

2500 Mariposa Street

draft PRESERVATION ALTERNATIVES



San Francisco
Planning

Historic Preservation
Commission hearing
October 7, 2020

Presenters:

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Senior Environmental Planner

Project Sponsor:

SFMTA
Licina Iberri

2500 Mariposa: Project Site



- Project site is located in the Mission neighborhood near Potrero Hill and SOMA
- Project site is located between Mariposa Street (south) and 17th Street (north), and Bryant Street (west) and Hampshire Street (east)
- Project site is approximately 4.4 acres, building is less than half of the site
- Project site is outlined in red, existing building is outlined in yellow

2500 Mariposa: Project Site



Oblique aerial view of project site showing 2-story office wing along Mariposa Street and rear maintenance wing along Hampshire Street

2500 Mariposa: Project Site



Source: HRE Part 1

View northeast of 2-story office wing along Mariposa Street. Note the wide bus bays on the ground floor

2500 Mariposa: Project Site



Source: HRE Part 1

View northwest of Hampshire Street façade. Note where the 2-story office wing meets higher parapet of the shops wing

2500 Mariposa: Project Site



Source: HRE Part 1

View southwest of Hampshire Street façade.

2500 Mariposa: Project Site



Source: Google maps

View southeast of project site showing the existing surface parking over half of the site

2500 Mariposa: History/Significance



- Constructed in 1915
- Designed by Michael M. O'Shaughnessy
- Substantial addition in 1924 that included second floor office wing and maintenance bay
- Converted to bus facility in 1948-1949
- Eligible for listing in the California Register under Criterion 1 and 3
- Association with San Francisco Municipal Railway and Renaissance Revival car barn
- Period of Significance 1924-1941

2500 Mariposa: Character-defining features



The list of character-defining features includes the following:

- Overall height and massing of the two-story office wing and the remaining portions of the original shops wing along Hampshire Street;
- Molded concrete and cement plaster ornament on Mariposa and Hampshire Streets;
- Pedestrian door surround on Hampshire Street façade;
- Door trim on westernmost vehicular bay on Mariposa Street;
- Surviving metal windows on office wing;
- Flagpole.



2500 Mariposa: Project Objectives

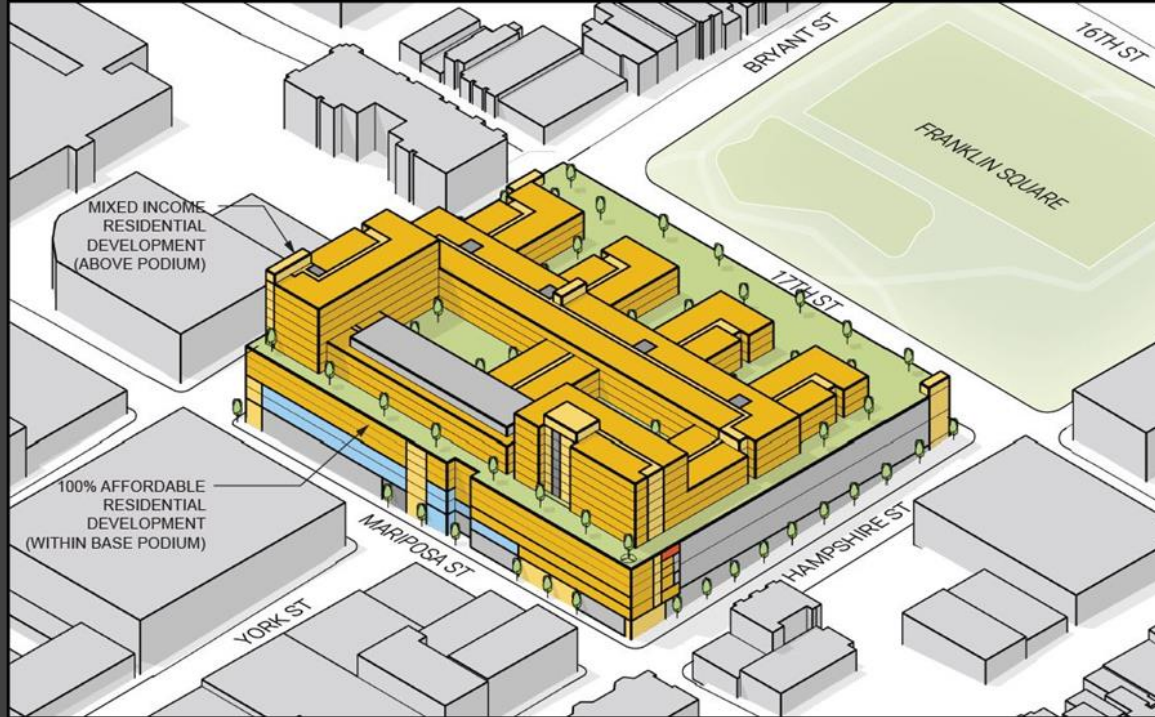
Basic project objectives:

- 1) Rebuild, expand and modernize the SFMTA's Potrero Bus Yard by 2026 to efficiently maintain and store a growing Muni bus fleet
- 2) Construct the first SFMTA transit facility with infrastructure for battery electric buses
- 3) Construct a new public asset that provides a safe, secure environment for the SFMTA's employees and assets;
- 4) Improve working conditions of the SFMTA's workforce
- 5) Achieve systemwide master plan priorities by consolidating two currently scattered transit support functions at Potrero Yard (Operator Training and Transit Street Operations)
- 6) Inclusive and transparent community participation
- 7) Responsible public investment

Additional project objectives:

- 1) Enhance streetscape to ensure public safety and reduce conflicts
- 2) Enhance architectural and urban design of site
- 3) Maximize market-rate and affordable housing on the site
- 4) Ensure that joint development construction and management is financially feasible without public subsidy
- 5) Ensure that project demonstrates leadership in sustainability

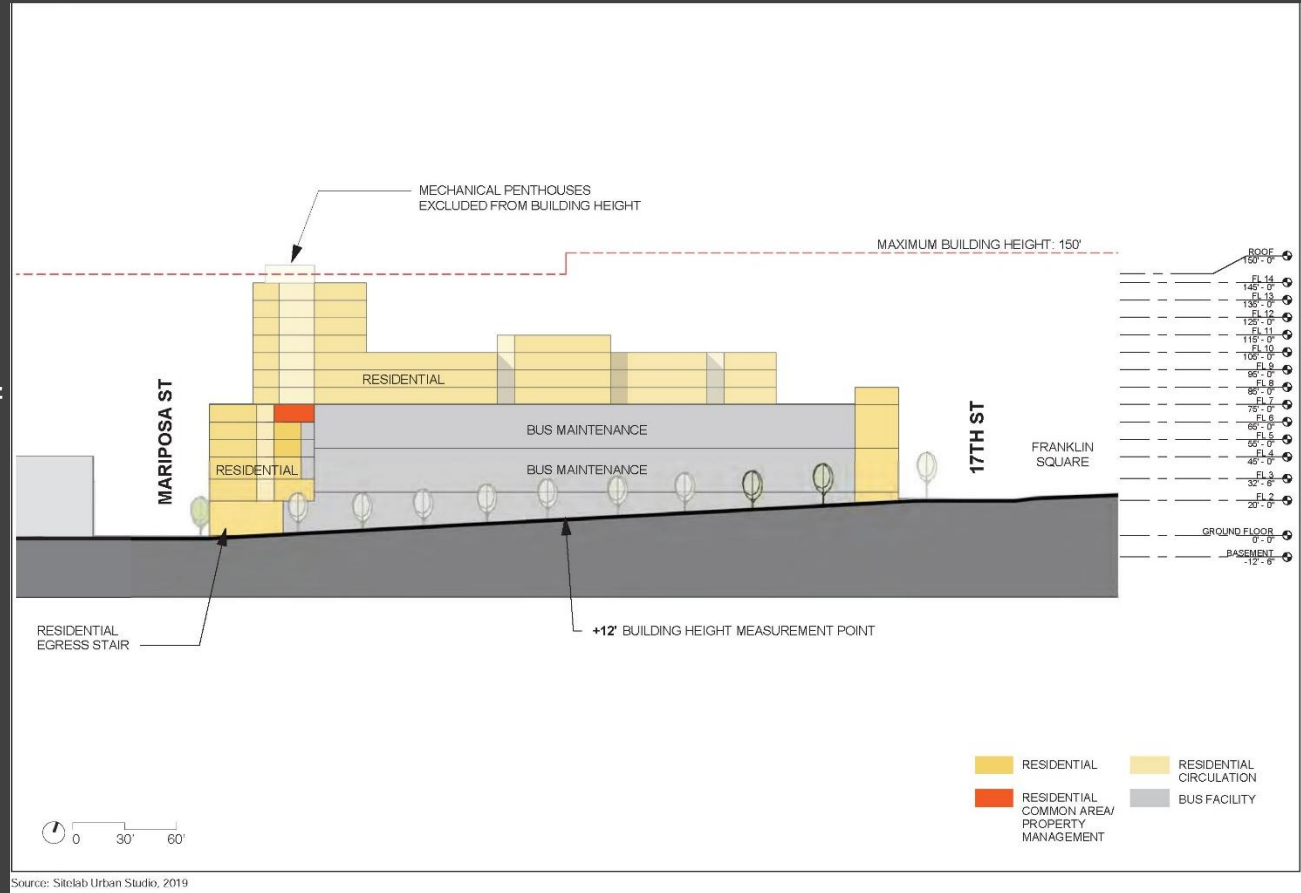
2500 Mariposa: Proposed project



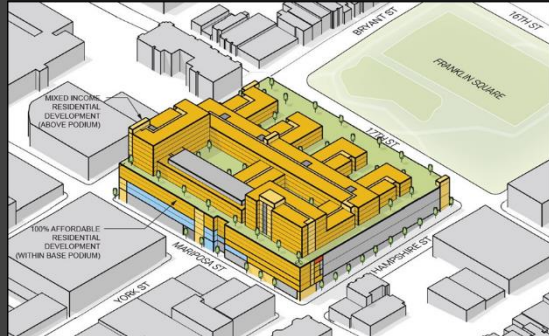
- Demolish existing bus storage yard and maintenance and operations building
- Construct new 1,300,000 square foot structure containing 723,000 square foot replacement transit facility, 577,000 square foot joint development uses
- 310 Parking Spaces
 - 213 buses (63 40 foot, 150 60 foot)
 - 97 non-revenue vehicles
- 18 Maintenance bays
- 575 residential units

2500 Mariposa: Proposed project

- Replacement transit facility on floors 1-3 (podium level)
- Joint development uses (residential and commercial) also located in the podium with the transit facility (six floors of joint development)
- Joint development floors 7-13 (residential) above



Proposed project: Hampshire Street elevation



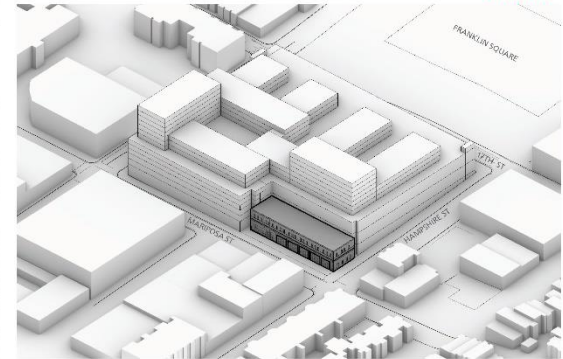
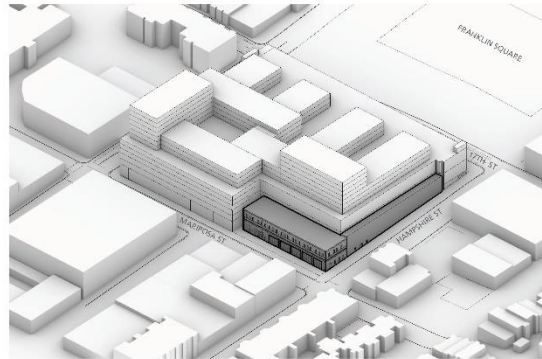
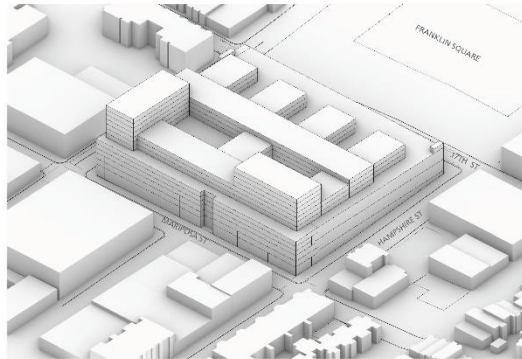
Preservation Alternatives

1. No Project Alternative

2. Full Preservation Alternative

3. Partial Preservation Alternative

2500 Mariposa: Comparison of preservation alternatives



Bus Facility Impact

Criteria incl. Fleet Plan	Rqmts./ Fleet Plan	Proposed Concept*	Proposed Concept % from Rqmts.	Full Preservation	Full Preservation % From Requirements	Partial Preservation	Partial Preservation % From Requirements
# Bus Parking Spaces (%)	216	213	99%	173	80%	207	96%
# Maintenance Bays (%)	24	18	79%	17	67%	17	67%
# Non Revenue Vehicles (%)	97	91	94%	76	78%	76	78%
Transit GSF	N/A	576,000	-	538,000	-	545,000	-
Office GSF	N/A	52,000	-	46,180	-	46,180	-

Non Bus Facility Impact

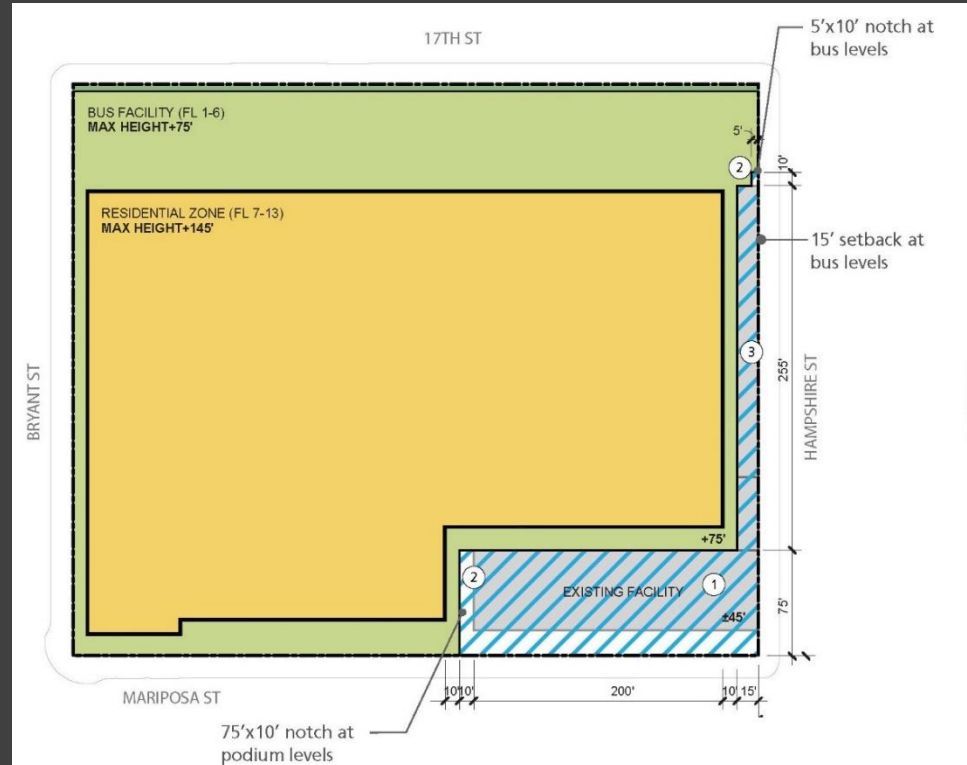
# Dwelling Units Total	N/A	575		455		455	
Usable Open Space GSF	N/A	91,000		83,000		84,000	

All areas are rounded to the nearest 1,000 SF

*Due to specific site constraints and technical requirements of bus facility program and operations, the concept design in the Proposed Project is does not meet the full SFMTA Fleet Plan criteria (as described in table above). Percent loss/impact in each preservation alternative scenario is weighed against the full Fleet Plan criteria requirements.

2500 Mariposa: Full Preservation Alternative

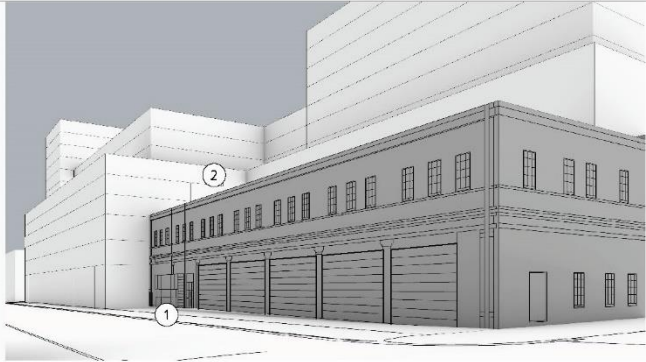
- Entire 2-story office wing and 255' section of maintenance shops wing (along Hampshire Street) retained
- No vertical addition above office wing portion
- Bus facility would abut retained portion of historic resource but incorporate 75' by 10' notch at the west and 5' by 10' reveal along Hampshire Street
- Bus facility set back from Mariposa elevation by 55' (75' from property line) and 15' from Hampshire elevation
- Residential zone set back a further 10' from bus facility



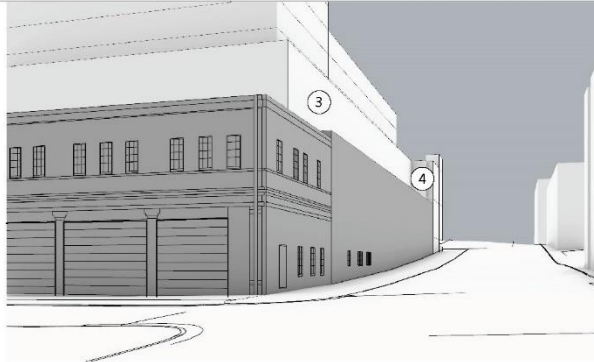
1. Full Preservation

- ① Preserve Mariposa office wing, with no development above it
- ② Provide notches where new development meets preserved portions
- ③ Preserve a portion of Hampshire façade (to depth of 15' from east property line) from Mariposa north to end of existing upper-level Tire Bay

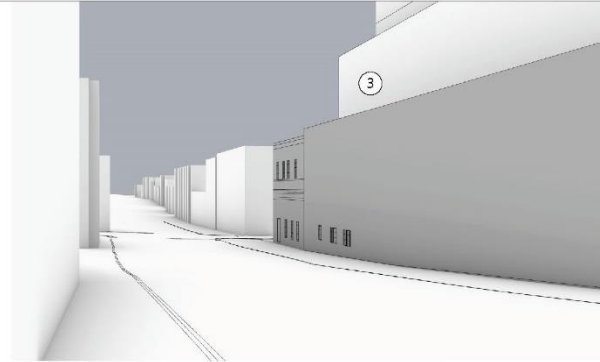
2500 Mariposa: Full Preservation Alternative



View A: Full Preservation Mariposa Street Looking Northwest



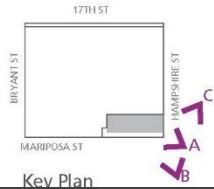
View B: Full Preservation Hampshire Street Looking North



View C: Full Preservation Hampshire Street Looking South

KEYNOTES

- ① Additional openings required for bus exit at maintenance bays
- ② 75'x10' notch at podium levels
- ③ 15' setback at bus levels
- ④ 5'x10' notch at bus levels
- ⑤ 30'x10' notch at podium levels



Key Plan

- Retain the majority of character-defining features, including height and massing of 2-story office wing
- Height and massing over remaining portion of Hampshire Street façade would only be partially retained

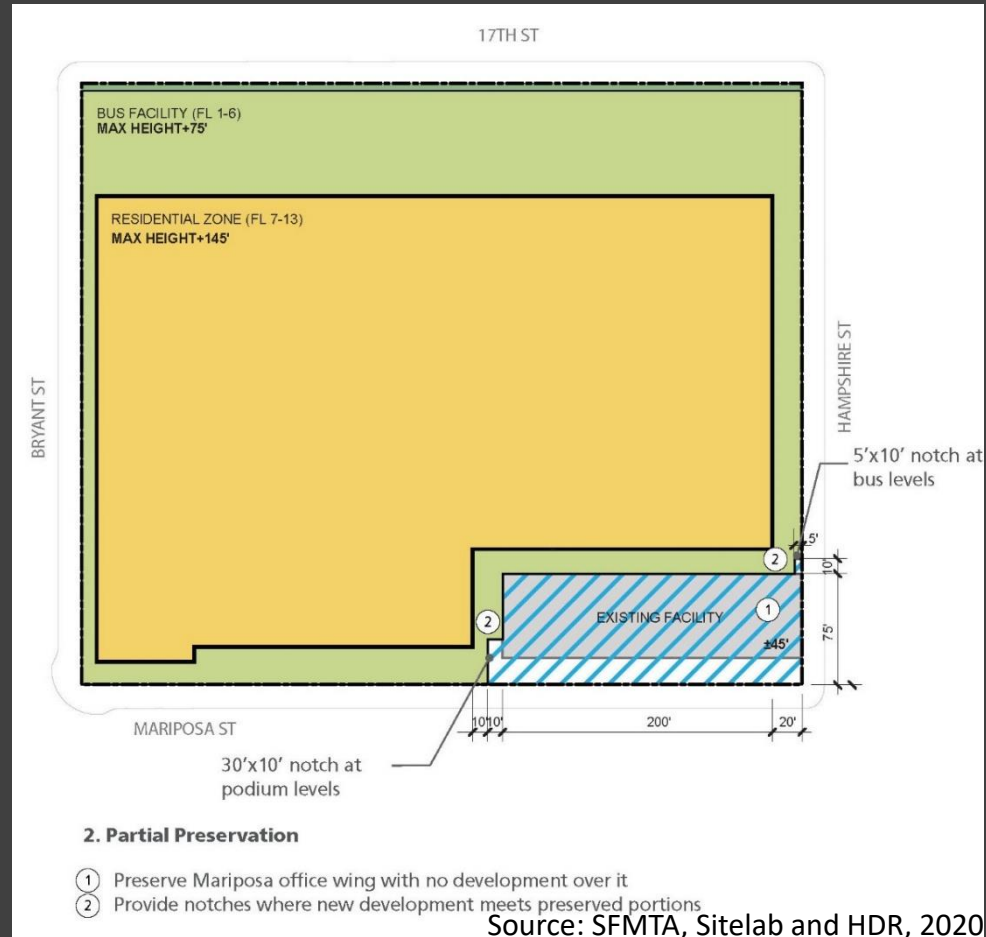
2500 Mariposa: Full Preservation Alternative

- Full Preservation meets or partially meets basic objectives of the project
- Size of transit space would be reduced by 138,820 gross square feet
- 173 bus parking spaces (213 in proposed project)
- 17 maintenance bays (18 in proposed project)
- 455 units of housing (575 in proposed project)

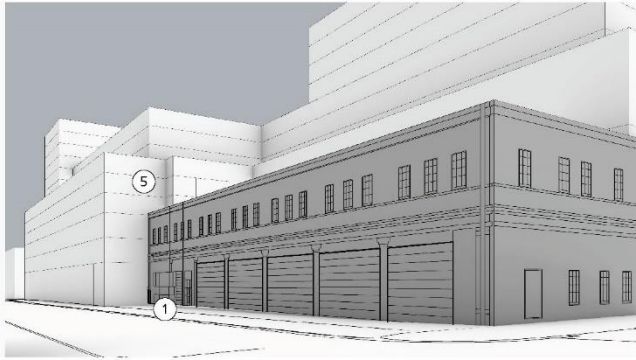


2500 Mariposa: Partial Preservation Alternative

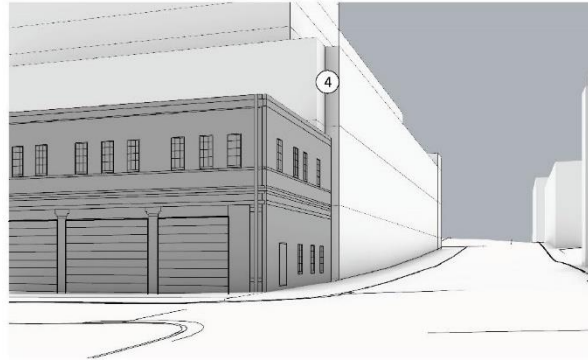
- Entire 2-story office wing retained
- No vertical addition above office wing portion
- Bus facility would abut retained portion of historic resource but incorporate 30' by 10' reveal to the west and 5' by 10' reveal along Hampshire Street
- Residential zone set back 20' from podium levels



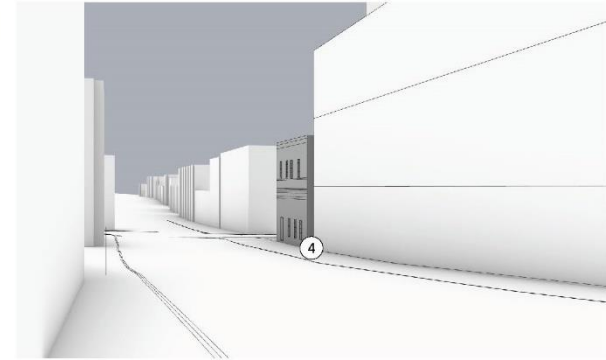
2500 Mariposa: Partial Preservation Alternative



View A: Partial Preservation Mariposa Street Looking Northwest



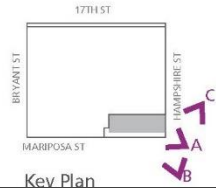
View B: Partial Preservation Hampshire Street Looking North



View C: Partial Preservation Hampshire Street Looking South

KEYNOTES

- ① Additional openings required for bus exit at maintenance bays
- ② 75'x10' notch at podium levels
- ③ 15' setback at bus levels
- ④ 5'x10' notch at bus levels
- ⑤ 30'x10' notch at podium levels

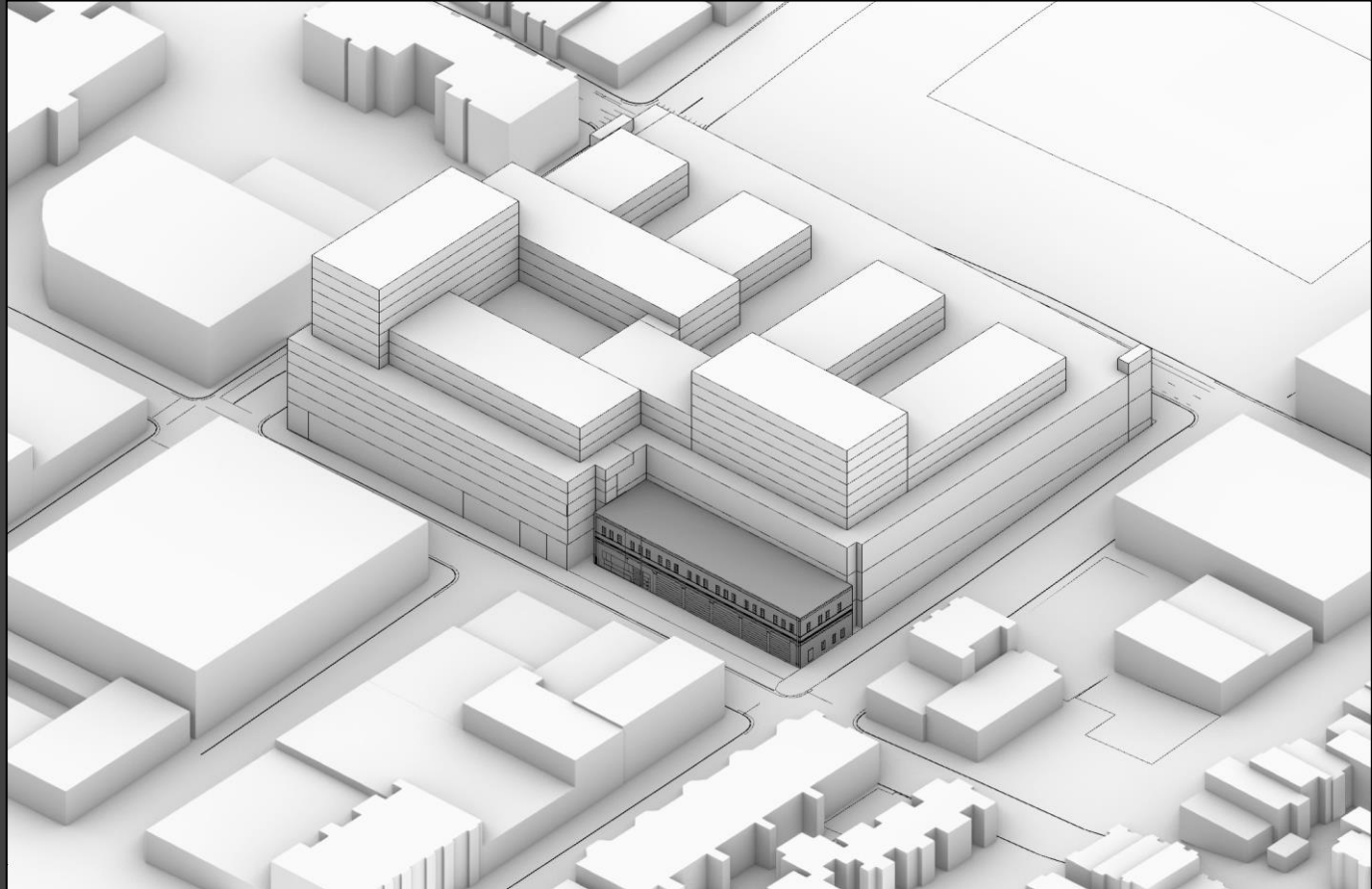


Key Plan

- Partial preservation alternative would retain some of the character-defining features of the site, most notably the two-story office wing
- None of the Hampshire Street elevation beyond the office wing would be retained

2500 Mariposa: Partial Preservation Alternative

- Partial Preservation meets or partially meets basic objectives of the project
- Size of transit space would be reduced by 131,820 gross square feet
- 207 bus parking spaces (213 in proposed project)
- 17 maintenance bays (18 in proposed project)
- 455 units of housing (575 in proposed project)



2500 Mariposa: Alternatives process

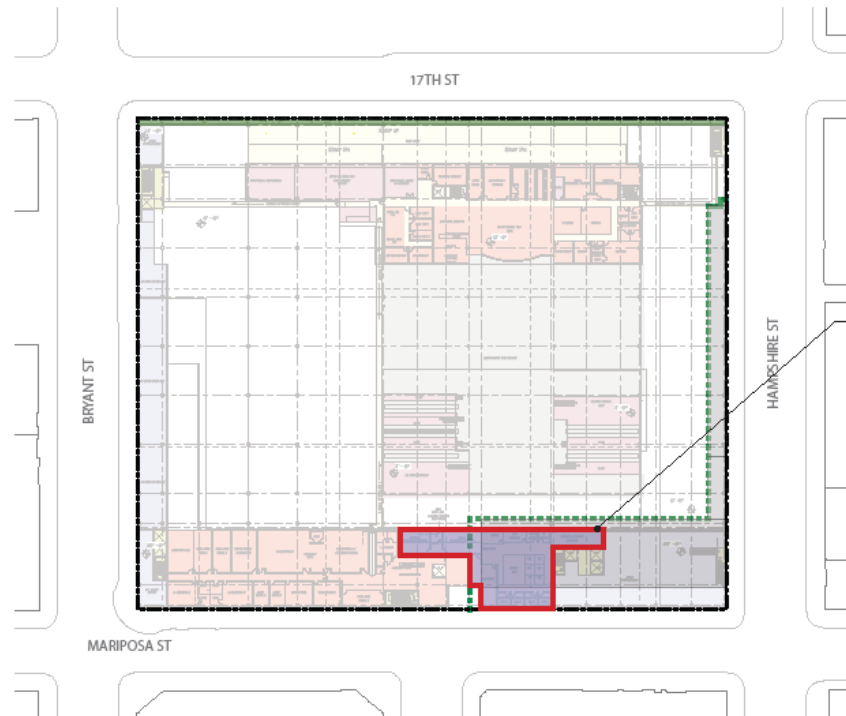
- Exploration of rehabilitating existing facility
- Exploration of only retaining the facades of Mariposa and possibly Hampshire Street elevations
- Exploration of increasing setbacks along Hampshire Street





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THANK YOU



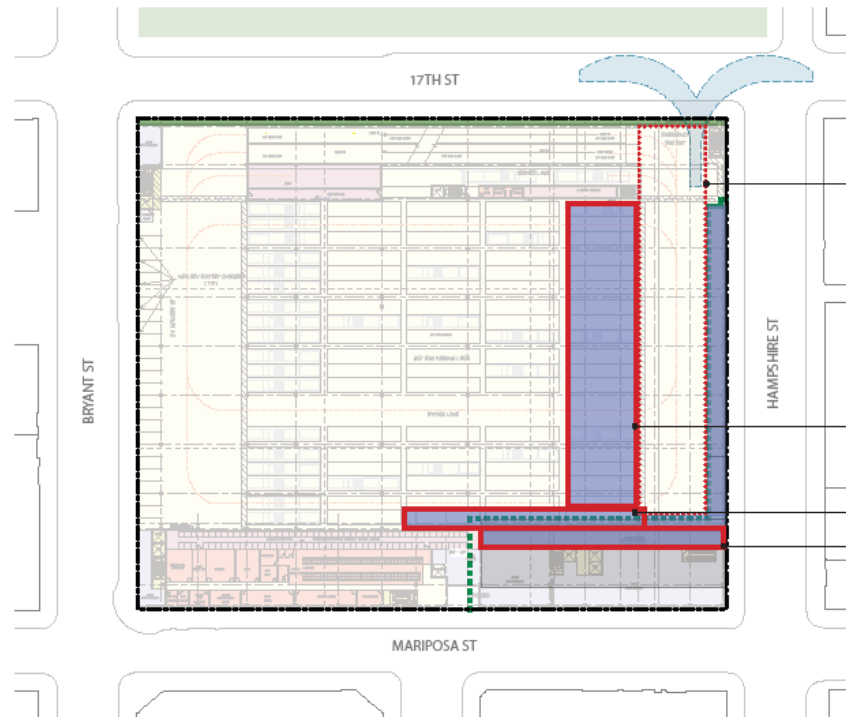
Lose training spaces
 (Supervisor, CAT Training,
 Data Room, IT Office,
 Record and Archive Storage,
 Workstations, Copy/File,
 Assistant Supervisor Offices,
 Manager Office, Reception,
 Restrooms, and some lobby
 space)



Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Full Preservation Bus Facility Impact Level 2
Sheet #	8
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020



Narrowing of the main Bus Entry drive aisles on the Hampshire side of the facility to make room for structural reinforcement of that facade; fails to meet critical minimum drive aisle dimensions and inhibits bus turn movements. Bus turning radii to be verified with remaining historic portion

Loss of (17) 60' bus parking spaces

Loss of (3 - 4) 60' bus parking spaces

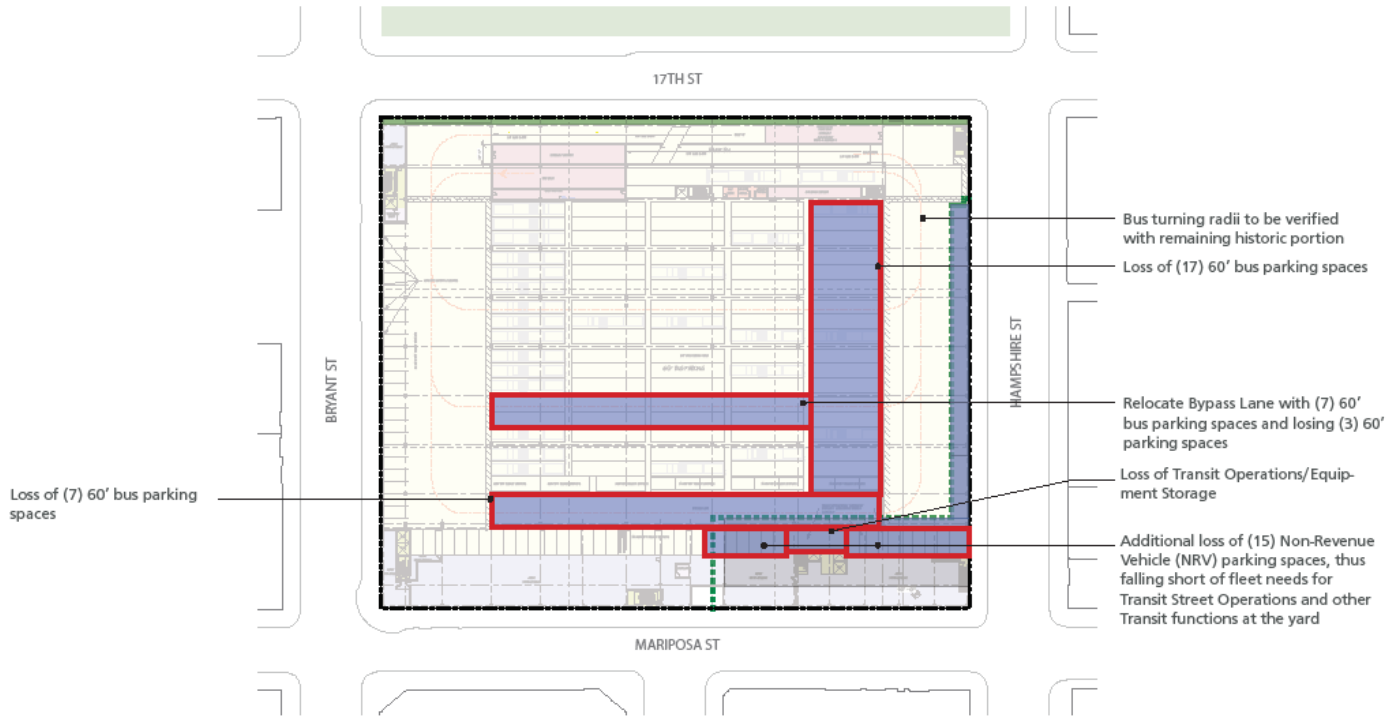
Loss of Future Battery Electric Storage/General Storage



Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Full Preservation Bus Facility Impact Level 3
Sheet #	9
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020



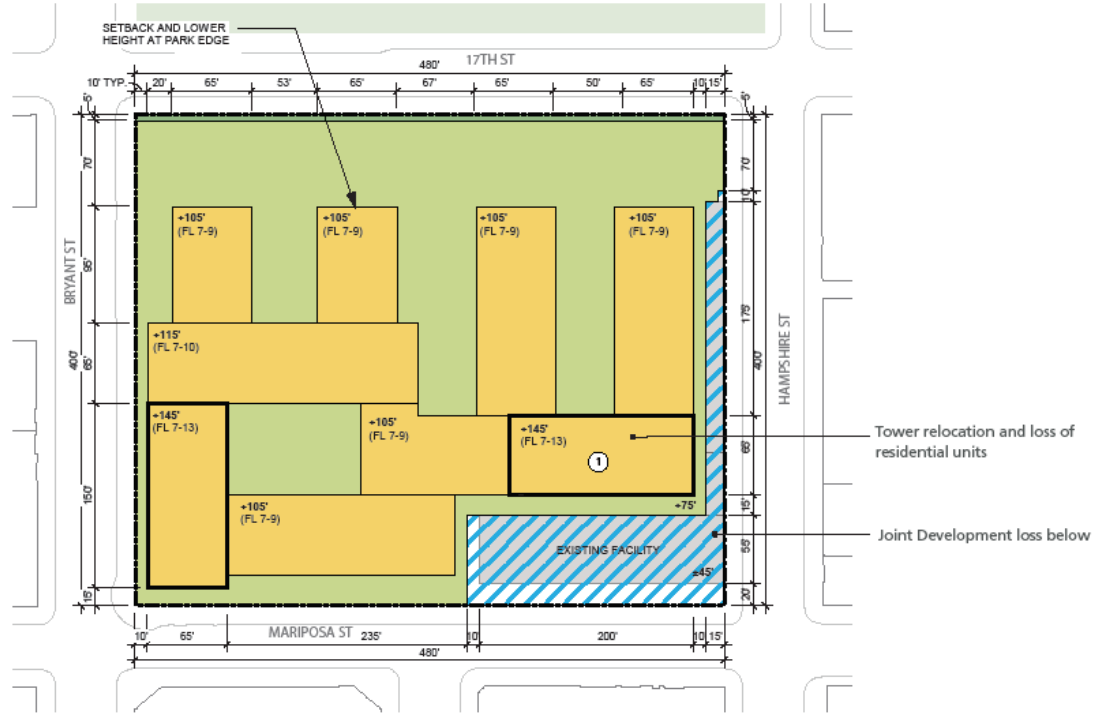
Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Full Preservation Bus Facility Impact Level 4
Sheet #	10
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020

GENERAL NOTES

- ① Reconfigure Joint Development circulation and lobby

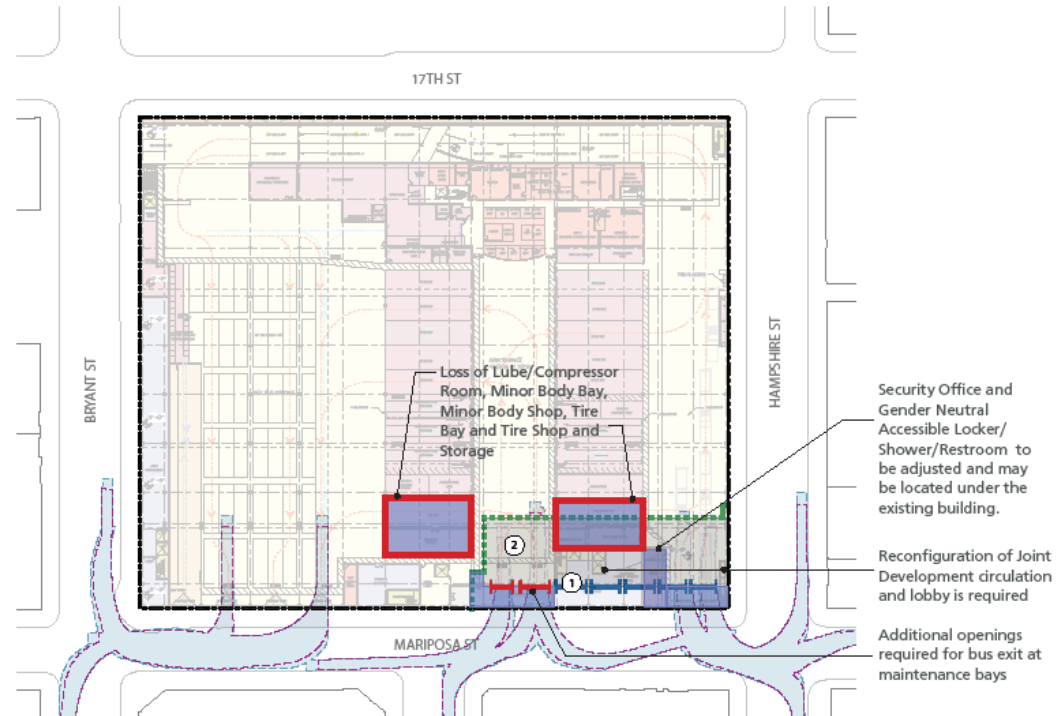


- RESIDENTIAL
- OPEN SPACE
- BUILDING GSF LOSS

Title	Full Preservation Rooftop Plan
Sheet #	11
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020

KEYNOTES

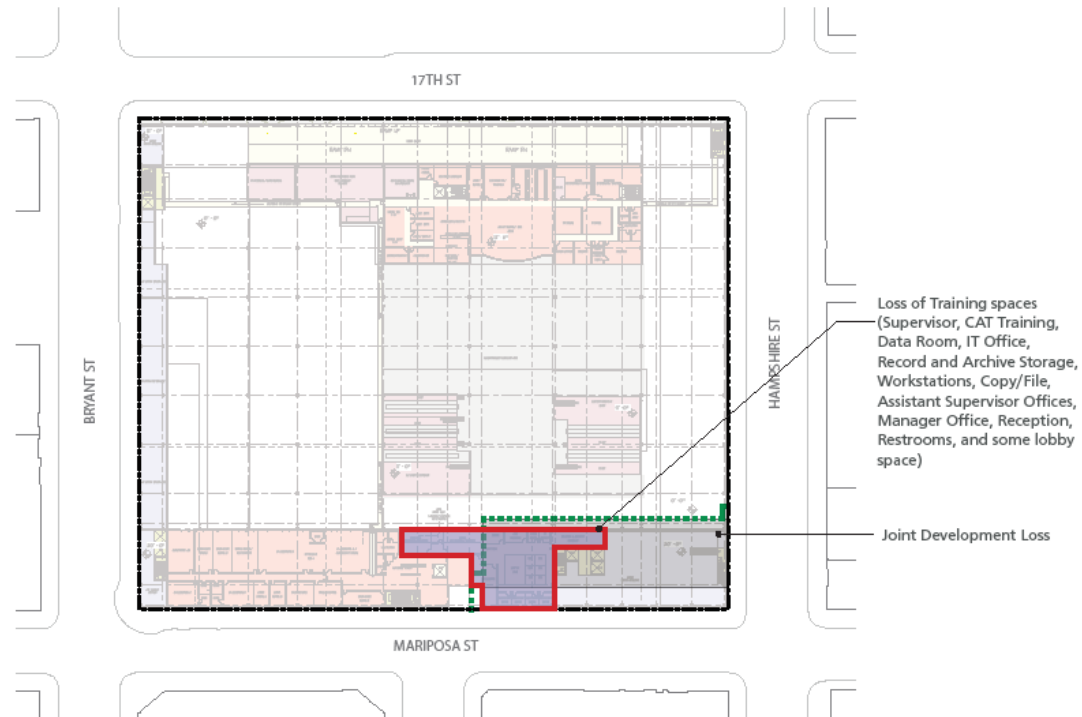
- ① Sizes and locations of ground floor garage "portals" are substandard; would require modification to west part of ground floor in order to function; do not correspond with recommended optimal drive-through maintenance bay configuration
- ② Existing building structures to be evaluated



Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

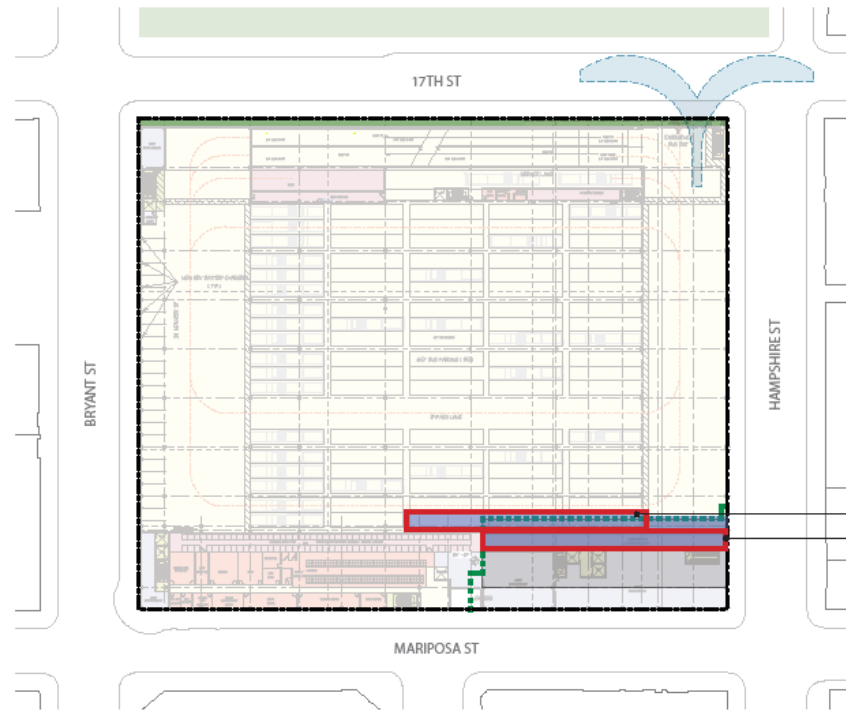
Title	Partial Preservation Bus Facility Impact Level 1
Sheet #	12
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020



Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Partial Preservation Bus Facility Impact Level 2
Sheet #	13
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020



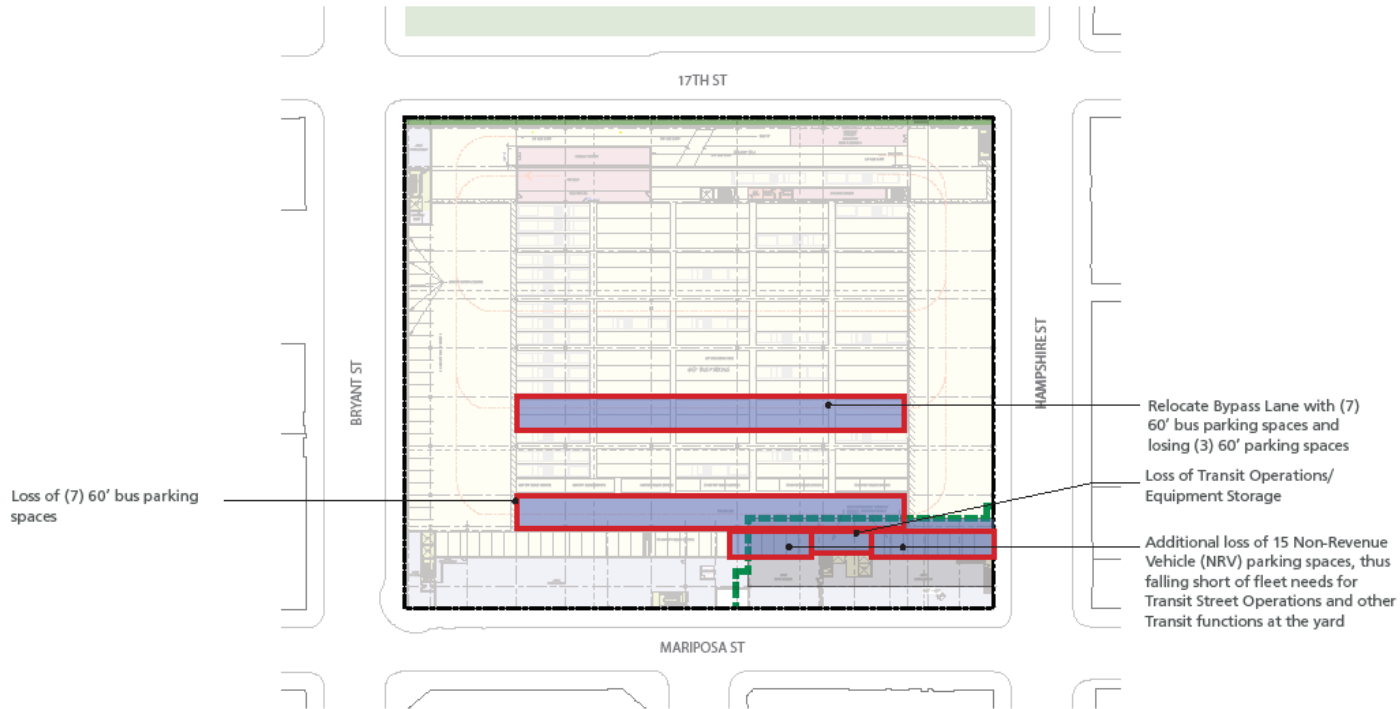
Loss of (17) 60' bus parking spaces
 Loss of Future Battery
 Electric Storage/General
 Storage



Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Partial Preservation Bus Facility Impact Level 3
Sheet #	14
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020



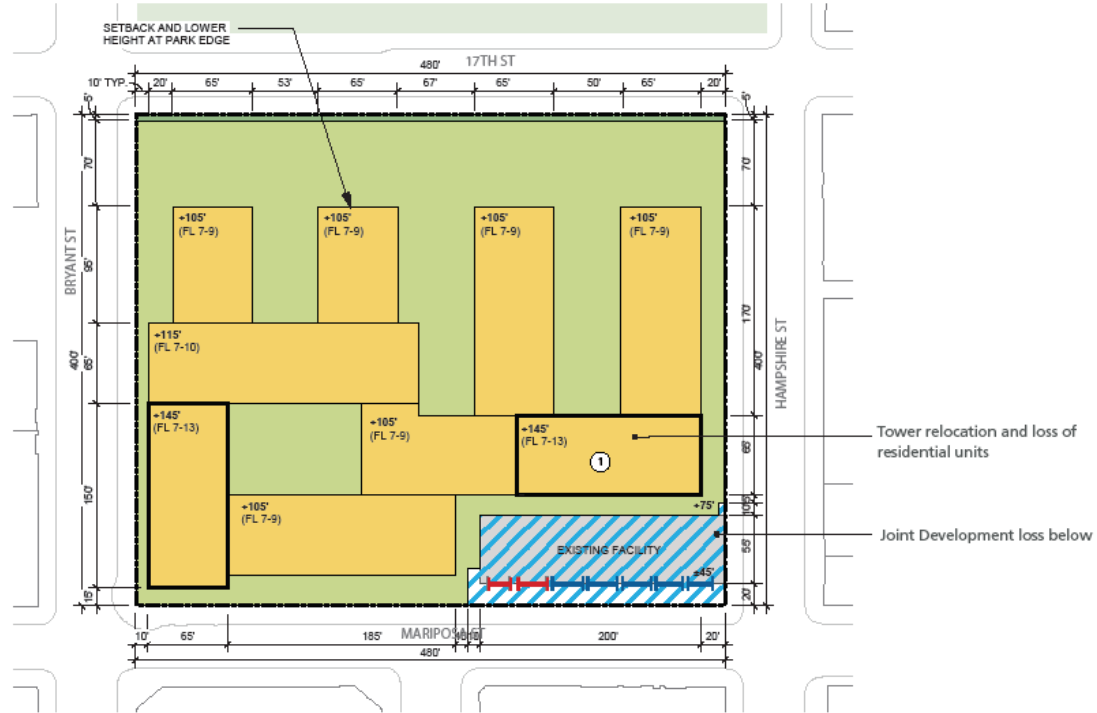
Bus facility GSF loss and affected spaces provided by HDR

- SETBACK AT BUS LEVELS
- EXISTING BUS ENTRIES/EXITS
- ADDITIONAL BUS ENTRIES/EXITS REQUIRED
- EXISTING BUS FACILITY TO REMAIN
- BUS TURN RADIUS (MIN)
- BUS TURN RADIUS (MAX)
- NON REPLACEABLE USES
- BUS OPERATIONS IMPACT

Title	Partial Preservation Bus Facility Impact Level 4
Sheet #	15
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020

KEYNOTES

- ① Reconfiguration of Joint Development circulation and lobby is required



Tower relocation and loss of residential units

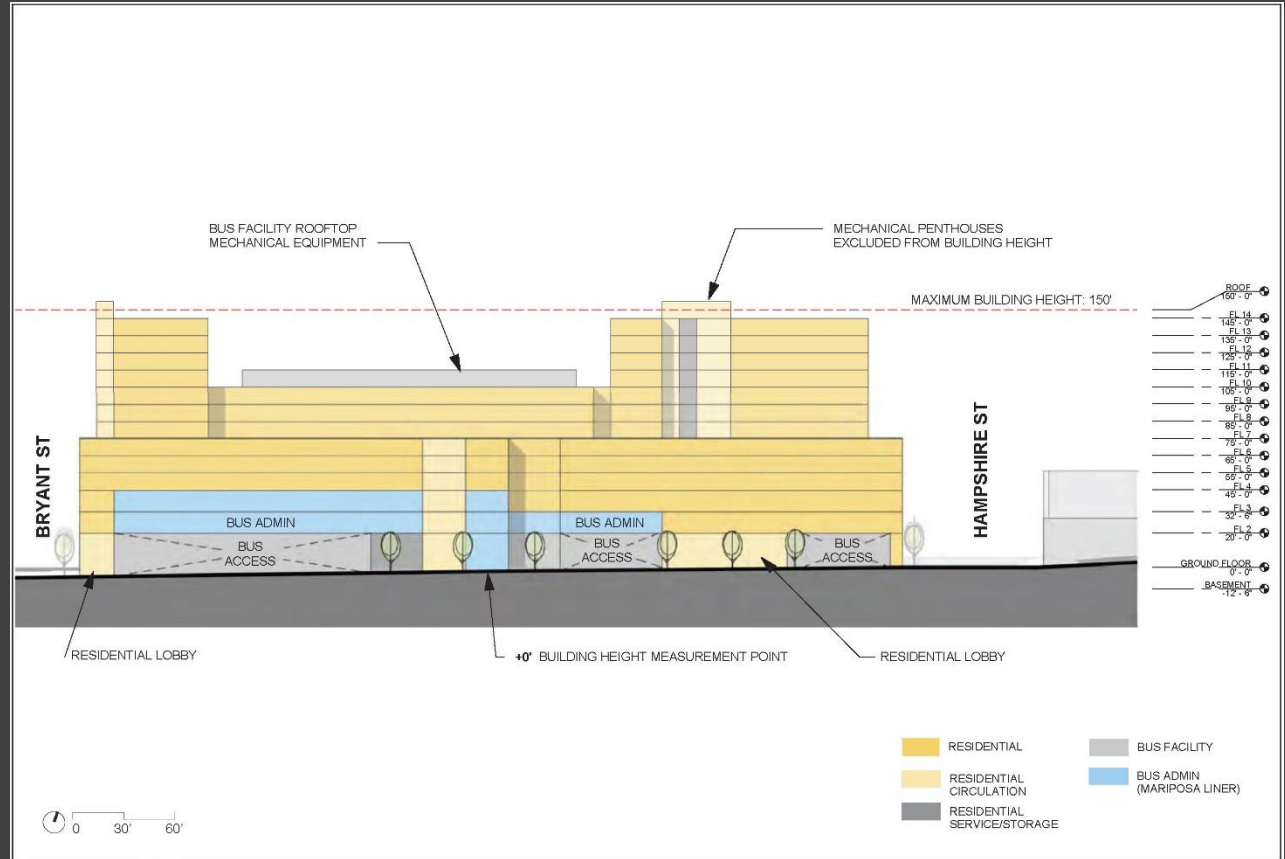
Joint Development loss below

- RESIDENTIAL
- OPEN SPACE
- BUILDING GSF LOSS

Title	Partial Preservation Rooftop Plan
Sheet #	16
Project Address	2500 Mariposa St, San Francisco, CA 94110
Date	07/15/2020

2500 Mariposa: Proposed project

- Transit facility floors 1-3 (podium) include space for circulation, bus parking, maintenance bays, operations
- Joint development uses within podium include ground floor commercial and upper floors of residential
- additional 7 floors of residential on top of the transit facility.



Proposed project: Mariposa Street elevation