2500 Mariposa Street
draft PRESERVATION ALTERNATIVES

Historic Preservation Commission hearing
October 7, 2020

Presenters:
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Senior Preservation Planner
Laura Lynch
Senior Environmental Planner

Project Sponsor:
SFMTA
Licinia Iberri
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.

Source: ARUP, RYCG, 2019
Oblique aerial view of project site showing 2-story office wing along Mariposa Street and rear maintenance wing along Hampshire Street
View northeast of 2-story office wing along Mariposa Street. Note the wide bus bays on the ground floor.
View northwest of Hampshire Street façade. Note where the 2-story office wing meets higher parapet of the shops wing.
2500 Mariposa: Project Site

View southwest of Hampshire Street façade.
Read 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

Source: SFMTA Historic Photo Collection
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.

Source: SFMTA Historic Photo Collection
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

Source: SFMTA, Sitelab and HDR, 2019
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
Preservation Alternatives
1. No Project Alternative
2. Full Preservation Alternative
3. Partial Preservation Alternative
# 2500 Mariposa: Comparison of preservation alternatives

## Bus Facility Impact

<table>
<thead>
<tr>
<th>Criteria inl. Fleet Plan</th>
<th>Rgmts./Fleet Plan</th>
<th>Proposed Concept*</th>
<th>Proposed Concept % from Rgmts.</th>
<th>Full Preservation</th>
<th>Full Preservation % from Requirements</th>
<th>Partial Preservation</th>
<th>Partial Preservation % from Requirements</th>
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<tbody>
<tr>
<td># Bus Parking Spaces (%)</td>
<td>215</td>
<td>213</td>
<td>99%</td>
<td>173</td>
<td>80%</td>
<td>207</td>
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<tr>
<td># Maintenance Bays (%)</td>
<td>24</td>
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<td># Non Revenue Vehicles (%)</td>
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<tr>
<td>Transit GSF</td>
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<td>-</td>
<td>538,000</td>
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<td>545,000</td>
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<td>Office GSF</td>
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<td>46,180</td>
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<td>46,180</td>
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</table>

## 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 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.

Source: SFMTA, Sitelab and HDR, 2020
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
2500 Mariposa: Full Preservation Alternative

• 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)

Source: SFMTA, Sitelab and HDR, 2020
**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

- 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.

Source: SFMTA, Sitelab and HDR, 2020
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)

Source: SFMTA, Sitelab and HDR, 2020
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
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)
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

Bus turning radii to be verified with remaining historic portion
Loss of (17) 60' bus parking spaces

Relocate Bypass Lane with (7) 60' bus parking spaces and losing (3) 60' parking spaces
Loss of Transit Operations/Equipment Storage

Additional loss of (15) Non-Revenue Vehicle (NRV) parking spaces, thus falling short of fleet needs for Transit Street Operations and other Transit functions at the yard

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

- Tower relocation and loss of residential units
- Joint Development loss below
KEYNOTES

1. Sizes and locations of ground floor garage "ports" 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

<table>
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<tr>
<td>Sheet #</td>
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<td>Project Address</td>
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<tr>
<td>Date</td>
<td>07/15/2020</td>
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</table>
Reconfiguration of Joint Development circulation and lobby is required.

Tower relocation and loss of residential units.

Joint Development loss below.
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