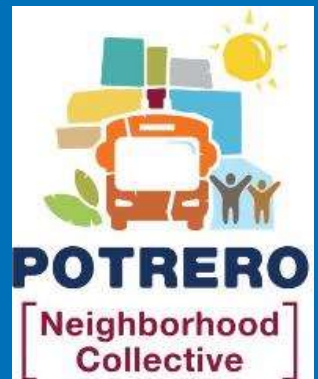




SFMTA

Building Progress: Potrero Yard Neighborhood Working Group

February 2023 (Meeting #29)



SFMTA

Agenda

1. Welcome — 5 minutes
2. Member & SFMTA announcements — 5 minutes
3. Project update (Potrero Neighborhood Collective team) — 10 minutes
4. Open Decision Point: Streetscape 17th Street — 60 minutes
5. Input Received – 20 minutes
6. Next Steps — 10 minutes
7. 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

- Get a better understanding of PYNWG's feedback on the streetscape of 17th Street
- Notify PYNWG of upcoming Project activities
- Discuss feedback received from PYNWG in January 2023
- Answer Questions

Announcements Working Group

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

Announcements: SFMTA

- Working Group membership update
- Special Guest (Jean Long)
- Public Works Neighborhood Beautification Day (John O'Connell High School) February 11th at 8:30 a.m.

Project Updates: Schedule

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

- Final Project Management Plans submit to SFMTA (February 8, 2023 – *today!*)
- Project Application to City Planning (February 2023)
- 50% *draft* Schematic Design submit to SFMTA (March 8, 2023)
- Public Meeting for 50% *draft* Schematic Design (March 18, 2023)
- 50% **final** Schematic Design submit to SFMTA (May 3, 2023)

Streetscape of 17th Street Further Defined: Bus Yard Design

The streetscape on 17th Street is influenced by the SFMTA's technical requirements for design of the Bus Yard. The full building envelope is required to design a new bus facility that will improve efficiency of operations and maintenance of Potrero Yard by providing adequate space for:

- **New Bus / Trolley Fleet** – increased capacity from existing fleet
- **Bus Movement** – bus circulation (including ramps) within the building to minimize points of conflict and avoid unnecessary travel through maintenance and service areas
- **Employee Needs and Wellness** – improve work environment for SFMTA frontline operations and maintenance staff with improved workspaces, good ventilation, and access to natural light
- **Bus Entrance** – buses will enter and exit the bus facility on Mariposa Street. By consolidating bus movements on Mariposa, bus traffic would be separated from high use pedestrian and bicycle areas like Bryant Street and 17th Street.

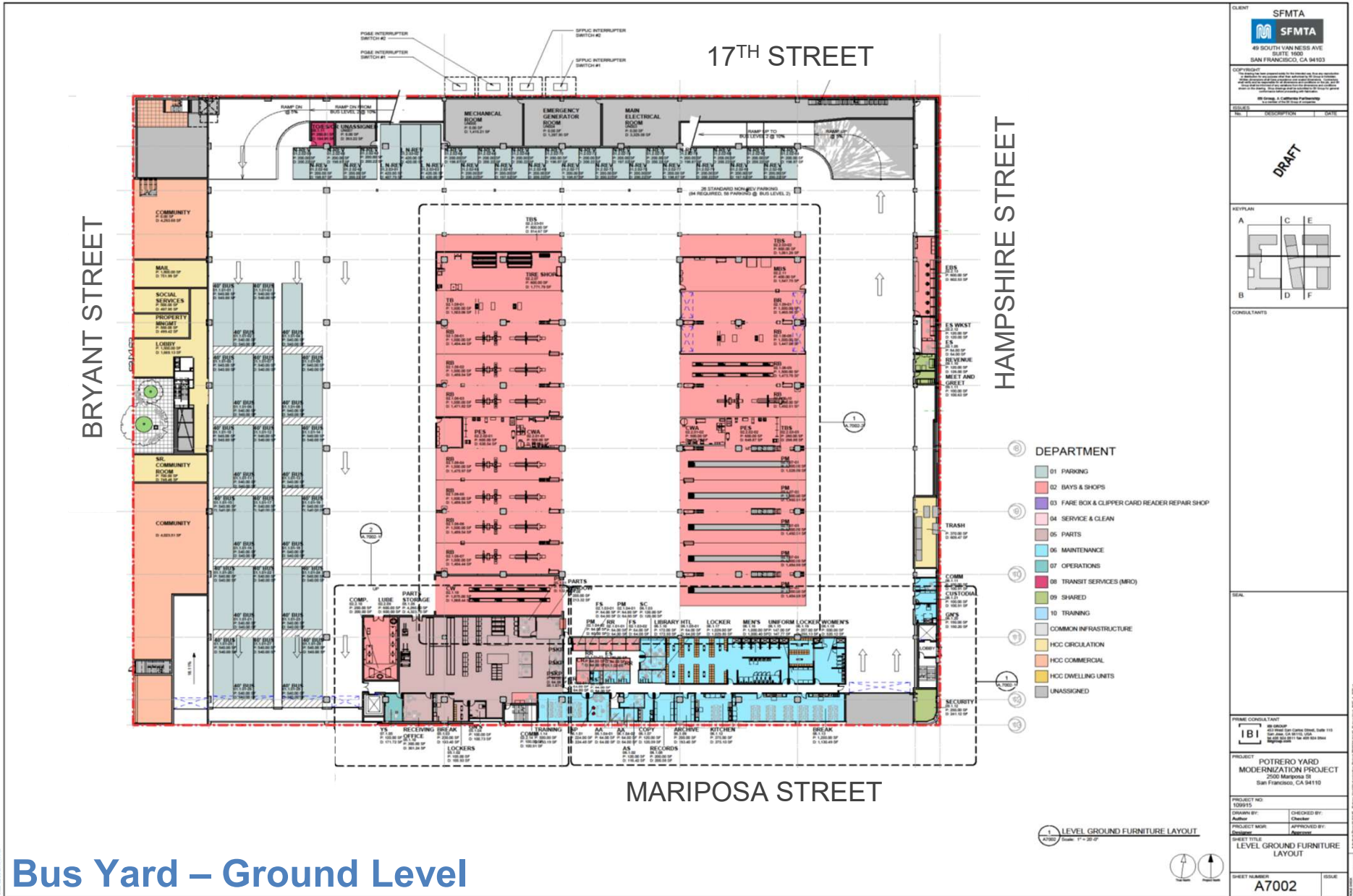


Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Basement Level

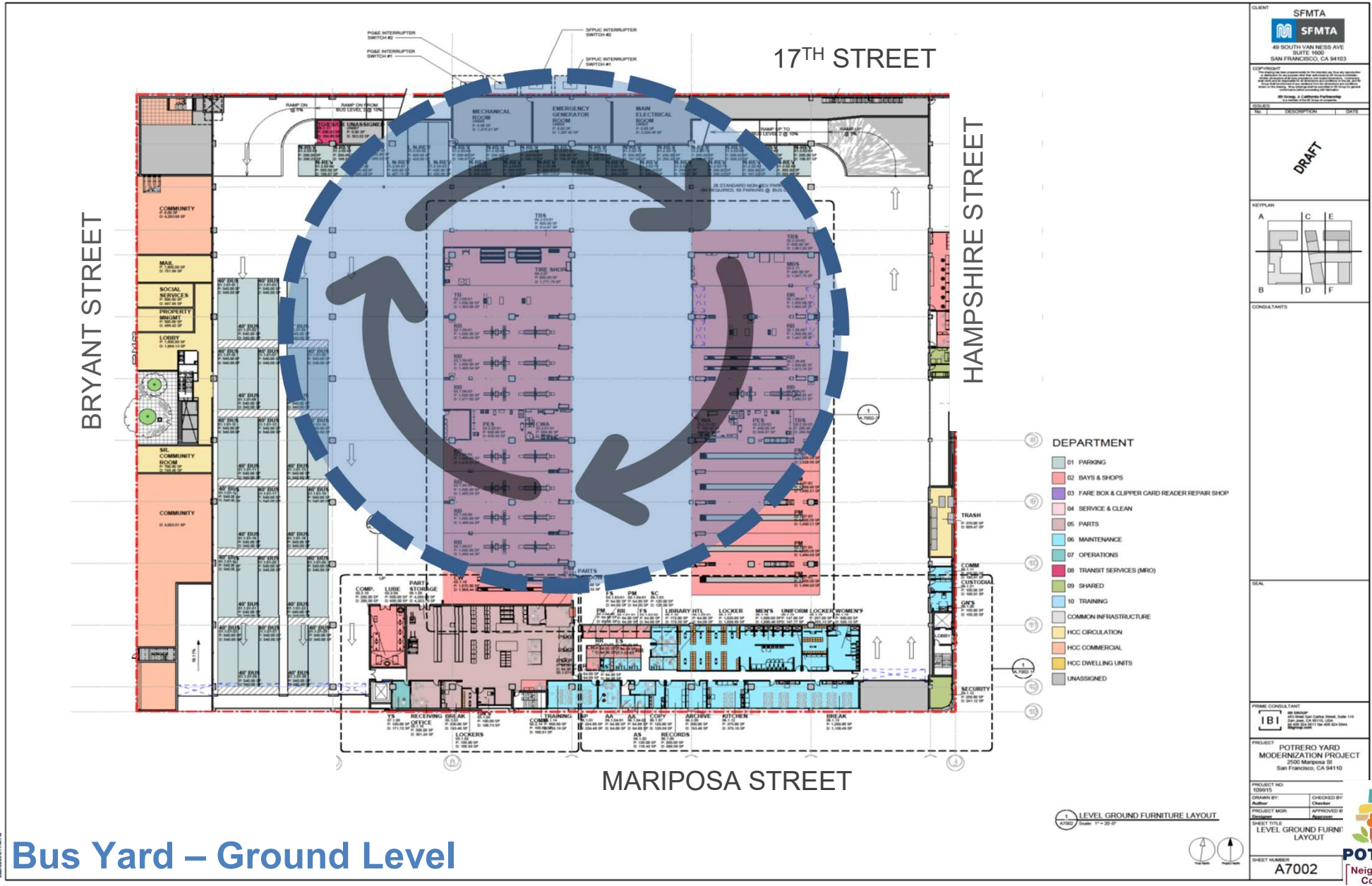
Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Ground Level



Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Ground Level

CLIENT
SFMTA
 49 SOUTH VAN NESS AVE
 SUITE 1000
 SAN FRANCISCO, CA 94133

DESIGNER
IBI
 1000 Van Ness Ave., Suite 1000
 San Francisco, CA 94109
 Tel: 415.774.2200
 Fax: 415.774.2201
 www.ibiworld.com

PROJECT
**POTRERO YARD
 MODERNIZATION PROJECT**
 2500 Mariposa St
 San Francisco, CA 94110

PROJECT NO.
 100015

DRAWN BY:
 Author

CHECKED BY:
 Checker

PROJECT MGR:
 Designer

APPROVED BY:
 Approver

SHEET TITLE
**LEVEL GROUND FURNI
 LAYOUT**

SHEET NUMBER
A7002

DATE
 11-17-20

SCALE

CONTRACT

REVISIONS

DATE

DESCRIPTION

DATE

DRAFT

KEY PLAN

A C E
 B D F

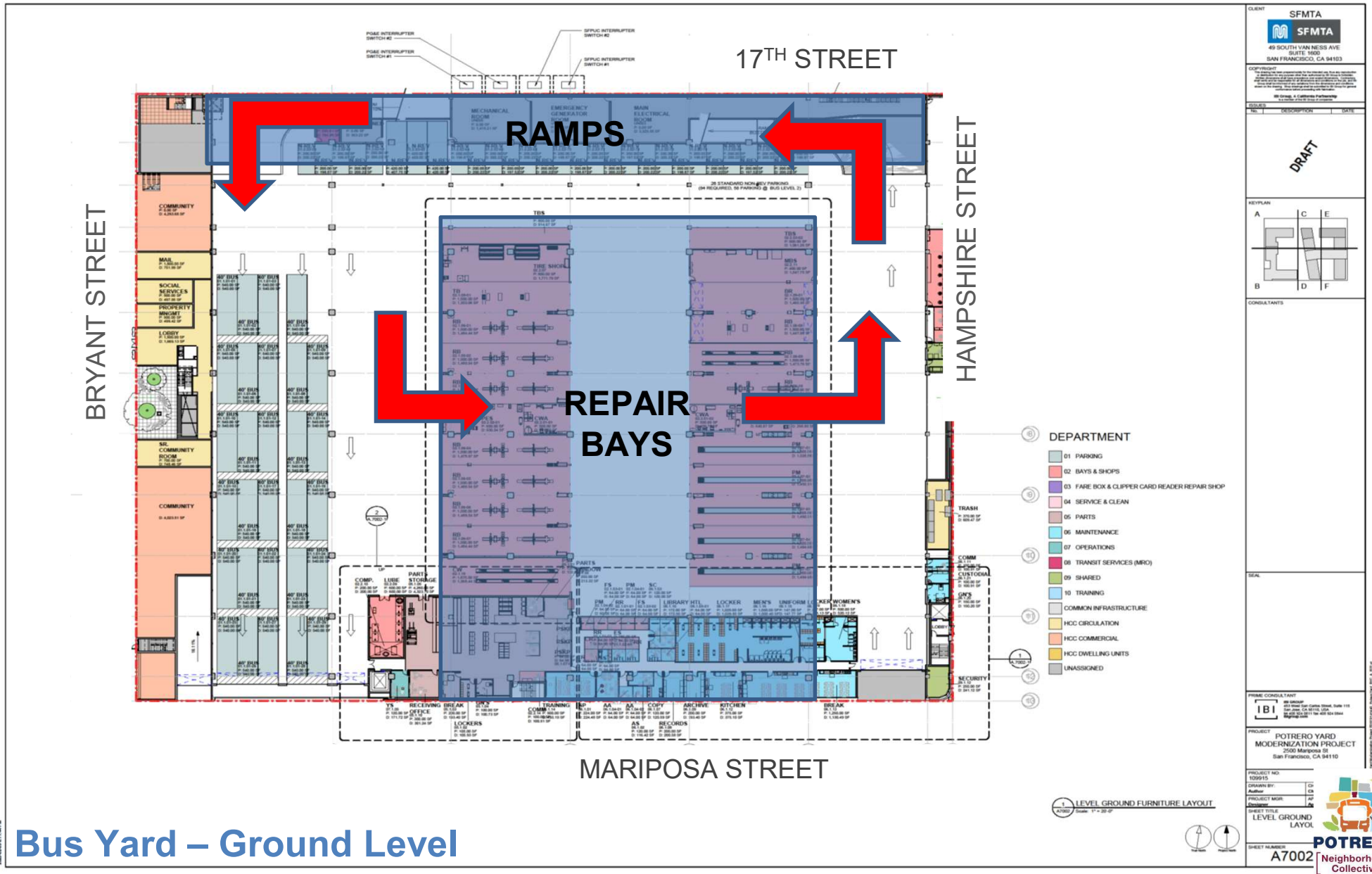
DEPARTMENT

- 01 PARKING
- 02 BAYS & SHOPS
- 03 FARE BOX & CLIPPER CARD READER REPAIR SHOP
- 04 SERVICE & CLEAN
- 05 PARTS
- 06 MAINTENANCE
- 07 OPERATIONS
- 08 TRANSIT SERVICES (MRO)
- 09 SHARED
- 10 TRAINING
- COMMON INFRASTRUCTURE
- HCC CIRCULATION
- HCC COMMERCIAL
- HCC DWELLING UNITS
- UNASSIGNED

1 LEVEL GROUND FURNI LAYOUT
 1/4" = 1'-0"

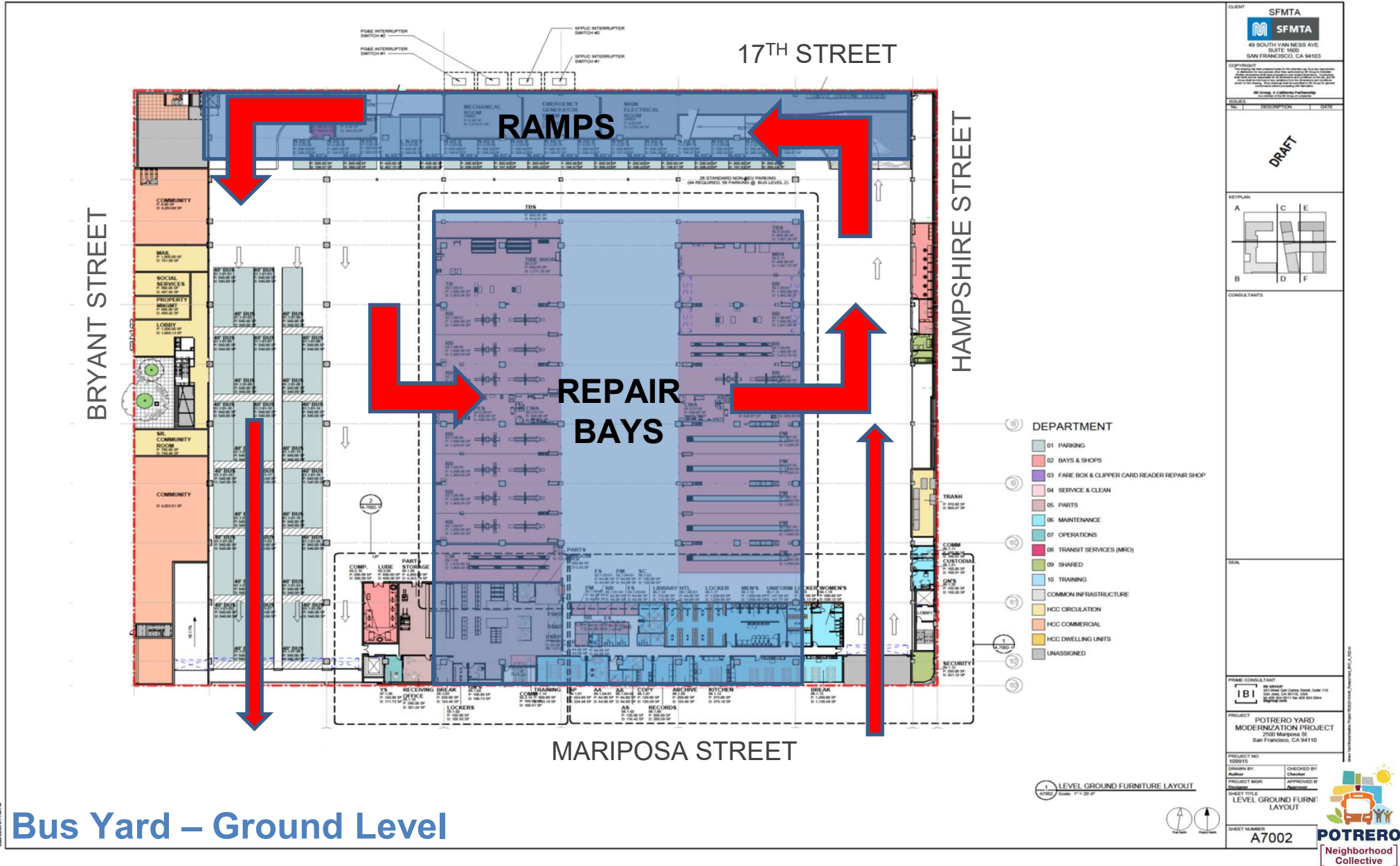
POTRERO
 Neighborhood
 Collective

Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Ground Level

Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Ground Level

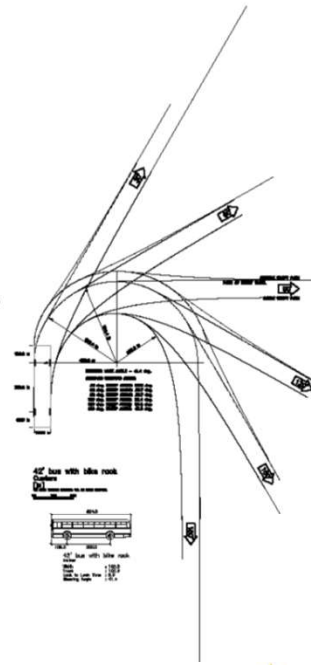
Streetscape of 17th Street Further Defined: Bus Yard Design

17TH STREET



DEPARTMENT

- 01 PARKING
- 02 BAYS & SHOPS
- 03 FARE BOX & CLIPPER CARD READER REPAIR SHOP
- 04 SERVICE & CLEAN
- 05 PARTS
- 06 MAINTENANCE
- 07 OPERATIONS
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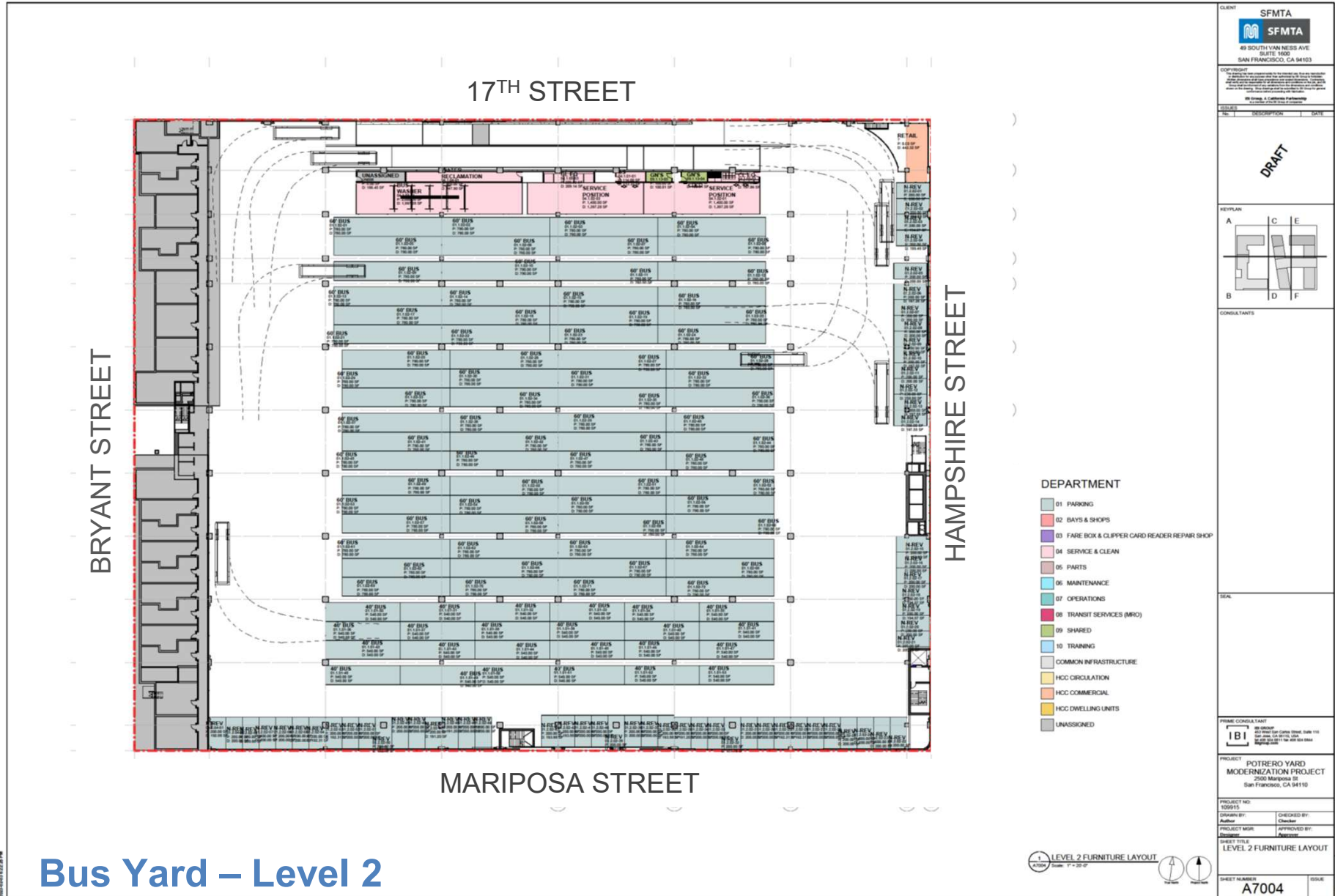


Bus Yard – Ground Level



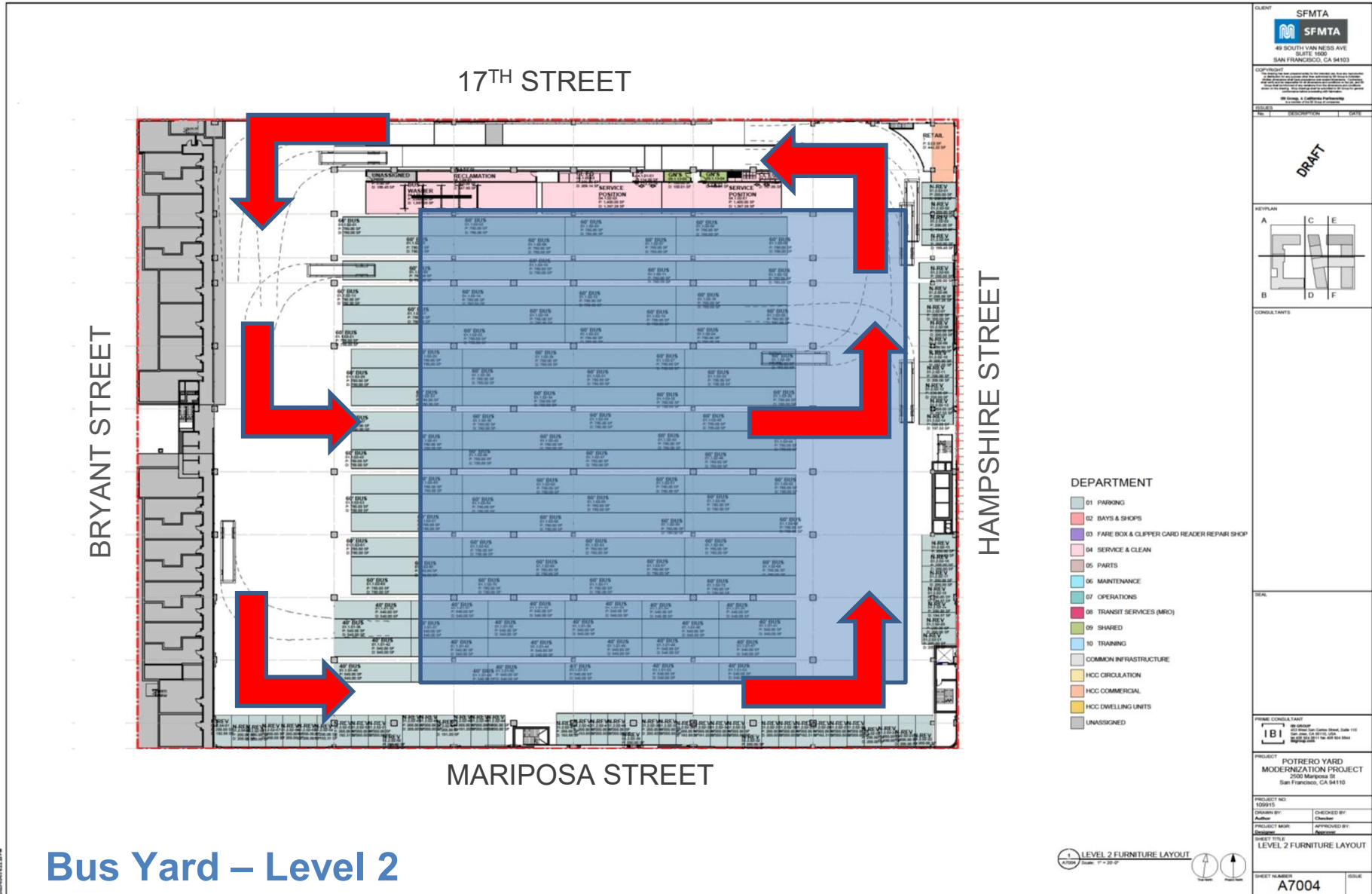
POTRERO
Neighborhood
Collective

Streetscape of 17th Street Further Defined: Bus Yard Design



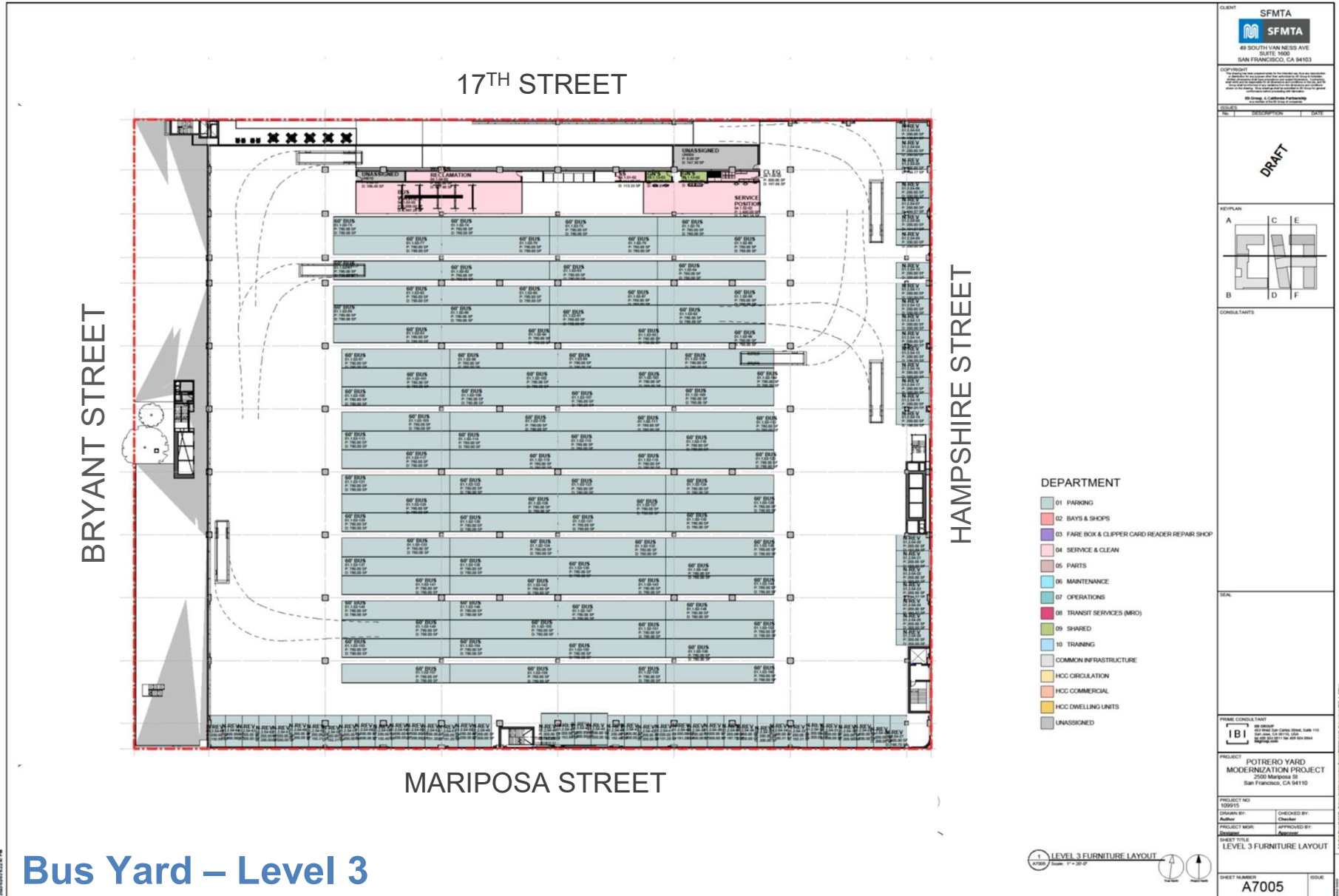
Bus Yard – Level 2

Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Level 2

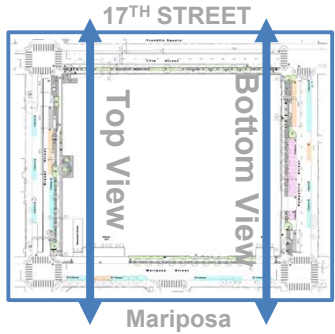
Streetscape of 17th Street Further Defined: Bus Yard Design



Bus Yard – Level 3

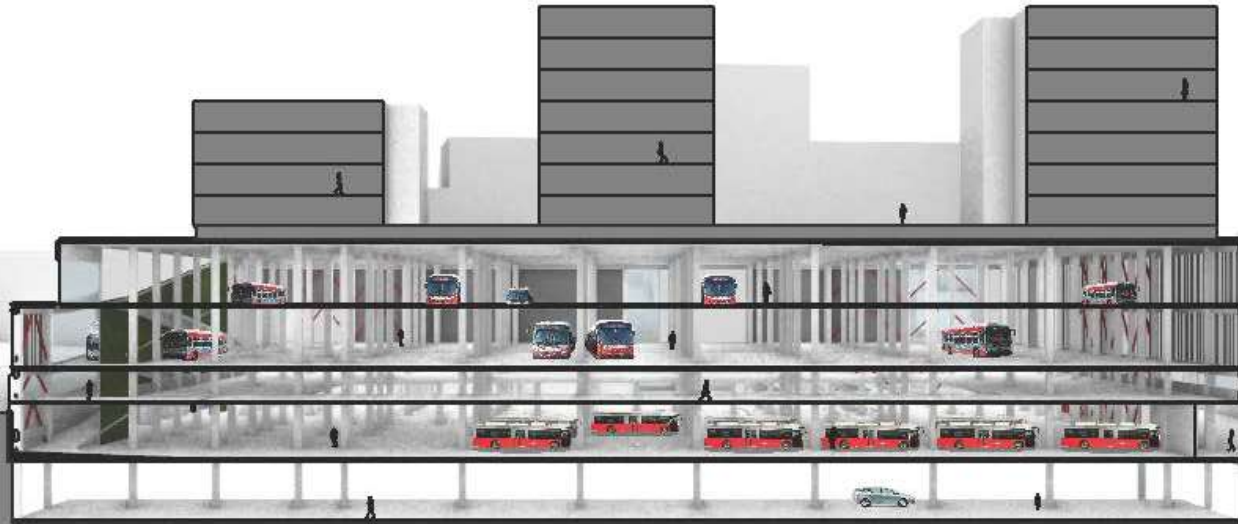


Streetscape of 17th Street Further Defined: Bus Yard Design



Context Map

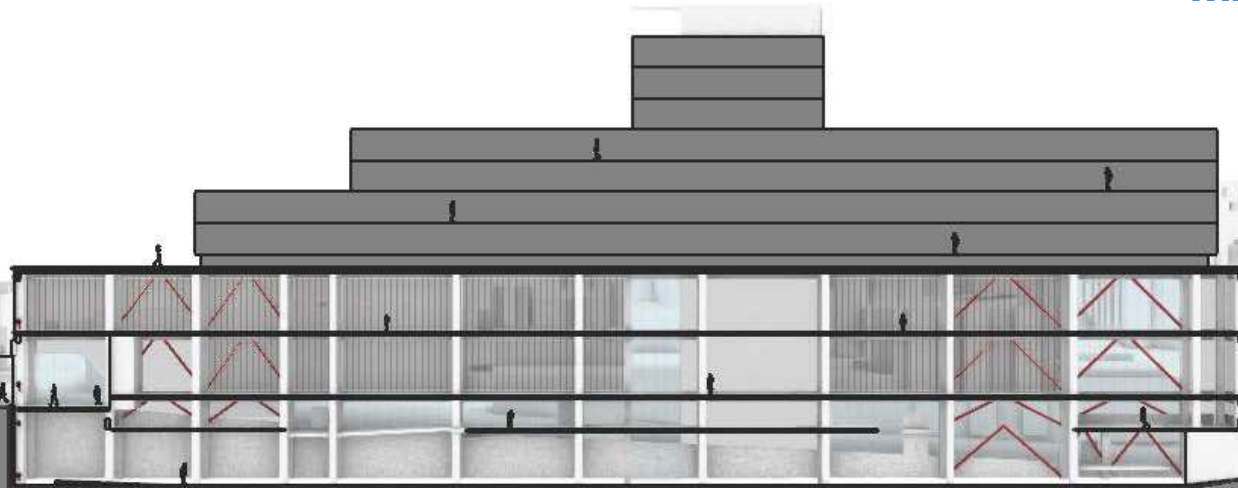
FRANKLIN
SQUARE



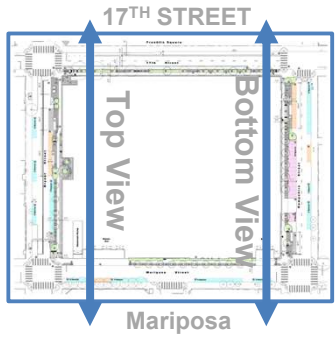
17TH STREET

MARIPOSA ST.

FRANKLIN
SQUARE



Streetscape of 17th Street Further Defined: Bus Yard Design



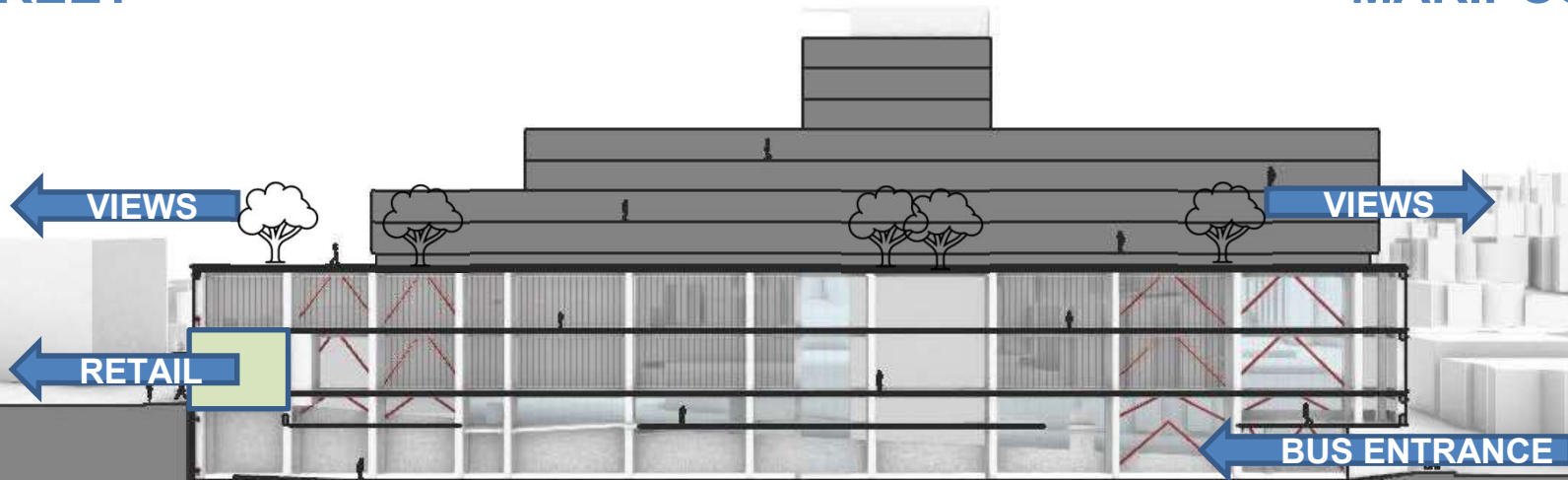
Context Map

FRANKLIN
SQUARE



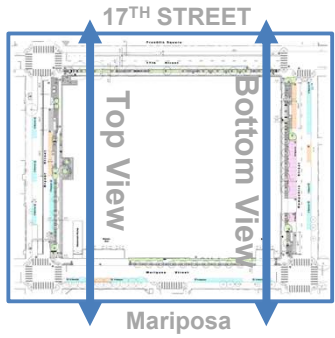
17TH STREET

MARIPOSA ST.



FRANKLIN
SQUARE

Streetscape of 17th Street Further Defined: Bus Yard Design

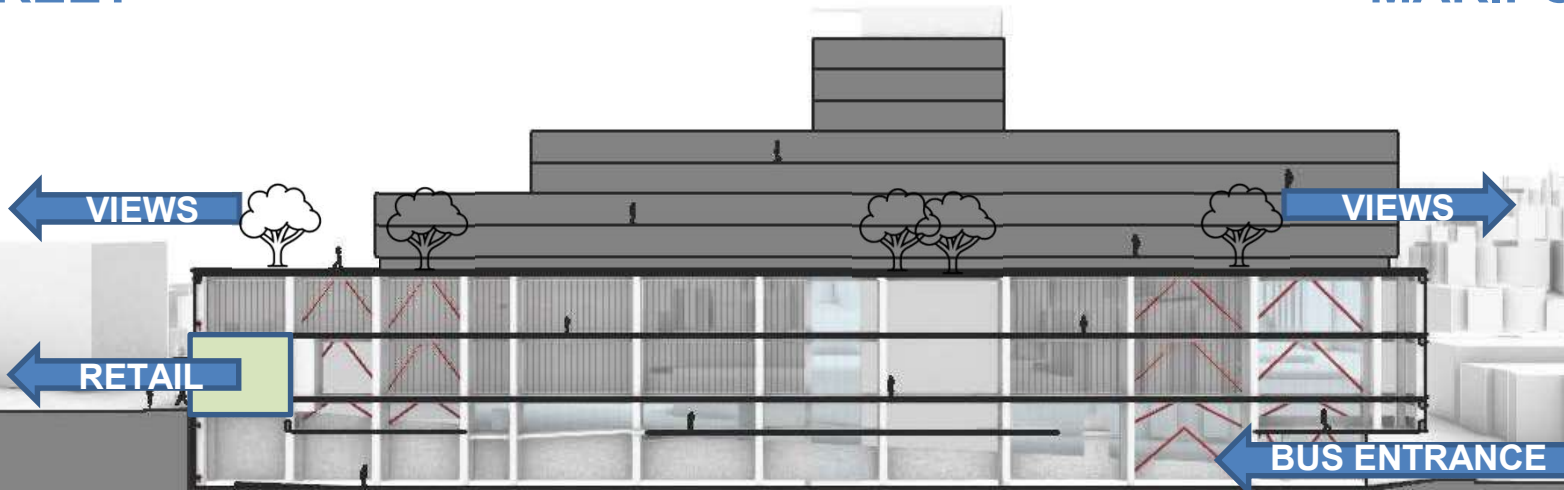


Context Map

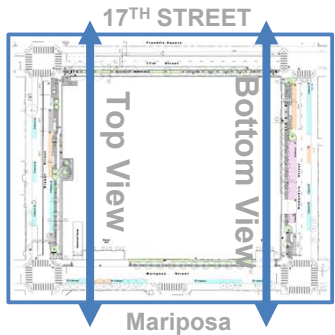


17TH STREET

MARIPOSA ST.



Streetscape of 17th Street Further Defined: Bus Yard Design

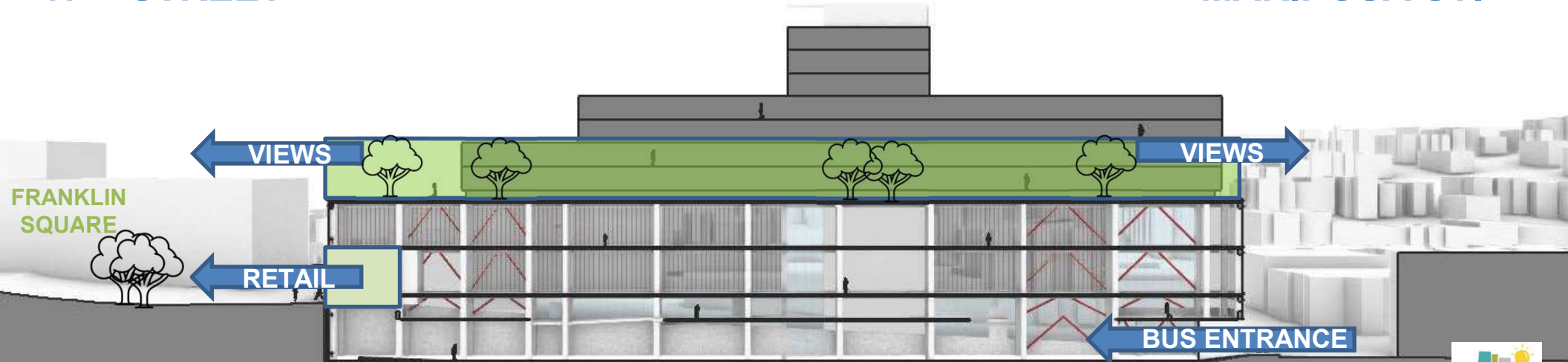


Context Map



17TH STREET

MARIPOSA ST.

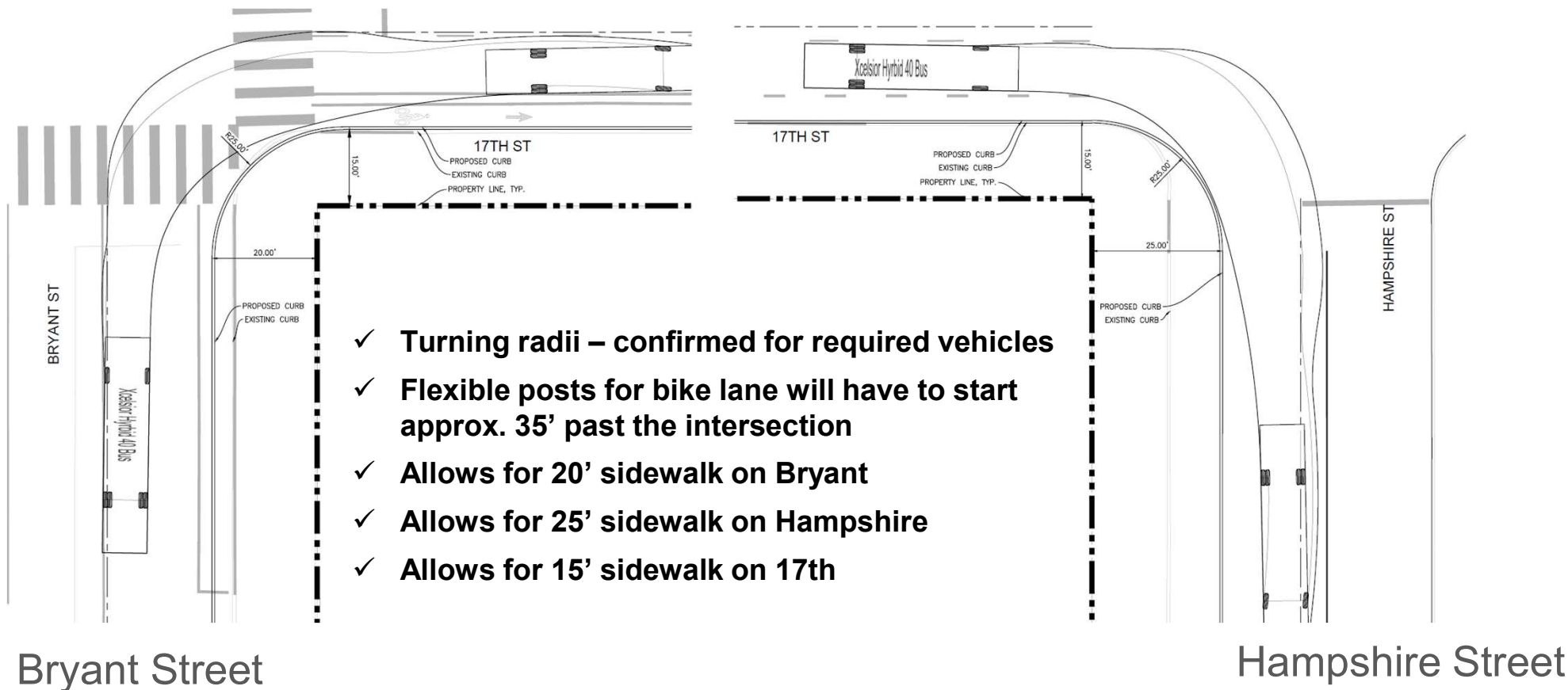


Streetscape of 17th Street Further Defined: Transit needs

The streetscape on 17th Street is also influenced by the SFMTA's transit needs:

- **Bus Routes** – bus travel patterns may be adjusted to accommodate the new enter and exit pattern on Mariposa Street.
- **Bus Stops** – SFMTA is considering changing bus stop locations around Potrero Yard
- **Bike Infrastructure** – bicycle lanes may be adjusted to support safe bicycle travel
- **SFMTA Mission** - connect San Francisco through a safe, equitable, and sustainable transportation system

Streetscape of 17th Street Further Defined: Transit needs (Bus Movements on 17th Street)



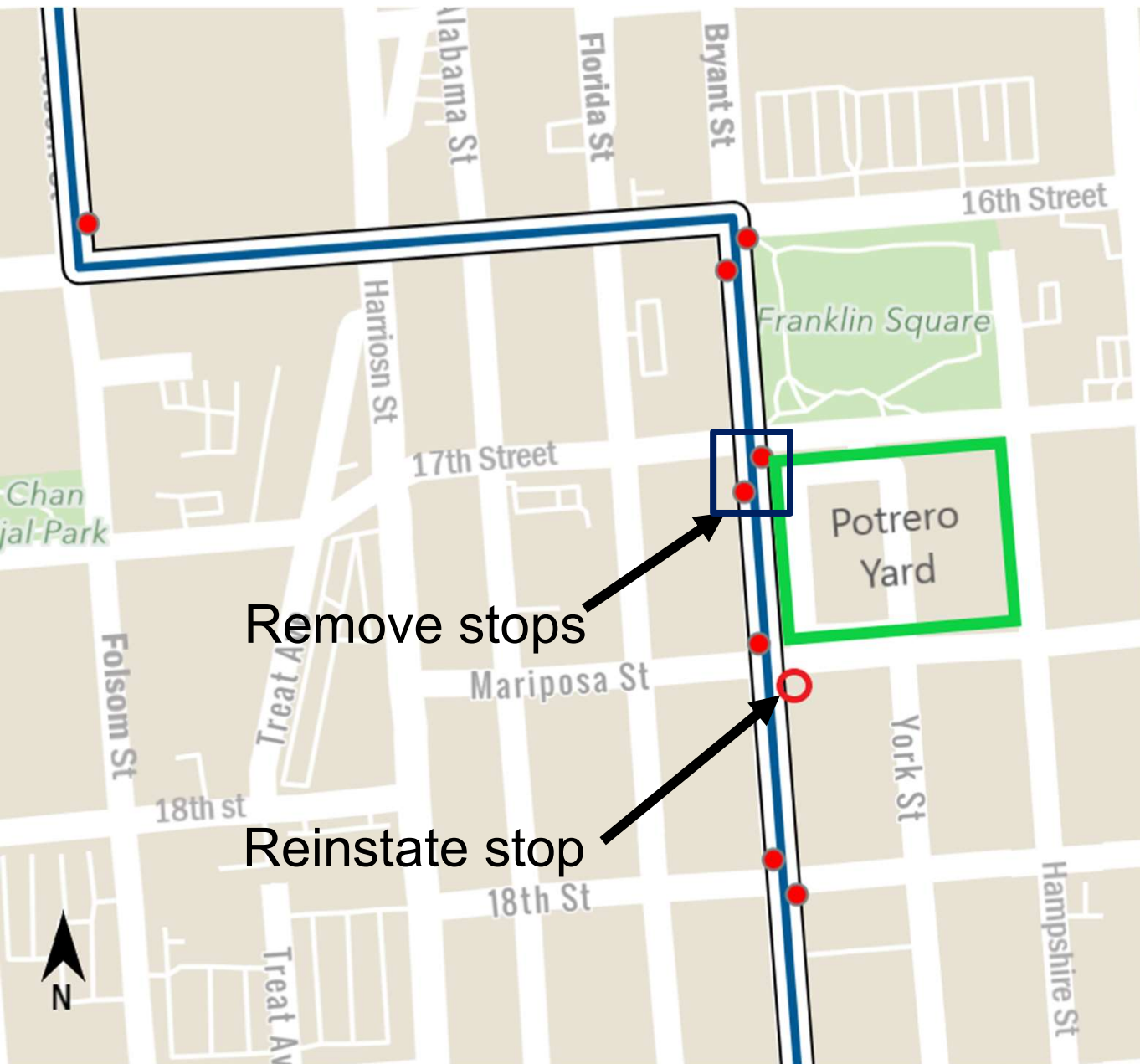
- ✓ Turning radii – confirmed for required vehicles
- ✓ Flexible posts for bike lane will have to start approx. 35' past the intersection
- ✓ Allows for 20' sidewalk on Bryant
- ✓ Allows for 25' sidewalk on Hampshire
- ✓ Allows for 15' sidewalk on 17th

Bryant Street

Hampshire Street

Bus Stops (27 Bryant Line)

Jean Long, Transit Planner, SFMTA



Potential Changes

To safely accommodate bus travel patterns around the new Potrero Yard, we are considering:

- Removing stops at 17th St., both directions
- Reinstating inbound stop at Mariposa (nearside) which was temporarily removed during construction of KQED
- Relocating bus shelters from 17th St. to Mariposa stops

Streetscape of 17th Street Further Defined: Other Open Decision Points

The streetscape on 17th Street is also influenced by other Open Decision Points, including:

- **Public Spaces** (“Trees & Sidewalks”) – hardscape and landscape elements that create vibrant and safe spaces on the sidewalks surrounding the Potrero Yard
- **Public Art** – art in the public realm that enlivens the urban environment and best reflect the neighborhood culture
- **Commercial Spaces** – permanent and semi-permanent ground floor uses to support neighborhood need such as retail and community services

Public Realm Spaces



17th Streetscape Plan

Sidewalk Parks



Multi-functional Hardscape Areas



Sidewalk Parks & Patios



- ✓ Existing mature trees
- ✓ New trees
- ✓ Upgraded landscaping to visually tie into park and support green connection role
- ✓ Seating amongst the planting
- ✓ Multi-functional hardscape opportunity spaces for mobile food carts, public art, etc. May evolve over time to accommodate different needs
- ✓ Protected bike lanes & bike racks

Hampshire Street

Bryant Street

17th Street – Streetscape Constraints



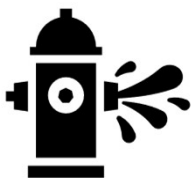
- To maintain existing trees, their position and grade must remain. Minimal construction must occur around their root zone. Some may be severely impacted by construction and may require removal regardless of any attempt to maintain them. This will require ongoing monitoring and assessment by arborists.



- The north side curb remains in its existing location with parking removed consistent with the reference design.
- Large vehicle turning movements.



- Internal bus operations dictate the community and retail spaces be located at the intersections and are not feasible mid-block.



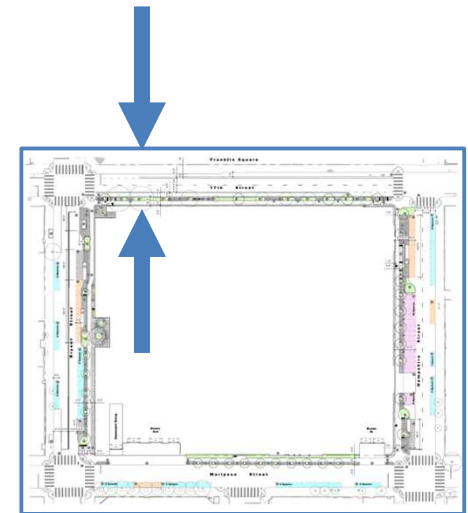
- Fire access – 26' wide access to pavement requested. (2) 11' wide lanes + the buffer width of the bike lane with flexible bollards allow for 26'.



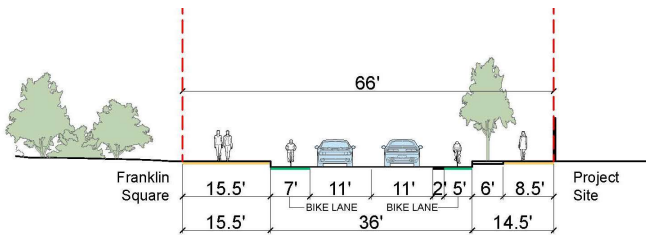
- 15' is the maximum sidewalk width that is possible in order to maintain 11' lane widths and appropriate bike lane facilities.

17th Street Cross Section A

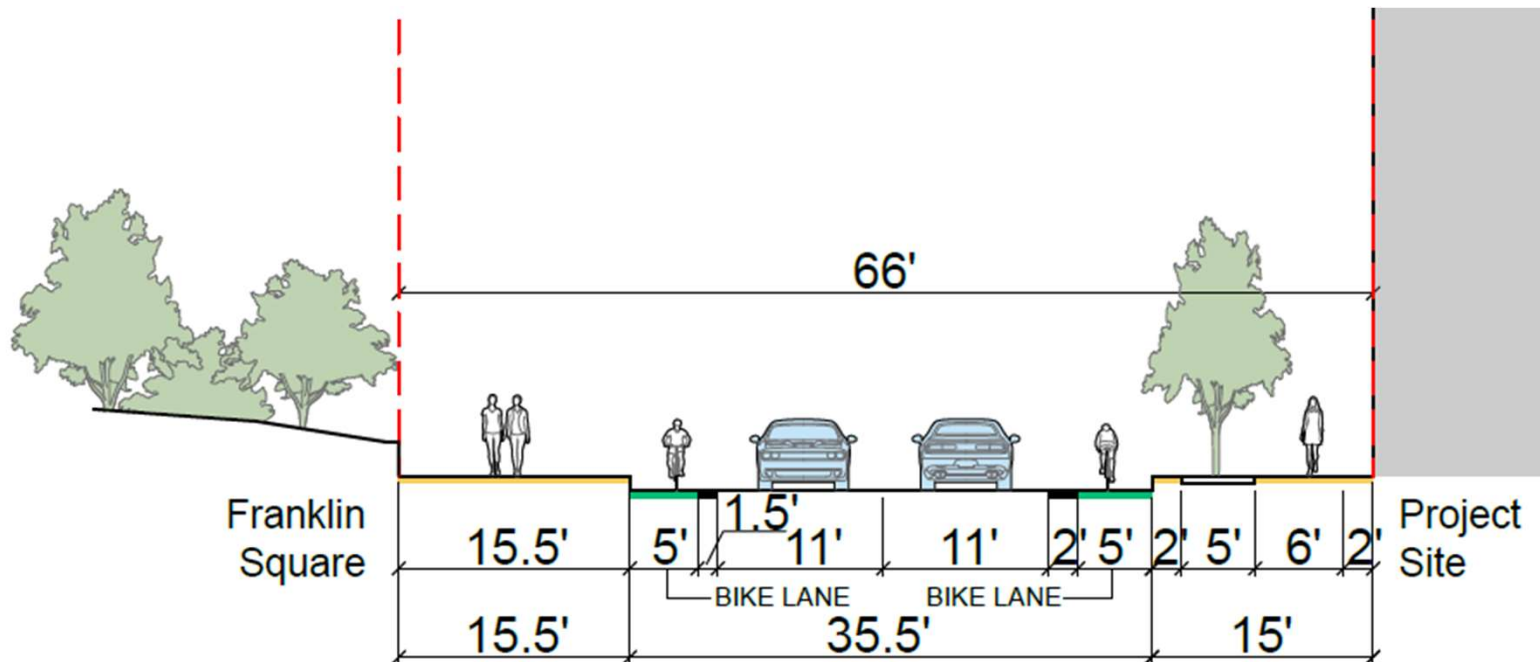
- Allow for a 2' edge zone, 5' furnishings (planting) zone, 6' throughway zone, and 2' frontage zone
- Provide a 5' minimum furnishings (planting) zone supports robust planting opportunities consistent with 17th Street's role as a green connection (Green Route #6)
- Provide 5' minimum protected bikeways consistent with the Safer 17th Plan.
- Allow for 11' travel lanes.
- Remove parallel parking



Context Map

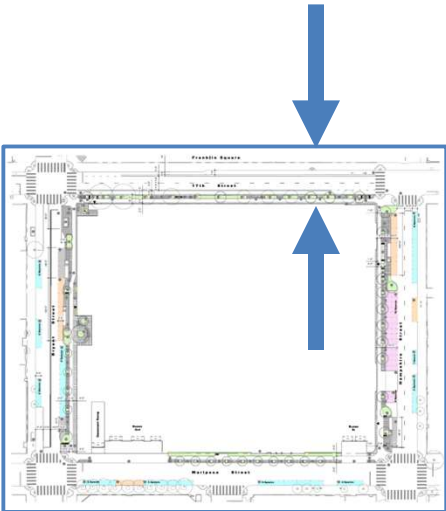


Section A - Existing

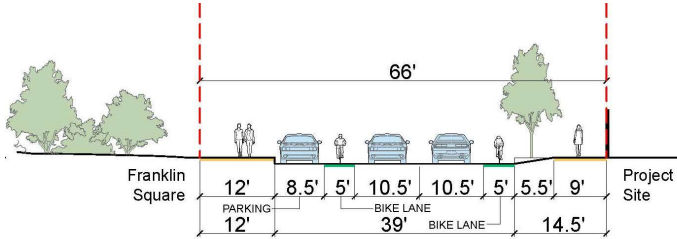


17th Street Cross Section B

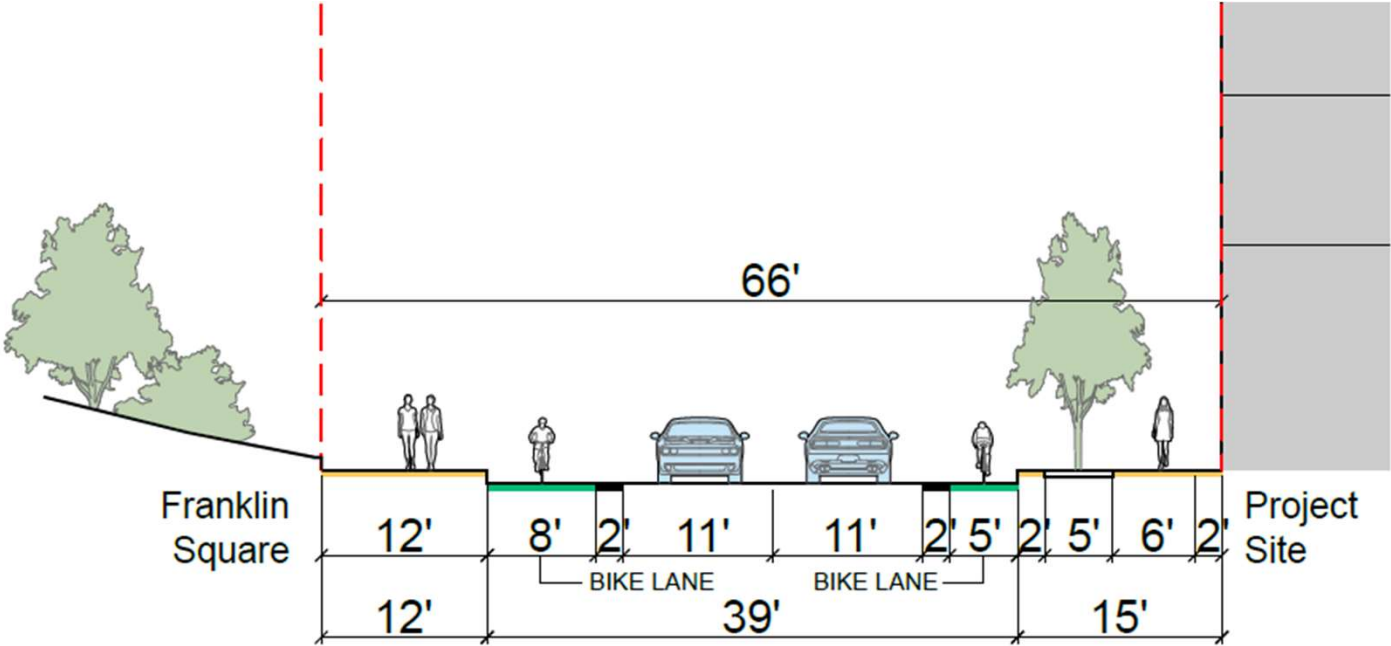
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- Provide 5' minimum protected bikeways consistent with the Safer 17th Plan.
- Allow for 11' travel lanes.
- Remove parallel parking



Context Map



Section B - Existing



17th Street: Street Trees

- ✓ Maintain as many existing trees as possible (10)
- ✓ Fill in the gaps with new trees (5)
- ✓ Coordinate water needs of lower plantings with the needs of the trees.
- ✓ Provide sufficient planting volume to support robust growth.
- ✓ Provide protection for roots through additional plantings or tree grates.
- ✓ Select species that support local bird species and contribute to the local ecology.
- ✓ Ensure setbacks are maintained at intersections and from all utilities including streetlights.
- ✓ Select trees that will contribute to the pedestrian sense of scale along 17th Street.
- ✓ Trees will be coordinated with street light locations.



Tree Palette

Tree Species under Consideration



**Princeton
Sentry Ginkgo**



Brisbane Box
*Credit: Friends of the
Urban Forest*



**Chinese Windmill
Palm**



Lemon Bottlebrush



Gold Medallion Tree

Considerations:

- ✓ Streetlights & other utilities
- ✓ Overhead wires
- ✓ Views
- ✓ Habitat
- ✓ Planting bed size & water needs



Little Gem Magnolia



**New Zealand Christmas
Tree**



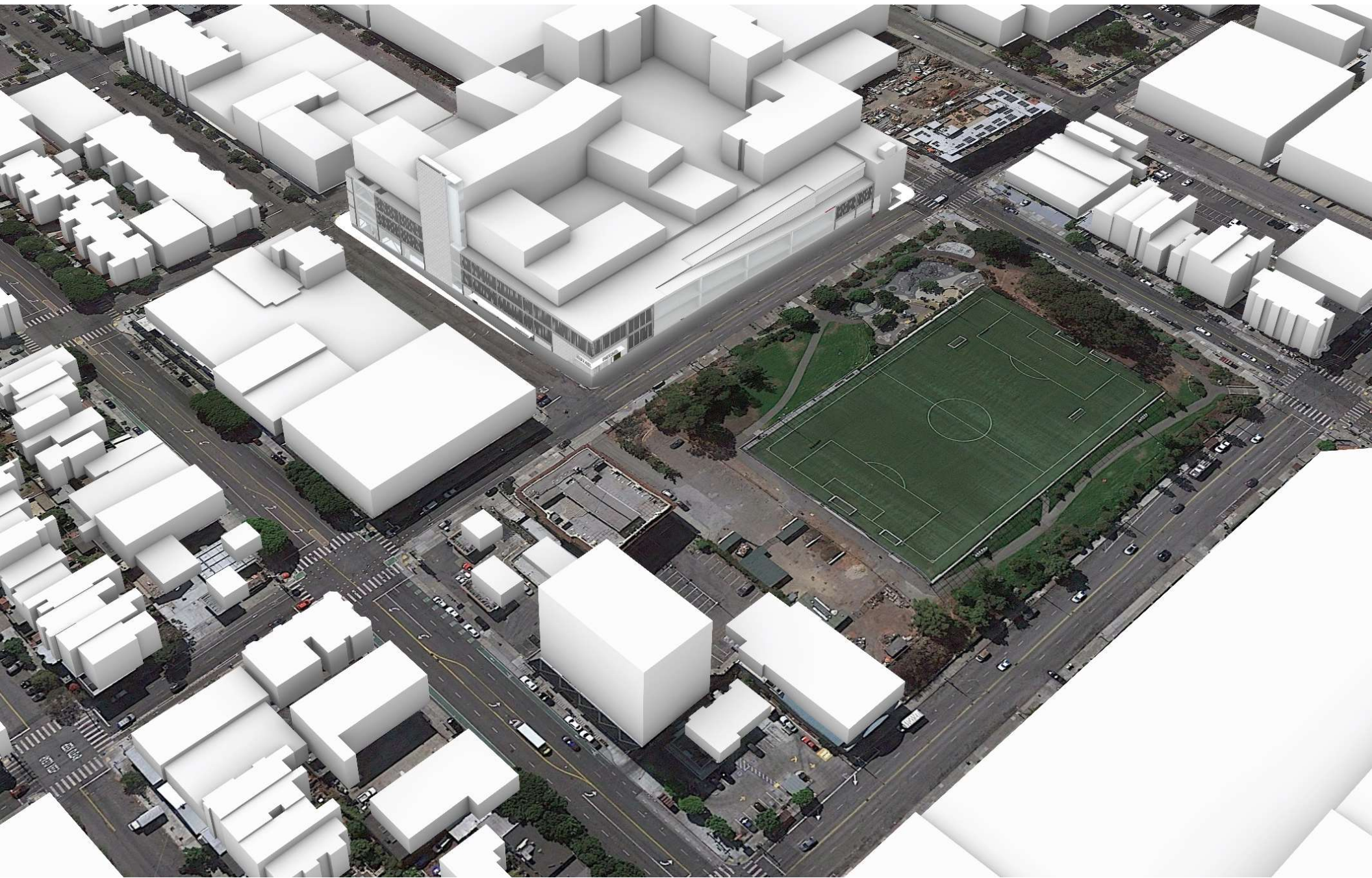
Fern Pine

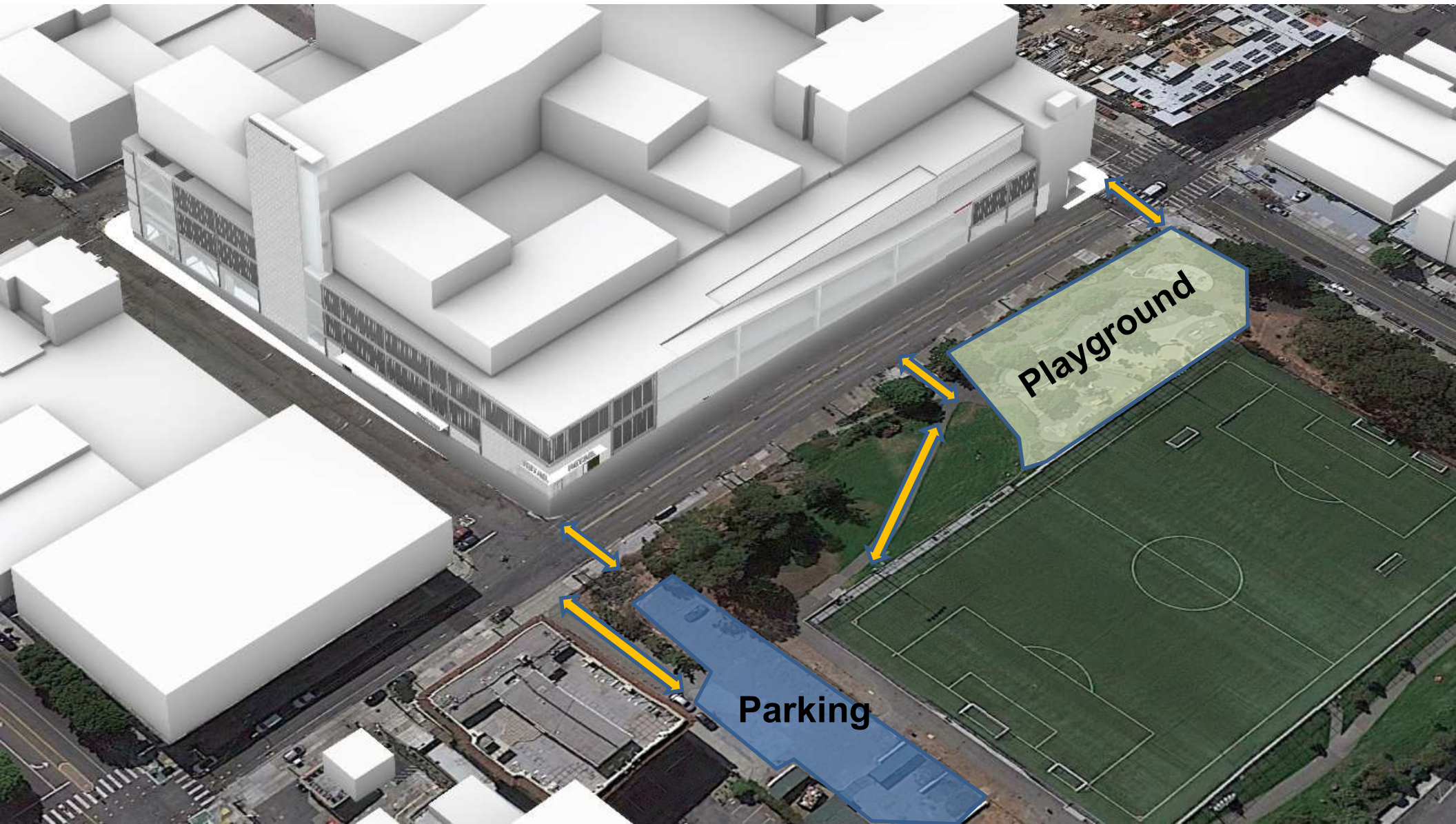


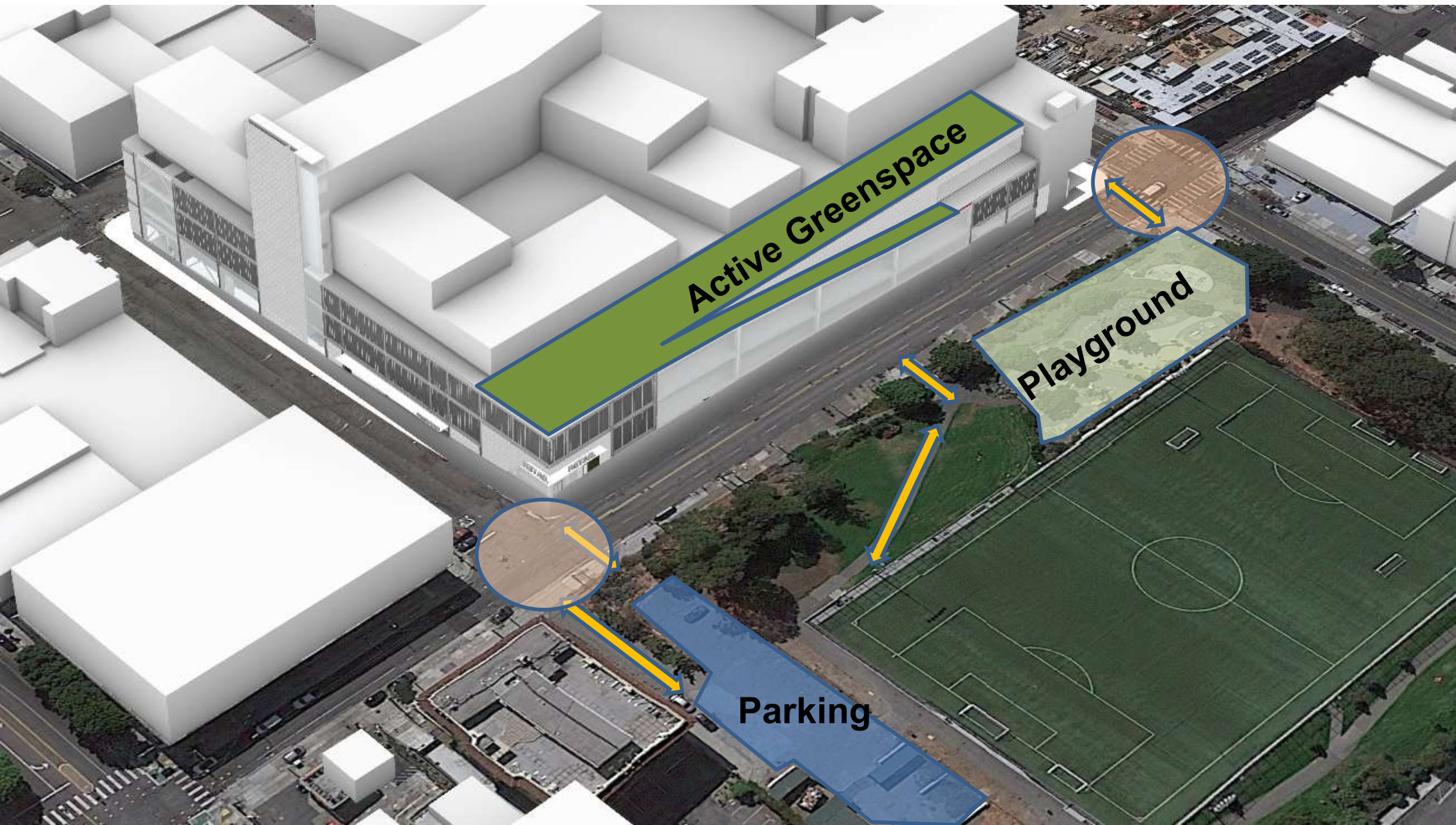
Water Gum



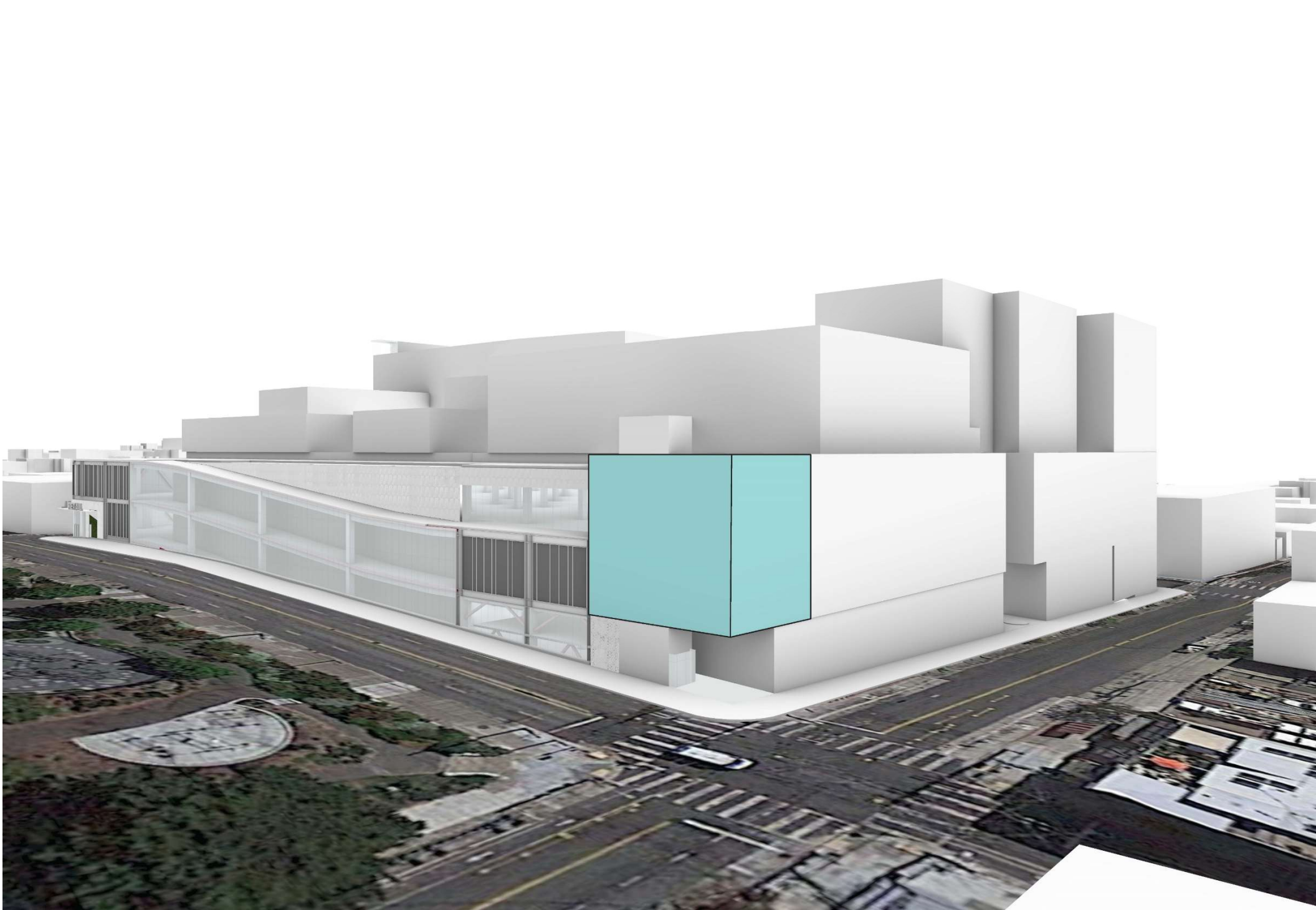
Ray Hartman Ceanothus

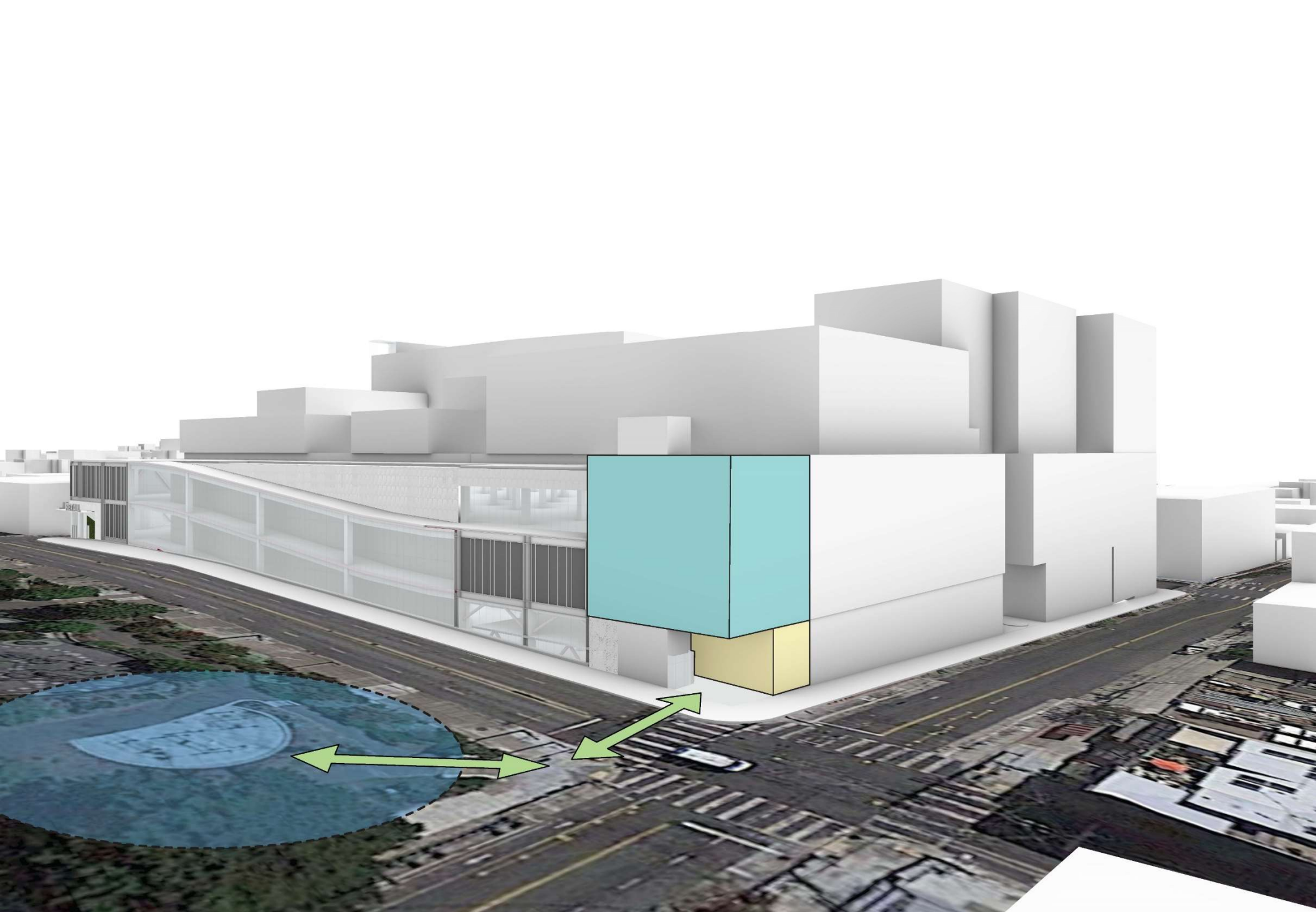


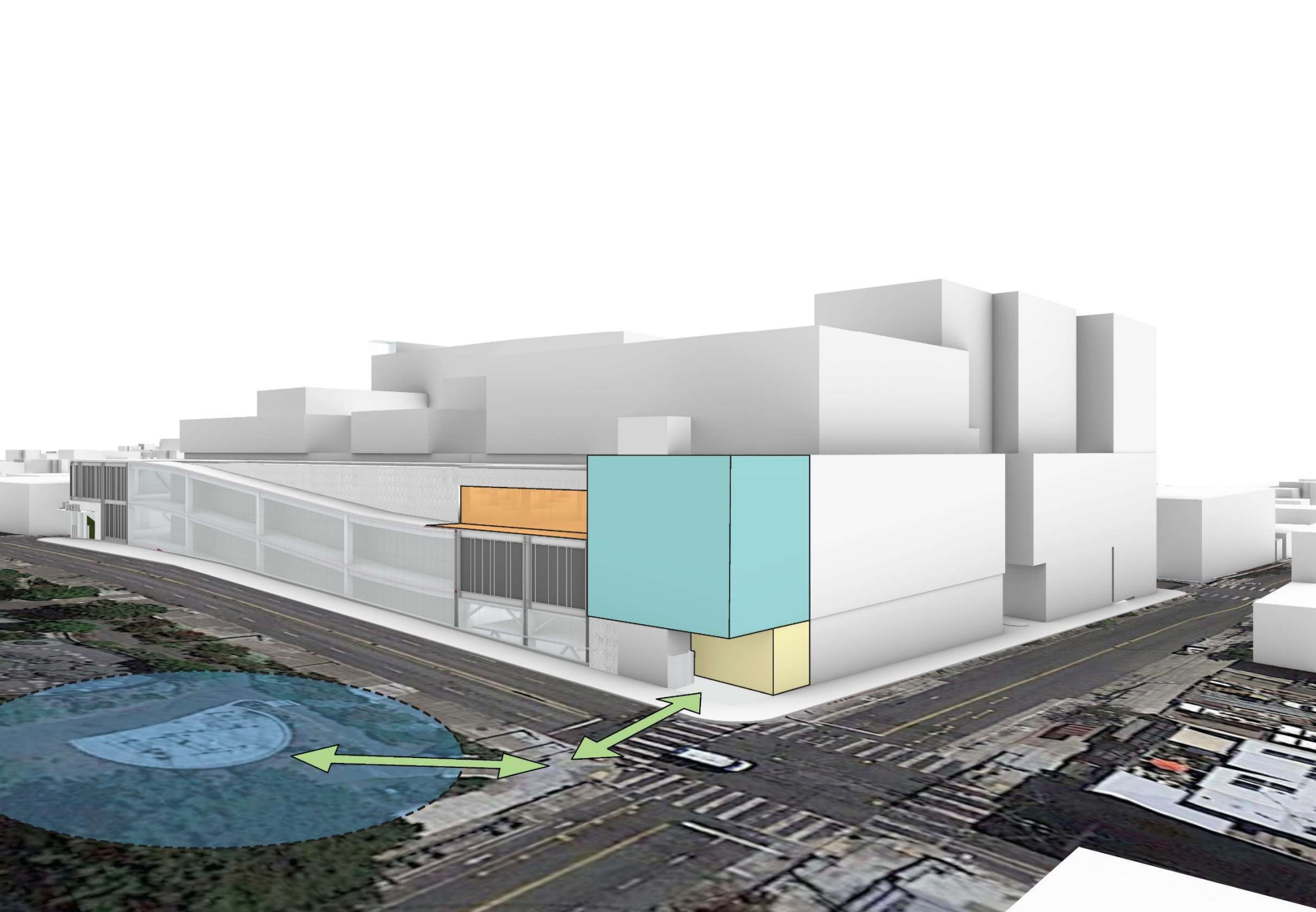










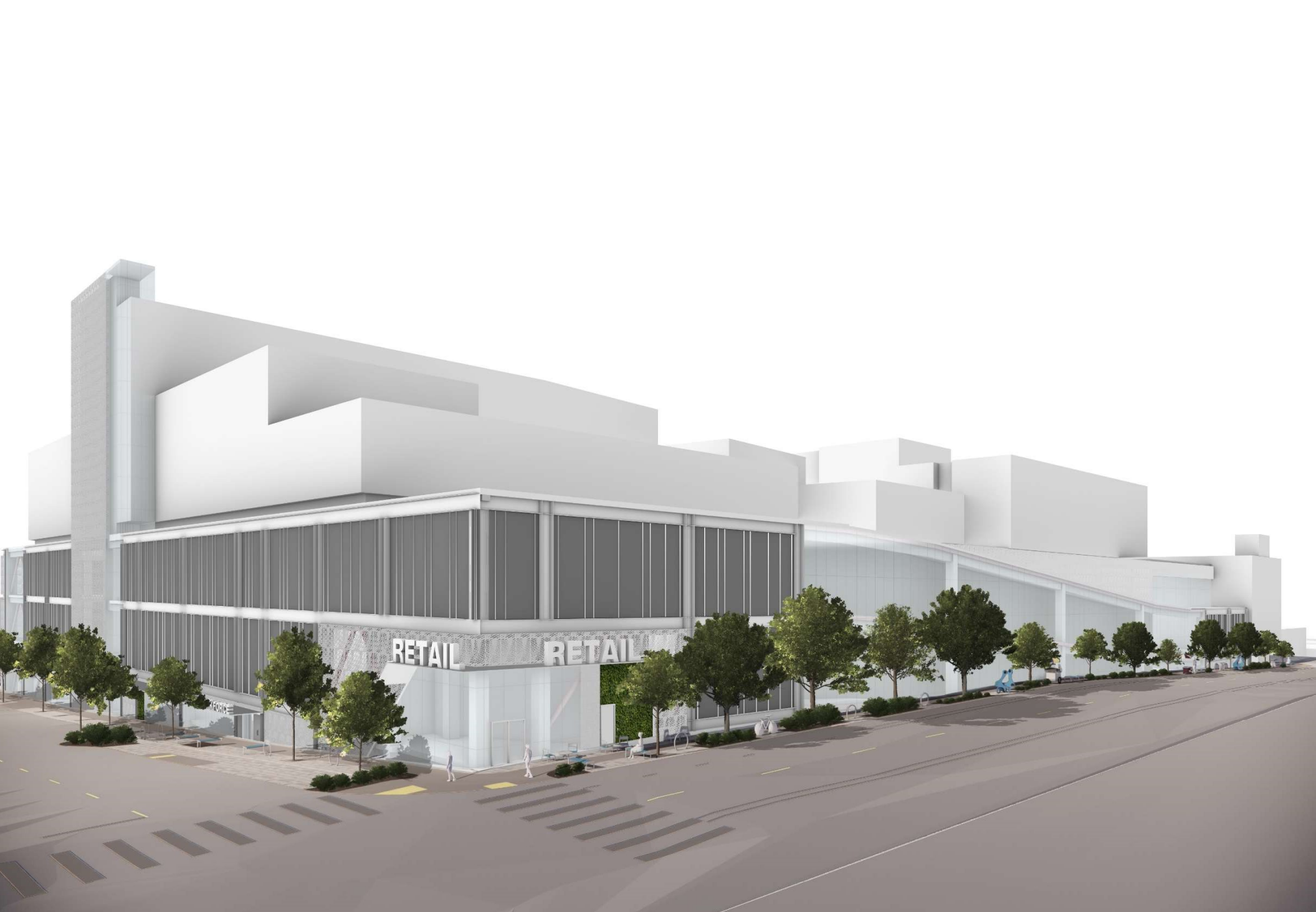




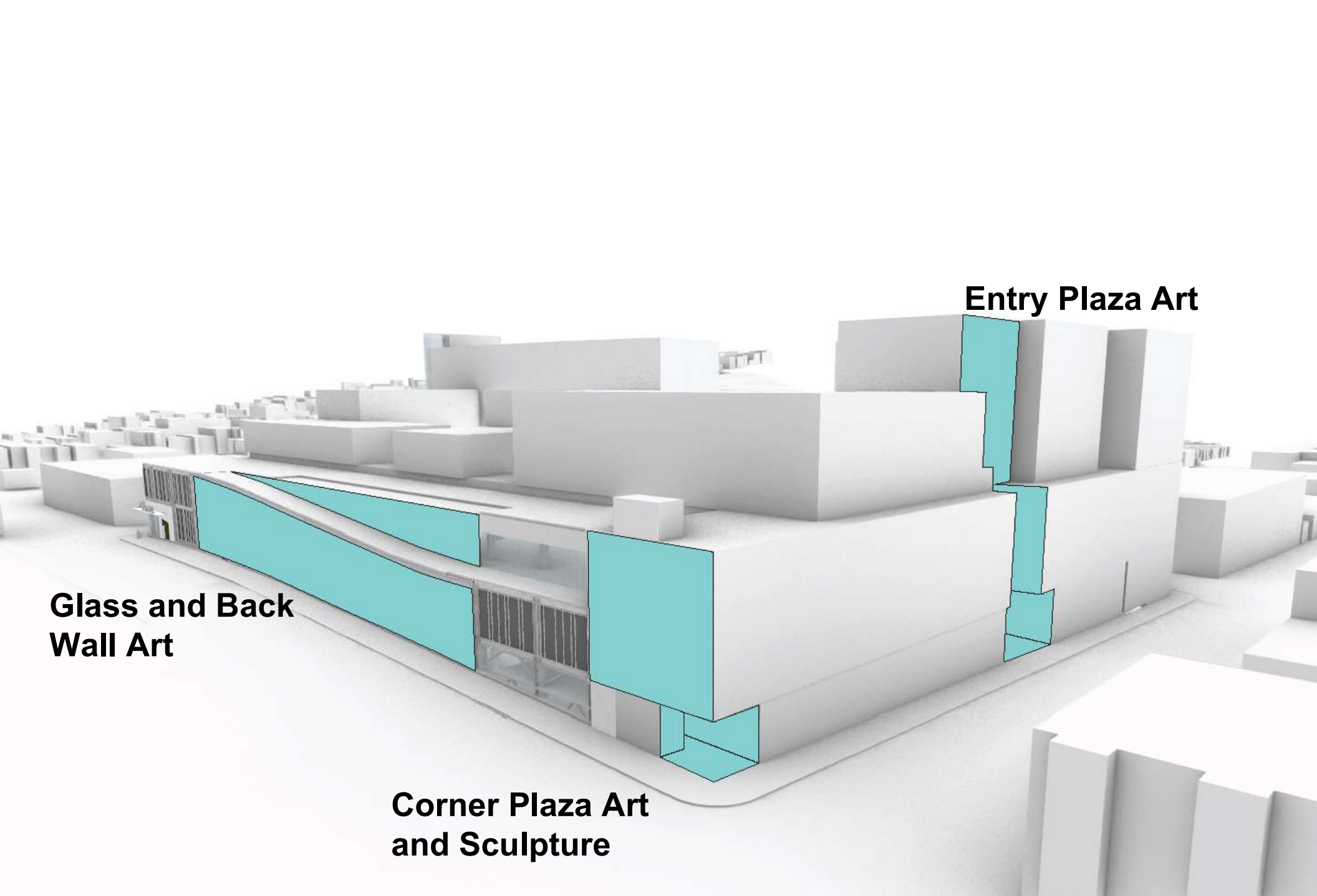












**Glass and Back
Wall Art**

Entry Plaza Art

**Corner Plaza Art
and Sculpture**

Screen Art

Dynamic Screen Art

Corner Screen Art

17t Street: Public Art Siting

- Remind of art selection process
- Focus on art around Street Wall (mural, glass etching, etc)

Public Art Siting (site wide, if time permits)

- ID other potential locations for art throughout Project

Input Received (Feb 2023)

Thank you for providing feedback on the streetscape of 17th Street. Your input supports the development of the Project Application and updated schematic design.

This is what we heard today...



Input Received (Jan 2023)

During the January 10, 2023 PYNWG provided **general Project feedback**, including:

- Interest in increasing housing units and bedroom count
- Emphasis on community resources (hub) being offered in the building to support residents and surrounding community (free or low-cost support services)
- Concern about each building of housing being dedicated to different income ranges (4 buildings in total)
- Desire for employee and resident parking in facility
- Request for green spaces to be opportunities for growing food
- Suggest open art studio that generates income
- Interest in protecting pedestrians and bicyclist to avoid vehicular conflict

Input Received (Jan 2023)

During the January 10, 2023 PYNWG meeting we asked for feedback on the **Look and Feel** of the building and we received the following feedback (during meeting and via email):

- Preference toward raw materials (emphasis on metal, glass, lighting, brick, wood, and concrete)
- 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
- Suggest providing sunny seating areas, vegetation, human-scale art, and materials for general public use

Input Received (Jan 2023)



Next Steps

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

- Next Working Group meeting: March 7, 2023
- Listening Sessions (schedules pending, dates TBD)
- Community Meeting: March 18, 2023

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

John Angelico

Public Information Officer

John.Angelico@SFMTA.com

415.646.4783

Bonnie Jean von Krogh

Building Progress Public Affairs Manager

BonnieJean.vonKrogh@SFMTA.com

415.646.2447

Kerstin Magary

Senior Manager of the SFMTA FIT Facilities
and Strategic Real Estate

Kerstin.Magary@SFMTA.com

Potrero Neighborhood Collective

PotreroYard@plenarygroup.com

