Building Progress: Potrero Yard Neighborhood Working Group

February 2023 (Meeting #29)
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.
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Bus Yard – Ground Level
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Bus Yard – Ground Level
Streetscape of 17th Street Further Defined:
Bus Yard Design

Bus Yard – Mezzanine
Streetscape of 17th Street Further Defined: Bus Yard Design
Streetscape of 17th Street Further Defined: Bus Yard Design

Bus Yard – Level 2
Streetscape of 17th Street Further Defined: Bus Yard Design
Streetscape of 17th Street Further Defined: Bus Yard Design
Streetscape of 17th Street Further Defined: Bus Yard Design

17TH STREET MARIPOSA ST.

Bus Yard Design Context Map

FRANKLIN SQUARE

17TH STREET MARIPOSA ST.

Views

Bus Entrance

Retail
Streetscape of 17th Street Further Defined: Bus Yard Design
Streetscape of 17th Street Further Defined: Bus Yard Design
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
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

Seating Areas, Hardscape “Opportunity Spaces” for artistic streetscape elements and/or mobile food carts, and robust planting spaces create a ‘linear park’ style streetscape

Sidewalk Park to Support Bus Stop & Community Space
Crossing to Franklin Square

Sidewalk Park at Retail & Housing Entrance
Crossing to Franklin Square

Seating Area

Seating & Drop Off Area to Bus Yard
17th Streetscape Plan

- 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
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
17th Street Cross Section B

- 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

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
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

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