



2500 MARIPOSA STREET SFMTA POTRERO YARD DRAFT EIR

Justin Greving

Senior Preservation Planner / August 4, 2021 / Historic Preservation Commission

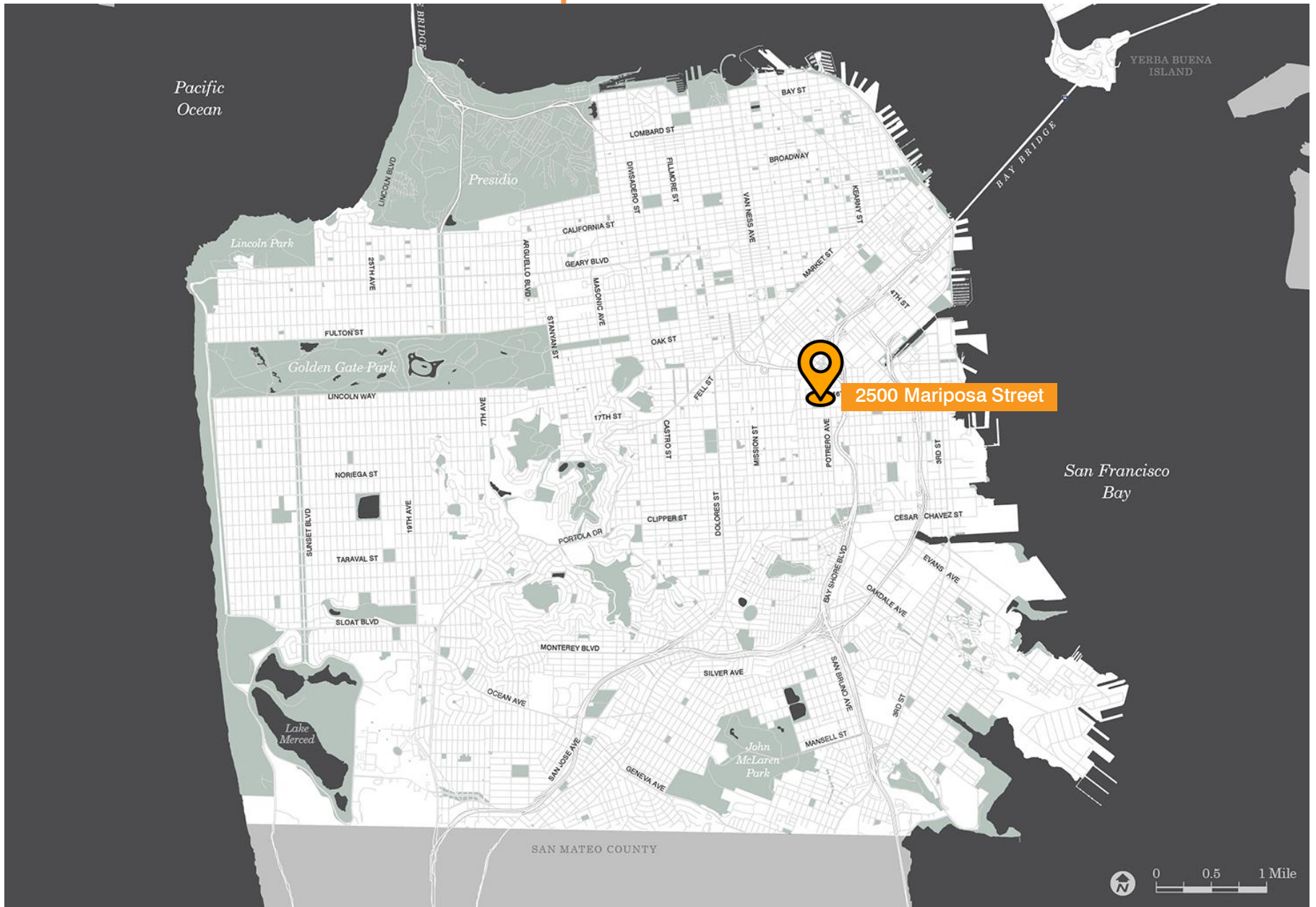


**San Francisco
Planning**

PROJECT SITE



PROJECT SITE: 2500 Mariposa Street



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

PROJECT SITE: 2500 Mariposa Street



Source: HRE Part 1

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

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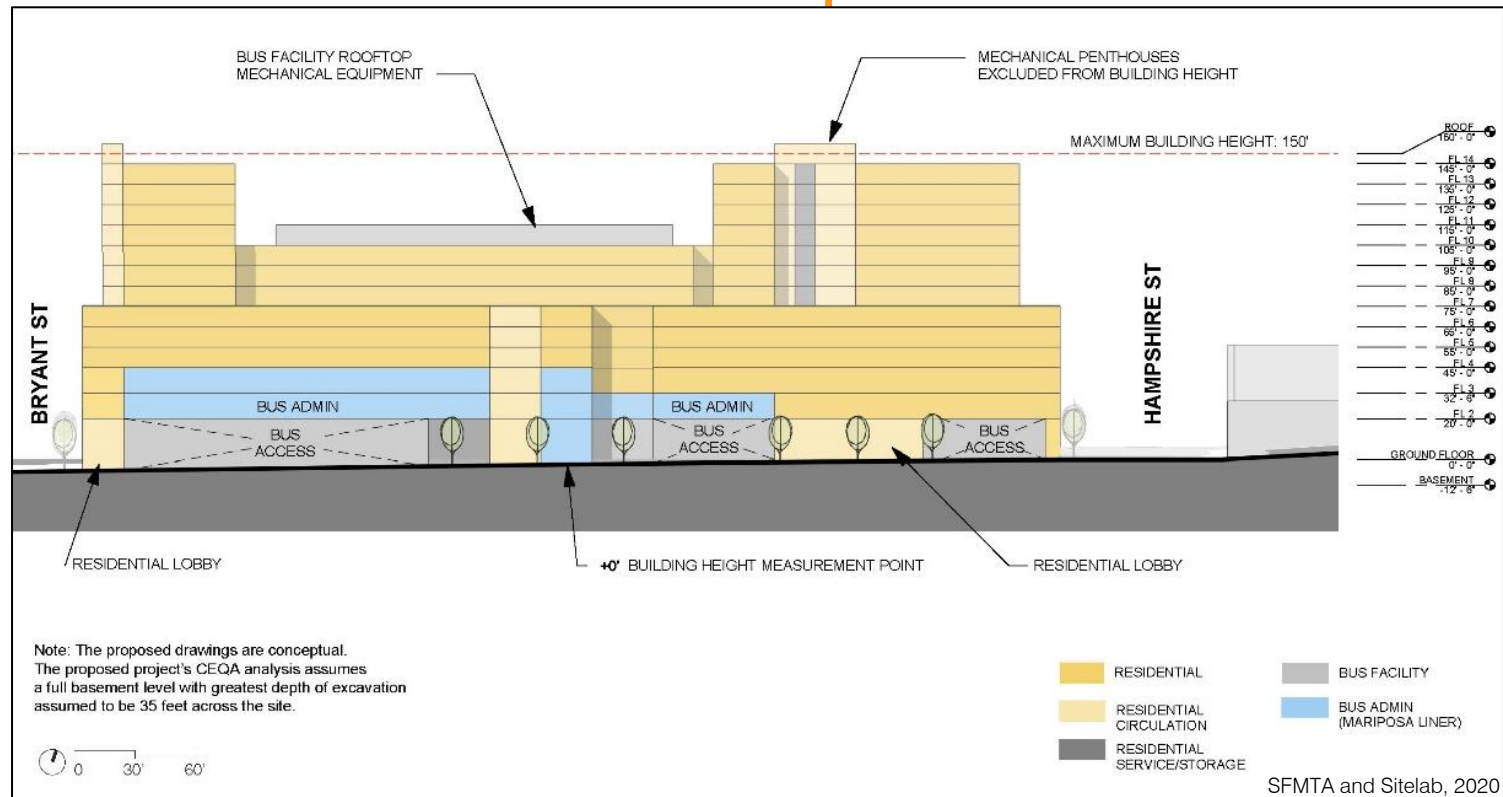
Views of additional secondary elevations along Hampshire Street (upper left and right) and entrance to the maintenance yard from Mariposa Street.

Source: HRE Part 1

PROPOSED PROJECT



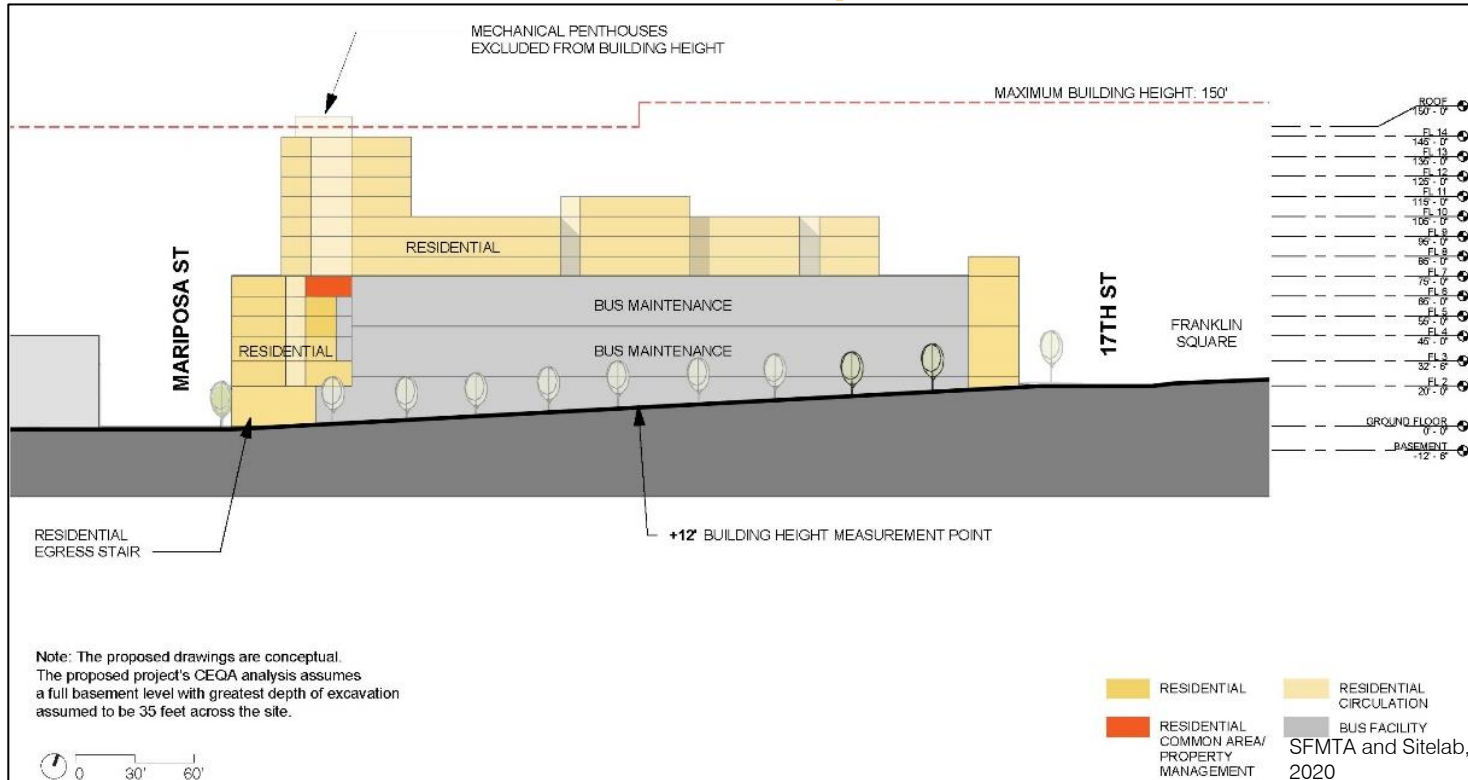
PROPOSED PROJECT: 2500 Mariposa



Proposed massing - south (Mariposa Street) elevation

- 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

PROPOSED PROJECT: 2500 Mariposa



Proposed massing - east (Hampshire Street) elevation

- 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

HISTORIC RESOURCE STATUS



2500 MARIPOSA: Potrero Trolley Coach Division Facility



- Constructed in 1915
- Designed by Michael M. O'Shaughnessy
- 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



- 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.

Historic Architectural Resources Impacts/**Mitigation Measures**

Proposed Project/Project variants

Impact:

- Significant and Unavoidable with Mitigation (SUM)

Mitigation Measures:

- Documentation of Historical Resource
- Salvage Plan
- Interpretative Program
- Oral Histories

PRESERVATION ALTERNATIVES



ALTERNATIVE A: NO PROJECT ALTERNATIVE

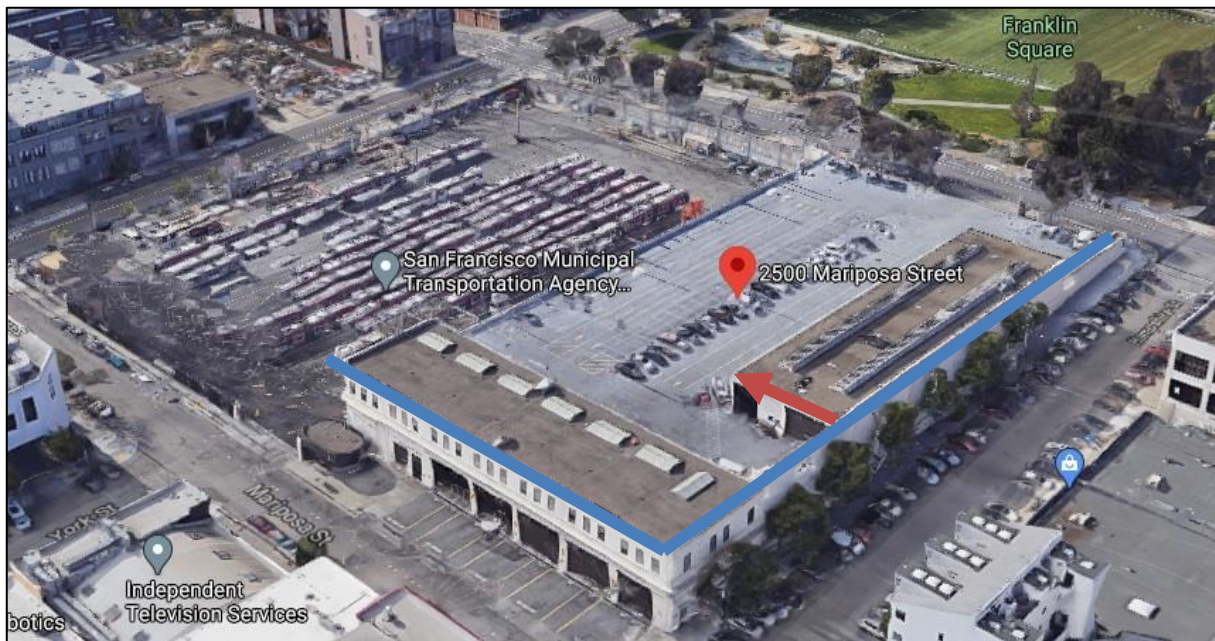
ALTERNATIVE B: FULL PRESERVATION ALTERNATIVE

ALTERNATIVE C: PARTIAL PRESERVATION ALTERNATIVE

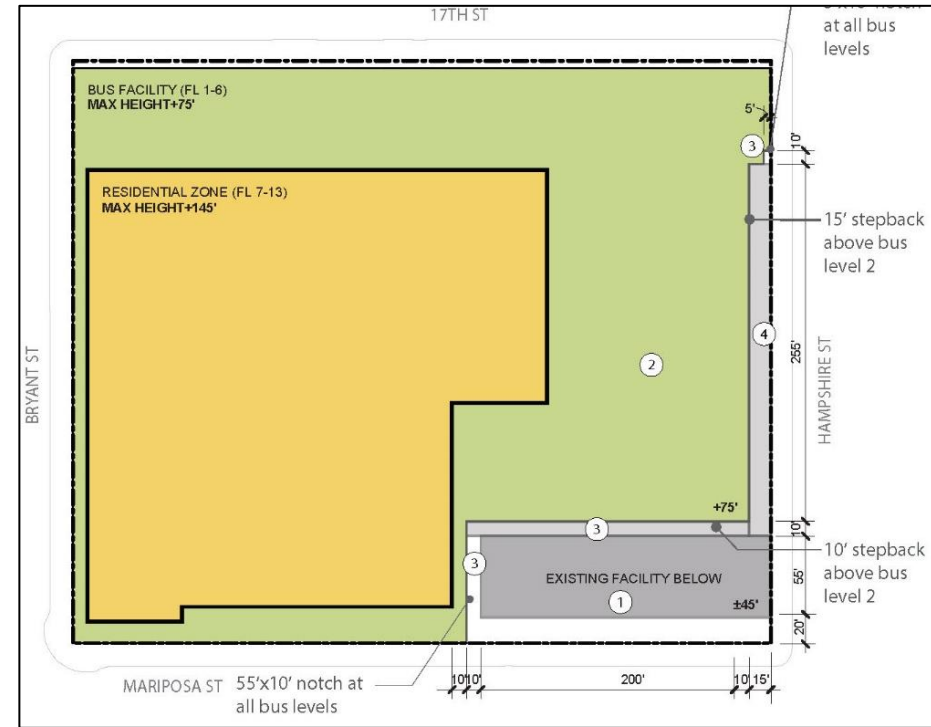
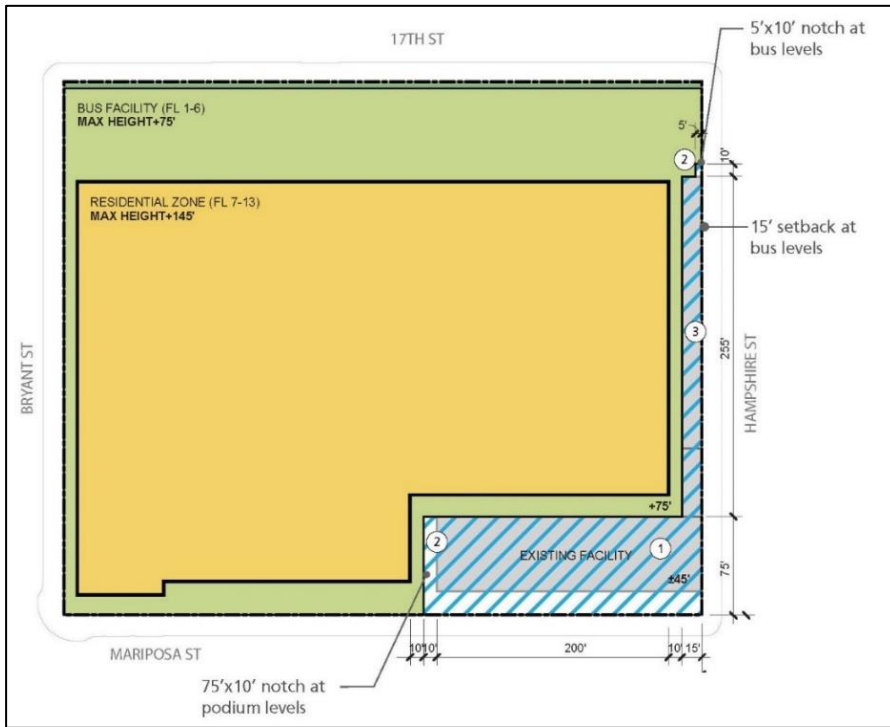
ALTERNATIVE D: TRANSIT FACILITY PLUS COMMERCIAL ONLY ALTERNATIVE

ALTERNATIVES: Development Process

- Explored feasibility of rehabilitating existing facility
- Explored various setbacks from Hampshire Street



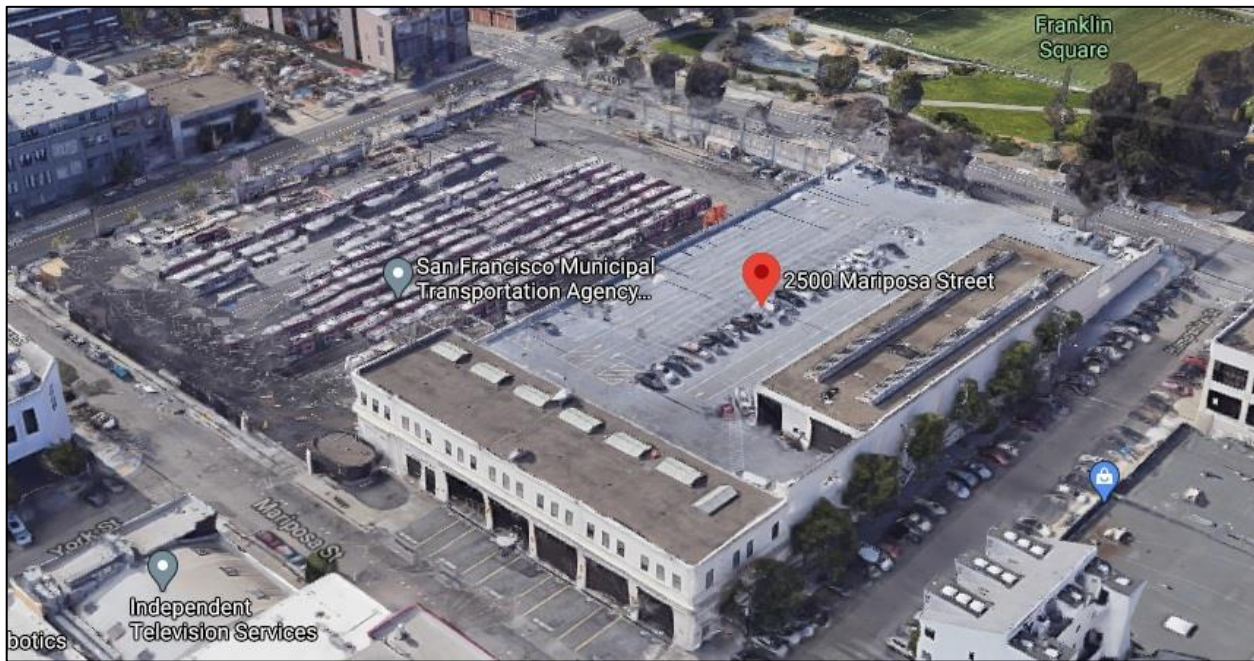
ALTERNATIVES: Input from the HPC



Full Preservation Alternative presented to the HPC 10/7/2020

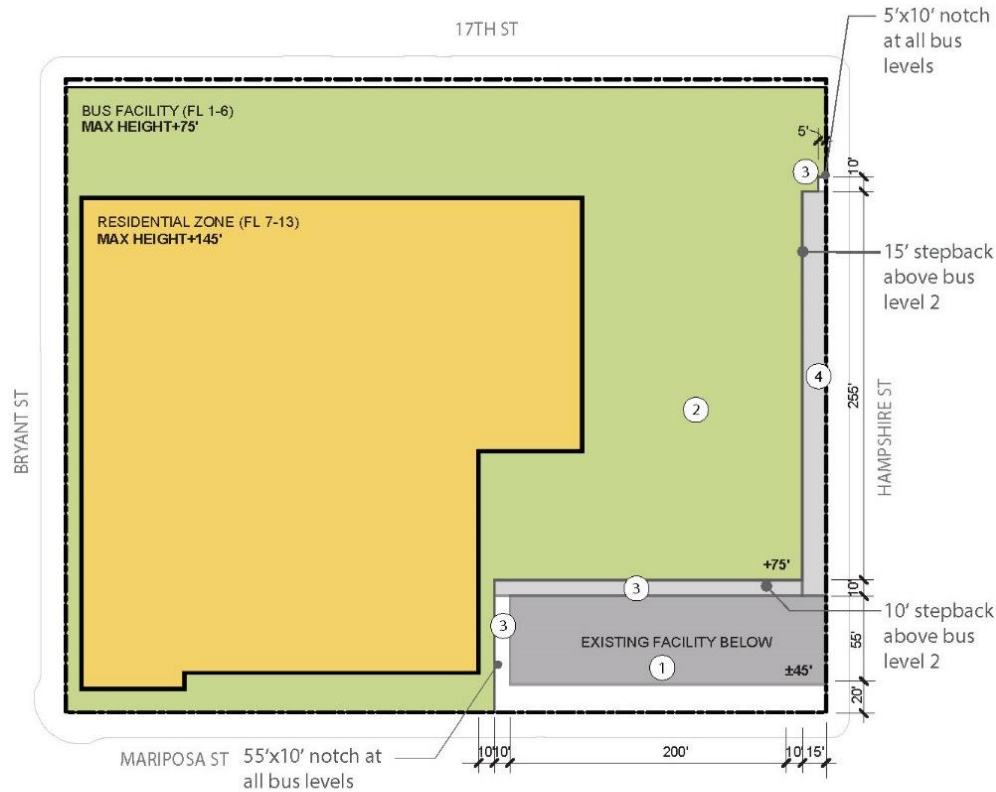
Revised Full Preservation Alternative evaluated in the draft EIR

ALTERNATIVE A: No Project Alternative



- Existing site would continue to function as a transit facility
- Existing character-defining features would not change
- Less than significant impact
- No mitigation measures required

ALTERNATIVE B: Full Preservation Alternative



- ① Preserve Mariposa office wing with no development above it
- ② No joint development above historic portion of building
- ③ Provide 10' notches and setback buffers where new development meets preserved portions
- ④ Rebuild Hampshire Street elevation as new construction and provide 15' setback above bus facility level 2 to reference height and massing of shops wing along Hampshire Street

- Existing Facility
- Proposed New Bus Facility
- Zone of Residential Joint Development Above Bus Facility
- Proposed Open Space Above Bus Facility

- Preserve Mariposa office wing with no development above
- No joint development above historic location of building
- 10' notches and setback buffers
- Rebuild Hampshire Street elevation with 15' setback
- Transit facility with 270 vehicle parking spaces
- 16 maintenance repair bays
- 477 residential units

ALTERNATIVE B: Full Preservation Alternative



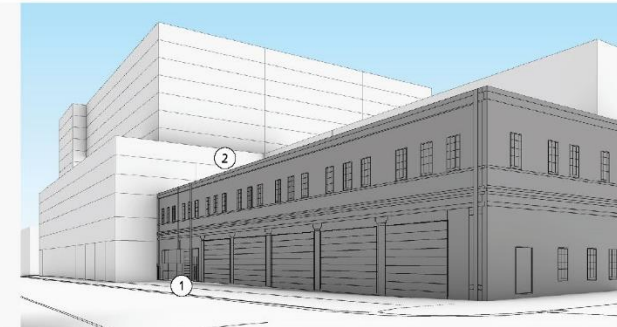
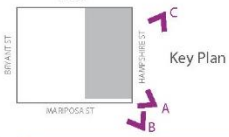
View A: Mariposa Street Looking Northwest, Existing



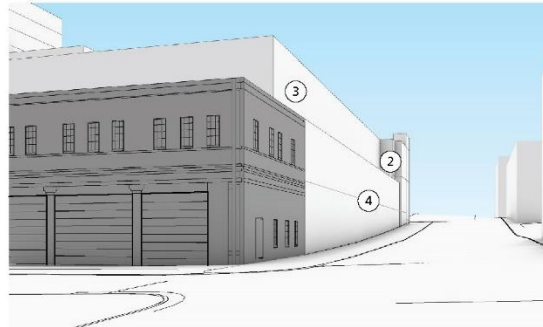
View B: Hampshire Street Looking North, Existing



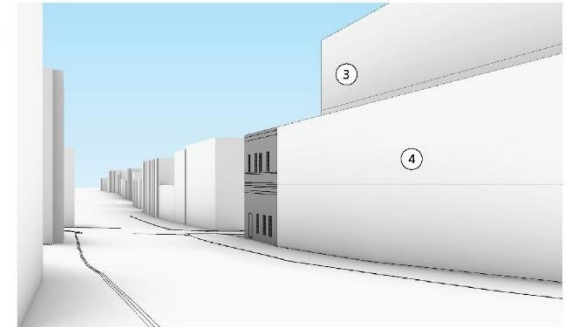
View C: Hampshire Street Looking South, Existing



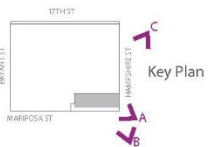
View A: Mariposa Street Looking Northwest, Proposed



View B: Hampshire Street Looking North, Proposed



View C: Hampshire Street Looking South, Proposed



KEYNOTES

- ① Additional openings required for bus exit at maintenance bays
- ② Provide 10' notches and setback buffers where new development meets retained office wing
- ③ 15' setback above bus level 2
- ④ Rebuild Hampshire Street elevation as new construction

■ Retained Historical Resource

□ New Construction

Historic Architectural Resources Impacts/**Mitigation Measures**

Full Preservation Alternative

Impact:

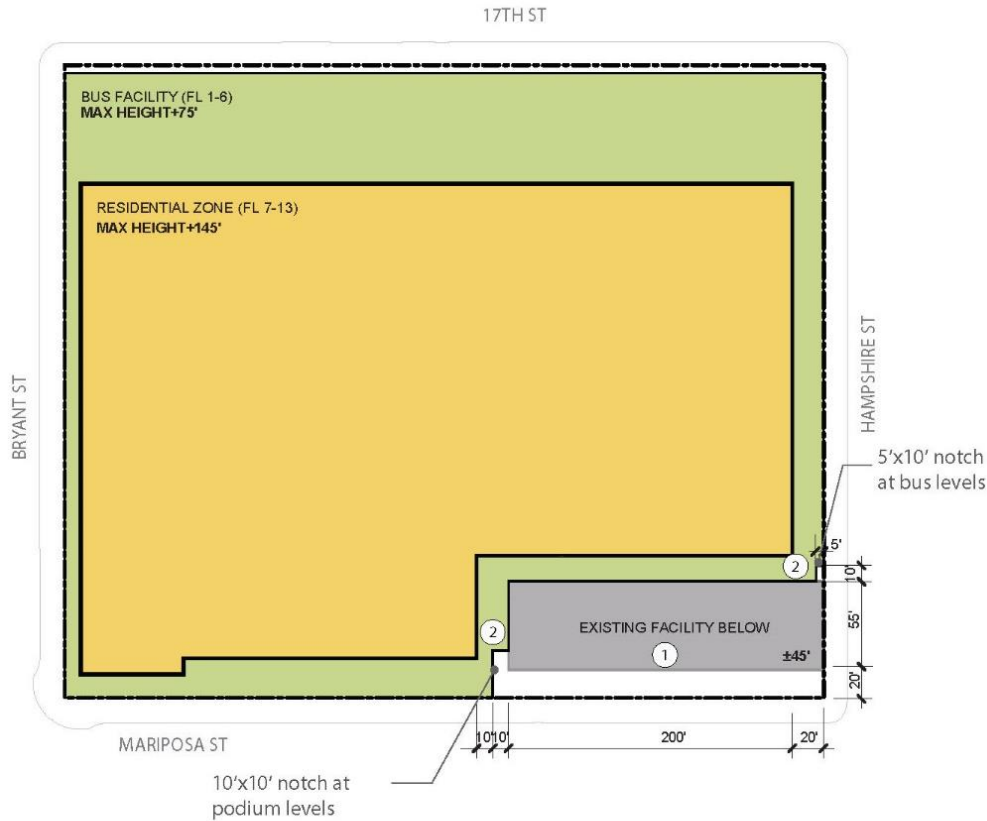
- Less than Significant (LTS) compared to proposed project or project variants

Mitigation Measures:

- none



ALTERNATIVE C: Partial Preservation Alternative



- ① Preserve Mariposa office wing with no development above it
- ② Provide 10' notches as buffers where new development meets preserved portions

- Existing Facility
- Zone of Residential Joint Development Above Bus Facility
- Proposed Open Space Above Bus Facility

- Preserve Mariposa office wing with no development above
- 10' notches as buffers
- Residential zone set back 20' from podium levels
- Transit facility with 283 vehicle parking spaces
- 16 maintenance repair bays
- 459 residential units



ALTERNATIVE C: Partial Preservation Alternative



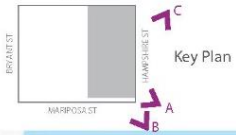
View A: Mariposa Street Looking Northwest, Existing



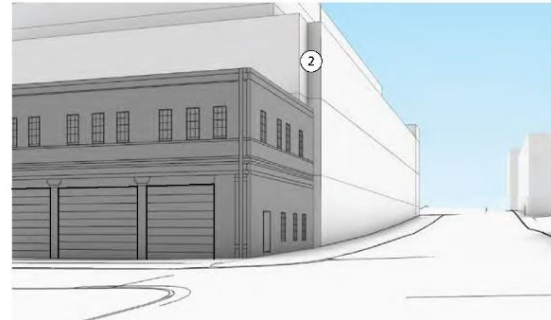
View B: Hampshire Street Looking North, Existing



View C: Hampshire Street Looking South, Existing



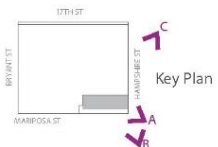
View A: Mariposa Street Looking Northwest, Proposed



View B: Hampshire Street Looking North, Proposed



View C: Hampshire Street Looking South, Proposed



KEYNOTES

- ① Additional openings required for bus exit at maintenance bays
- ② Provide 10' notches and stepback buffers where new development meets retained office wing

■ Retained Historical Resource

■ New Construction

Historic Architectural Resources Impacts/**Mitigation Measures**

Partial Preservation Alternative

Impact:

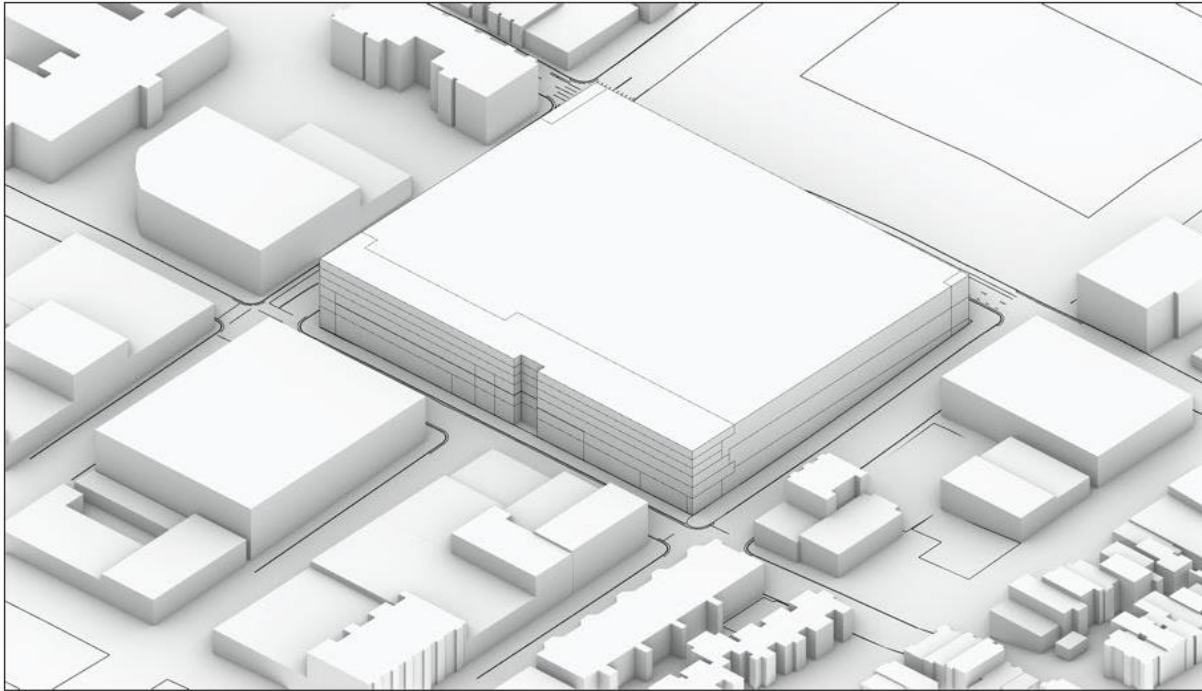
- Significant and Unavoidable with Mitigation (SUM)
- Reduced impacts compared with the proposed project or project variants

Mitigation Measures:

- Documentation of Historical Resource
- Salvage Plan
- Interpretative Program
- Oral Histories



ALTERNATIVE D: Transit facility plus commercial only alternative



- Similar to the proposed project and variants but would not construct the residential component
- 75-foot tall structure with 3 transit levels
- Transit facility with 310 vehicle parking spaces
- 18 maintenance repair bays
- 0 residential units

Historic Architectural Resources Impacts/**Mitigation Measures**

Transit facility plus commercial only alternative

Impact:

- Significant and Unavoidable with Mitigation (SUM)
- Similar to the proposed project or project variants

Mitigation Measures:

- Documentation of Historical Resource
- Salvage Plan
- Interpretative Program
- Oral Histories



ENVIRONMENTAL REVIEW/**Public Outreach**

- **August 3, 2020** – Presentation: **CEQA Overview/ DEIR review schedule** at SFMTA’s neighborhood working group
- **August 19, 2020** – Issue **Notice of Preparation (NoP)** of an EIR and Notice of Public Scoping Meeting
 - Notice of Availability translation: **Spanish, Filipino, and Chinese**
 - **NoP Distribution**: Planning Dept web site; mailed to decision-makers; state and regional agencies; property owners and occupants adjacent and within 300 feet of the project site; other potentially interested parties, including neighborhood organizations; and others that requested notice.
 - Informational video presentation posted on Planning website and YouTube and available to view during the entire scoping comment period 8/19/20-9/18/20
- **September 2, 2020** – Remote EIR **Public Scoping meeting** 6 pm to 8 pm
 - Showed presentation video and took comments; and language access available
- **February 1, 2021** – Tribal Notification regarding **Tribal Cultural Resources**
- **April 5, 2021** – Presentation: **Shadow analysis** overview at SFMTA’s neighborhood working group
- **June 30, 2021** – Notice of Availability of DEIR and Draft EIR publication/distribution
 - **NOA/DEIR Distribution** – Same as NOP Distribution; in addition, posters of the notice around the project site in translation **Spanish, Filipino, and Chinese**

THANK YOU



**San Francisco
Planning**

Justin Greving
Senior Preservation Planner
San Francisco Planning

Justin.greving@sfgov.org
www.sfplanning.org

August 26, 2021 - Planning
Commission Draft EIR Hearing

August 31, 2021 - Draft EIR Comment
Period Ends

Send written comments to:

Jennifer Barbour McKellar
at

CPC.PotreroYardEIR@sfgov.org

or

49 South Van Ness Avenue Suite 1400
San Francisco, CA 94103