

Potrero Yard Neighborhood Working Group Meeting #36 Minutes

Tuesday, September 12, 2023, 5:30 p.m. to 7:30 p.m.

Hybrid: In-Person & Virtual Meeting via **Microsoft Teams**

[Meeting link](#)

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

Members Present:	PNC Staff:	City Staff:
Amy Beinart	Chris Jauregui	Bonnie Jean von Krogh (SFMTA)
Brian Deleon ¹	Clementine Howard*	Kerstin Magary (SFMTA)
Heather Dunbar*	Jackson Smith	Sean O’Brien (DPW)*
Jolene Yee*	Jennifer Moore	Tim Kempf (DPW)*
J.R. Eppler*	Jennifer Trotter*	Jackie von Treskow (SFAC)
Manuel (Dino) Santamaria	Kelsey Frost	
Mary Travis-Allen	Michelle Feng*	Members Not Present:
Peter Belden	Monica Almendral	Alexander Hirji
Scott Feeney*	Myrna Ortiz	Claudia DeLarios Morán
Shellena Eskridge	Pelesani Sua	Erick Arguello
Raven McCroey	Seth Furman*	Jorge Elias, Jr.
Other Attendees:	Tony Gill	Magda Freitas
Dan (no last name)*	Kalia Price *	Roberto Hernandez
Ronald Mitchell (JLMB)		

Purpose of the meeting

PNC to share the art plan and present the 100% draft schematic designs.

Item 1. Welcome

Bonnie Jean von Krogh: (Slide 2) Welcomed and thanked the NWG members for joining.

¹ Proxy for Jorge Elias, Jr.

*Virtual attendee

- Land acknowledgement provided to recognize the Ramatush Ohlone peoples, who are the original inhabitants of the San Francisco Peninsula, Yelamu. (Mary Travis-Allen)
- Recommendation to incorporate acknowledgements for future meetings and in open house next week. (Bonnie Jean von Krogh)

Bonnie Jean von Krogh: (Slide 3) Presented meeting objectives.

- Requested working group member introductions. (Amy Beinart)

Item 2. SFMTA Announcements and Working Group Announcements

Bonnie Jean von Krogh: (Slide 5) Spoke about transit month for September highlighting Cherry Yard Project and other community events.

- Showed upcoming art exhibit for transit-related art.
- Introduced two new SFMTA directors on board, Lydia So and Dominica Henderson.

Bonnie Jean von Krogh: (Slide 6): Working Group Updates and Announcements.

- James Bryant resigned from the Working Group.
- Potrero Hill Festival is taking place on October 21. Includes music, food, and citywide festivities for the community between 20th Street and Missouri Street. (J.R Eppler)
- MEDA will be tabling Saturday, September 16 11 am – 6 pm on 24th Street at the Fiestas de las Americas with Community Meeting invitations. (Myrna Ortiz)

Item 3. Schedule Update

Bonnie Jean von Krogh: (Slide 7) Introduced schedule updates.

Jennifer Trotter: (Slide 8) Gave updates around Project progress.

- 100% draft design submitted in August.
- Community engagement included: MEDA Golden Anniversary Community Resource Fair (50th anniversary) and Potrero Hill Day on the Green.
- Held listening sessions with Black 2 the Future.
- Next Steps: final schematic design by October 5 and Final EIR.

Jennifer Trotter: (Slide 9) Emphasized Project milestones and community engagement with updates including hosting small group listening sessions for neighborhood feedback and updating the Project website with new information.

Jennifer Trotter: (Slide 10) Encourage attendees to share information on upcoming Community Open House to their friends, family, and network. Postcards and posters available for distribution. PNC also mailed invitations to neighbors, put posters in neighborhood around Project site, and promoting on social media.

Item 4. Public Art Update

Bonnie Jean von Krogh: (Slide 11) Introduced public art plan updates.

Jackie von Treskow: (Slide 12) Explained RFQ process and art panel qualifications.

- Project plan updates were delayed to October due to pending SFMTA approval and funding. Panelists in the RFQ process include community representatives and arts professionals. Names will be disclosed at a later date. A smaller panel will review artist applications, considering past work and community ties. A shortlist of 15-30 artists will be reviewed and scored by the panel.

Jackie von Treskow: (Slide 13) Summarized and expanded on the review panel, which includes arts commissioners, PNC representatives, and community members.

- Six (6) finalists will be selected from shortlisted applicants to create conceptual designs for the glass opportunities on Mariposa Stairwell and 7th Bus Yard ramps. Mosaic will be the final art piece and be developed in conversation with the first two art pieces.
- Compensation is \$50/hr for all panelists, with no individual art reviews outside panel time. Conflict of Interest forms will be used to ensure fairness and panelists must have no personal connections with applicants.

Jackie von Treskow: (Slide 14) Shared the proposal development and review process. After selecting six (6) finalists, an orientation will be held with the working group to provide project insights, feedback, and site background.

- Artists connect with stakeholders, have 6-8 weeks to develop proposals with sustainability in mind, and integrate upfront research. The proposals are publicly posted for comment.

Jackie von Treskow: (Slide 15) The second panel review includes artist interviews, conversations with artists, public comment review, material assessment, and reference checks.

- Two (2) finalists per opportunity will be selected pending commissioner approval. Meetings are virtual during working hours, and invitations will be sent after final approval, expected in late October.

Q: How will community representatives be selected? (Neighborhood Working Group Member)

- A: Each Agency has different votes with the community member acting as both part of the art agency and as a direct representative. They will be in conversation with everyone who is sharing a vote and will submit feedback together as a team. (Jackie von Treskow)
- Response: Excited to have Working Group representation in artist review panels. (Myrna Ortiz)

Jackie von Treskow: (Slide 16) The panel's role involves deliberations and adherence to SFAC procedures, with all recommendations requiring approval.

- Public comments and peer considerations are treated equitably for each artist. While staff members do not receive compensation, panelists are compensated for their review-related work and Project involvement.

Jackie von Treskow: (Slide 17) Summarized roles and responsibilities. Panelists are valued for their diverse cultural perspectives and unique knowledge, which are encouraged to be shared with the larger panel to inform decisions.

- The process involves fairly scoring and reviewing panelists while openly addressing personal biases, preferences, and aesthetics. Comments should focus on strengths and areas for improvement, while also ensuring racial and gender equity in representation.

Comment: Requested to share slides with absent Working Group members. Emphasized the need for accurate representation of American Indian people even if not all panel members are from the community, and suggested artist involvement for authenticity. (Mary Travis-Allen)

Q: Suggested putting out the notice of the opportunities and determining who is interested in serving prior to limiting the number. (Amy Beinart)

- A: A handout on art commission will be emailed to everyone and PowerPoints are available online. (Bonnie Jean von Krogh)

Item 5. Environmental Studies

Bonnie Jean von Krogh: (Slide 18) CEQA review and Final EIR.

Bonnie Jean von Krogh: (Slide 19) Showed proposed Project alternatives in CEQA process with updates on the DEIR Project.

Bonnie Jean von Krogh: (Slide 20) Introduced Project Alternative D variant with transit facilities and paratransit, which is aimed at increasing transit use which would enable SFMTA to allocate funds towards the superstructure of the podium.

- The primary goal is to maximize housing units up to 513. SFMTA is presently restricted from funding housing and can only support transit-related development.

Bonnie Jean von Krogh (Slide 21): Discussed environmental studies through Final EIR proposed Project.

Bonnie Jean von Krogh: (Slide 22): Showed final EIR Alternative D Variant with conceptual Bus Yard component and roof plan that includes solar grid, Paratransit, and housing.

Bonnie Jean von Krogh: (Slide 23) Showed conceptual aerial view with solar power, ramps and maintenance bay.

Q: Are those the same ramps for the Bus Yard? I was under the impression that the ramps went on Mariposa. (Mary Travis-Allen)

- A: Those are the same ramps for the Bus Yard. Mariposa has an entrance on the corner and exit for facilities on Bryant. The Paratransit fleet is for accessibility service that is primarily used by seniors and people with disabilities. (Bonnie Jean von Krogh)

Comment: Paratransit is for people who cannot ride buses. The vans are owned by SFMTA. (Kerstin Magary)

Q: Does it get accepted by the City's planning department? And when is the final EIR going to the planning department? (Amy Beinart)

- A: We are aiming for December. (Chris Jauregui)

Item 6. Draft 100% Schematic Design

Bonnie Jean von Krogh: (Slide 24) Introduced Draft 100% Schematic Design.

Tony Gill: (Slide 25) Reviewed Project timeline and process.

Tony Gill: (Slide 26-27) Introduced Urban Design of 4.4-acre site with before and after context.

Tony Gill: (Slide 28) Showed aerial view of the facility.

Tony Gill: (Slide 29) Showed streetscape of Franklin Square will create street frontages around the urban edges and retail.

Tony Gill: (Slide 30) Showed individual nodes that are important to the community districts that have played roles in the neighborhood. Highlighted mid-blocks and corner activation and housing entrances. Housing on Bryant Street closely integrates with the bus yard, stemming from two (2) separate facilities, requiring focused planning within the yard.

Tony Gill: (Slide 33-35) Showed ground level of Bus Yard that includes maintenance, NRV parking, and support spaces. Yellow zone is housing with entrance off Bryant Street and entrance points are spread out for SFMTA staff.

Q: Could you verify the public restroom at the 17th/Bryant Street corner? (Jolene Yee)

A: Yes, we will show it in later images as well. (Tony Gill)

Tony Gill and Bonnie Jean von Krogh: (Slide 36-37) Showed the second Bus Yard level, previously called “the mezzanine”, that includes training facilities, common areas, office and classroom spaces, and mechanical/electrical systems. This includes Shared Space Services for SFMTA staff like additional outdoor space facing York Street and the community room that anyone coming from the SFMTA entrance can access. Retail space on 17th and Hampshire includes the housing lobby and has visibility into the bus yard from the street. The facility has a space for general community meetings.

Tony Gill: (Slide 38) Showed Housing and Commercial Component (HCC) level 2 on Bryant Street.

Tony Gill: (Slide 39-40) Showed movement through level 3 of bus parking and the facade, which has an open metal screen where air comes through and parking is visible.

Tony Gill: (Slide 41-42) Showed bus movement through level 4 and entry/exit points with maintenance elevators that includes a viewing of park/play area.

Tony Gill: (Slide 43) Showed sections of North/South of the site, including all four levels, potential art space, and podium options.

Q: I see a lot of non-revenue vehicles spaces - what is this space for? (J.R. Eppler)

- A: The facility has 87 non-revenue vehicle spaces for use by SFMTA. The agency recognizes that those spaces are to be of flexible need for the SFMTA. (Tony Gill)

Tony Gill: (Slide 43-47) Showed podium level, which includes housing, child play areas and a community garden. Emphasized open space for various types of activities and showed linkages between the various streets that incorporate pockets of common areas with physical walkways.

Q: How accessible are the outdoor podium and community meeting spaces to the public? Are there common areas in addition to the outdoor podium space? (Jolene Yee)

- A: The outdoor spaces with visual connection are only for residents. The SFMTA space is the only space for non-residents, but is only for SFMTA Staff. (Tony Gill)
- Comment: These will still be accessible by elevator and will have public restroom access. (Bonnie Jean von Krogh)

Tony Gill: (Slide 48) Showed North Elevation on 17th with ramps and glass to view buses.

- Showed retail space and SFMTA outdoor space that overlooks the park, next to a vertical piece that has opportunity for art and housing step backs.

Tony Gill: (Slide 49) Showed North Elevation where two (2) opportunities for art are on the side of the building.

Tony Gill: (Slide 50) Showed South Elevation Mariposa entrance to parking garage and exit for buses onto Mariposa. The Green tower shown is part of the housing facility.

Tony Gill: (Slide 51) Showed stairwell art opportunity for South Elevation in the middle of York Street.

Q: Looking at the bus entrance, is that shared with the rideshare area? If so, this would be a concern. (Brian De Leon)

- A: No, it is just for buses. (Tony Gil)

Tony Gill: (Slide 52) Showed the main entrance of East Elevation on Hampshire St with a vertical glass piece entrance for SFMTA with different levels of facility paired with retail.

Q: Are there elevators for employees? (Mary Travis-Allen)

- A: Yes. (Tony Gill)

Q: Have you set aside the curbside for seniors/paratransit? (Mary Travis-Allen)

- A: Yes, Jennifer Moore will show more later. We considered the placement and she will go into that on a later slide. (Tony Gill)

Q: Will the Bryant Street housing that goes to the ground floor for low-income seniors also be subject to delayed construction due to financing? (Jolene Yee)

- A: Currently, the goal remains the same, the Bus Yard and basement will go there after. They will be built together without delays. (Seth Furman)

Tony Gill: (Slide 53) Showed West Elevation Bryant Street areas with support spaces, retail, and public bathrooms.

Tony Gill: (Slide 54) Showed selected materials of concrete and lighting from public survey results. Explained lighting won't cause light pollution.

Tony Gill: (Slide 55) Showed glass and metal results from public survey. There is a desire to preserve neighborhood characteristics through materials, aligning with the community context while ensuring the building complements and supports art.

Tony Gill: (Slide 56 - 57) Showed screen facade material and coloring.

Jennifer Moore: (Slide 58) Showed top survey results of tree species preferences which were gold medallion, strawberry, and gingko.

Jennifer Moore: (Slide 59) Discussed how trees would be utilized to highlight streetscape and surrounding Project areas.

Jennifer Moore: (Slide 60) Showed shrubs, grasses, and perennials used around the site to capture seasonal interest and texture.

Jennifer Moore: (Slide 61) Showed ferns and grasses used in the landscape.

Jennifer Moore: (Slide 62) Presented a walkthrough of streetscape improvements along outer streets of the Project that have not changed.

Jennifer Moore: (Slide 63) Showed views of 17th Street with features like bike lanes and raised crossings.

Q: Are there raised crossings between 17th and Bryant? (J.R. Eppler)

- A: No, there are not. That is a controlled intersection so there is not one there. However, the bike lane is protected. (Jennifer Moore)

Q: Why are the trees staggered on Hampshire Street? (Heather Dunbar)

- A: It creates a larger sidewalk with more pedestrian space. (Jennifer Moore)

Tony Gill: (Slide 64) Showed perspective view rendering of Mariposa Street.

Tony Gill: (Slide 65) Showed perspective rendering of York Street with art that will be visible.

Tony Gill: (Slide 66) Showed perspective rendering of Bryant Street with exits and retail space.

Tony Gill: (Slide 67) Showed perspective rendering of Hampshire Street corner with retail space.

Tony Gill: (Slide 68) Showed a nighttime perspective of Hampshire Street bus parking and an art opportunity.

Q: The trees look small compared to the building. (Heather Dunbar)

- A: This is a question of scale that isn't fully translated in the images alone. (Tony Gill)

Q: What subgrade is being considered for healthy root development? Why are you not using soil cells? (Heather Dunbar)

- A: We are planting most trees in large planting beds – the tree pits are at least 5' x 5' and we are paying attention to soil volume. (Tony Gill)

Q: That is a small amount – is there a way to increase the size? (Heather Dunbar)

- A: It is pretty tight already since it is right at the property line. We are working with minimum widths and have tried to connect the beds as much as possible. (Tony Gill and Jennifer Moore)

Q: Can you introduce something to help with root compaction? So many trees are destroyed easily so measures can be taken to ensure strong trees. (Heather Dunbar)

- A: We will take it back to the group to study and see what else can be done. (Tony Gill)

Tony Gill: (Slide 69) Showed 17th Street view perspective rendering.

Tony Gil: (Slide 70) Showed 17th Street perspective at night from the park.

Tony Gill: (Slide 71) Showed 17th Street renderings with kiosks, bike lanes, and streetscape that connects park activity across the street.

Tony Gill: (Slide 72) Showed main entrance off 17th/Bryant with opportunity for art.

Q: What is the width of the sidewalks on 17th and Hampshire Streets, specifically for those that have kiosks? (Jolene Yee)

- A: Only 17th Street has kiosks. The sidewalks are 15 feet in width from building face to curb. Hampshire varies between 13-25 feet. (Tony Gill)

Q: It's become an issue that wide sidewalks invite homeless encampments. Is this something you've considered? (Jollene Yee)

- A: This has been carefully considered and addressed through street activation. (Tony Gil and Jennifer Moore)

Comment: These planters that you are referring to are to deter homeless people, not necessarily to make it greener. (Mary Travis-Allen)

Comment: There will be almost 1,000 people living here who will be walking on these sidewalks every day. They need to be wide enough to accommodate that much local traffic. (Scott Feeney)

- A: Our team has thought out the need for access to accommodate lots of movement for people. (Tony Gill)

Tony Gill: (Slide 73) Showed entryway for commercial development.

Tony Gill: (Slide 74-75) Showed entryway for residential development on Bryant and Hampshire.

Tony Gill: (Slide 76-82) Showed shots of podium plaza with large open feel and foliage of courtyards. Included some color and materials with texture and different versions.

Tony Gill: (Slide 83) Showed aerial view from the northwest.

Tony Gill: (Slide 84-85) Showed podium landscape aerial view that highlights openness and connectivity to the park.

Tony Gill: (Slide 86) Showed aerial view from Mariposa and the southeast.

Tony Gill: (Slide 87) Thank you and we welcome questions.

Q: In looking at the corners and the turning radius of these 60-foot trolleys, the drawings seemed to show it was possible to turn. I would love to see if having protected corners is possible. (Peter Belden)

- A: We're concentrating on the 40-foot buses, not the 60-foot ones, to ensure safe turns. We've consulted with operators to enhance safety for pedestrians and cyclists. Simulations are being conducted to assess their performance in the current space. (Tony Gill)

Q: Can you provide more details about the screen and renderings? Can the materials be more clearly determined to calm nerves about the visual impact? (J.R. Eppler)

- A: We are in the process of doing a full roof screening, which is why the rendering looks so utilitarian. (Tony Gill)

Q: Who is the third-party cost estimator? Who will be brought in when value-based decisions need to be made to help determine tradeoffs on the budget? (Amy Beinart)

- A: We have a cost estimator that we've used in the PDA phase for both BYC and HCC. Housing aside, there is a process to bring on a construction manager to design the bus and infrastructure facilities. There are many discussions happening. (Tony Gill)

Q: What is the process for decisions around tradeoffs? (Amy Beinart)

- A: Our team considers costs at every stage of the design process. We want to make sure the designs can be carried out. (Tony Gill)

Item 7. Next Steps

Bonnie Jean von Krogh: (Slide 88) Introduced next steps.

Chris Jauregui: (Slide 89) Went through upcoming dates and events.

- Next monthly meeting is on October 3
- In-person open house at Z Space is on September 20
- Presentation to CTA on September 27, will continue listening and focus sessions with local business enterprises throughout the rest of the Project.

Item 8. Public Comment

Bonnie Jean von Krogh: (Slide 90-91) Opened public comment, shared contact information, and reminded attendees about the posters, postcards and mailers available.

There were no additional comments from the public.