



**Potrero Yard Neighborhood Working Group Meeting 23 Minutes**

Tuesday, May 4, 2021, 6:00 p.m. to 8:00 p.m.  
Zoom Webinar, Webinar ID: 899 0785 1151 (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:**

Alexander Hirji  
Claudia DeLarios Moran  
J.R. Eppler  
Mary Sheeter  
Peter Belden  
Roberto Hernandez  
Scott Feeney  
Thor Kaslofsky

**Members Not Present:**

Alexandra Harker  
Benjamin Bidwell  
Kamilah Taylor  
Magda Freitas  
Ryan Parker

**SFMTA Staff:**

Rafe Rabalais  
Licina Iberri  
Bonnie Jean von Krogh  
Benjamin Barnett  
Kerstin Magary

**Other Attendees:**

Rosie Dilger (consultant)  
Abraham Vallin (consultant)  
Jenny Zhou (consultant)  
Hunter Cutting  
Jane  
Peter Mye  
Arnoldo Ulloa



## **Purpose of the Meeting**

*To provide updates to the Working Group, walk through the newly released Request For Proposals (RFP), and share an update on Muni Metro East (MME).*

## **Item 1. Welcome**

*Rosie Dilger welcomed everyone to the May meeting. She reminded the audience that any and all related questions from proposers should be directed to San Francisco Public Works, including the Request For Proposals (RFP). She then went over the meeting's virtual etiquette.*

*To view the RFP, please login or sign up for access to view the document at <https://bsm.sfdpw.org/contractadmin/>.*

## **Item 2. Member Check-in**

Rosie: What are you looking forward to once fully vaccinated?

Scott Feeney: I'm really looking forward to board games with my friends. I love to play Code Names, Avalon, and One Night Ultimate Werewolf.

J.R. Eppler: I'm looking forward to having a bachelor party with my buddy. Additionally, I'd like to announce to everyone that we will be closing streets between Connecticut and Mississippi on 18<sup>th</sup> Street on the weekends. Come enjoy some sun and the Potrero Hill restaurants! They will stay closed from now until at least the end of June.

Thor Kaslofsky: I'm looking forward to going back to the movie theaters.

Bonnie Jean von Krogh: I haven't seen my mom since before COVID-19, I'd love to see her!

Rosie: Thank you, everyone. If there's no more member announcements, let's move along!

## **Item 3. SFMTA Announcements**

*Rosie introduced Ben Barnett to share information on Muni service changes.*

Ben: On May 15th, the K Ingleside and the T Third are going to intertwine and increase in service. The N Judah will also be returning to rail with increased capacity on two-car trains.

The F Market streetcars are going to go back online from Fisherman's Wharf to Market Street seven days a week; it's definitely exciting news to see our historic lines get back on the rails.

There are no changes to the J Church, L Taraval, or M Oceanview.

*Ben placed in chat: <https://www.sfmta.com/blog/welcome-back-westside-k-ingleside-trains>*

*Ben then proceeded to the next announcement.*



Ben: We held a Local Business Enterprise (LBE) event last month and it went really well – we had a good turnout. We had a project overview for Potrero, a procurement overview with details of the project phases, and future contracting opportunities. There was also a lively questions and answers portion which we will post in the coming weeks.

Bonnie Jean: I'd also like to add that we've been doing tours for the proposer groups, and we're about to launch a series of one-on-one meetings as part of the RFP process. Rafe, do you have any federal updates?

#### **Item 4: Project, Schedule & Legislative Updates**

Rafe Rabalais: There are not too many other updates this time; there were more updates last month. This month, as an agency, we have accepted the latest round of federal funding, which solves a deficit through fiscal year 2022. The stimulus from the federal government has been a real benefit.

*Rosie thanked Rafe and then introduced the RFP walkthrough.*

#### **Item 5. Request For Proposals (RFP) Walkthrough**

Bonnie Jean: The biggest news here was the RFP release. We wanted to break it down for you all, as there is a lot of content. It is online through Public Works; you can log in by creating an account quickly to view it. The RFP was released on April 9. To give a simple overview of the RFP:

Part I is an introduction for proposers,

Part II is focused on the Pre-Development Agreement – and it might be more technical than you all need,

Part III are the technical requirements of what needs to be submitted,

and Part IV has the reference documents.

*Find the RFP here: <https://bsm.sfdpw.org/ContractAdmin/Login.aspx>*

Rafe Rabalais: It was suggested that we mention a successor to this project, the Presidio Yard project. It is the oldest of our bus yards and is trailing the Potrero Yard project by about three years. Presidio will have a bit of a template to follow, which is great.

Another update is that we're going to be applying for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) federal grant, a successor from the Obama Administration. To apply, we'll need to check a number of boxes, and Presidio does that. That's just the larger picture in terms of what we're doing for the Potrero Yard project.

Now regarding the RFP, as Bonnie Jean described, there's four large subsections.



*Rafe then provided detailed information on Sections 1, 2, 4, 5,7,8, and 9 of the RFP.*

Rosie: Thank you, Rafe. That was a lot of information, so if any Working Group members have any questions, please enter them into the chat.

Peter: How will you ensure that the developer will achieve LEED (Leadership in Energy and Environmental Design) Gold status? Can you remind us of that?

Licinia: City projects and most municipal projects are required to achieve LEED Gold. There are specific requirements and parameters we are required to achieve.

*Licinia then described the Design Guidelines, the Program for the Housing & Commercial Component, the Public Benefit Principles, and the Outreach Requirements of the RFP. [View the full presentation here.](#)*

Rosie: Bonnie Jean, if you have anything else you'd like to share, please add to the Outreach Requirements as well.

Bonnie Jean: Sure! We included our outreach requirements, what we've done and outreach to-date, and key components of what their plan should look like. We've given them robust information for developing a detailed and strong plan for outreach.

Rosie: Thanks, Bonnie Jean. Before we move onto the Muni Metro East update, or MME, I do want to give the Working Group members an opportunity to ask questions if they have any.

Roberto Hernandez: I have a couple of questions. I was a bit confused on the Design Guidelines – are we going to set a height limit on this?

Licinia: There is a 150-foot height limit in the technical requirements. We also included all the discussions we've had with San Francisco Planning and community groups. The Reference Design Concept can be used as a guide for putting together the bones of the project. There is a very detailed project description in the California Environmental Quality Act (CEQA) analysis already. We are requiring them to submit a proposal that fits within the boundaries of the existing analysis. It is not impossible that a proposer would come in with a 300-foot building that would not meet the project requirements nor the CEQA project description. If somebody were to propose that to us, we would likely have significant commentary that they would need to consider.

Roberto: Thank you, that makes me feel better. In the selection process, are we reviewing the top three proposers or is everybody being reviewed?

Rafe: Through the Request For Qualifications (RFQ) process, we've narrowed it down to three top proposal teams – this was done in December 2020.

Roberto: I like the idea of paying the other two proposal teams that didn't get selected. But if they came up with a great design, can parts of their design be used for the project?



Licinia: If a developer doesn't get selected, the Provision for a Work Product Agreement says that we get to own their whole design. We could also tell the winning developer that they must use parts of the design. Members of developer teams can't switch teams in this phase. However, afterwards, if the winning developer team decides they want someone from a team that did not win, they are allowed to bring them on.

Roberto: That's great. This would be the ideal for us to make sure that we get the best of the best. On a separate note, the price of wood is very high right now! We should consider a design that reduces wood usage given its cost. Regarding housing, does the winning developer choose who resides on the site or would it be the Mayor's Office of Housing and Community Development (MOHCD)?

Rafe: MOHCD will be pretty involved because they are putting a lot of money into the project. The tenant makeup will be done collaboratively with the City.

Roberto: Thank you for that. Understanding that now, and the process systematically, there's a huge problem with MOHCD. It's a lottery. Black and brown people are not winning the lottery – it's basically white and Asians. For example, the site on Shotwell Street, there was a very small percentage of Latino seniors that were selected to live in that housing. That was two years ago.

On 24<sup>th</sup> and Harrison Streets, there's a senior housing project that is near completion. At this site, not one Latino nor Black person was selected. I'm bringing this issue up now because we need to get ahead of it. The issue is Neighborhood Preference (legislation). I want us to get ahead of this.

At some point, it would be good for you to have a conversation with MOHCD.

Rafe: One thing we've been looking for is outreach after the developer is on board. That definitely needs to be part of the discussion.

Roberto: The outreach was done for the 24<sup>th</sup> and Harrison Streets project. They went to senior centers. It needs to be beyond the outreach. It angers people.

Rafe: Thanks for that input, Roberto.

Alexander Hirji: Regarding outreach requirements, who creates the outreach plan? The developer or the agency?

Bonnie Jean: The requirements and the plan guidelines have been developed by the public outreach and engagement team at the agency. For the proposal, the developer would submit a public outreach and engagement plan.

Alexander: Who ensures that the plan is followed?

Bonnie Jean: Once a development team is selected, the agency will meet with them and will continue to be a part of the process.



Rafe: It's not just an end-all. We'll be a part of the review; we'll fine-tune the plan. In addition to the outreach side, there's a lot of opportunities for LBE participation. There are a variety of agencies that will be monitoring the developer, such as the Contract Monitoring Division (CMD).

Scott: With the Presidio Yard project, is there going to be a Working Group for that and how can people best get involved?

Bonnie Jean: Once we officially launch and have a web page for that project, there will be a sign-up form for people to get involved. We will certainly share that with this group.

Claudia DeLarios Moran: Rafe, did you just say it will be up to this board to enforce who is given the units? Can you please say more about the board's role in enforcing the specifics of this proposal?

Rafe: Well, the board will not have a legal enforcement role. It would be a collaborative role to ensure outreach is robust, but the Working Group is not performing enforcement.

Claudia: Thank you, Rafe!

*Licinia then transitioned the conversation onto Item 6.*

### **Item 6. Bus Yard at Muni Metro East (MME) Update**

Bonnie Jean: We wanted to give this group an update on the latest things happening at Muni Metro East. We are putting together a new bus yard that is adjacent to our rail yard over at MME. That will be where the Potrero buses will all go when Potrero Yard is under construction.

*Bonnie Jean explained the [Building Progress Program](#) in general.*

Bonnie Jean: The bus yard at MME must be completed before Potrero can begin since it will house the Potrero buses. I will now turn it over to Licinia.

Licinia: There is a navigation center nearby. Because of this, we will be accessing through Cesar Chavez Avenue into Maryland Street. At MME, we will be storing and maintaining buses there. We will also be maintaining buses at 1399 Marin Street.

*The slide deck then showed some conceptual renderings.*

Licinia: Here's the site. This image captures the simplicity of what we're doing, the majority of the facility is paved bus parking, with a bus wash. We presented it to the Potrero Hill Green Benefit District. This is the most developed design image we have so far. This was released in the Potrero Yard RFP. We do envision releasing this through the same procurement as Potrero Yard. It will not necessarily be the same builder, but we are offering the opportunity jointly through the RFP and request that they submit a bid to take advantage of one procurement and not have to release a separate big document for this.



We will be constructing a new sidewalk on Maryland Street with some street trees and a new fence to secure the site. The new fence will match the existing fence. There will be a bioswale as part of the stormwater management for this site. I see that J.R. and Alex Hirji have comments.

*Alexander Hirji asked in the chat if it was the Port of San Francisco that owned 1399 Marin.*

Licinia: You are correct, we don't own 1399 Marin, the Port of San Francisco owns it. We have an existing MOU (Memoranda of Understanding) with them which we are in the process of updating. Because this is a temporary maintenance function, we are pursuing it on a leased facility because we don't have any other choices at this time.

Secondly, J.R. is noting that Cruise automotive is planning a charging facility. That is totally right, it will be at the grayed-out portion just south of our site.

*J.R. asked in the chat: Has there been any coordination with respect to their buildout and the impacts to both Cesar Chavez and Maryland?*

Licinia: They have just gone through our internal Street Design Advisory team for review. We are hitting them up potentially to fund a portion of the improvement on the Maryland Street side to defray a bit of our costs. We don't have a project timeline from them yet, so we are not certain that will work but they are raring to go. If it does work out timeline-wise, that would be great because they could potentially contribute some of their funds for improving the Maryland Street side.

There has been a lot of talk around the Cesar Chavez side. Cesar Chavez is becoming really popular right here on this little block; it was kind of sleepy before that – except for the pier traffic, of course.

We're looking at how to accommodate a bunch of giant vehicles and at the same time, a bunch of little autonomous vehicles and hopefully minimize conflict there. It is an active conversation internally.

*Alexander Hirji asked in the chat: "How does the MME temporary facility impact:*

*a) track work assembly and storage (for stuff like subway switch replacement in the Capital Plan),*

*b) MME expansion for storage and paint shop (to serve more Light Rail Vehicles (LRVs), something that has been in the Capital Plan and the Rail Expansion Report for a while)?"*

Licinia: Alexander is right, we do use this dirt area for construction laydown. We have a lot of overhead lines, poles, etcetera casually stored at this location. We are looking to relocate those to another big, flat open space – to be determined. It's not necessarily a formal use of this site. We are trying to find a long-term solution.



The MME expansion for storage and paint shop was a prior iteration that came out in the 2017 Facilities Framework. We were talking about doing the paint and body multi-modal shop there. The agency has since decided not to do that. Instead, the agency will outsource the major body work as we do now. We decided that the project was going to be way too expensive for us, without enough benefit. We will need it for long-term LRV storage. As you can see here, it's the logical progression to add a bunch more tracks here. That is still the long-term vision for this site. The minimum is still 50 million dollars for construction costs.

I know we've spoken to this group about potentially adding art to this fence. We spoke with the Arts Commission and they prefer we use the public art funds elsewhere because the fence is only temporary.

The bioswale acts as a way to slow down the flow of water during large rain events so that it has time to seep into the soil. We will be able to reuse the water for bus washing.

*Licinia then described the MME project schedule and then read the chat comments and questions.*

*Peter Belden asked in the chat: "In addition to the buses and the Cruise vehicles on Cesar Chavez, there are also an increasing number of bikes. Cesar Chavez is a major route for bikes in the network, and Illinois Street, not far away, is another key bike corridor. It is even more so now that the Bayview quick build is done. We've discussed it in the past, but just a quick reminder about the opportunity and imperative to improve bike safety around Cesar Chavez and Illinois in the context of these changes in traffic."*

Licinia: Regarding bikes, because we don't have frontage on Cesar Chavez, we are not addressing that. Cruise is going to do something, I don't actually know what that something is; I'll happily go back and ask our crew about what that something is. Peter, I'll connect with you later. Peter, is Cruise coming to present to your group?

Peter Belden: No, they presented to a different community group about three months ago.

*J.R. asked in the chat: "How will those public art improvement decisions be made? There are some good transportation-related public art opportunities in the greater neighborhood."*

Licinia: It's not our decision, it's the Arts Commission's decision. They have unilateral authority for deciding if it's on site or elsewhere. I don't know how they decide. We can circle back to the folks that came last month if you want us to figure out how that happens.

J.R.: That would be great.

Scott: Do you think that this project could be delayed and then therefore delay Potrero Yard?

Licinia: Yes. We are combining the procurement to remove the duplicative process. It also provides an incentive. The developer selected for Potrero Yard is selected with the performance timeline. Therefore, they are more incentivized than anyone else to complete MME on an acceptable schedule. This is how we're trying to minimize the risk. The design has taken longer





than expected. It's very difficult to coordinate design teams during COVID-19. The industry was used to meeting in a room, The Department of Building Inspection (DBI) wasn't open, and our questions shut down with it. We are now trying to recover the schedule for MME. I want to acknowledge that that's true.

Scott: I hope it works out. This is a complex project. Thanks for that answer.

Roberto: We just painted a mural to beautify the community while the construction occurs. We invited the community to join us to paint. Given that this project is an entire square block, I recommend a temporary mural to go up. Even the design of the building could be part of the mural. It tells a story, it builds excitement.

Licinia: I've noticed those murals, thank you for this idea, Roberto.

Some things people have been interested in for MME in the past are the service plan. We've been doing bus tests to see how much battery we lose going to MME. We are able to get the buses there. We are trying to consider all the different options. Our 60-foot buses can't make the grade-change under the overpass.

Our communications team is in the process of updating the website for this improvement project.

### **Item 7. Next Steps**

Licinia: We are presenting to the Planning Commission next week on May 13, please join us!

Bonnie Jean: We are participating in Carnaval over Memorial Day weekend as well!

Rosie: If there are issues or ideas that you would like to see addressed, please let us know!

*Rosie then segued to Public Comment*

### **Item 8. Public Comment**

*Rosie reminded everyone to please direct questions and comments about the RFP to Public Works and then invited Hunter Cutting to speak.*

Hunter: I'm mostly here to learn more about the project. I'm a long-time resident of the Mission District, go Bears! I'm a member of the elected Executive Committee of the San Francisco Sierra Club. The club is really interested in promoting infill development and promoting development in an equitable way. We appreciate the comments that Robert made today. We also appreciate that the vision for this project has improved over time. I know that earlier you were looking at a minimum affordability of 25 percent and now you've set a floor of 50 percent and you're asking for more. We applaud that. We think that there was a missed opportunity with the Balboa Project being only 50 percent, despite it being on public land and think that this is an



opportunity to do better than that. We think the issue of displacement is a concern and wanted to flag the comment that Robert made earlier.

There was a really vibrant street art along the wall that followed the coast. The City shut it down, this was back when there was less appreciation for street art. Would it be possible, as Robert flagged, for a mural, for something that is more short term.

I understand your asking for 100 percent affordable housing. We will be looking at your weighting in your scoring criteria for those proposals that do offer 100 percent affordable housing. I understand that we actually need to download the RFP and we'll be doing that and taking a look. Again, thank you very much, we're here to learn.

*Hunter entered their email into the chat.*

Rosie: Thank you, Hunter. Please read through the RFP and let us know if you have any questions.

*With no other public comments, Rosie concluded Working Group Meeting 23.*