

## **APPENDIX A**

**Notice of Preparation of an Environmental Impact Report and  
Notice of Public Scoping Meeting, August 19, 2020**





## **Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting**

*Date:* **August 19, 2020**  
*Case No.:* **2019-021884ENV**  
*Project Title:* **Potrero Yard Modernization Project**  
*Zoning:* Public [P] Zoning District  
65-X Height and Bulk District  
*Block/Lot:* Block 3971/Lot 001  
*Lot Size:* 192,000 square feet  
*Project Sponsor* San Francisco Municipal Transportation Agency  
Licina Iberri – 415.646.2715  
[Licina.Iberri@sfmta.com](mailto:Licina.Iberri@sfmta.com)  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Laura Lynch – 628-652-7554  
[CPC.PotreroYardEIR@sfgov.org](mailto:CPC.PotreroYardEIR@sfgov.org)

The San Francisco Planning Department (planning department or department) has prepared this notice of preparation of an environmental impact report (EIR) in connection with the Potrero Yard Modernization Project. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize any potentially significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The department is issuing this notice to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR, including a public scoping meeting to solicit comments on the scope of the EIR. The department will hold the public scoping meeting on Wednesday September 2, 2020 starting at 6 p.m. The department will hold the meeting using an online platform. You can view this notice and join the meeting via the online platform link found on the department's webpage, [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs); or via phone, using the following phone number and meeting identification number: 888-475-4499 (Toll Free) and Meeting ID: 925 7763 0432.

### **PROJECT SUMMARY**

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to replace the Potrero Trolley Coach Division Facility at 2500 Mariposa Street (Potrero Yard). The proposed project would accommodate the expansion of the SFMTA's transit vehicle fleet in a new replacement structure that would include space for bus parking and circulation (up to 213 buses); SFMTA maintenance, operation, and administrative uses; and joint development uses. The new, approximately 1,300,000 gross-square-foot structure would occupy the 4.4-acre site and rise to heights ranging from approximately 75 to 150 feet. The new structure would contain a three-level, approximately 75-foot-tall replacement transit facility plus a mix of commercial and residential uses in the remainder of the project as part of a joint development program

between SFMTA and a private project co-sponsor. The joint development program would include a ground-floor commercial use and residential entry lobbies, with integrated residential and transit facility uses on the second through sixth floors of the three-level replacement transit facility. The majority of residential development would be atop the replacement transit facility on the 7th to 13th floors.

## PROJECT LOCATION AND SITE CHARACTERISTICS

The project site is located in the northeast portion of San Francisco's Mission District near the South of Market and Potrero Hill neighborhoods (to the north and east, respectively). (See **Figure 1: Project Location**, p. 3.) The Potrero Yard site is bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west and includes a trolley bus<sup>1</sup> storage yard and a maintenance and operations building. The project site is located across 17th Street from the approximately 4.4-acre Franklin Square and is approximately 0.25 mile west of U.S. Highway 101, approximately 0.5 mile east of the 16th and Mission Bay Area Rapid Transit District (BART) station, and approximately 0.5 mile north of San Francisco General Hospital.

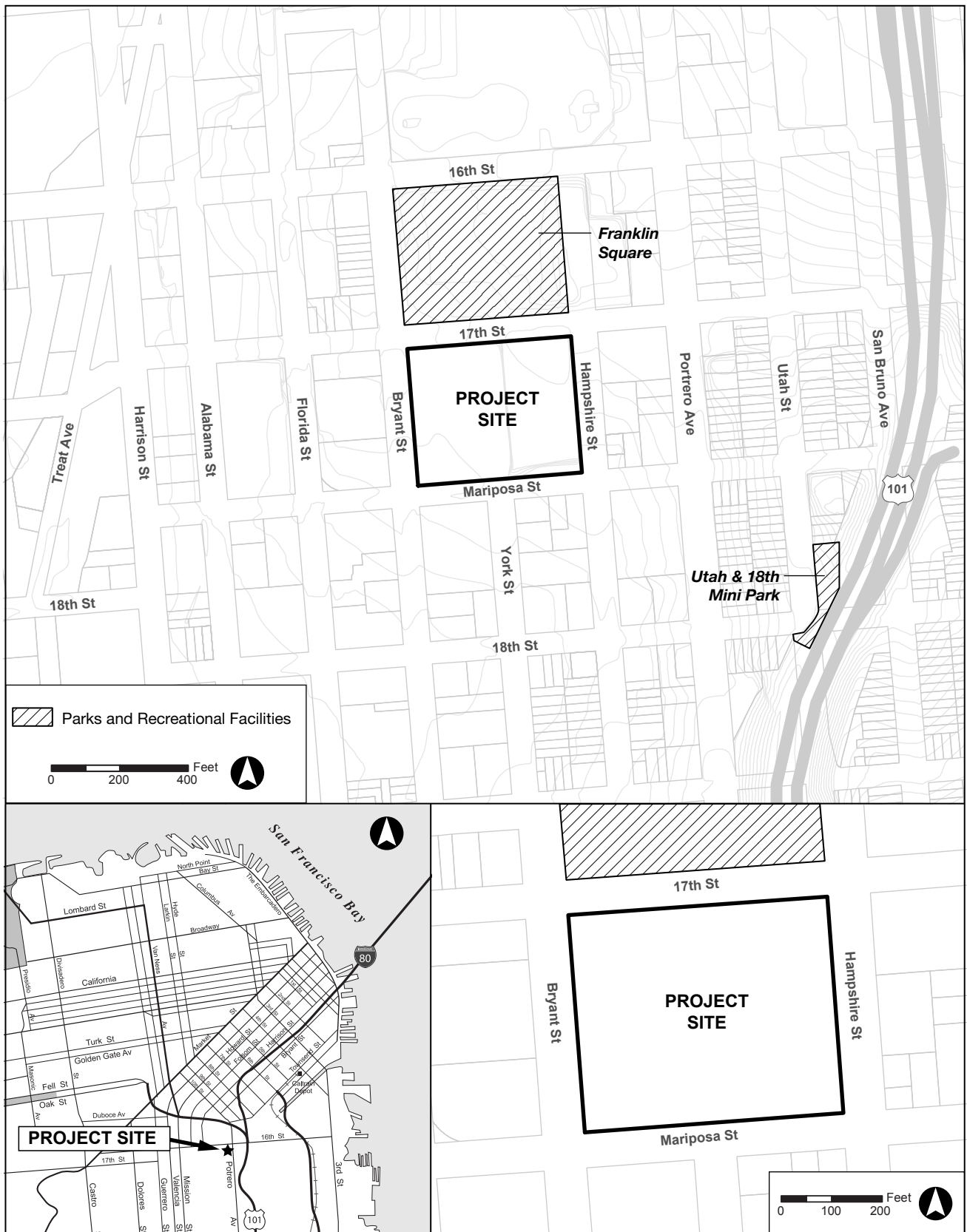
The project site occupies the entirety of Assessor's Parcel 3971/001 and is owned by the City and County of San Francisco, through the SFMTA. The site is approximately 192,000 square feet (or 4.4 acres) and occupies the equivalent of roughly two typical city blocks (200 by 400 feet). The site is rectangular and measures approximately 480 feet along 17th and Mariposa streets and approximately 400 feet along Bryant and Hampshire streets. Potrero Yard includes a bus storage yard and a maintenance and operations building. The western half of the site, as well as the vacated York Street right-of-way, is occupied by the asphalt-paved bus storage yard, which includes a bus wash rack and running repair station along its northern and western edges, respectively. The eastern half of the site is occupied by the predominantly single-story maintenance and operations building, which includes a second-floor parking deck and a second story office level and maintenance bay along Mariposa and Hampshire streets, respectively. (See **Figure 2: Existing Site Plan**, p. 4.)

The site slopes up toward the north and east (17th and Hampshire streets) and downhill toward the south and west (Mariposa and Bryant streets). The bus storage yard (or western portion of the site) has a gradual elevation change of approximately 6 feet due to a cut into the natural slope of the site. As a result, along the northern boundary of the site, the elevation of 17th Street is between approximately 14 and 22 feet higher than site grade with the high point at the corner of 17th and Hampshire streets. The elevation change along the other boundaries of the site is smaller or at the same grade as the bus storage yard.

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<sup>1</sup> Trolley buses (or trolley coaches) along with buses (or motor coaches) are part of the SFMTA's rubber-tired bus fleet. These vehicles are different from other buses based on the propulsion system. That is, trolley buses are all-electric vehicles that operate on overhead wires, while buses are outfitted with either diesel or hybrid motors that operate with renewable fuels. San Francisco Municipal Transportation Agency (SFMTA), SFMTA Bus Fleet Management Plan 2017-2030, March 2017, pp. 12-14. This document and all other documents cited herein, unless otherwise noted, are available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, as part of Case No. 2019-021884ENV.



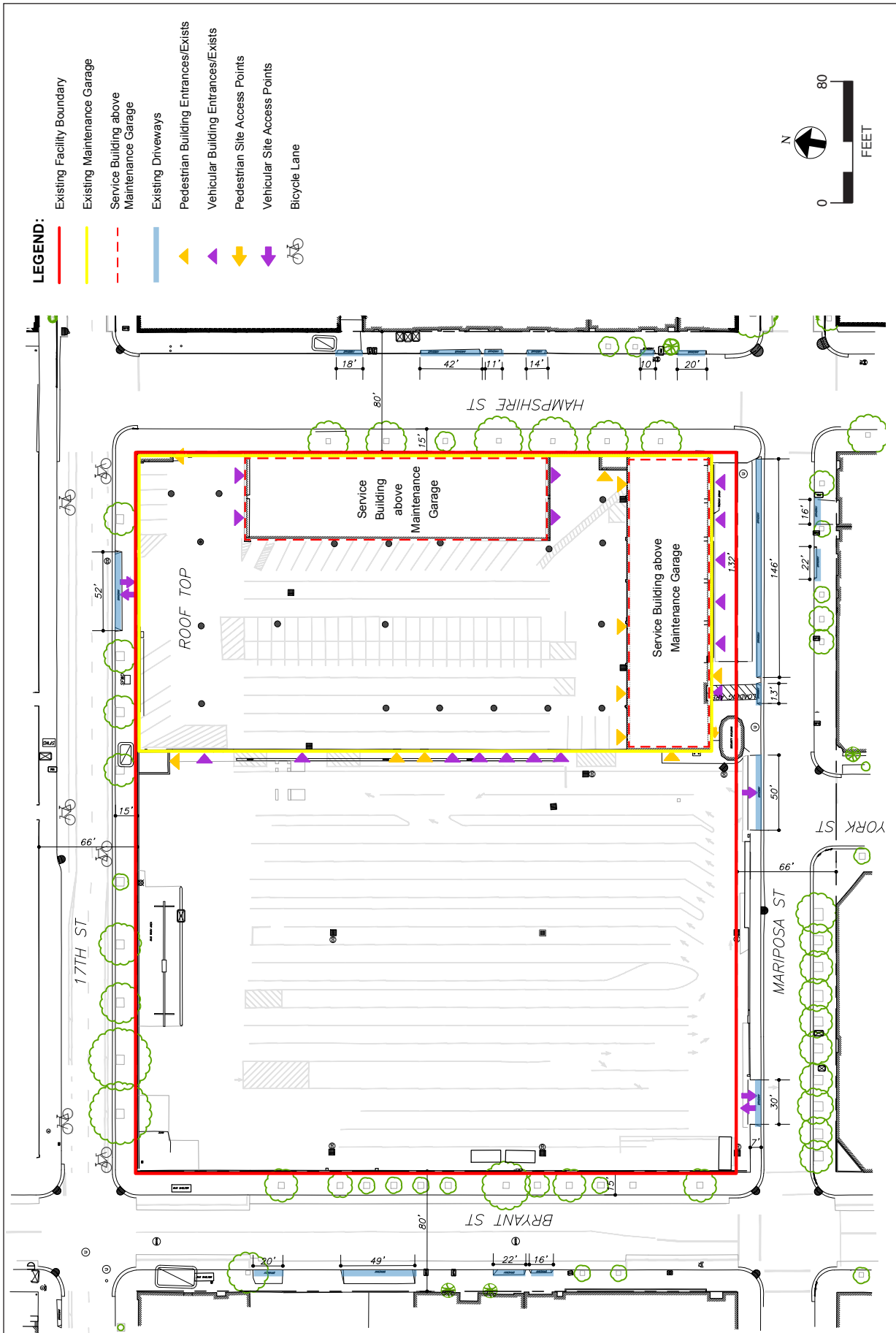


Source: SWCA, 2020

POTRERO YARD MODERNIZATION PROJECT

2019-021884ENV

FIGURE 1: PROJECT LOCATION



Source: Steiab, 2020 and City & County of San Francisco

POTRERO YARD MODERNIZATION PROJECT  
2019-021884ENV

FIGURE 2: EXISTING SITE PLAN

## Existing Operations

Potrero Yard operates 24 hours per day, 7 days a week, providing overnight bus storage and a location for street operations and bus maintenance activities. Potrero Yard has a design capacity for 138 buses that are 40 and 60 feet long. Transit service demands for Muni routes operating out of Potrero Yard requires 158 buses to be stored and maintained at Potrero Yard, with buses parked in circulation aisles and maintenance bays.<sup>2</sup> The buses operate on six Muni routes – 5 Fulton, 5 Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, and 30 Stockton – and carry over 102,000 Muni customers each day.<sup>3</sup> In general, the peak period for buses leaving Potrero Yard to access their routes is between 4 a.m. and 7 a.m., with the majority leaving between 5 a.m. and 6 a.m. Buses generally return to Potrero Yard in the evening between 7 p.m. and 9 p.m. Owl routes 5, 14, and 22 also emanate from Potrero Yard, with buses leaving before midnight and returning before 6 a.m. to provide owl service.<sup>4</sup> Bus travel to and from Potrero Yard is considered non-revenue bus travel time (i.e., buses are not in service picking up and dropping off passengers; they are traveling to or from Potrero Yard and a terminus point where revenue service begins or ends). Potrero Yard has approximately 400 employees, including approximately 295 bus operators.<sup>5</sup>

## Existing Maintenance and Operations Building

The maintenance and operations building was originally constructed in 1915 as single-story, reinforced-concrete building and served as a streetcar maintenance garage with at-grade access from Mariposa Street. In 1924 the portions of the existing building along Hampshire and Mariposa streets were expanded to two stories. Between 1948 and 1949, the building was converted from a streetcar barn to a trolley coach facility. The maintenance and operations building covers less than 50 percent of the site. The rectangular building (215 by 370 feet) has a concrete perimeter foundation, a flat roof, and two double-height sections along its south (Mariposa Street) and east (Hampshire Street) sides. The building is approximately 109,000 gross square feet. Due to the elevation change, the building's height varies, ranging from approximately 44 feet tall along the Mariposa Street frontage near Hampshire Street, to approximately 10.5 feet tall along the Hampshire Street frontage near 17th Street.

Due to the change in grade between the north and south sides of the property, the first floor is below-grade on 17th Street and fully at-grade on Mariposa Street. Concrete retaining walls line the northern side of the site along 17th Street toward Bryant Street and a portion of the western side of the yard along Bryant Street toward 17th Street. The roof of the maintenance building is at grade along 17th Street west of Hampshire Street and is used as a parking deck. Additional maintenance shops are located on the second floor along the Hampshire Street side and offices on the second floor along the Mariposa Street side.

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<sup>2</sup> SFMTA, Short Range Transit Plan, Fiscal Year 2017-Fiscal Year 2030, June 6, 2017, Table 7: SFMTA Administrative, Operations, Maintenance, Fueling, Vehicle Storage and Staging Facilities, p. 19.

<sup>3</sup> SFMTA, Automatic Passenger Counts Data, 2019.

<sup>4</sup> SFMTA, Muni's late-night transit service is called the Owl network, <https://www.sfmta.com/getting-around/muni/routes-stops/muni-owl-service-late-night-transportation>, accessed July 10, 2020.

<sup>5</sup> SFMTA, Data Request Response, January 31, 2020.

The building's first floor, accessed from Mariposa Street, consists of a 10-lane maintenance space with 24 bays, including "heavy" and "running" repair bays<sup>6</sup>, shallow maintenance pits, machine and tire shops, maintenance staff rooms, storage rooms, and offices. The second floor, accessed from 17th Street, houses two maintenance bays with tire and light-duty body repair shops and the operations department. All the maintenance-related spaces on the first and second floors have indoor overhead catenary systems attached to the ceilings to power the trolley buses.

The maintenance and operations building is eligible for inclusion in the California Register of Historical Resources (CRHR) under Criterion 1 (Events) for its association with the early days of the San Francisco Municipal Railway (Muni), and in particular the expansion of Muni service south of Market Street.<sup>7</sup> It also appears eligible for listing under Criterion 3 (Architecture/Design/Construction) as an example of a type (municipal car barn), period (World War I), method of construction (reinforced concrete), and the "work of a master," City Engineer Michael M. O'Shaughnessy. The maintenance and operations building is considered a moderately intact example of a municipal car barn. The department assigned the building a status code by of "3CS," meaning that it is already listed in the California Register and considered a historical resource for purposes of the California Environmental Quality Act (CEQA). The project site is not located within any known or potential historic district.<sup>8</sup>

### **Existing Bus Storage Yard and Other Paved Areas**

The site has several paved areas and curb cuts. The existing electrified bus storage yard on the western portion of the site (approximately 112,450 square feet) is the largest of the paved areas. The bus storage yard is paved with asphalt, with painted and numbered parking lanes in the center of the yard. Overhead catenary lines mounted on steel poles provide power for off-duty electric buses stored and serviced on the yard. Several workstations are located around its perimeter, including a bus wash rack on the north side, an outdoor running repair station on the west side, and a fare collection shop and a defunct vacuum station on the east side. An entry control booth, built in 1990, is located west of a 25-foot-deep setback on the southeast portion of the site along Mariposa Street adjacent to the bus storage yard's main entrance.

Ingress to the bus storage yard is provided by a 50-foot-wide curb cut and gated driveway on Mariposa Street immediately west of the entry control booth; egress is provided by a 30-foot-wide curb cut and gated driveway on Mariposa Street near Bryant Street.

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<sup>6</sup> Running repair bays serve as preventative maintenance and inspection for buses that are still powered. Heavy repair bays typically are used for more intensive bus maintenance activities that could require lifts and other mechanical systems for engine overhauls or major body repairs.

<sup>7</sup> VerPlanck Historic Preservation Consulting, Historic Resource Evaluation, Potrero Trolley Coach Division Facility, October 2, 2017, Section III, Regulatory Framework, p. 4.

<sup>8</sup> VerPlanck Historic Preservation Consulting, Historic Resource Evaluation, Potrero Trolley Coach Division Facility, October 2, 2017, Section VI, Determination of Eligibility, p. 65.

Other paved areas and curb cuts on the project site are as follows:

- A second-floor parking deck on top of the maintenance and operations building on the northeast portion of the site near 17th and Hampshire streets. The second-floor parking deck is accessed via a 52-foot-wide curb cut and gated driveway on 17th Street near Hampshire Street. The second-floor parking deck is electrified with overhead catenary wires mounted on steel poles.
- A 25-foot-deep strip of asphalt in front of five openings on the south elevation of the maintenance and operations building along Mariposa Street.<sup>9</sup> This strip of asphalt is in front of a continuous, approximately 146-foot-wide curb cut for buses to enter and exit the building.
- A 13-foot-wide curb cut, used to access a parts storeroom receiving area located immediately west of the main pedestrian entrance and east of the entry control booth via Mariposa Street.

The bus storage yard and second-floor parking deck provide space for the following:

- 158 buses (sixty-five 40-footers and ninety-three 60-footers)
- 56 non-revenue vehicles<sup>10</sup> and employee vehicles, in striped parking spaces currently located on the northeast side of the second-floor parking deck<sup>11</sup>
- 10 additional non-revenue vehicles, which are parked throughout the bus storage yard but not in marked spaces

In addition, one off-street loading space on the bus storage yard is located outside the parts storeroom receiving area east of the entry control gate on Mariposa Street. Off-street loading also occurs outside the maintenance bays on the second-floor parking deck.

Along 17th and Bryant streets and a portion of the Mariposa Street frontage, the bus storage yard is enclosed within 10-foot-high steel fencing topped with outward curving balusters.

### **Existing Site Access and Circulation**

The project site is well served by public transit. Muni operates numerous surface buses within one block of the project site along Bryant Street, 16th Street, and Potrero Avenue, including the 9 San Bruno, 9R San Bruno Rapid, 22 Fillmore, 27 Bryant, 33 Ashbury/18th, and 55 16th Street routes. Six Muni bus routes operate out of the Potrero Yard: the 5 Fulton, 5 Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, and 30 Stockton routes. Regional transit providers include BART, Golden Gate Transit, and San Mateo County Transit District (SamTrans).

Potrero Yard is not accessible to unaccompanied members of the public. Employees access the maintenance and operations building primarily from the entrance on Mariposa Street immediately east of the entry

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<sup>9</sup> The 25-foot-deep setback at the southeast corner of site along Mariposa Street was originally required to allow streetcars, which cannot make 90 degree turns, sufficient clearance to turn off Mariposa Street into the building.

<sup>10</sup> Non-revenue means the SFMTA does not use the vehicles to collect fares from passengers. Non-revenue vehicles include, but are not limited to, cars, minivans, pick-up trucks, cargo vans, super-duty trucks, and tanker trucks. SFMTA, Short Range Transit Plan, Fiscal Year 2017-Fiscal Year 2030, June 6, 2017, p. 81.

<sup>11</sup> Fifty-two striped parking spaces are currently being used for bus parking.

control booth. Bus, non-revenue vehicles, and staff vehicles are able to access Potrero Yard from Mariposa Street via the 44-foot-wide gate just west of the entry control booth and the five bus bays near Hampshire Street, accessed via the 50-foot and 146-foot-wide curb cuts, respectively; and from the second-floor parking deck, accessed via a 52-foot-wide curb cut and gated driveway on 17th Street west of Hampshire Street.

The streets adjacent to the project site are identified as mixed-use streets in the Better Streets Plan<sup>12</sup> and described below.

- 17th Street is 66 feet wide with two travel lanes, striped bicycle lanes on both sides, and on-street parallel parking on the north side starting approximately 230 feet east of the Bryant Street intersection.<sup>13</sup>
- Hampshire Street is 80 feet wide with two travel lanes and perpendicular vehicle parking on both sides of the street.
- Mariposa Street is 56 feet wide with two travel lanes and on-street parallel parking on the north side of the street between the two gated entry and exit points to the bus storage yard and on the south side between Bryant and York streets and York and Hampshire streets.
- York Street terminates at Mariposa Street.
- Bryant Street is 80 feet wide with two north-south travel lanes, on-street parallel parking on both sides of the street, and Muni bus stops. The northbound (inbound towards Russian Hill) Muni bus stops are at the southeast corner of Bryant and Mariposa streets (south of the project site) and the southeast corner of Bryant and 17th streets (adjacent to the project site). The southbound (outbound towards the Mission) Muni bus stops are at the southwest corner of Bryant and 17th streets and the northwest corner of Bryant and Mariposa streets, both across the street from the project site.<sup>14</sup>

There are no on-street loading spaces adjacent to the project site.

The sidewalks adjacent to the project site along 17th, Hampshire, and Bryant streets are each 15 feet wide and meet the Better Streets Plan recommended sidewalk width. The Mariposa Street sidewalk is 7 feet wide and does not meet the minimum sidewalk width of the Better Streets Plan.<sup>15</sup> The existing bus storage yard encroaches on the Mariposa Street sidewalk right-of-way. Sidewalk elements include 27 street trees on the adjacent sidewalks: nine on 17th Street, seven on Hampshire Street, and 11 on Bryant Street. There are no street trees along the Mariposa Street frontage (see **Figure 2**, p. 4). Other sidewalk elements include the

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<sup>12</sup> The San Francisco Better Streets Plan consists of illustrative typologies, standards and guidelines for the design of San Francisco's pedestrian environment, with the central focus of enhancing the livability of the City's streets. City and County of San Francisco, San Francisco Better Streets Plan, December 7, 2010, <https://sfplanning.org/resource/better-streets-plan>, accessed June 30, 2020.

<sup>13</sup> Along this segment of 17th Street the bikeway is a signed class II facility with a striped bike lane in both directions and elements of a class IV facility (i.e., a separated bike lane and flexible posts). The 17th Street bikeway continues east of Hampshire Street and west of Bryant Street as a mixed class II/class IV facility.

<sup>14</sup> There are class II striped bike lanes on each side of Bryant Street north of 17th Street.

<sup>15</sup> For this segment of Mariposa Street, the minimum and recommended sidewalk widths in the Better Streets Plan are 12 feet and 15 feet, respectively.



network of poles and overhead wires that serve the various Muni trolley buses maintained and stored at Potrero Yard. A Bay Area bicycle-share station with 19 bicycle docks is located at the northeast corner of Bryant and 17th streets, adjacent to the sidewalk.

### **Existing Zoning and General Plan Designation for the Project Site**

The project site is located within a Public Use (P) Zoning District and a 65-X Height and Bulk District.<sup>16</sup> <sup>17</sup> The entire project site is within the Mission Alcohol Beverage Special Use District and Fringe Financial Services Restricted Use District, which include zoning controls to address specific land use issues related to the sale of alcoholic beverages and establishment of new fringe financial services, respectively.<sup>18</sup> It is also within the area covered by the Mission Area Plan of the San Francisco General Plan.<sup>19</sup>

### **PROPOSED PROJECT**

The SFMTA proposes to replace the Potrero Yard at 2500 Mariposa Street. The project would accommodate the expansion of the SFMTA's transit vehicle fleet and the modernization of bus maintenance, operation, and administrative services. The project would also accommodate the expansion and consolidation of training operations currently sited elsewhere in one location. In addition, the proposed project includes joint development consisting of a mix of uses, such as residential within and atop the replacement transit facility and ground-floor commercial uses along Bryant Street.

In addition, the proposed project also includes four variants that consider modifications to limited features or aspects of the project. A brief description is provided below under "Project Variants," p. 41.

### **Project Background**

The proposed project is part of the SFMTA's 20-year Building Progress Program to expand and modernize its facilities to meet growing transportation demands and changing technologies.<sup>20, 21</sup> In addition to the Potrero Yard, the SFMTA operates five other bus yards, sometimes referred to as "divisions": Presidio Yard (949 Presidio Avenue), Flynn Division (1940 Harrison Street), Woods Yard (1095 Indiana Street), Islais Creek Division (1301 Cesar Chavez Street), and Kirkland Yard (2301 Stockton Street and 151 Beach Street).<sup>22</sup>

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<sup>16</sup> The maximum building height allowed on the project site is 65 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to the San Francisco Planning Code, Article 2.5: Height and Bulk Districts, Section 270(a), there are no bulk limits in an "X" Bulk District.

<sup>17</sup> San Francisco Planning Department, San Francisco Property Information Map, Step 1: 2500 Mariposa Street, and Step 2: Zoning Information, <http://propertymap.sfplanning.org>, accessed July 25, 2020.

<sup>18</sup> San Francisco Planning Code, Article 2: Use Districts, Sections 249.35 and 249.60.

<sup>19</sup> San Francisco Planning Department, San Francisco General Plan, Eastern Neighborhoods Planning Areas, [http://generalplan.sfplanning.org/images/eastern\\_neighborhoods\\_map.pdf](http://generalplan.sfplanning.org/images/eastern_neighborhoods_map.pdf), accessed July 24, 2020.

<sup>20</sup> SFTMA, Building Progress Public Outreach Boards, January 24, 2018, p. 5.

<sup>21</sup> SFMTA, 2017 SFMTA Facilities Framework, p. 8.

<sup>22</sup> SFMTA, 2017 SFMTA Facilities Framework, p. 14.

The SFMTA is increasing its transit fleet to meet growing transportation demands. By 2025, SFMTA will have 55 more rubber-tired buses than can physically fit in its six current facilities; by 2030, that number will increase to 62. In addition, its oldest transit facilities – Potrero, Presidio, and Kirkland yards – were not built for the buses they currently store there, and are not equipped with adequate bus maintenance infrastructure or equipment, including bus lifts. The Potrero and Presidio yards were built for streetcars and modified for buses within their existing footprints; they have never truly served for efficient bus maintenance. They also do not meet the needs of new bus types or technologies such as battery-electric bus infrastructure. SFMTA therefore undertook a planning process for expanded and modern transit facilities.<sup>23</sup>

In 2015 the SFMTA began a facility condition assessment to identify deficiencies and repair costs as a basis for budgeting and prioritizing improvements, as well as a means of identifying major space planning opportunities and ways to improve processes for facility planning and management.<sup>24</sup> SFMTA staff held internal staff workshops with front-line transit operations and maintenance staff and management in late 2015, early 2016, mid-2016, and late-2016. SFMTA staff presented a Facilities Framework to the SFMTA Executive Team in December 2016. The SFMTA Executive Team provided direction to study three development scenarios: Scenarios 1A and 1B, which propose smaller rebuilt facilities because they assume an additional new site, and Scenario 2A, which optimizes use of the SFMTA’s existing sites, including replacing Potrero Yard.<sup>25</sup>

In November and December 2017 and January and December 2018, the SFMTA held public meetings to discuss the critical need to modernize SFMTA facilities such as Muni yards, maintenance shops, and paratransit facilities.

SFMTA held public workshops on the redevelopment of the Potrero Yard in December 2018 and in February, August, and October 2019. The SFMTA also conducted two years of internal design and planning work and coordinated with the Potrero Yard Neighborhood Working Group<sup>26</sup>.

Based on those efforts, the SFMTA decided to study only Scenario 2A further. This scenario proposes rebuilding the three oldest facilities – Potrero, Presidio, and Kirkland yards, including the potential for additional joint development on these sites. The SFMTA is proposing to proceed with Potrero Yard first, as described herein.

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<sup>23</sup> SFMTA, 2017 SFMTA Facilities Framework, p. 8.

<sup>24</sup> SFMTA, 2017 SFMTA Facilities Framework, p. 6.

<sup>25</sup> SFMTA, 2017 SFMTA Facilities Framework, p. 10.

<sup>26</sup> The Potrero Yard Neighborhood Working Group has approximately 15 members selected by the SFMTA in consultation with the Supervisors of Districts 9 and 10. Each seat represents a specific interest in elements of the project, <https://www.sfmta.com/reports/potrero-yard-neighborhood-working-group-application-form>, accessed May 30, 2020.



The City and County of San Francisco (the City), acting by and through the SFMTA, will select a master developer (or a development consortium) to redevelop the 4.4-acre site through a developer selection process consisting of a request for qualifications (released June 2020) and a subsequent request for proposals (expected fall 2020) from the qualified candidates. The SFMTA anticipates selecting a developer in January to March 2021 and contracting with a developer by April to June 2021.

The proposed project described below and summarized in **Table 1: Summary of Existing and Proposed Project Characteristics**, pp. 13-14, is conceptual at this early stage in process. This document describes the project's characteristics as they would occur if decision makers approve the project. However, as with most large development projects, aspects of the proposed project's conceptual design may change and will become more detailed as a result of the CEQA process, technical design modifications, planning and building department application submittal requirements, and input from the planning department, the community, the selected project developer, and other stakeholders. For example, the project's massing, shown in Figures 4 through 11 on pp. 17 to 24 of this document, may change from the maximum envelope proposed to be analyzed as part of the CEQA analysis to a more refined architectural expression in response to design guidelines to be developed as part of the SFMTA's developer selection process and through the City's design review process.

The planning department will evaluate whether any future changes from the sponsor to the project description described herein would necessitate additional environmental review because, for example, the change would result in new or more substantial significant impacts.<sup>27</sup>

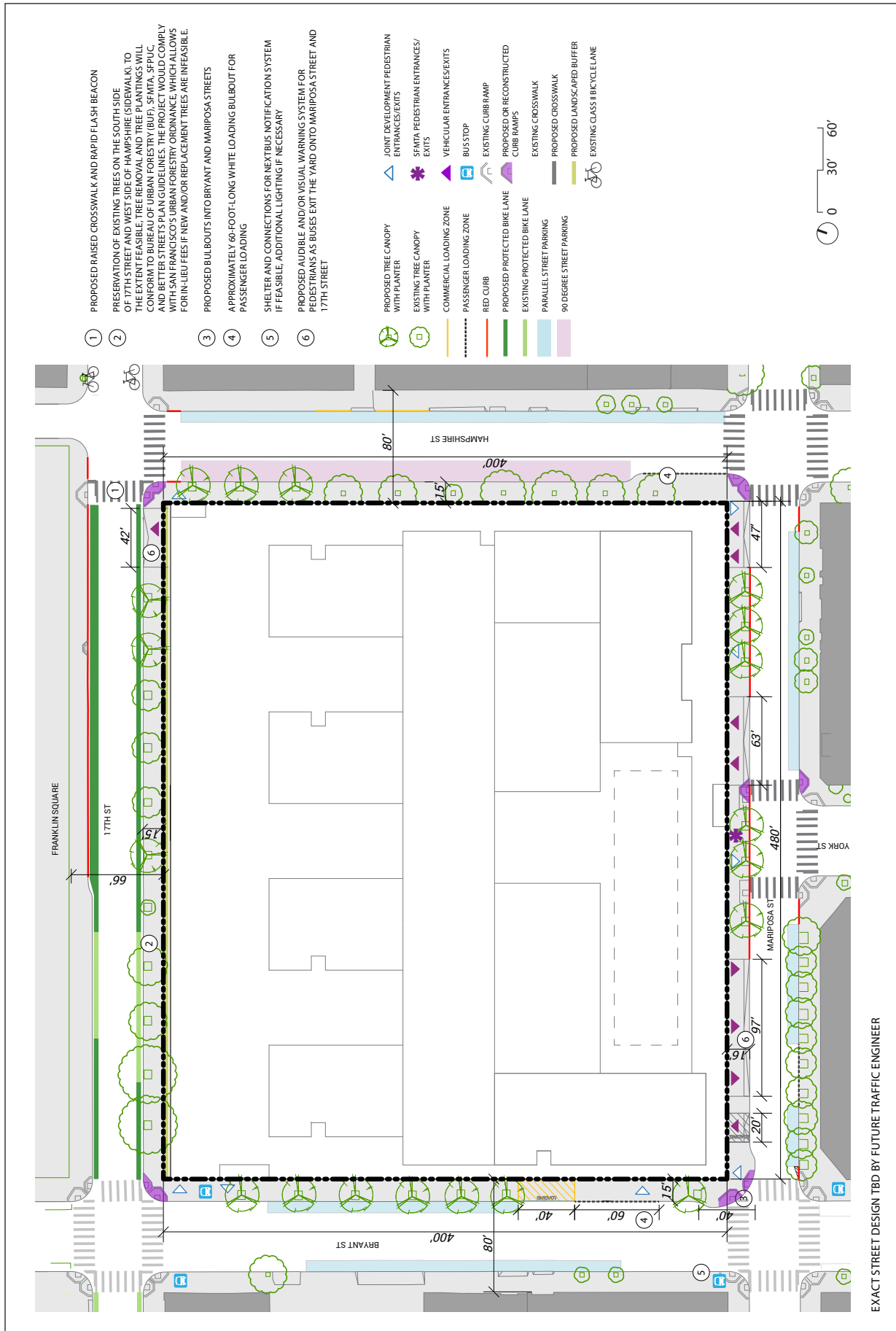
### **Project Characteristics**

The proposed project would demolish the existing bus storage yard and the maintenance and operations building and would replace them with a new, approximately 75- to 150-foot-tall,<sup>28</sup> up to 1,300,000-gross-square-foot structure. The proposed structure would cover the entire lot, except for a 5-foot setback from 17th Street. (See **Figure 3: Proposed Site Plan.**) The characteristics of the proposed development are summarized in **Table 1: Summary of Existing and Proposed Project Characteristics**, pp. 13-14.

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<sup>27</sup> Refer to CEQA Guidelines sections 15088.5 "Recirculation of an EIR prior to certification" and 15162 "Subsequent EIRs and Negative Declarations" for more details regarding the criteria applicable to the planning department's evaluation of refinements to the project description. Such subsequent environmental review may include revisions to the draft EIR, a subsequent EIR or addendum or similar documentation.

<sup>28</sup> Maximum building height would be measured from grade at the midpoint of the property boundary along each elevation pursuant to section 260 of the planning code.



EXACT STREET DESIGN TBD BY FUTURE TRAFFIC ENGINEER

Source: SFMTA and Stielab, 2020

POTRERO YARD MODERNIZATION PROJECT

2019-021884ENV

FIGURE 3: PROPOSED SITE PLAN

**Table 1: Summary of Existing and Proposed Project Characteristics**

<b>Building Characteristics</b>	<b>Demolished</b>	<b>New</b> <sup>NOTE A</sup>
<b>Paved Bus Storage Yard</b>	<b>112,450 sq. ft.</b>	–
<b>Total Building Floor Area</b>	<b>109,000 gsf</b> <sup>NOTE B</sup>	<b>1,300,000 gsf</b>
Ramps and Circulation		463,000 gsf
Service/Storage (Basement)		127,000 gsf
Service/Storage (Non-Basement)		59,000 gsf
Administration & Common Area		52,000 gsf
Shared Basement Circulation (Ramps and Drives)	–	22,000 gsf
<b>Transit Facility Subtotal</b>	<b>221,450 gsf</b> <sup>NOTE C</sup>	<b>723,000 gsf</b>
Residential (Units)	–	394,000 gsf
Residential (Circulation, Common Area, Property Management, Service, Storage)	–	150,000 gsf
<b>Residential Development Subtotal</b>	–	<b>544,000 gsf</b>
Commercial Use	–	33,000 gsf
<b>Commercial Development Subtotal</b>	–	<b>33,000 gsf</b>
<b>Height</b>	<b>10.5 – 44 feet</b>	<b>75 – 150 feet</b> <sup>NOTE D</sup>
<b>Levels or Floors</b>	<b>1 to 2</b>	<b>3 to 13</b>
<b>Residential Units</b> <sup>NOTE E</sup>	<b>0</b>	<b>575</b>
Two- to Three-Bedroom	–	228
One-Bedroom	–	206
Studio	–	141
<b>Vehicle Parking Spaces</b>	<b>214</b>	<b>310</b> <sup>NOTE F</sup>
Buses (40 foot / 60 foot)	158 (65 / 93)	213 (63 / 150)
Non-Revenue Vehicles (large / standard)	56	97 (8 / 89)
SFMTA Staff	–	0
Residential	–	0
<b>Loading Supply (On-Street Zones / Off-Street Spaces)</b>	<b>0 curb feet (0 / 1)</b>	<b>160 curb feet (3 / 2)</b>
Commercial (On-Street / Off-Street)	0 curb feet (0 / 1)	40 curb feet (1 / 2)
Passenger (On-Street / Off-Street)	–	120 curb feet (2 / 0) <sup>NOTE G</sup>
<b>Bicycle Parking Spaces</b> <sup>NOTE H</sup>	<b>5</b>	<b>773</b>
Class 1	0	736
Class 2	5	37
<b>Useable Open Space – Atop Replacement Transit Facility</b>	–	<b>91,000 sq. ft.</b>
<b>At-Grade Open Space – Green Buffer along 17th Street</b>	–	<b>2,400 sq. ft.</b>

Notes: gsf = gross square feet; sq. ft. = square feet

<sup>NOTE A</sup> Numbers rounded to closest 1,000 gsf or sq. ft. and correspond to the current conceptual design of the proposed project. The values presented are the expected maximum size for each component to provide a conservative analysis of impacts. The floor areas of the final design may result in variances from the values presented.

<sup>NOTE B</sup> Includes space for bus circulation, service, storage, administrative offices, and common areas.

<sup>NOTE C</sup> Includes the paved bus storage yard.

<sup>NOTE D</sup> The replacement transit facility would have three levels and be approximately 75 feet tall, as measured from grade at the midpoint of the property boundary along each elevation pursuant to San Francisco Planning Code (planning code) section 260.

<b>Building Characteristics</b>	<b>Demolished</b>	<b>New</b> <small>NOTE A</small>
<small>NOTE E</small> The proposed project may include as few as 525 units, but the analysis assumes up to 575 units. Approximately 40 percent of all residential units would be two-bedroom units, with up to 15 percent of two-bedroom units potentially becoming three-bedroom units. Approximately 50 percent of residential units would be market rate, and the other 50 percent would be below market rate residential units.		
<small>NOTE F</small> Up to 12 car-share spaces may be provided at the basement level.		
<small>NOTE G</small> Two separate 60-foot-long zones.		
<small>NOTE H</small> Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly accessible and highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Class 2 bicycle racks allow the bicycle frame and one wheel to be locked to the rack (with one u-shaped lock) and provide support to bicycles without damage to the wheels, frame, or components (planning code section 155.1).		

*Source: SFMTA 2019*

As shown in **Table 1**, the proposed approximately 1,300,000-gross-square-foot structure would contain an approximately 723,000-gross-square-foot replacement transit facility and up to 577,000 gross square feet of joint development uses. The replacement transit facility will have three transit levels, and a portion of the joint development, with integrated residential and commercial uses proposed along the Mariposa Street and Bryant street frontages (for a total of six joint development floors within the three-level replacement transit facility). Much of the residential portion of the joint development program would be developed within the three to seven floors proposed to rise above the replacement transit facility, i.e., on joint development floors 7 through 13. The tallest portion of the additional residential development atop the replacement transit facility will be closest to Mariposa Street on the site’s south side. Useable open space (see **Table 1**) would be developed on the rooftop of the replacement transit facility, e.g., where the structure is set back from the property lines.

The three new transit levels in the replacement transit facility would be designed to include space for circulation (ramps, drive aisles, and vertical circulation), parking for 213 buses, 18 maintenance bays and maintenance support areas, operations, an SFMTA operator training center, storage (parts and battery-electric infrastructure), administrative uses/common areas (e.g., offices, conference rooms, break rooms), and joint development uses.<sup>29</sup> A total of 310 vehicle spaces would be provided: 63 spaces for the 40-foot-long buses, 150 spaces for the articulated 60-foot-long buses, and 97 parking spaces for large and standard non-revenue vehicles. The project is not proposing any off-street accessory vehicular parking for the entirety of the project, including the proposed joint development. See **Table 1**, pp. 13-14, for the parking breakdown and for approximate floor areas for the replacement transit facility. Ramps would provide one-way internal driveways within the replacement transit facility so that buses can access the work bays, bus wash bays, and parking spaces on the three new transit levels.

The proposed joint development uses within the replacement transit facility (ground-floor commercial and residential) and proposed residential uses on the up to seven floors atop the replacement transit facility

<sup>29</sup> HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: Bus Facility Design Criteria Document, June 2019, Section 3.3 (Potrero Facility Scenario 2), p. 27.

would include space for up to 575 residential units. Up to 33,000 square of ground-floor commercial use would also be developed along Bryant Street. See **Table 1**, pp. 13-14, for the breakdown of units by unit type and for approximate floor areas for the residential and commercial uses.<sup>30, 31</sup>

Circulation space for the proposed transit, residential and commercial uses would be provided at the basement level and each of the six joint development floors within the replacement transit facility. Residential levels within the replacement transit facility would be accessed via vertical circulation access points that preserve the security of the SFMTA facility and that are safe and functional for the joint development. Access to the residential levels atop the replacement transit facility would be provided via separate residential circulation elevators and stairs. A secure access system would be installed to restrict access to various floors to authorized individuals (e.g., residents only at the residential floors and SFMTA employees only at SFMTA floors).

The proposed project would also include changes within the Mariposa Street, 17th Street, Bryant Street, and Hampshire Street rights-of-way, as discussed below under “Proposed Changes in Street Rights-of Way” beginning on p. 35.

During construction, the bus parking, operations, and maintenance support functions would temporarily relocate to the Muni Metro East Light Rail Vehicle Facility (601 25th Street), and the 1399 Marin Facility.<sup>32</sup> The SFMTA estimates that the replacement transit facility would have a total employment population of approximately 829 full-time equivalent persons, including 383 operators.<sup>33</sup> Potrero Yard would continue to operate as a 24/7 facility. On average, approximately 100 SFMTA staff would be on site at any given time, with a peak of 181 SFMTA staff from noon to 3 p.m. and 60 to 80 staff from 6 p.m. to 3 a.m.

### **Proposed Building Form and Design**

The proposed new structure would occupy the site up to the property lines, except along the 17th Street frontage, due to the five-foot setback. The project includes a replacement transit facility at approximately 75 feet in height as measured to the top of the roof from grade at the midpoint of the property boundary

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<sup>30</sup> Joint development floors within the replacement transit facility would include residential units on floors 2 through 6, with commercial uses and residential lobbies at the ground floor along Mariposa and Bryant streets, as currently shown on Figure 13 through Figure 18, pp. 27-29 and 31-33. Each of the floors would include a mix of the proposed joint development and transit facility uses.

<sup>31</sup> Current financial model assumes that residential units proposed for development within the replacement transit facility would be below market rate units while those developed atop the replacement transit facility would be a combination of market rate and below market rate units.

<sup>32</sup> The 180,000-square-foot Muni Metro East Light Rail Vehicle Facility is located along the Central Waterfront on Illinois and 25th streets in the Dogpatch/Bayview neighborhood, a block from the T Third Street Line. The 1399 Marin facility at Marin and Indiana streets, also located in the Dogpatch/Bayview neighborhood and in close proximity to the T Third Street Line, is currently used for receiving new transit vehicles and testing them before they are introduced into the overall transit fleet.

<sup>33</sup> HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: 3-Level Bus Facility Design Criteria Document, June 2019, Section 2.1 (Staff Summary), p. 11.

along each elevation. The three- to seven-story residential structures atop the replacement transit facility would be approximately 30 to 70 feet tall as measured to the top of the roof (exclusive of any mechanical penthouses that could range from 16 to 20 feet and would be centrally located on rooftops). The tallest portion of the new structure would be located away from the 17th Street property line, toward the southern portion of the site. Thus, the proposed overall heights would range from approximately 75 feet for the replacement transit facility to a maximum of up to 150 feet, inclusive of the approximately 75-foot-tall replacement transit facility. The proposed structure, including balconies, terraces, and other features, as well as any rooftop additions or elements that feature unbroken glazed segments, would be designed to be compliant with the bird-safe features described in San Francisco Planning Code (planning code) section 139, as applicable.

The proposed upper-floor setbacks above the replacement transit facility show residential structures set back approximately 70 feet from the north property line (17th Street), approximately 20 to 30 feet from the east property line (Hampshire Street), approximately 15 to 25 feet from the south property line (Mariposa Street), and approximately 10 to 30 feet from the west property line (Bryant Street).<sup>34</sup> (See **Figure 4: Proposed Massing – South (Mariposa Street) Elevation**, **Figure 5: Proposed Massing – West (Bryant Street) Elevation**, **Figure 6: Proposed Massing – North (17th Street) Elevation**, and **Figure 7: Proposed Massing – East (Hampshire Street) Elevation**.)

Visual simulations of the proposed project from various publicly accessible viewpoints along the perimeter of the project site are shown on **Figure 8: Proposed View Looking South From Franklin Square**; **Figure 9: Proposed View Looking North Along York Street**; **Figure 10: Proposed View Looking West Along Mariposa Street**; and **Figure 11: Proposed View Looking North From Bernal Heights**.

The proposed uses are described below by level and floor and illustrated in **Figure 12** through **Figure 19**.

### **Proposed Basement Level**

The below-grade basement level would provide space for service functions for both the SFMTA and the joint development uses. The basement-level space for the SFMTA would include a loading dock; parts staging/storage area; battery electric storage, and work areas. Joint development space at the basement level would include a loading dock, storage, and service/delivery space. Other basement-level space would include stairways, elevators, class 1 bicycle parking, and trash, recycling, and composting.<sup>35</sup> (See **Figure 12: Proposed Basement Level Plan**.) In addition to these uses at the basement level, the proposed project could occupy the site's full dimensions to accommodate additional battery electric storage and infrastructure space for future expansion.

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<sup>34</sup> Conceptual designs take advantage of the site's slope to limit shadows on Franklin Square.

<sup>35</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-101 (Basement Overall Plan) to A-101I (Basement - Area I), February 20, 2019, and Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 10, November 20, 2019.

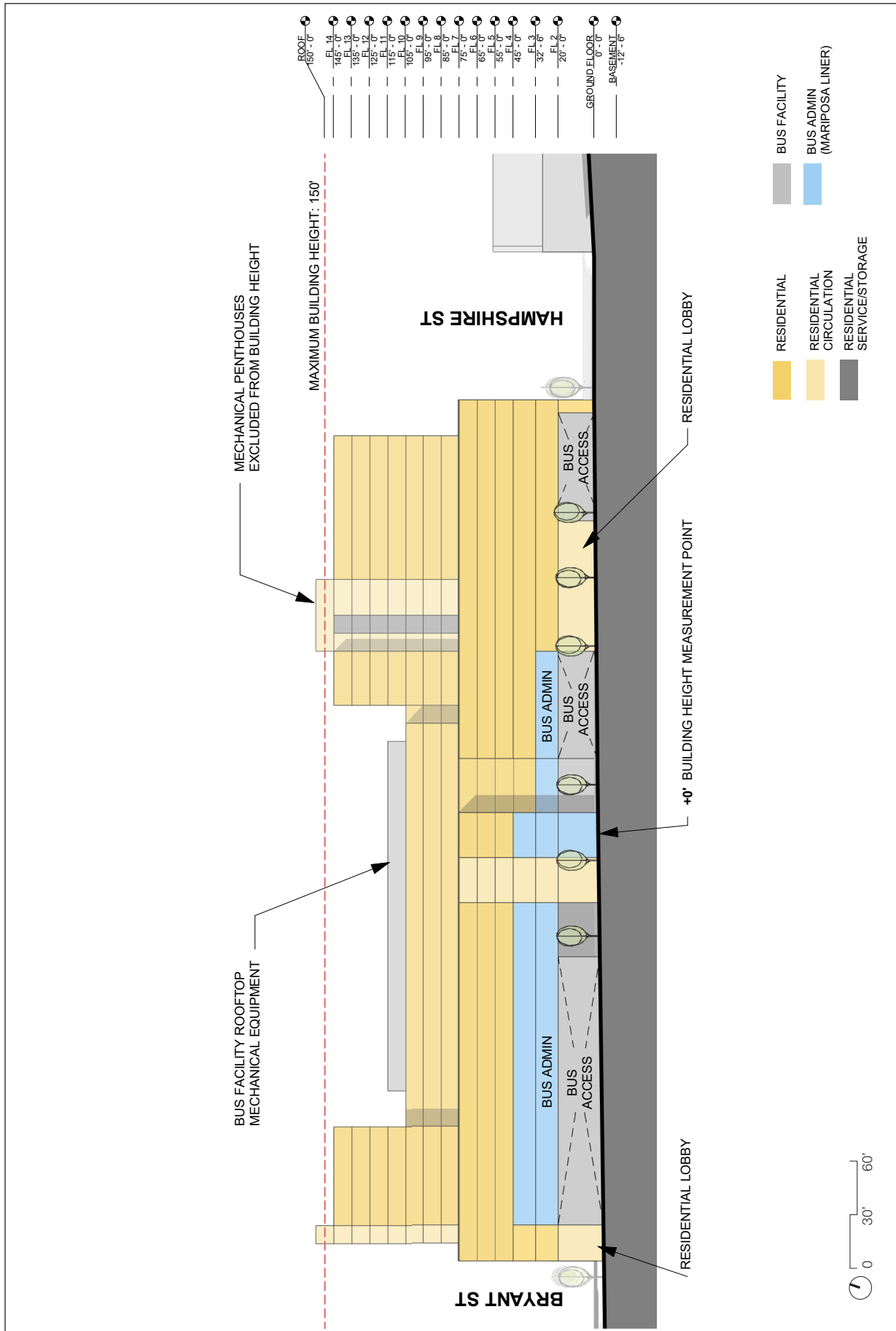


FIGURE 4: PROPOSED MASSING - SOUTH (MARIPOSA STREET) ELEVATION

Source: SteiLab Urban Studio, 2019

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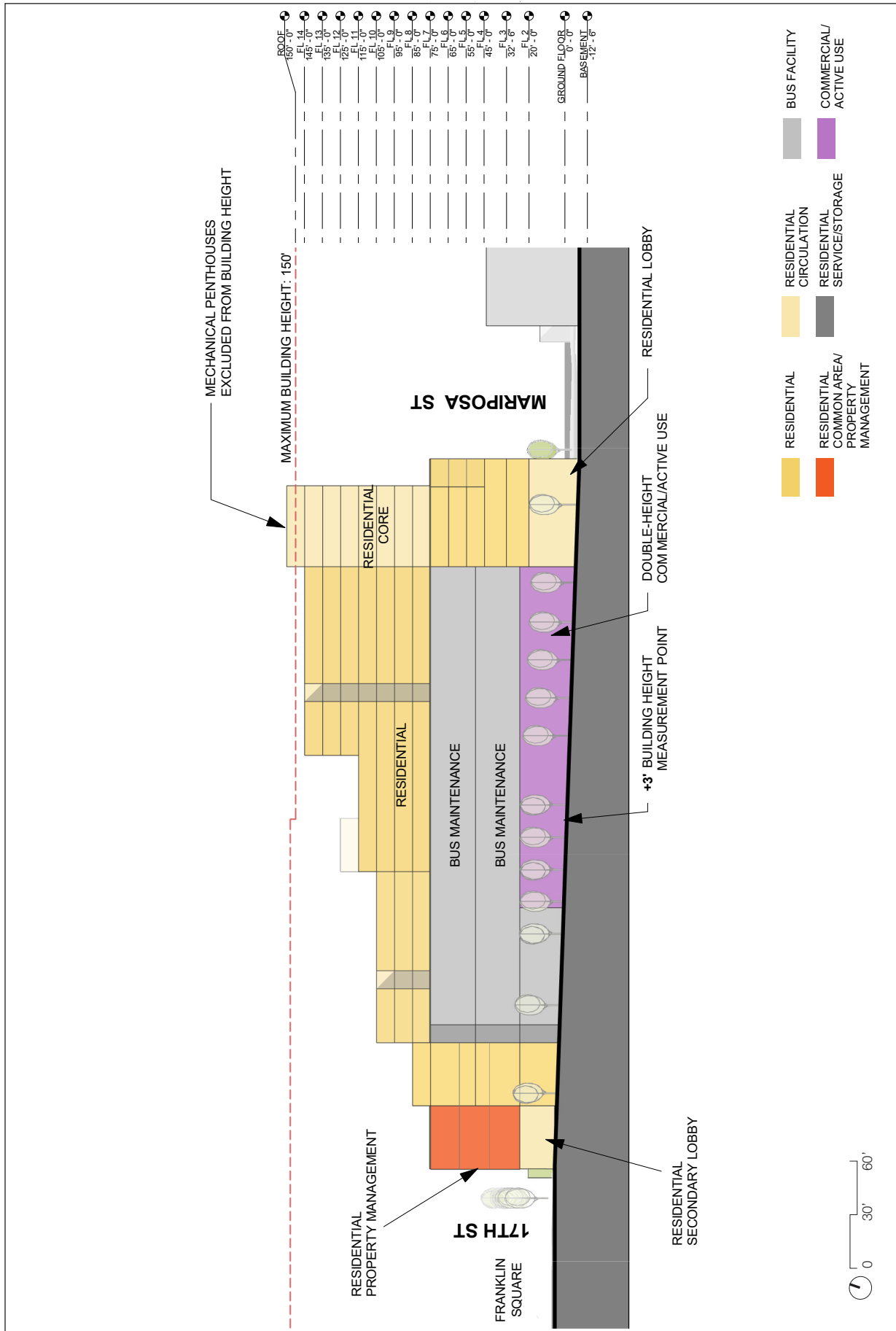


FIGURE 5: PROPOSED MASSING - WEST (BRYANT STREET) ELEVATION



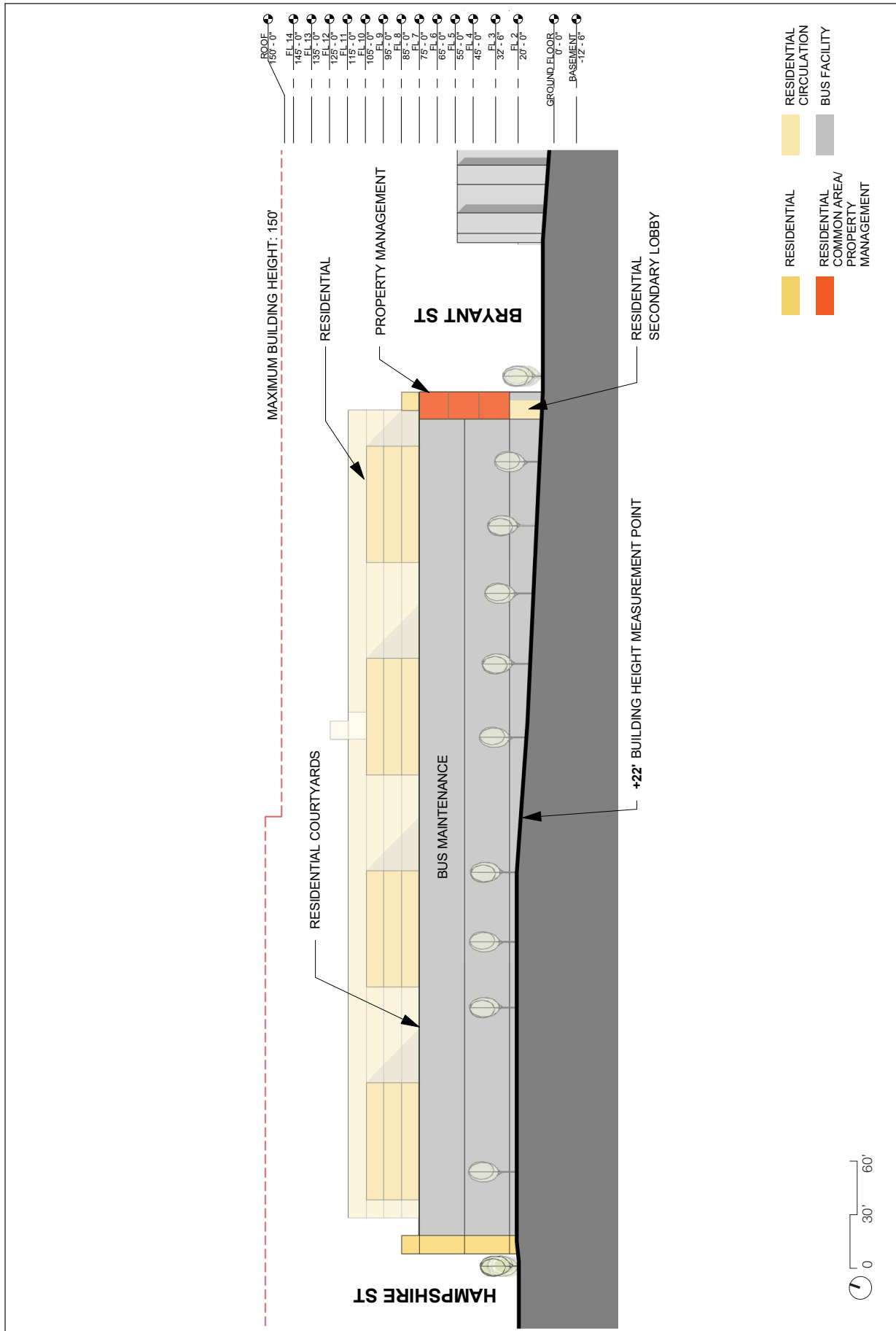


FIGURE 6: PROPOSED MASSING - NORTH (17TH STREET) ELEVATION

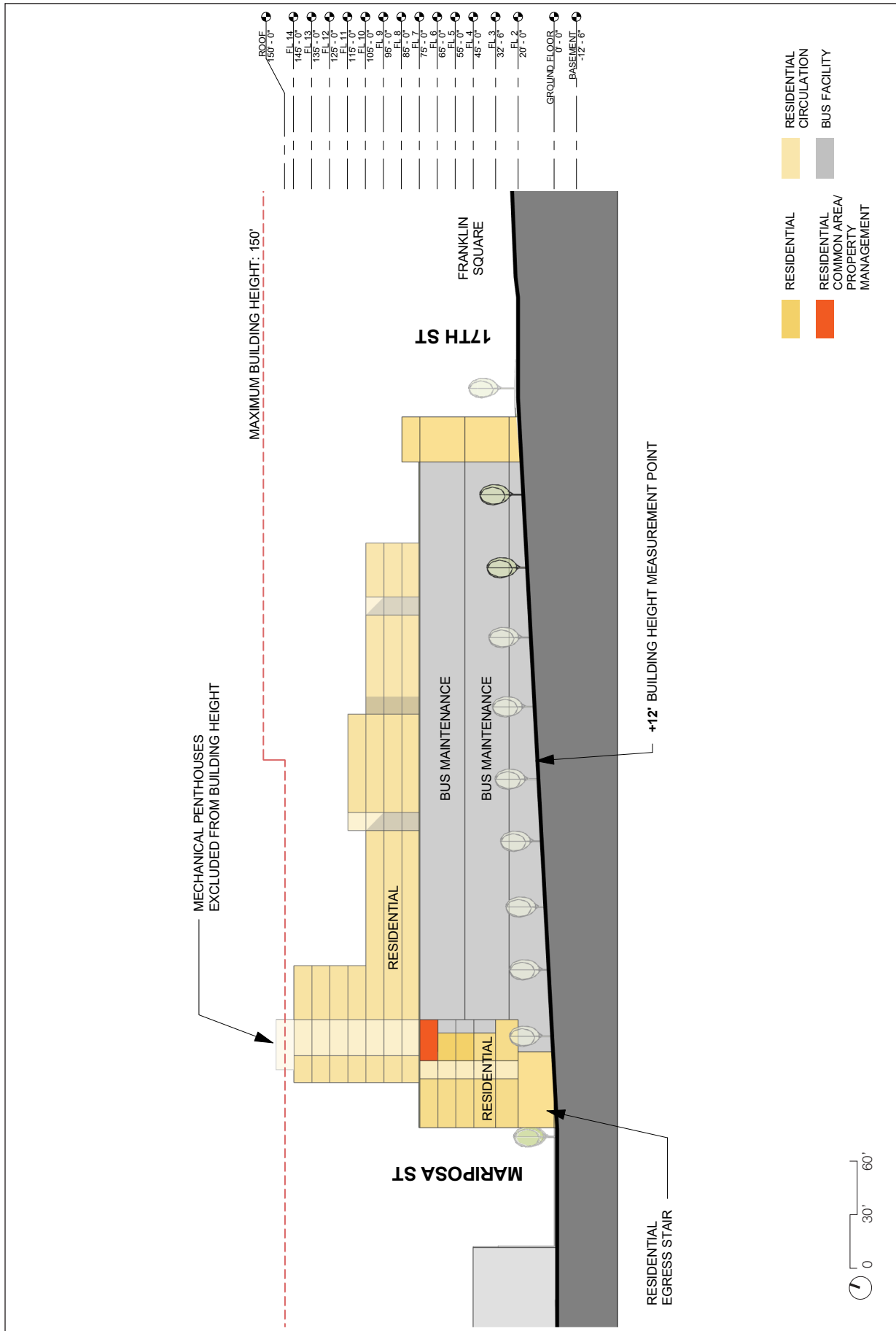


FIGURE 7: PROPOSED MASSING - EAST (HAMPSHIRE STREET) ELEVATION

Source: SteiLab Urban Studio, 2019

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Source: Prevision Design March 2020

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FIGURE 8: PROPOSED VIEW LOOKING SOUTH  
FROM FRANKLIN SQUARE





Source: Prevision Design March 2020

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FIGURE 9: PROPOSED VIEW LOOKING  
NORTH ALONG YORK STREET





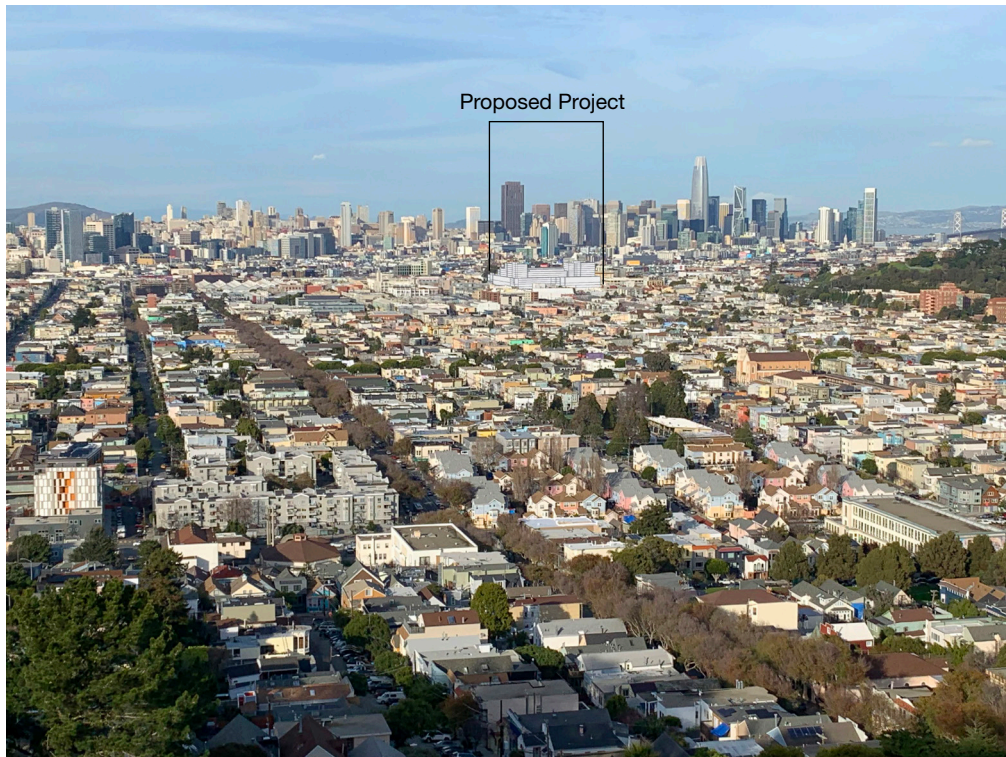
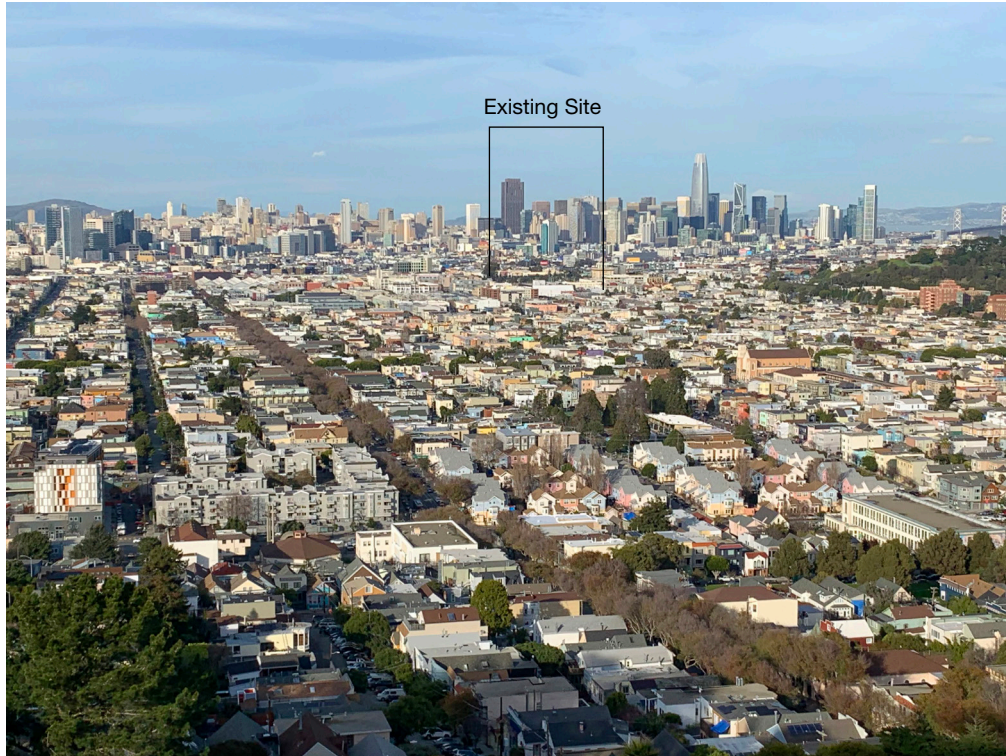
Source: Prevision Design March 2020

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FIGURE 10: PROPOSED VIEW LOOKING WEST ALONG MARIPOSA STREET



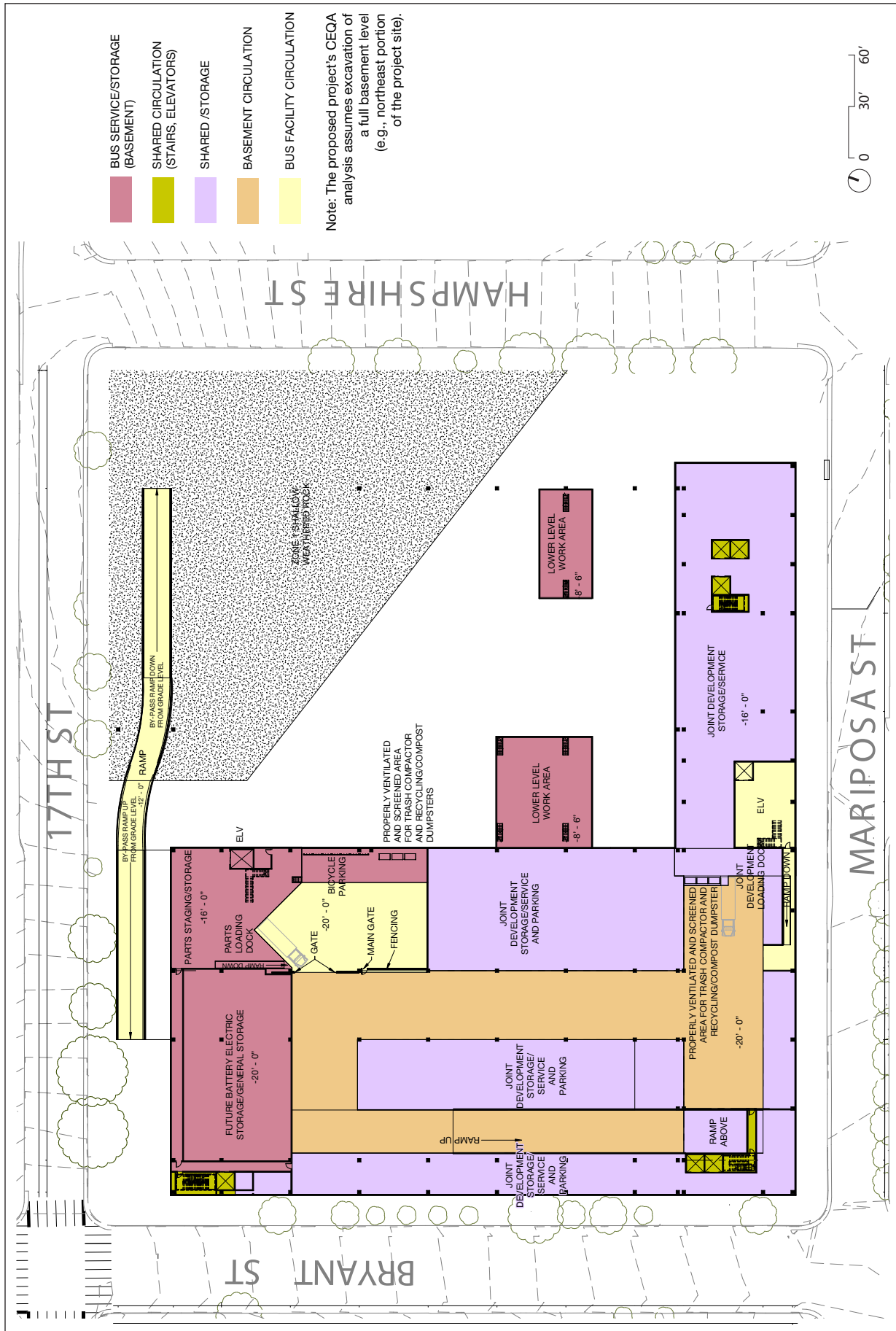


Source: Prevision Design March 2020

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FIGURE 11: PROPOSED VIEW LOOKING  
NORTH FROM BERNAL HEIGHTS



Source: HDR/Stiegl Urban Studio, 2019

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FIGURE 12: PROPOSED BASEMENT LEVEL



### **Proposed Transit Level 1 (Joint Development First Floor)**

Transit Level 1 (or the ground level) would include heavy and running repair bays and would serve as a drive-through bus maintenance operation level. It would be below grade along 17th Street and at grade along Mariposa Street (see **Figure 13: Proposed Transit Level 1/Joint Development Floor 1**). The ground level would have stacked parking/storage for 40- and 60-foot-long buses, with a maximum capacity of 38 spaces for 40-foot-long buses (fewer spaces if the buses are 60 feet long), and maintenance and support areas. Ramps and drive aisles would provide internal circulation.

Transit Level 1 may also provide support space and services for SFMTA transit operators, maintenance, and administrative staff, including parts storage, training, and storage.<sup>36</sup> Joint development space would be limited and may include ground-floor retail and residential lobbies.

### **Proposed Mezzanine Level (Joint Development Second Floor)**

The mezzanine level would be developed along Mariposa and 17th streets (see **Figure 14: Proposed Mezzanine Level/Joint Development Floor 2**). The mezzanine level may include a bus operations office and support areas with some square footage assigned to joint development space.<sup>37</sup>

### **Proposed Transit Level 2 (Joint Development Third Floor)**

Transit Level 2 would be at grade along 17th Street and would include ramps along the north property line (see **Figure 15: Proposed Transit Level 2/Joint Development Floor 3**). This level would provide drive aisles for circulation, stacked bus parking for 40- and 60-foot-long buses (90 spaces for 60-foot-long buses, more spaces if the buses are 40 feet long), a bus wash bay with a dedicated water reclamation equipment area, and electric charging infrastructure. A proposed emergency bus exit at the corner of 17th and Hampshire streets would provide access to 17th Street and replace the existing 52-foot-wide curb cut and driveway with a 42-foot-wide curb cut and driveway. Approximately 24 parking spaces and five electric vehicle charging stations would be dedicated for standard non-revenue vehicles. This level may also include SFMTA operations offices, conference rooms, training rooms, break rooms, restrooms, and lockers.<sup>38</sup> There is also potential for joint development space on Transit Level 2.

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<sup>36</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-102 (1st Floor Overall Plan) to A-102I (1st Floor - Area I), February 20, 2019, and Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 11, November 20, 2019.

<sup>37</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-103 (Training and Operations – 2nd Floor – Overall Plan) to A-103I (2nd Floor - Area I), February 20, 2019, and Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 12, November 20, 2019.

<sup>38</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-104 (Bus Level 2 – 3rd Floor – Overall Plan) to A-104I (3rd Floor - Area I), February 20, 2019, and Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 13, November 20, 2019.





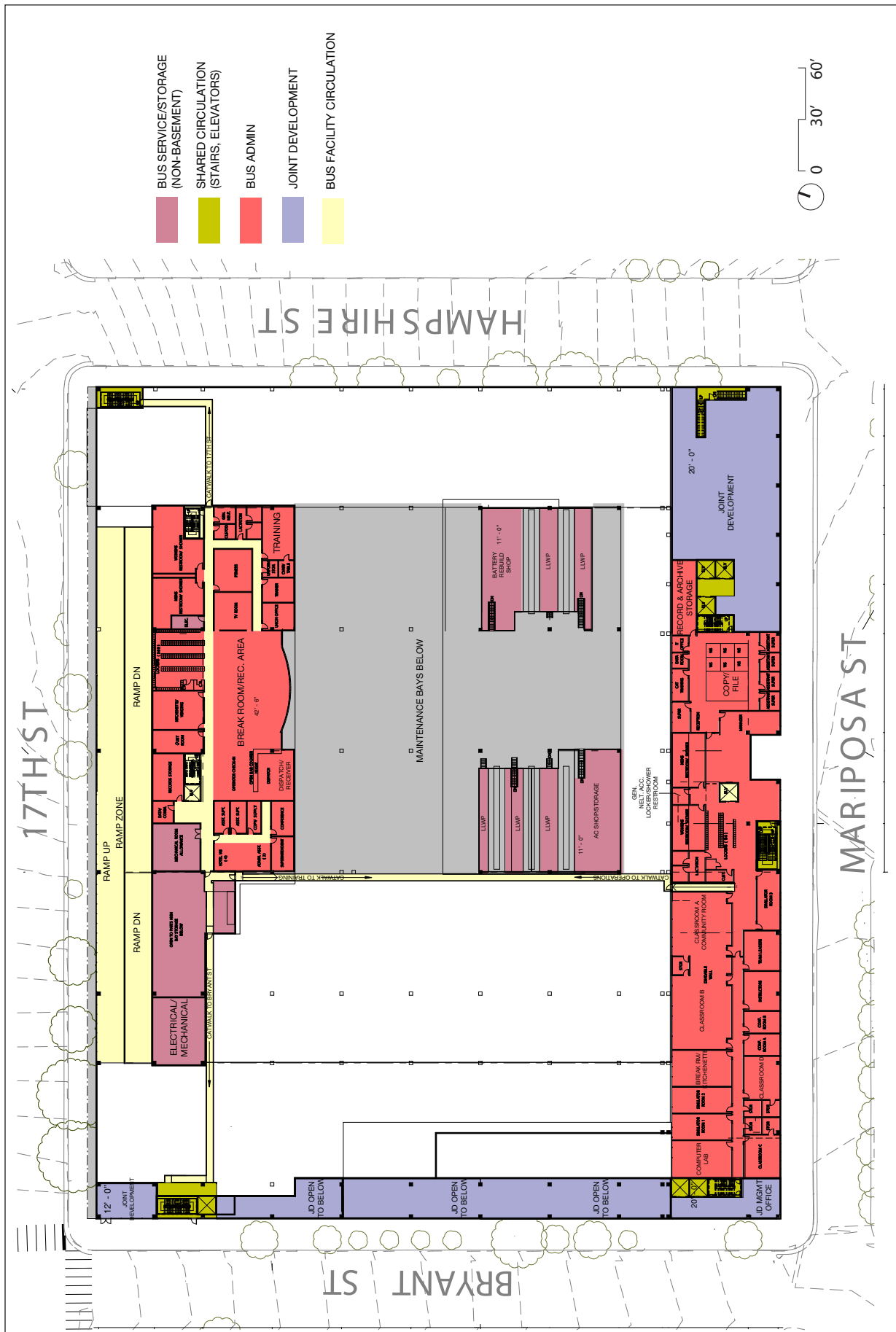


FIGURE 14: PROPOSED MEZZANINE LEVEL/  
JOINT DEVELOPMENT FLOOR 2

Source: HDR/Stieab Urban Studio, 2019

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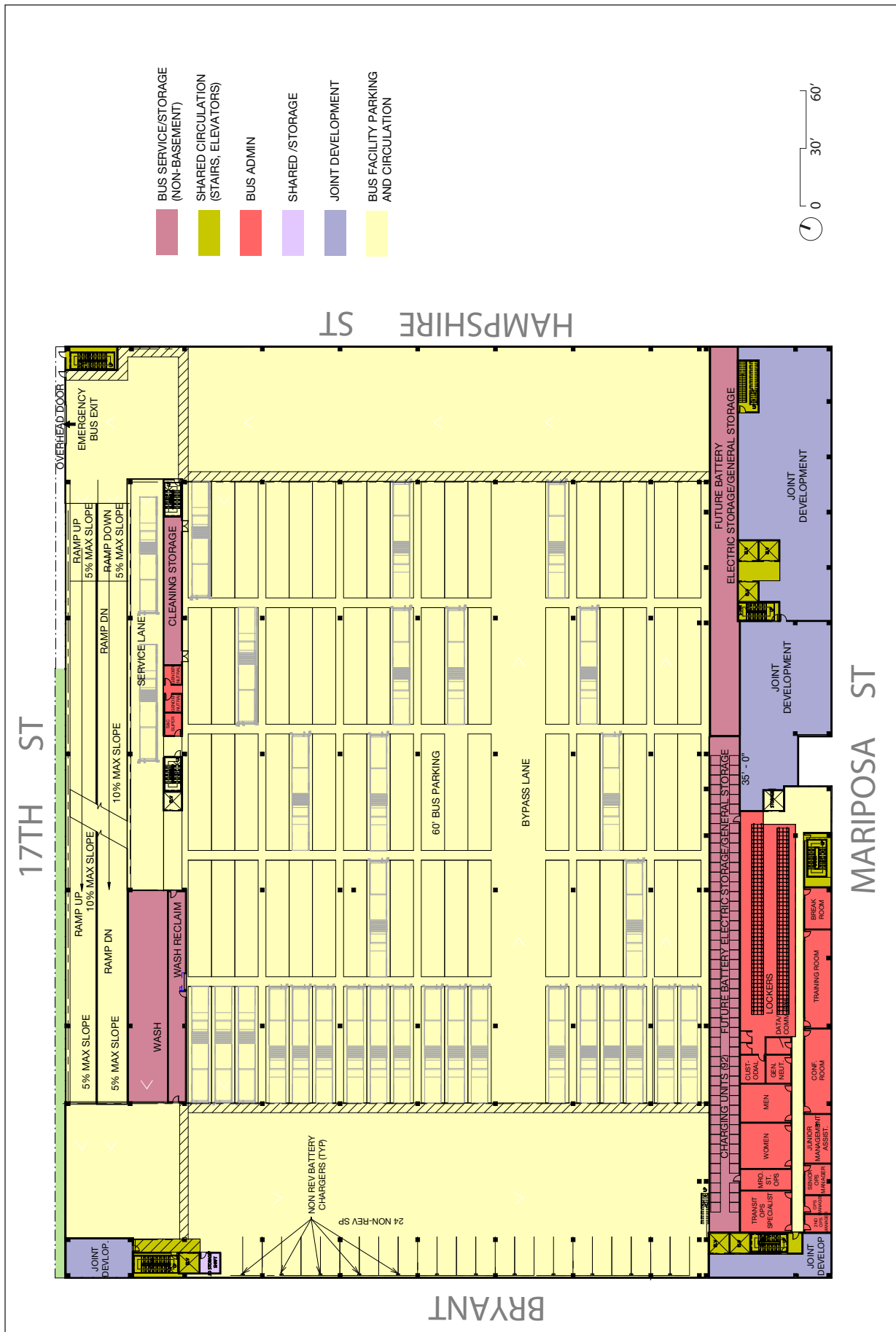


FIGURE 15: PROPOSED TRANSIT LEVEL 2 / JOINT DEVELOPMENT FLOOR 3

Source: HDR/Stiegl Urban Studio, 2019

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### **Proposed Transit Level 3 (Joint Development Fourth and Fifth Floors)**

Transit Level 3 would provide drive aisles and stacked bus coach parking for 40- and 60-foot-long buses (85 spaces for 60-foot-long buses, more spaces if the buses are 40 feet long) with dedicated zones for electric charging infrastructure (see **Figure 16: Proposed Transit Level 3/Joint Development Floor 4**). Ramps are proposed along the north property line. Approximately 70 parking spaces and five electric vehicle charging stations would be dedicated for large and standard non-revenue vehicles. This level may also provide a bus wash bay with a dedicated water reclamation equipment area; a transit operations, equipment storage, and component rebuild assembly room; and associated storage, support and supervisory areas.<sup>39</sup>

Transit Level 3 would also encompass the fourth and fifth joint development floors, with potential for residential units and circulation space along Mariposa Street (see **Figure 16** and **Figure 17: Proposed Joint Development Floor 5**).

### **Proposed Joint Development Sixth Floor**

The sixth joint development floor would include residential units and circulation space, and may include a residential common area and property management office along Mariposa Street (see **Figure 18: Proposed Joint Development Floor 6**).<sup>40</sup>

### **Proposed Joint Development Seventh to Thirteenth Floors**

The joint development above the replacement transit facility would include residential units and circulation space (see **Figure 19: Proposed Joint Development Floors 7-13**). Residential structures would rise from three to seven stories above the replacement transit facility.<sup>41</sup> Up to 91,000 square feet of residential common open space could be developed on top of the replacement transit facility.

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<sup>39</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheets A-105 (Bus Level 3 – 4th Floor – Overall Plan) to A-105I (4th Floor - Area I) and Sheets A-106 (5th Floor – Overall Plan) to A-106I (5th Floor – Area I), February 20, 2019, and Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 14, November 20, 2019.

<sup>40</sup> Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 08, November 20, 2019.

<sup>41</sup> Sitalab Urban Studio, Potrero Yard Planning Application, Sheet 09, November 20, 2019.

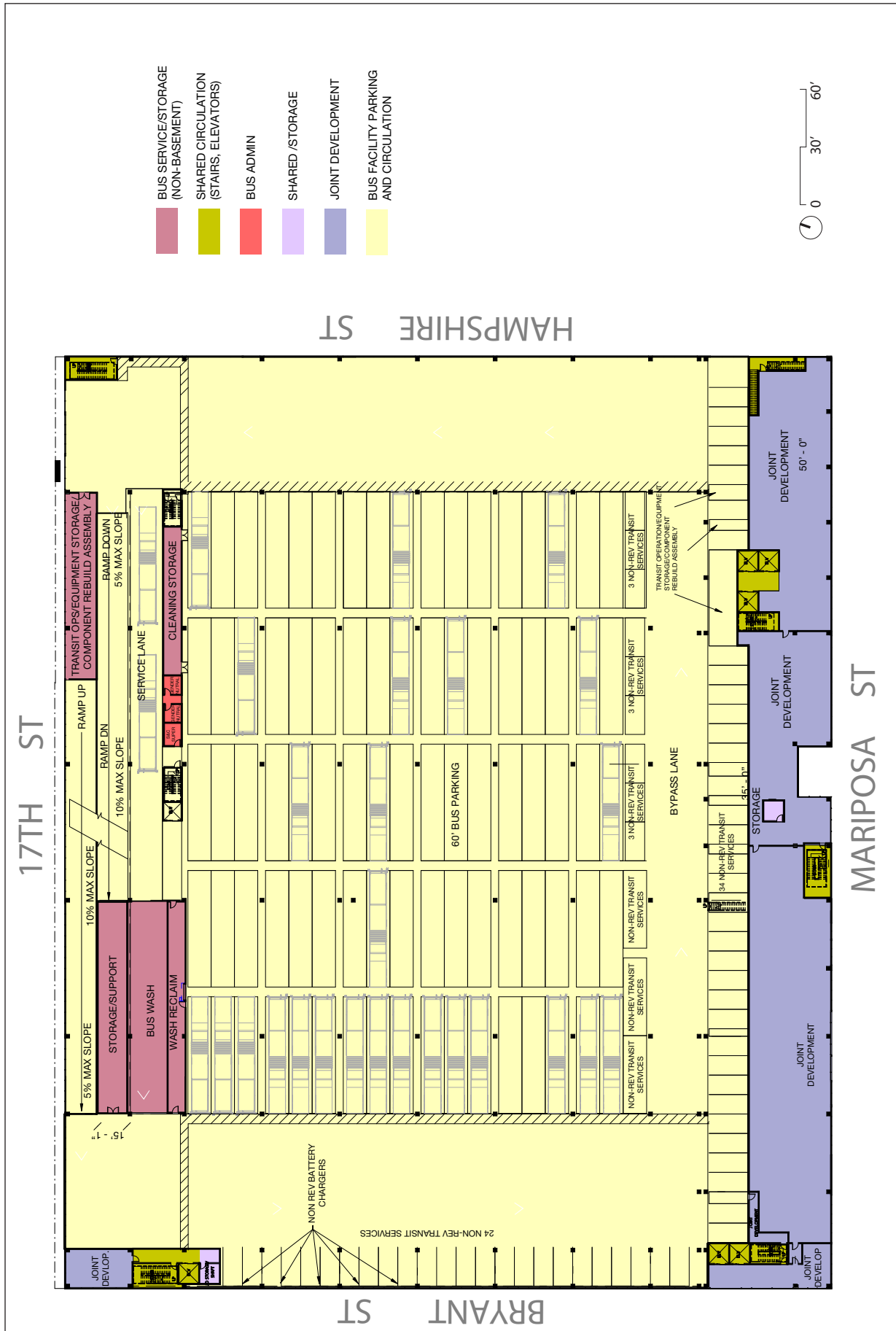
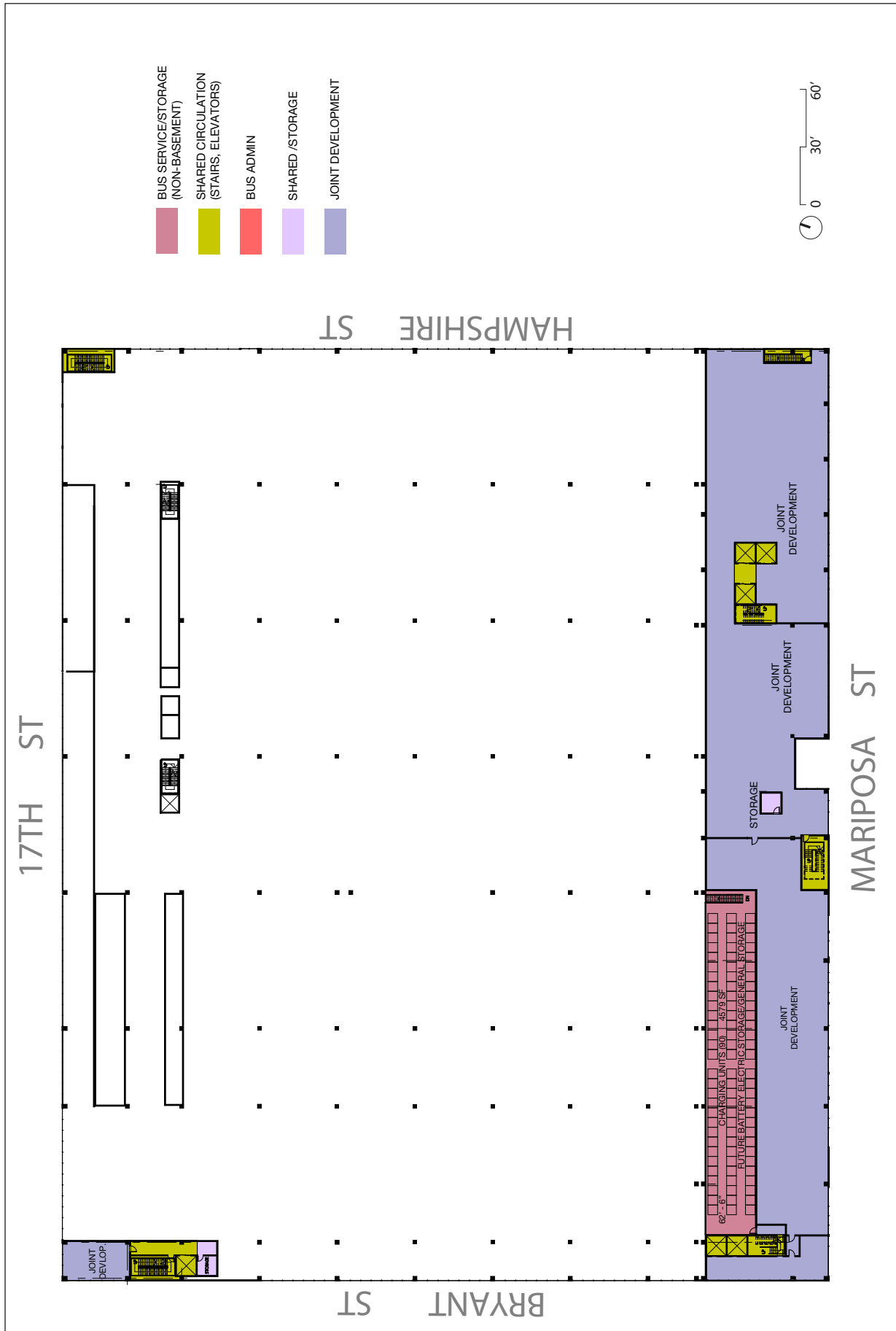


FIGURE 16: PROPOSED TRANSIT LEVEL 3/  
JOINT DEVELOPMENT FLOOR 4

Source: HDR/Steilab Urban Studio, 2019

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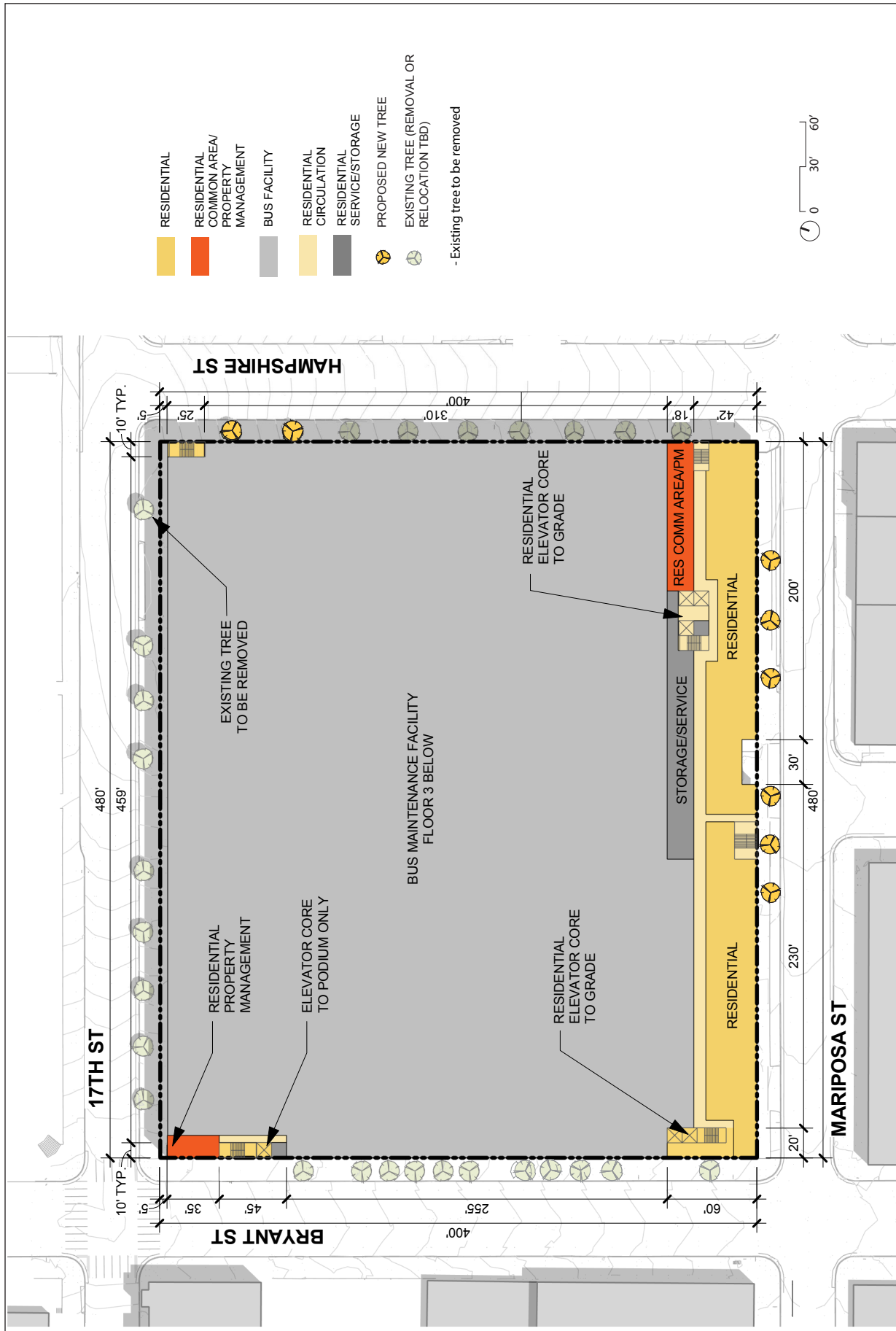
2019-021884ENV



Source: HDR/Steilab Urban Studio, 2019

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FIGURE 17: PROPOSED JOINT DEVELOPMENT FLOOR 5



Source: Steiab Urban Studio, 2019

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FIGURE 18: PROPOSED JOINT DEVELOPMENT FLOOR 6





### **Proposed Changes in Street Rights-of-Way**

The proposed project includes changes within the Mariposa Street, 17th Street, Bryant Street, and Hampshire Street rights-of-way (see **Figure 3**, p. 12). To the extent feasible, all proposed changes would conform to the guidelines in the Better Streets Plan and the Mission District Streetscape Plan<sup>42</sup> as well as the requirements of the SFMTA, the San Francisco Public Utilities Commission, and the Bureau of Urban Forestry. Many of these changes would require further engineering, public input, and review to confirm feasibility and desirability.

The project proposes to retain existing mature street trees along 17th and Hampshire streets, plant new street trees, install street lighting, install pedestrian bulbouts and pedestrian ramps, attach overhead catenary system cables to the proposed building, and remove catenary poles from the sidewalk. The proposed project would also move overhead utilities underground if and where it is feasible.

### **Pedestrian Network**

The existing bus storage yard (south fence) encroaches on the Mariposa Street sidewalk, narrowing the existing sidewalk width along the western half of the Mariposa site frontage to 7 feet. The footprint of the replacement transit facility would be moved back to the property line, which would enable the project to effectively widen the Mariposa Street sidewalk to at least 12 feet. The proposed project would maintain all other sidewalks at 15 feet wide.

The proposed project would also construct the following pedestrian network improvements, including all necessary striping and lighting, pending further feasibility analysis:

- bulbouts at the northeast corner of Bryant and Mariposa streets projecting into both Bryant and Mariposa streets
- bulbout at the northwest corner of Hampshire and Mariposa streets projecting into Hampshire Street
- curb ramps for pedestrian crossings adjacent to the project site and a curb ramp on the southeastern side of the Mariposa/York street intersection facing Mariposa Street
- continental style crosswalks at all approaches at the intersections of Hampshire/17th streets, Hampshire/Mariposa streets, and Mariposa/York streets
- a raised crosswalk and a rectangular rapid flash beacon for the pedestrian crossing of 17th Street at Hampshire Street

### **Bicycle Network**

The project would convert the existing striped and partially protected bicycle lanes into green protected, widened bikeways in both directions on the segment of 17th Street between Bryant and Hampshire streets. This change would require the elimination of parallel parking on the north side of 17th Street. If not feasible,

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<sup>42</sup> San Francisco Planning Department, Mission District Streetscape Plan, available at [https://archives.sfplanning.org/CDG/CDG\\_mission\\_streetscape.htm](https://archives.sfplanning.org/CDG/CDG_mission_streetscape.htm), accessed July 10, 2020.

the SFMTA would raise the bike lane on the south side to sidewalk level, apply green paint, and install “safe hit posts”.

### **Bus Stops**

The proposed project would not change existing bus operations in the vicinity of the project site, i.e., remove or relocate bus stops. The northbound and southbound Muni bus stops on the southeast (adjacent to the project site) and southwest corners of Bryant and 17th streets would remain. The existing northbound and southbound Muni bus stops on the southeast and northwest corners of Bryant and Mariposa streets, respectively, would potentially include new shelters, transit notification systems, and additional street lighting, as necessary.

### **Parking and Loading**

The proposed project would maintain perpendicular on-street parking on the west side of Hampshire Street adjacent to the project site but would eliminate several spaces to accommodate a pedestrian bulbout and accompanying passenger loading zone at Mariposa Street. Parking on the east side (across from the project site) would be converted to parallel parking, eliminating several spaces. Parking would also be eliminated and prohibited on the east and west sides of Hampshire Street within 10 feet of the intersection of 17th and Hampshire streets. Other changes include the following:

- eliminating parallel parking on the north side of 17th Street between Bryant and Hampshire streets starting approximately 230 feet east of the intersection of Bryant and 17th streets to gain more width for protected bike lanes
- removing parking spaces along the north side of Mariposa Street and restriping as a no parking zone
- installing audible and/or visual warning systems to alert pedestrians and/or bicyclists as buses, non-revenue vehicles, and other SFMTA vehicles exit onto Mariposa and 17th streets

The primary loading areas for the SFMTA and for the proposed residential use would be located in the proposed basement level, accessed via a 20-foot-wide ramp on Mariposa Street east of Bryant Street. A secondary off-street loading area for the SFMTA would be located on the ground floor. In addition, limited curb areas would be restriped for passenger and commercial loading, with two accessible 60-foot-long passenger loading zones proposed along Bryant and Hampshire streets, immediately north of Mariposa Street; and a 40-foot-long commercial loading zone proposed along Bryant Street, immediately north of the proposed passenger loading zone (see **Figure 3**, p. 12).

### Access and Site Circulation

Primary vehicular access to and from the site would be from Mariposa Street (see **Figure 3**, p. 12):

- The four bus entry bays between York and Hampshire streets would be accessed via two separate curb cuts, an approximately 47-foot-wide curb cut near Hampshire Street and an approximately 63-foot-wide curb cut near York Street.
- The three bus exit bays between Bryant and York streets would be exited via an approximately 97-foot-wide curb cut.
- The existing 30-foot-wide curb cut on Mariposa Street (near Bryant Street) would be reduced to an approximately 20-foot-wide curb cut that would accommodate loading and delivery and other joint development and transit facility space needs.

The existing 52-foot-wide curb cut and driveway on 17th Street would be relocated east closer to Hampshire Street and reduced in width to 42 feet. It would function as an emergency exit for buses and non-revenue vehicles.

Work bays on Transit Level 1 would be accessed via drive aisles associated with the two westernmost entry bays from Mariposa Street. Buses and non-revenue vehicles would use the ramps at the north side of the building to access work bays and parking spaces on Transit Levels 2 and 3 as well as parking spaces on Transit Level 1 via an at-grade level bypass ramp (see **Figure 12** and **Figure 13**, pp. 25 and 27). The ramps and drive aisles would route all buses and non-revenue vehicles south toward the Mariposa Street exits.

The proposed basement level would accommodate building services and battery electric infrastructure for the SFMTA and the joint development components providing tenant storage; dumpsters for refuse, recycling, and compost; parking for bicycles (class 1) and car-share vehicles (12); and two loading docks. Internal circulation on this level would accommodate service delivery vehicles for the proposed transit, residential, and commercial uses and for refuse collection.

SFMTA staff would access the replacement transit facility through a ground-floor lobby on Mariposa Street. The residential component of the proposed project along the southern and western perimeter of the replacement transit facility, as well as the residential development atop the replacement transit facility, would be accessed through ground-floor lobbies, shown on Mariposa and Bryant streets (see **Figure 13** and **Figure 14**, pp. 27 and 28). Shared elevators and stairs would be located at the northwest, southwest, and southeast corners of the proposed building.<sup>43</sup>

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<sup>43</sup> HDR, SFMTA Potrero Scenario 2 (3-Level), Sheet A-102 (1st Floor Overall Plan), June 14, 2019.

## Proposed Landscaping and Open Space

### Landscaping

The proposed project would include a 5-foot-wide planting strip along the length of the 17th Street frontage (up to 2,140 square feet). No additional at-grade landscaping is proposed as part of the project; however, common open space serving the residents (and possibly SFMTA employees) could be developed on top of the replacement transit facility.

Construction of the proposed project would require the removal, retention, and/or replacement of the 27 existing street trees along 17th, Bryant, and Hampshire streets. The project sponsor would plant new street trees on the adjacent sidewalks, including new trees to replace any removed, in compliance with the planning code, the public works code, and the Better Streets Plan.<sup>44</sup> Specific streetscape changes related to the retention and planting of existing and new street trees would include the following:

- On 17th Street, the existing mature trees would be retained, except for those that would conflict with the proposed location for the emergency bus exit, and new street trees would be planted.
- On Bryant and Hampshire streets, trees located in the middle of the sidewalk may be replaced with new street trees.
- On Mariposa Street, approximately six trees are proposed in locations that would not conflict with bus driveways.

### Open Space

Common and private open space is proposed for the residential uses in accordance with the requirements set forth in section 135 of the planning code. Up to 91,000 square feet of common open spaces is proposed as part of the project. During review of the proposed project's detailed design, the SFMTA would determine the feasibility of designating onsite open space for SFMTA staff and/or public use. The overall final design and allocation of common open space for the proposed project may be modified throughout the planning entitlement process.

## Proposed Stormwater Management

The project site is served by the San Francisco Public Utilities Commission's combined sewer system, and the entire site is covered with impervious surfaces. Implementation of the proposed project would disturb more than 5,000 square feet of impervious ground surface. Thus, the City's Stormwater Management Requirements and Design Guidelines are applicable and Preliminary and Final Stormwater Control Plans will be submitted to the San Francisco Public Utilities Commission for review.<sup>45</sup> The proposed project would cover the entire lot (except for a 5-foot-wide landscaping strip along 17th Street) and would

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<sup>44</sup> See planning code sections 138.1 and 428 and public works code sections 805(a) and 806(d) for specific requirements related to tree planting and allowable waivers due to site constraints.

<sup>45</sup> San Francisco Public Utilities Commission, <https://sfwater.org/index.aspx?page=1006>, accessed July 24, 2020.

incorporate best management practices to ensure proper onsite retention and management of stormwater to meet the requirements of the stormwater management ordinance. The project's detailed final design will address these requirements and incorporate measures to reduce the stormwater runoff rate and volume, such as site-wide stormwater retention and rainwater capture and treatment systems, to provide a non-potable water supply for the replacement transit facility's bus wash bays, toilet and urinal flushing, and landscaping.

### **Proposed Sustainability Program**

It is anticipated that the proposed building (including the transit facility and joint development components) would be designed to meet United States Green Building Council and Leadership in Energy and Environmental Design (LEED) requirements. The proposed sustainability strategies would comply with state, regional, and local green building requirements as set forth in the California Green Building Standards Code, the San Francisco Green Building Code, and chapter 7 of the environment code to obtain LEED Gold certification. The sustainable design building systems could include, but would not be limited to, development of electrical infrastructure capable of supplying electricity for electric vehicle charging of the fleet, and other strategies or mechanisms, such as daylight harvesting through the use of a network of occupancy and vacancy sensors<sup>46</sup>; the use of solar photovoltaic panels on rooftops to produce on-site power; green roofs to minimize heat island effects<sup>47</sup>; and use of Title 24-compliant components for plumbing and other building systems such as heating, ventilation, and air conditioning.<sup>48</sup>

### **Project Construction**

#### **Construction Duration**

The SFMTA estimates that construction of the proposed project would take three to four years to complete, with construction beginning in 2023 and building occupancy by the end of 2026.<sup>49</sup>

The three- to four-year construction period would include some overlapping phases of demolition, excavation, foundation work, and building construction. Demolition would last approximately two months. Excavation, shoring, grading, and installation of piles for the foundation system would last approximately six months. Completion of the foundation system and basement construction would last approximately two months. Building construction would last approximately 26 months with paving and architectural coating estimated to take a total of two months.

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<sup>46</sup> A building control system that reduces demand for artificial light in building interiors when daylight is available thus reducing energy demand.

<sup>47</sup> The combined effect of heat generated from use of mechanical equipment and heat trapping/reflectivity characteristics of impermeable surfaces on rooftops and other land, such as paved roadways and parking lots, that increases ambient temperatures in urbanized areas and increases energy demand for building cooling.

<sup>48</sup> HATCH, HDR, Sitelab, VerPlanck, and CHS, Potrero Yard: 3-Level Bus Facility Design Criteria Document, June 2019, Section 4.4 (Sustainability), Section 4.12 (Electrical), Section 5.3 (Exterior Enclosure), Section 5.8 (Plumbing), and Section 5.10 (HVAC), pp. 36-38, 46, 48-50, 71, 84, 88, 95, and 103-104.

<sup>49</sup> BASELINE Environmental Consulting, Air Quality and Health Risk Assessment Methodology, Appendix A, SFMTA and Public Works Construction Schedule and Equipment List, July 2020.

Construction-related activities would typically occur Monday through Saturday, between 7 a.m. and 8 p.m., with most work occurring between Monday through Friday. Nighttime construction is anticipated for certain activities such as major concrete pours; however, construction on Sundays and major legal holidays is not anticipated.

### **Construction Staging**

Construction staging would occur on site and on the surrounding sidewalks. There would be no pedestrian access to the sidewalks surrounding the site for most or all the construction period. The existing bus stop at the southeast corner of Bryant and 17th streets would be relocated or removed. Hampshire Street between 17th and Mariposa streets would be partially closed on a temporary, as-needed basis to provide additional space for laydown and staging.

### **Demolition, Excavation, and Foundation**

Site preparation would begin with demolition and clearing of the existing building, vehicle service pits, foundations, control booth, and paved areas on the east side of the project site. On the west side the paved areas of the bus storage yard, obsolete utilities, overhead catenary system support poles and cables, bus wash station infrastructure, surround retaining walls and fencing, and any other at-grade elements including the adjacent sidewalks would be demolished. All demolition debris would be removed from the site.

Construction of the proposed building would require excavation to a depth of approximately 35 feet below ground surface across the full site, with slightly greater excavation for vehicle maintenance pits (i.e., lower level work areas) and elevator pits. Assuming full demolition and excavation to a depth of 35 feet across the whole site, approximately 248,900 cubic yards of soils would need to be removed from the site. Dewatering and pre-treatment prior to release to the combined sewer system would be required given anticipated excavation depths beneath the groundwater table.<sup>50</sup>

Below-grade excavation would require the replacement of some or all the retaining walls along the north, east, and west sides of the site, and temporary shoring would be needed to support the planned cuts for the final basement configuration. The proposed foundation system would consist of a shallow foundation of spread footings at column locations or a structural mat slab bearing on bedrock along the northeast portion of the site with a deeper foundation bearing on pile groups to support development in other areas of the site.<sup>51</sup> The project would include a deep foundation system supported by driven steel H-piles; however, non-displacement auger cast in place piles are also identified as an option in the Geotechnical Report.

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<sup>50</sup> ARUP/RYCG, SFMTA Potrero Yard Facility Rebuild Geotechnical Engineering Report, November 11, 2019, p. 22.

<sup>51</sup> ARUP/RYCG, SFMTA Potrero Yard Facility Rebuild Geotechnical Engineering Report, November 11, 2019, pp. 27-39.

### Estimated Construction Costs

In July 2019, construction costs for the replacement transit facility and joint development (including the residential [market rate and below market rate] and commercial components) were estimated at approximately \$495 million in 2019 dollars.

### PROJECT VARIANTS

The SFMTA is considering four proposed variants. The first two variants are the same as the proposed project except for the specific variation described. The last two variants are also similar to the proposed project but would require site program revisions. Each of the variants will be described and analyzed in the EIR in more detail:

- **Emergency Exit Relocation Variant:** Relocation of the proposed emergency exit from 17th Street west of Hampshire Street to Hampshire Street south of 17th Street.
- **Joint Development Lobby Variant:** Relocation of the joint development lobby off Mariposa Street to Hampshire Street.
- **Active 17th Street Variant:** Site program revision to include active uses along 17th Street frontage, including internal relocation of ramps from the north portion of the site to a more southerly location.
- **Employee and Family Support Variant:** Site program revision to include childcare, or related use, in the space identified in the proposed project for ground-floor commercial use.

### ANTICIPATED PROJECT APPROVALS

Implementation of the proposed project or its variants would require changes to the existing development controls for the project site through planning code and zoning map amendments, including changes to accommodate the newly proposed mix of land uses and the proposed building's height/bulk. The following is a preliminary list of anticipated approval actions for the proposed project or its variants and is subject to change. These approvals may be considered by City decision-makers in conjunction with the required environmental review, but they may not be granted until the required environmental review has been completed.

#### Actions by the Planning Commission

- Certification of Environmental Impact Report (EIR) and adoption of findings under CEQA
- Adoption of Findings of Consistency with the general plan and priority policies of planning code section 101.1
- Recommendation to the Board of Supervisors to amend the general plan, including but not limited to the Mission Area Plan and the Urban Design Element
- Recommendation to the Board of Supervisors to amend the Planning Code and Zoning Maps by 1) establishing a Special Use District (SUD) to accommodate residential and commercial uses and to designate the boundaries of the SUD; (2) potentially changing the underlying zoning from P (Public) to a mixed-use designation; and (3) changing the height and bulk designation from 65-X



to a designation that accommodates and describes the proposed heights of the proposed project including allowing heights to a maximum 150 feet

- Approval either through a Conditional Use authorization under Planning Code section 303, Large Project authorization under Planning Code section 329, or something uniquely tailored to the proposed project to be further described in the SUD

#### **Actions by the Board of Supervisors**

- Adoption of findings under CEQA
- Adoption of Findings of Consistency with the general plan and priority policies of planning code section 101.1
- Approval of amendments to the general plan, planning code, and zoning map

#### **Actions by Other City Departments**

- San Francisco Public Works
  - Actions and approvals related to its jurisdictional authority
- San Francisco Municipal Transportation Agency
  - Actions and approvals related to its jurisdictional authority
- San Francisco Department of Building Inspection
  - Approval of demolition, excavation, grading, and building permits
  - Other actions and approvals related to its jurisdictional authority
- San Francisco Public Utilities Commission
  - Actions and approvals related to its jurisdictional authority
- San Francisco Recreation and Park Commission
  - Actions and approvals related to its jurisdictional authority
- San Francisco Department of Public Health
  - Approval of a site mitigation plan per San Francisco Health Code article 22A (Maher Ordinance)
  - Approval of a construction dust control plan per San Francisco Health Code article 22B (Construction Dust Control Ordinance)
  - Other actions and approvals related to its jurisdictional authority

#### **Actions by Other Government Agencies**

- Bay Area Air Quality Management District
  - Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) for individual air pollution sources, such as boilers and emergency standby diesel generator
  - Approval of the Asbestos Dust Mitigation Plan for construction and grading operations per California Code of Regulations Title 17, section 93105

## **SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES**

The proposed project or its variants could result in potentially significant environmental effects. The planning department will prepare an initial study and an environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project or its variants in accordance with CEQA. The initial study will assess both project-specific and cumulative impacts for all topics in the department's initial study checklist, and will identify which topics may show significant environmental impacts caused by the proposed project or its variants. The EIR will further examine those issues identified in the initial study as having potentially significant effects, identify mitigation measures, and analyze whether the mitigation measures would reduce the environmental effects to a less-than-significant level. The initial study will be published as an appendix to the Draft EIR and the combined document will be circulated for a minimum 45-day public review period.

Pursuant to CEQA Guidelines section 15126.6, the EIR will analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR and that address project objectives. The EIR will evaluate a No Project Alternative, which considers reasonably foreseeable physical conditions on the project site, as well as additional project alternatives (such as preservation alternatives) that could potentially reduce or avoid any significant environmental impacts associated with the proposed project or its variants.

The initial study and EIR will address all the environmental issue topics required under CEQA and listed in the San Francisco Planning Department's CEQA environmental checklist.

- Land Use and Planning
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Paleontological Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

The EIR will also include a discussion of topics required by CEQA, including the proposed project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the proposed project and their environmental effects, and issues to be resolved by decisionmakers.

The proposed project and its variants meet all the requirements of a transit-oriented infill development project under Public Resources Code section 21099; therefore, aesthetics and parking shall not be considered in determining if the project has the potential to result in significant environmental effects. However, visual simulations will be included in the EIR project description for reference.

## FINDING

**This project could have a significant effect on the environment and a focused environmental impact report will be prepared.** This finding is based upon the criteria of the state CEQA Guidelines, sections 15064 (Determining Significant Effects) and 15065 (Mandatory Findings of Significance), and upon the magnitude and nature of proposed project construction and operations as described in the above project description.

## PUBLIC SCOPING PROCESS

Pursuant to California Public Resources Code section 21083.9 and CEQA Guidelines section 15206, the planning department will hold a public scoping meeting using an online platform to receive oral comments concerning the scope of the EIR. The meeting will be held on **Wednesday September 2, 2020, starting at 6 p.m.** You can join the meeting via the online platform link found on the Department's webpage, [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs); or via phone, using the following phone number and meeting identification number: 888-475-4499 (Toll Free) and Meeting ID: 925 7763 0432. **This is not a program of the SFMTA. The San Francisco Planning Department is the host of this scoping meeting. The purpose of the meeting is to solicit public comments on the scope of the environmental analysis being prepared for the project by the planning department.** To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact [CPC.PotreroYardEIR@sfgov.org](mailto:CPC.PotreroYardEIR@sfgov.org) or 628-652-7536 at least 72 hours in advance of the meeting.

Written comments will also be accepted at this meeting and until 5 p.m. on September 18, 2020. Written comments should be emailed to Laura Lynch, at [CPC.PotreroYardEIR@sfgov.org](mailto:CPC.PotreroYardEIR@sfgov.org) (preferred) or sent to Laura Lynch, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, and should reference the project title and case number on the front of this notice.

If you work for an agency that is a responsible agency, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

8/19/2020

Date



Lisa Gibson  
Environmental Review Officer