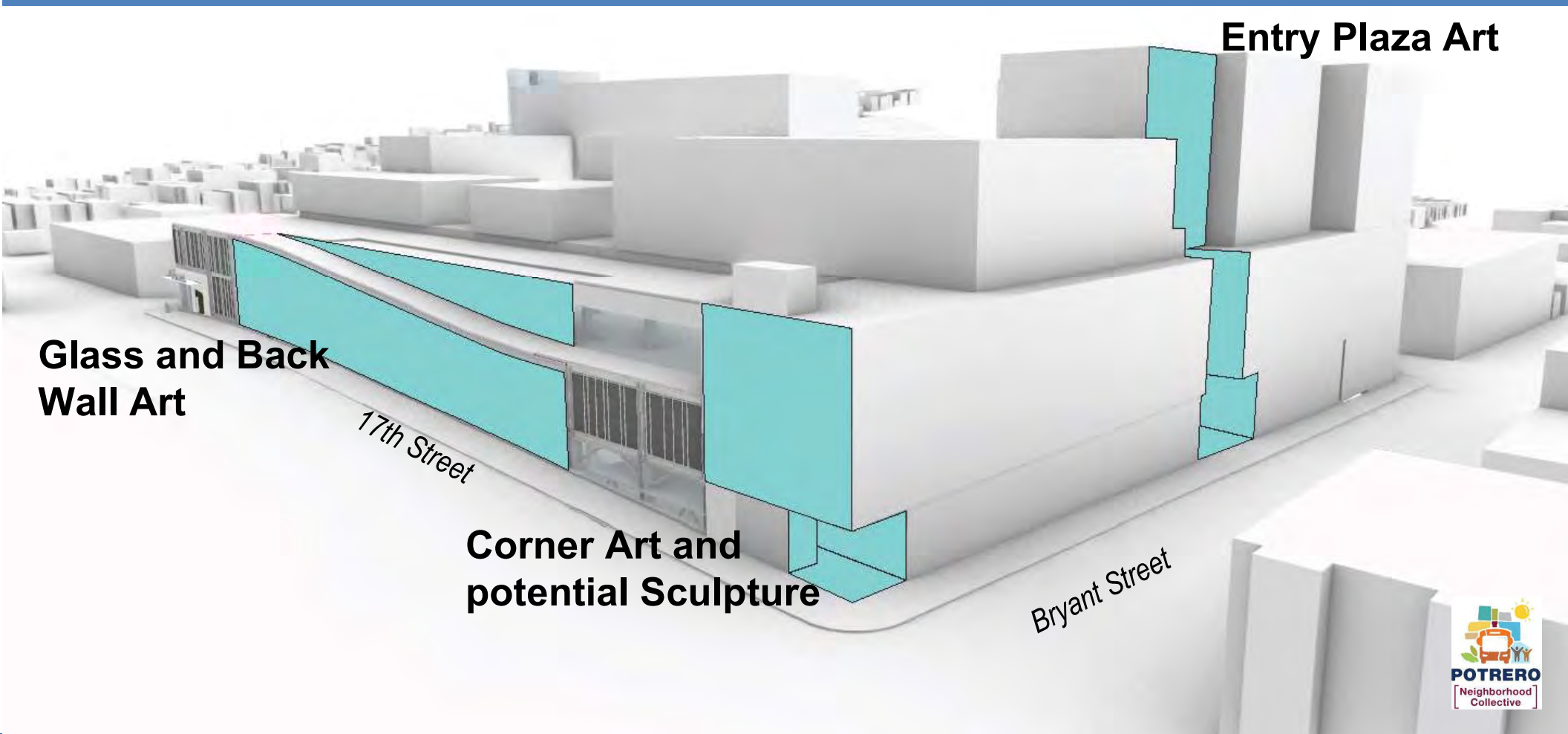


Public Art: Site Locations (17th and Bryant streets)

Q: What is the scale of the art?

Q: How many artists or art pieces will be included?

Q: Can art be child-centered?

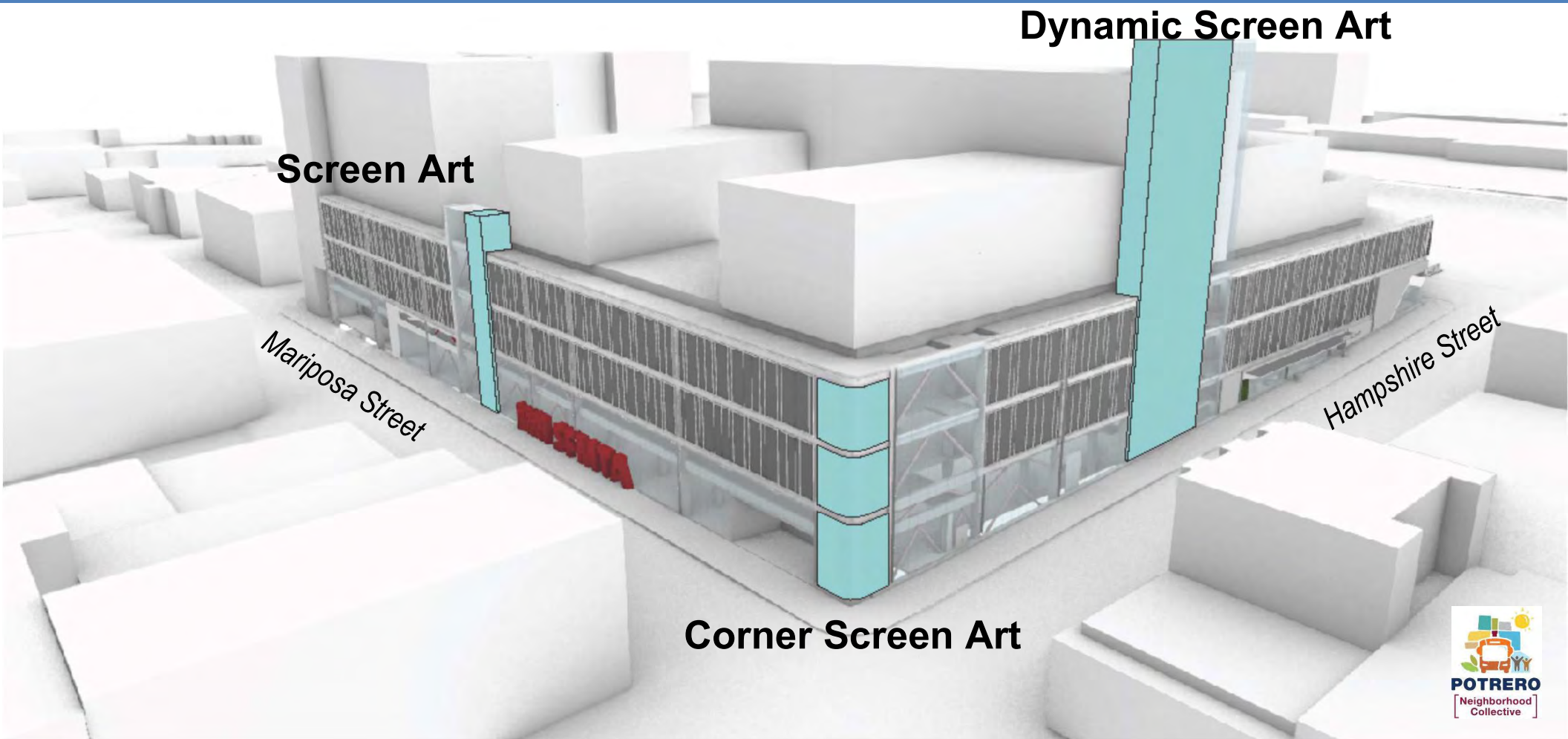


Public Art: Site Locations (Mariposa and Hampshire streets)

Q: Will you connect art to the area's past (example: Seals Stadium)?

Q: Can exhibit space for rotating art be featured?

Q: What is the definition of local artist?



Next Steps

A chance for Working Group members to weigh in on Open Decision Points:

- Next Working Group meeting: April 4, 2023
- Listening Sessions (schedules pending, dates TBD)
- **Community Open House: March 18, 2023 at 1 p.m. to 3 p.m.**
- **Arts Commission Civic Design Review Meeting: March 20, 2023 at 2 p.m.**

Public Comment

- Do any members of the public wish to comment?
- If you are joining via a computer please use the raise your hand feature and we will unmute you.
- Joining by phone? We will unmute folks one at a time and call out the last four digits of your phone number.

Please Reach Out Anytime

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