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MEMORANDUM TO FILE #2

Date: February 4, 2026
To: File
From: Jennifer McKellar
Re: **SFMTA Potrero Yard Modernization Project (2500 Mariposa Street)
Project Modification #2 – Elimination of Transit Facility Podium Housing
Case No. 2019-021884ENV**

Introduction

EIR Project and Variant

A final environmental impact report (EIR) for the subject project, file number 2019-021884ENV, was certified on January 11, 2024.¹ The project analyzed in the final environmental impact report (EIR Project) would demolish the existing SFMTA Potrero Trolley Coach Division Facility, located at 2500 Mariposa Street, and replace it with an expanded and modernized transit facility that would also include residential and commercial uses. The project would construct a four level (including mezzanine level), approximately 70-foot-tall replacement transit facility (approximately 700,000 gross square feet accommodating up to 213 buses) plus a mix of commercial (approximately 3,000 gross square feet), childcare (approximately 2,000 gross square feet), and residential uses (approximately 530,000 gross square feet and 513 units). The approximately 1,240,000-gross-square-foot structure would rise to heights ranging from 70 to 150 feet across the site. Six floors of proposed residential development with ground-floor commercial uses would be located along Bryant Street in a joint development constructed adjacent to but connected with the transit facility. The remaining 7 to 13 levels of residential development would be atop the replacement transit facility, with a retail use and a joint development residential lobby entrance for pedestrian access integrated with the replacement transit facility. Streetscape changes occurring as part of the project would include pedestrian and bicycle improvements, reconfigured parking and loading areas, installation of new seating areas and street lighting, landscaping, and utility work. The EIR Project would be constructed over a period of 46 months.

The EIR also analyzed two additional phased construction scenarios for the EIR Project, Scenario 1 and Scenario 2. Both scenarios divide construction into three phases: Phase 1 (new transit facility), Phase 2 (Bryant Street housing) with housing along Bryant Street up to the height of the replacement transit facility, and Phase 3 (family and workforce housing) with housing above the replacement transit facility and Bryant Street Housing. Under Scenario 1, the three construction phases would overlap resulting in periods of concurrent construction activities and operations/residential occupancies. Under Scenario 2, the three construction phases would be sequential with gaps in time (e.g., between Phase 2 and Phase 3) resulting in an overlap of construction activities and operations/residential occupancies, but to a lesser extent than

1 San Francisco Planning Department, Potrero Yard Modernization Project (2500 Mariposa Street) Final Environmental Impact Report, Planning Department Case No. 2019-021884ENV, State Clearinghouse No. 2020089022, certified January 11, 2024. Available online at: <https://sfplanning.org/environmental-review-documents>, accessed December 4, 2025.

under Scenario 1. Depending on which phased construction scenario is implemented, the construction duration for the EIR project could range between approximately 49 months (similar to the current timeline for the EIR project) and 96 months. This range does not cover options to extend the start date of Phase 3 as allowed under the 30-Year Project Agreement.

As a variant to the project (EIR Project Variant), the SFMTA would construct the housing along Bryant Street (103 units) but replace the remainder of the podium housing with SFMTA's Paratransit Operations. The proposed paratransit use would include circulation and storage space for 150 cutaway buses and 10 vans as well as space for vehicle service (maintenance bays, chassis wash bay, parts storage) and SFMTA administration.

In addition, the EIR Project and EIR Project Variant would implement Public Works Standard Construction Measures, as part of the project. Implementation of these measures would be managed by Public Works.

Modified EIR Project – Increase in Bus and Bus Operator Count Numbers (2024)

In October 2024, after the certification of the final EIR, SFMTA revised the project to increase the total number of electric trolley buses accommodated by the replacement transit facility using a different fleet mix of 40-foot and 60-foot buses. The EIR Project and EIR Project Variant analyzed in the EIR proposed 213 electric trolley buses (53 40-foot and 160 60-foot buses). The modified EIR Project (2024) proposed 246 buses (153 40-foot and 93 60-foot buses), a net increase of 33 buses. To facilitate this change, alternate striping on the second level of the replacement transit facility was proposed, consisting of the conversion of 67 of the 60-foot bus parking spaces proposed in the EIR Project to 100 40-foot bus parking spaces. Associated with the change in number of buses, 301 additional bus operators were added to the facility compared to the EIR Project. No increase in the number of paratransit bus operators was proposed under EIR Project Variant conditions. No additional changes to the EIR Project or EIR Project Variant described and analyzed in the EIR were proposed. The planning department evaluated the modified EIR Project (2024), determined that no additional environmental review is necessary, and documented their findings in a memorandum to file.²

Proposed Revisions to Project

Modified EIR Project 2 – Elimination of Transit Facility Podium Housing (2025)

Subsequent to the certification of the final EIR and to the project modifications made in 2024, the proposed project was further revised. For simplicity, the “Project” hereafter refers to the EIR Project as modified in 2024, and the “Modified Project” refers to the currently (2025) proposed project.

The Modified Project would demolish the existing SFMTA Potrero Trolley Coach Division Facility and construct a four-level (over basement), approximately 647,000-gross-square-foot (gsf), 70-foot-tall replacement transit facility that would accommodate 246 buses and 161 SFMTA non-revenue vehicles. The Modified Project would also construct a six- to thirteen-level, approximately 164,000-gsf, 150-foot-tall, 104-unit residential building with 2,800 square feet of ground-floor commercial uses on Bryant Street adjacent to the new transit facility. The new transit facility building and Bryant Street residential building proposed under the Modified Project would retain the same massing as the Project.

The main difference between the Modified Project and the Project is the removal of the podium, consequent elimination of the podium housing, removal of the podium residential entrance on Hampshire Street, reduction in size of the transit facility basement and mezzanine levels, and reconfiguration of the

² San Francisco Planning Department, Memorandum to File, October 25, 2024, available in Planning Department case no. 2019-021884ENV.

transit facility floor plans. Overall, these changes would result in a reduction of 458,000 gsf in building area (including approximately 2,300 gsf of childcare uses) and 409 residential units. The removal of the podium would also eliminate the ability to construct the EIR Project Variant, which included paratransit uses on the roof.

Under the Modified Project, the transit facility roof would instead be occupied by a mechanical penthouse that would be open to the sky but screened on all four sides. The penthouse structure would be located on the south side of the roof and house a 2000 kW emergency diesel generator and HVAC equipment required to service the transit facility. All mechanical equipment for Bryant Street, which may include HVAC, ventilation and exhaust, and electrical equipment, and two 500 kW generators would be located on the roof of the Bryant Street building in an enclosed mechanical penthouse. Cooling towers are not anticipated for the Modified Project. By contrast, the Project proposed three emergency diesel generators located at the northeast corner of the podium (one 2000 kW and two 500kW) and HVAC equipment located primarily inside the garage.

The Modified Project's streetscape plan would remain the same as the Project with the following exceptions. The 20-foot-wide driveway on Mariposa Street east of Bryant Street would be eliminated because a shared residential/transit facility basement is no longer proposed and the reduced transit facility basement would no longer be accessible from the street. Instead, the proposed bus exit driveway on Mariposa Street would be lengthened from 102 feet to 122 feet.

Construction of the Modified Project would last between 51 and 99 months, depending on whether construction of the transit facility building and Bryant Street building would overlap or be sequential. This is slightly longer than the Project, whose construction would last between 49 and 96 months. Like the Project, the foundations for the new buildings would consist of individual spread footings and combined mat footings under the Modified Project. However, the size of the footings for the Modified Project would be smaller (i.e., 25'x25'x4' compared to 35'x35'x6'). Unlike the Project, the Modified Project would not require the use of driven piles. While the excavation depth would remain the same (20 feet below ground surface), the Modified Project would reduce total excavation by approximately 33,000 cubic yards compared to the Project.

Another key difference is that while Public Works Standard Construction Measures would continue to apply to the Modified Project, their implementation would be carried out in accordance with a new memorandum of understanding between San Francisco Public Works and San Francisco Municipal Transportation Agency.³ Under this agreement, San Francisco Public Works Bureau of Regulatory Compliance and Remediation would provide professional oversight for the Modified Project addressing the application of Public Works Standard Construction Measures (SCMs) as required by the subject project's Environmental Impact Report (EIR) assigning SCM-specific Monitoring/Reporting Responsibilities to Public Works, and in compliance with the Memorandum of Understanding Between San Francisco Municipal Transportation Agency and San Francisco Public Works for the Use of Public Works' Standard Construction Measures On SFMTA Projects dated September 27, 2023.

A detailed comparison of the Project and Modified Project is presented in Table 1 below. Plans depicting the Modified Project are included as Attachment A and B.

³ Project Fee Memorandum of Understanding between San Francisco Public Works Bureau of Regulatory Compliance and Remediation (RCR) and San Francisco Municipal Transportation Agency, Regulatory Compliance and Remediation Scope of Work & Fee Proposal for Potrero Yard Modernization Project, signed January 23 and 28, 2026.

Table 1. Comparison of Project (as modified in 2024) and Modified Project (2025)

Characteristics	Project (as modified in 2024)	Modified Project (2025)	Net Change
Total Building Floor Area (gsf)	1,235,876	778,211	-457,665
Transit Facility Subtotal (gsf)	698,697	647,411	-51,286
Residential Development Subtotal (gsf)	531,912	163,940	-367,972
Commercial Development Subtotal (gsf)	2,931	2,800	-131
Child Care Development Subtotal (gsf)	2,336	0	-2,336
Height (feet)	70-150	70-150	0
Levels or Floors	4 to 13	4 to 13	0
Residential Units	513	104	-409
Two- to Three-Bedroom	210	68	-142
One-Bedroom	184	23	-161
Studio	119	13	-106
Vehicle Parking Spaces (Off-Street Spaces)	407	407	0
Buses (40 foot / 60 foot)	246 (153 / 93)	246 (153/93)	0
Non-Revenue Vehicles (large / standard)	161 (12 / 149)	161 (12 / 149)	0
SFMTA Staff	0	0	0
Residential	0	0	0
Loading Supply	296 curb feet	296 curb feet	0
(On-Street Zones/Off-Street Spaces)	(5/2)	(5/1)	(0/-1)
Commercial – Yellow (On-Street/Off-Street)	40 curb feet (1/2)	40 curb feet (1/1)	0 (0, -1)
Passenger – White (On-Street/Off-Street)	156 curb feet (3/0)	156 curb feet (3/0)	0 (0,0)
General (On-Street/Off-Street)	100 curb feet (1/0)	100 curb feet (1/0)	0 (0,0)
Excavation Depth (feet)	20	20	0
Spoils Volume (cubic yards)	142,230	109,132	-33,098
Foundation(s)	spread footings/ mat slab/driven steel piles	spread footings/mat slab	smaller spread footings/no driven piles
Construction Duration	49 months (49-96 months under phased construction scenarios)	51 months (51-99 months under phased construction scenarios)	+2 (no phase 3 for podium housing)

Notes: gsf = gross square feet; sf = square feet; cy = cubic yards

Analysis of Potential Environmental Effects

The EIR (as modified by the 2024 memorandum to file), which includes the Initial Study as an appendix, identified the physical environmental impacts that would result from the Project. These impacts are listed below and assessed in the context of the Modified Project.

Impacts Found Not to be Significant

The EIR (as modified by the 2024 memorandum to file) determined that the Project's potential individual and cumulative environmental effects on the following resource topics are either not applicable, no impact, less than significant, or would be reduced to a less-than-significant level through the mitigation measures identified in the EIR:

- land use and planning (all topics)
- population and housing (all topics)
- cultural resources (archeological resources and human remains, off-site historical architectural resources, and cumulative impacts on historic architectural resources)
- tribal cultural resources (all topics)
- transportation (all topics)
- noise (all topics)
- air quality (criteria air pollutants, clean air plan consistency, and odors)
- shadow (all topics)
- wind (all topics)
- greenhouse gas emissions (all topics)
- recreation (all topics)
- utilities and service systems (all topics)
- public services (all topics)
- biological resources (all topics)
- geology and soils (all topics)
- hydrology and water quality (all topics)
- hazards and hazardous materials (all topics)
- mineral resources (all topics)
- energy resources (all topics)
- agriculture and forestry resources (all topics)
- wildfire (all topics)

Compared to the Project, the Modified Project would reduce the total building area by approximately 37 percent, the number of residential units by 80 per cent, the amount of commercial/childcare uses by 47 percent, and the volume of excavation by 23 percent. As a result, the Modified Project would require less excavation and yield a smaller scale of development at the site. This would reduce the overall intensity of construction activities at the site despite the slightly longer (by two to three months) construction period. For these reasons, the Modified Project would generate fewer residential/commercial person trips and vehicle trips, less construction and operational air pollutant emissions and greenhouse gas emissions, and less construction noise. The mechanical equipment proposed under the Modified Project (e.g., emergency generators, HVAC, ventilation, exhaust fans, etc.) would not be substantially different in terms of type, size, and locations than that analyzed in the EIR. Like the Project, this equipment would also be screened and subject to Mitigation Measure M-NO-3, identified in the EIR. Therefore, the Modified Project's operational noise impacts would be similar to those of the Project. The height and massing of the transit facility and Bryant Street residential buildings would remain the same as the Project. All mitigation measures and

Public Works Standard Construction Measures identified in the EIR would continue to apply to the Modified Project. For these reasons, the Modified Project would result in the same or less severe environmental impacts as the Project and would not change the analyses conducted for these environmental topics in the EIR.

Impacts Found to be Significant and Unavoidable with Mitigation

The EIR (as modified by the 2024 memorandum to file) determined that the Project's potential environmental effects on the following resource topics would be significant and unavoidable with mitigation:

- cultural resources (historical architectural resources)
- air quality (project-level and cumulative health risks)

Similar to the Project, the Modified Project would demolish the existing transit facility, which is a historic resource, and would be required to implement Mitigation Measures M-CR-1a through M-CR-1d, identified in the EIR. Therefore, the Modified Project would result in the same cultural resource impacts as the Project and would not change the analysis conducted for this topic in the EIR. Impacts would remain significant and unavoidable with mitigation.

As noted above, the reduced scope of the Modified Project would decrease air pollutant emissions compared to the Project. This would lessen the severity of project-level and cumulative health risks. However, in the absence of a quantitative air quality analysis, this evaluation conservatively concludes that the Modified Project would result in similar impacts as the Project and would still be required to implement Mitigation Measures M-AQ-1 and M-AQ-3, identified in the EIR. Therefore, the Modified Project would not change the analysis conducted for this topic in the EIR. Impacts would remain significant and unavoidable with mitigation.

As described above, the Modified Project decreases the scope of the Project, would not cause new significant impacts nor result in a substantial increase in the severity of the impacts identified in the EIR (or evaluated in the 2024 memorandum to file), and no new or revised mitigation measures would be required. (See Public Resources Code section 21166; CEQA Guidelines sections 15162 and 15163.)

Conclusion

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, for the reasons outlined above, this memorandum to file provides sufficient documentation that the Modified Project does not warrant additional environmental review.

Attachments

Attachment A: Modified Transit Facility Plans

Attachment B: Bryant Street Residential Building Plans (from Paratransit Variant Plan Set-Nov 17, 2023)

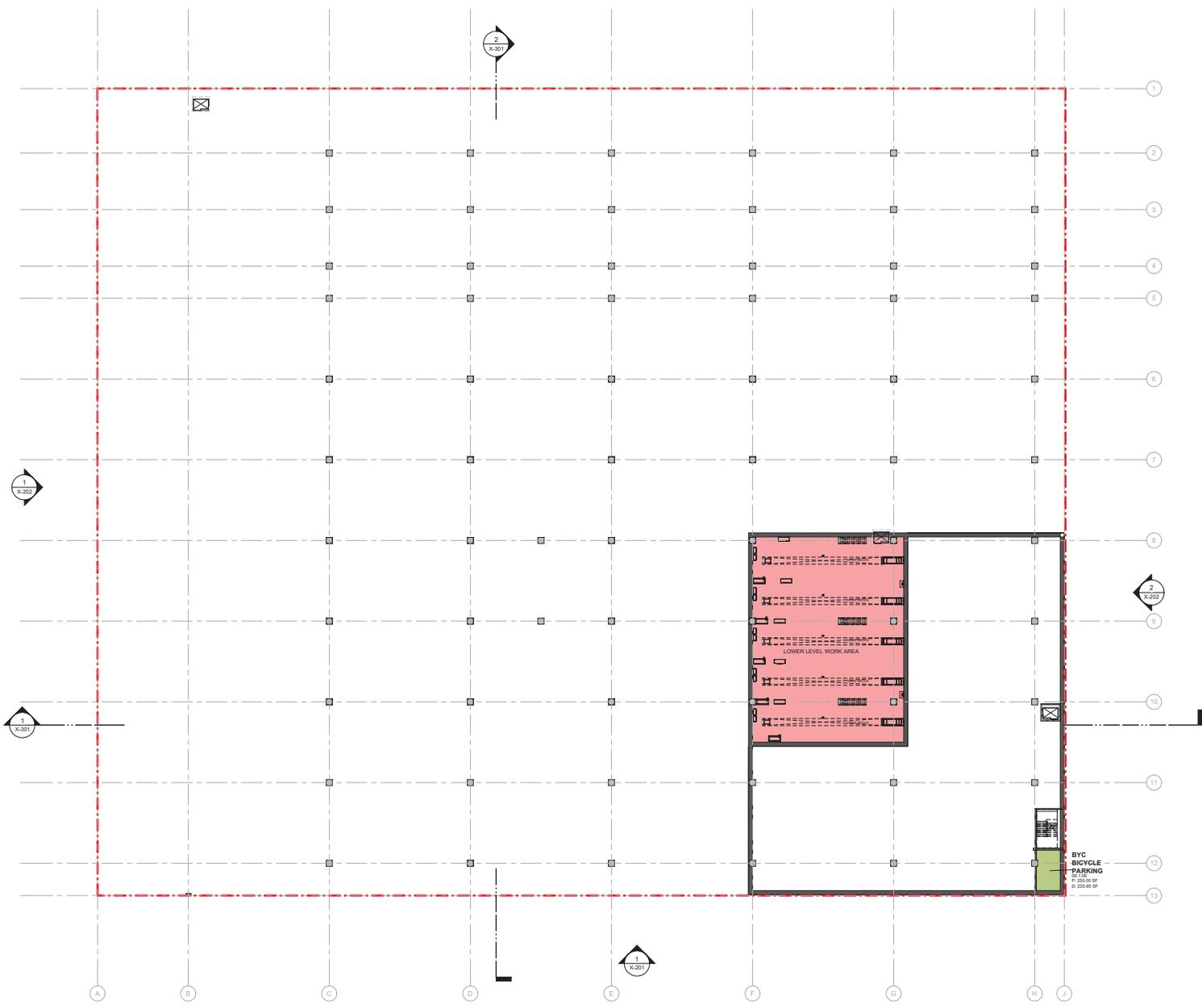
cc: Chris Lazaro, San Francisco Municipal Transportation Agency
Chris Jauregui, Plenary Americas

Tim Kempf, San Francisco Municipal Transportation Agency
Marcus Barrango, San Francisco Municipal Transportation Agency
Gabriela Pantoja, San Francisco Planning Department
Supervisor Jackie Fielder (District 9)

(continued next page)

Attachment A: Modified Transit Facility Plans

02/20/2018 4:18:14 PM



1 BYC LEVEL BASEMENT OVERALL PLAN
Scale: 1" = 20'-0"

DEPARTMENT

- 01 PARKING
- 02 BAYS & SHOPS
- 03 FARE BOX & CLIPPER CARD READER REPAIR SHOP
- 04 SERVICE & CLEAN
- 05 PARTS
- 06 MAINTENANCE
- 07 OPERATIONS
- 08 TRANSIT SERVICES (MRO)
- 09 SHARED
- 10 TRAINING
- CAR SHARE PARKING
- FMO
- FMO PARKING
- FUTURE HCC

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PROJECT
**POTRERO YARD
 MODERNIZATION PROJECT**
 2500 Mariposa St
 San Francisco, CA 94110

PROJECT NO:
 141440

DRAWN BY:
 Author

CHECKED BY:
 Checker

PROJECT MGR:
 Designer

APPROVED BY:
 Approver

SHEET TITLE
VE Exercise - Basement

SHEET NUMBER
X-100

ISSUE

Arcadis/ISSUE/02/20/2018/141440/Potrero Yard Modernization Project/ISSUE/02/20/2018/141440/Potrero Yard Modernization Project/ISSUE/02/20/2018/141440

1 VE EXERCISE - LEVEL 2
X-100 Scale: 1" = 20'-0"



DEPARTMENT

- 01 PARKING
- 02 BAYS & SHOPS
- 03 FARE BOX & CLIPPER CARD READER REPAIR SHOP
- 04 SERVICE & CLEAN
- 05 PARTS
- 06 MAINTENANCE
- 07 OPERATIONS
- 08 TRANSIT SERVICES (MRO)
- 09 SHARED
- 10 TRAINING
- CAR SHARE PARKING
- FMO
- FMO PARKING
- FUTURE HCC

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PROJECT
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 MODERNIZATION PROJECT**
 2500 Mariposa St
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PROJECT NO:
141440

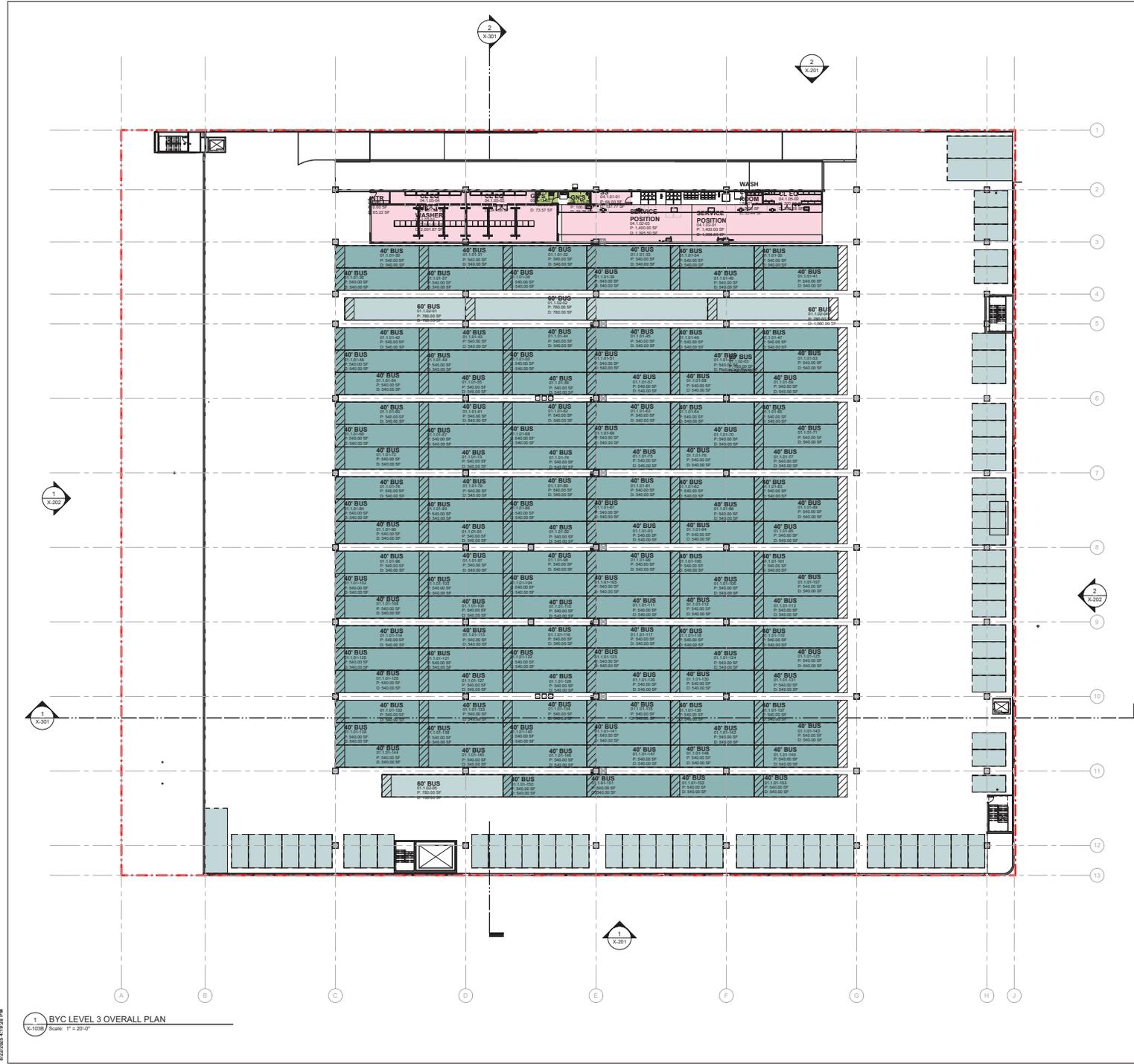
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DESIGNER: [Name] **APPROVED BY:** [Name]

SHEET TITLE:
VE Exercise - L2

SHEET NUMBER
X-102

ISSUE



Parking Schedule (9x18)	
Level	Count
Bus (40')	
GROUND FLOOR	29
BUS FL 3	124
	153
Bus (60')	
BUS FL 3	5
BUS FL 4	88
	93
Large Non-Rev Vehicle	6
GROUND FLOOR	3
BUS FL 3	3
BUS FL 4	12
Standard Non-Rev Vehicle 8x18	
GROUND FLOOR	17
BUS FL 3	64
BUS FL 4	71
	152
Grand total	410

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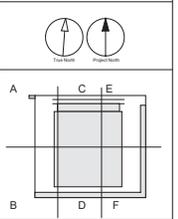
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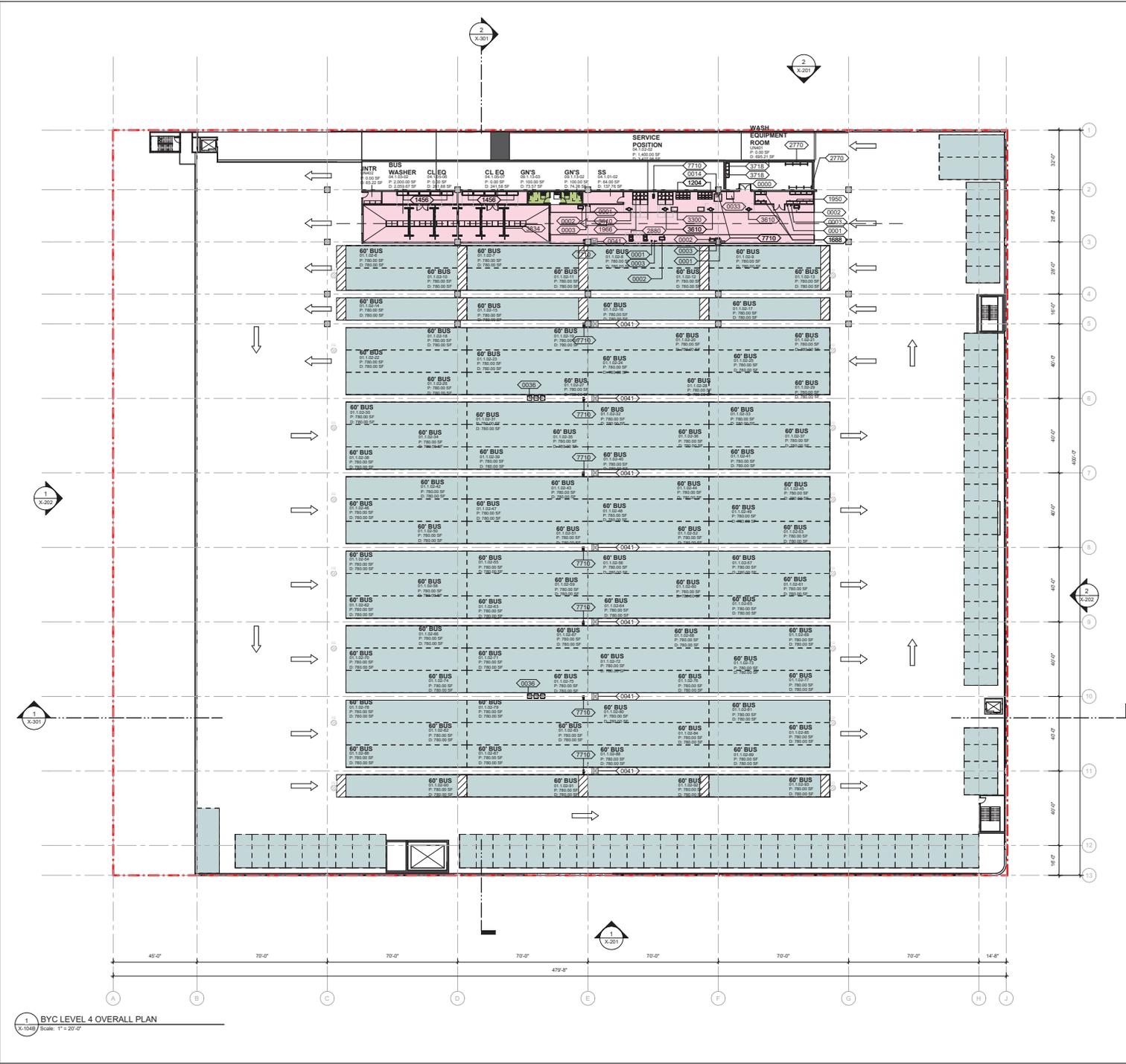
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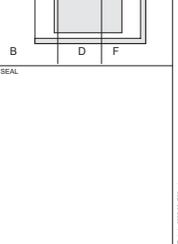
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 141440
 DRAWN BY: [Name] CHECKED BY: [Name]
 PROJECT MGR: [Name] APPROVED BY: [Name]
 DESIGNER: [Name] APPROVED BY: [Name]

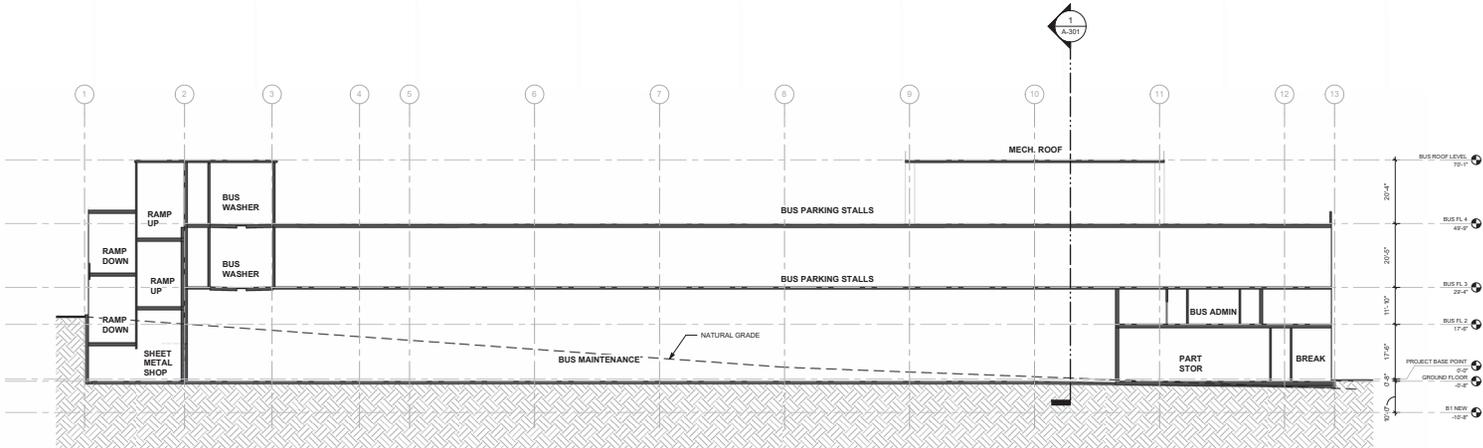
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VE Exercise - L3 9x18

SHEET NUMBER
X-103B

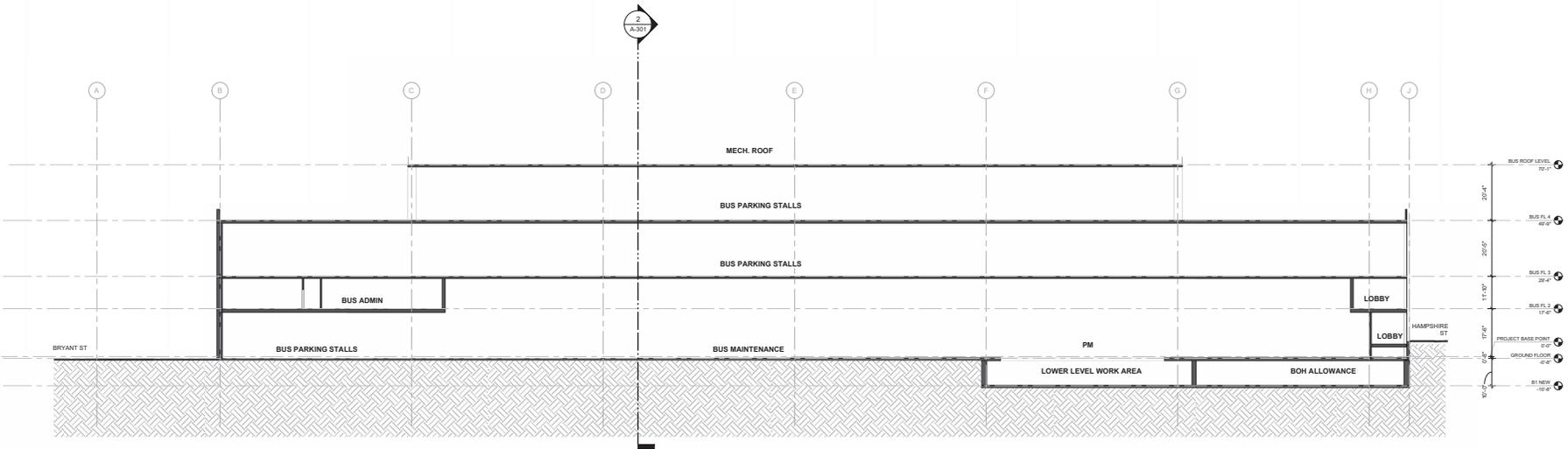


Parking Schedule (9x18)	
Level	Count
Bus (40')	
GROUND FLOOR	29
BUS FL 3	124
BUS FL 4	153
Bus (80')	
BUS FL 3	5
BUS FL 4	88
	93
Large Non-Rev Vehicle	
GROUND FLOOR	6
BUS FL 3	3
BUS FL 4	12
Standard Non-Rev Vehicle 8x18	
BUS FL 3	17
BUS FL 4	64
BUS FL 4	71
Grand total	410





2 VE Exercise - BUILDING SECTION - NORTH/SOUTH
 X-301 Scale: 1/8" = 1'-0"



1 VE Exercise - BUILDING SECTION - WEST/EAST
 X-301 Scale: 1/8" = 1'-0"

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ISSUES	No.	DESCRIPTION	DATE

CONSULTANTS

SEAL

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PROJECT

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 MODERNIZATION PROJECT**
 2500 Mariposa St
 San Francisco, CA 94110

PROJECT NO: 141440	CHECKED BY: CNC/ML
DRAWN BY: A/ML	APPROVED BY: A/ML
PROJECT MGR: D/ML	APPROVED BY: A/ML

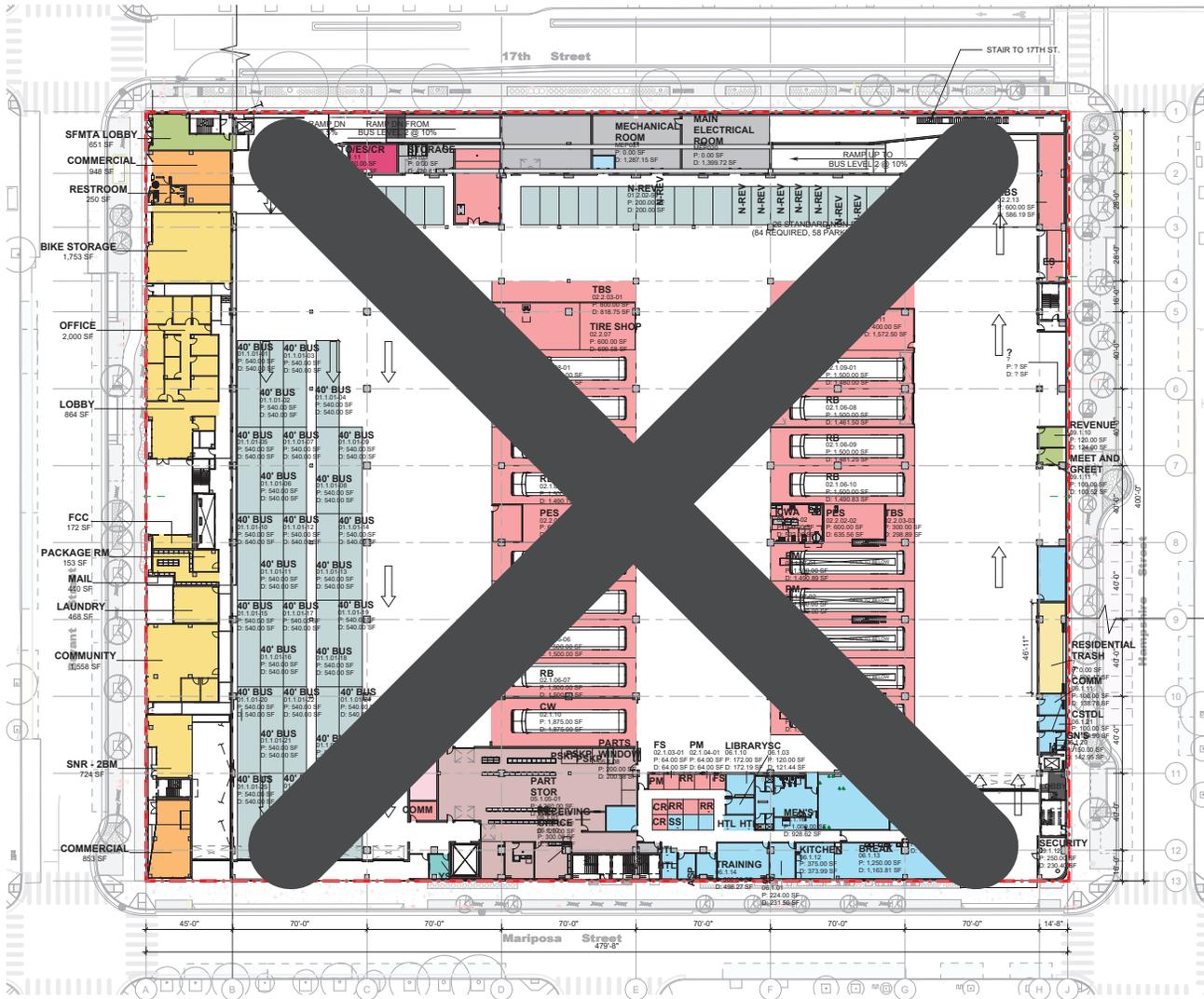
SHEET TITLE
 Building Sections

SHEET NUMBER A-301	ISSUE
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**Attachment B: Bryant Street Residential Building Plans
(from Paratransit Variant Plan Set-Nov 17, 2023)**

BYC / HCC - LEVEL GROUND



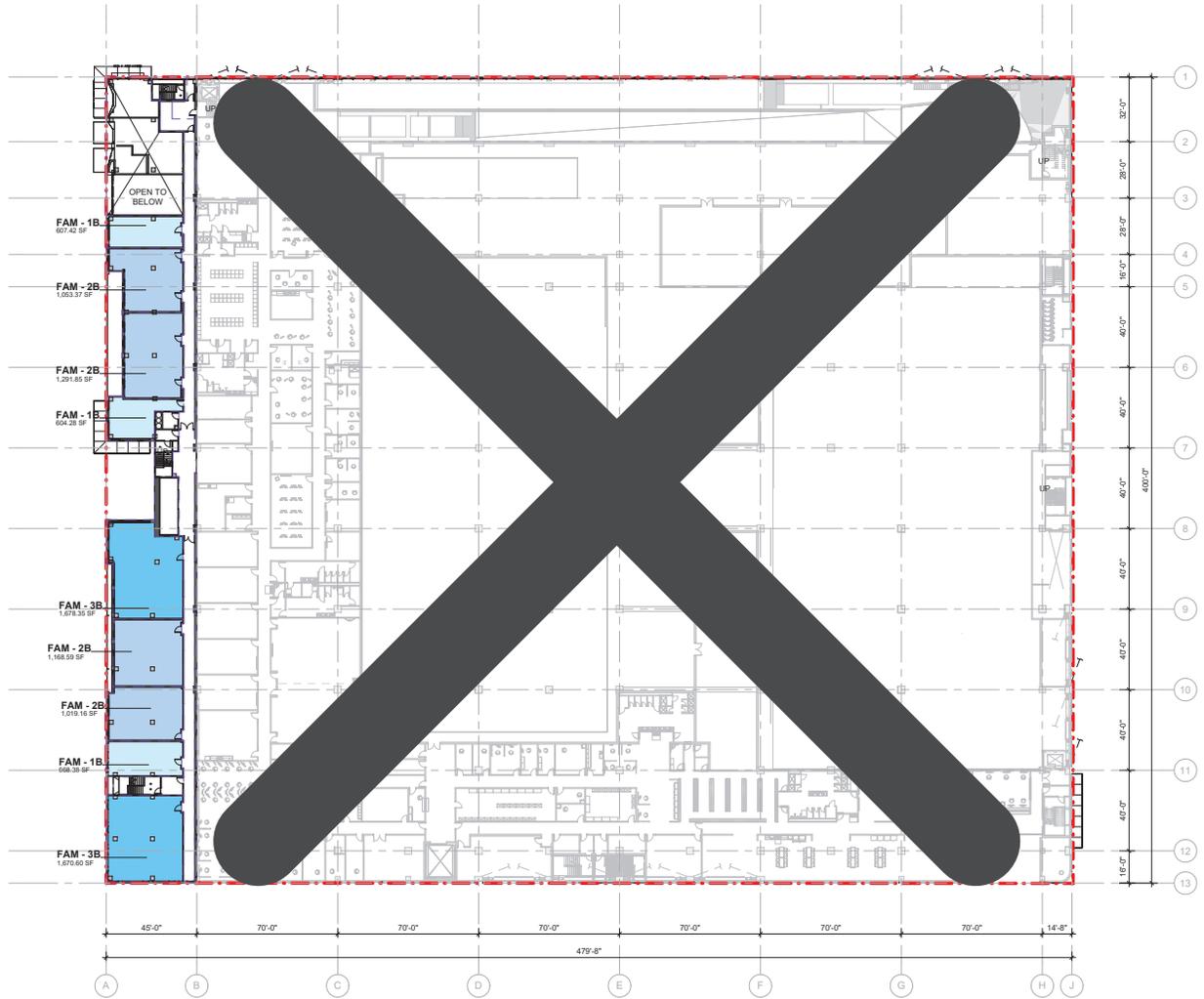
AREA - BYC / HCC LEVEL GROUND				
Department	PROGRAM REQUIRED AREA (SF)	AREA PROVIDED (SF)	Δ (SF)	%
01 PARKING	21,060	21,060	0	30%
02 BAYS & SHOPS	36,210	37,949	1,739	51%
04 SERVICE & CLEAN	200	380	180	0%
05 PARTS	5,605	5,515	-90	8%
06 MAINTENANCE	7,012	7,245	233	10%
07 OPERATIONS	120	120	0	0%
08 TRANSIT SERVICES (MRO)	200	361	161	0%
09 SHARED	470	455	-15	1%
10 TRAINING	100	101	1	0%
HCC BOHCIRCULATION	370	849	479	1%
HCC/BYC MEP	0	2,745	2,745	0%
UNASSIGNED	0	1,845	1,845	0%
Grand total	71,347	78,625	7,278	100%

DEPARTMENT

- 01 PARKING
- 02 BAYS & SHOPS
- 03 FARE BOX & CLIPPER CARD READER REPAIR SHOP
- 04 SERVICE & CLEAN
- 05 PARTS
- 06 MAINTENANCE
- 07 OPERATIONS
- 08 TRANSIT SERVICES (MRO)
- 09 SHARED
- 10 TRAINING
- 11 PARATRANSIT
- CAR SHARE PARKING
- FMO
- FMO PARKING
- HCC BOHCIRCULATION
- HCC COMMERCIAL
- HCC DWELLING UNITS
- HCC/BYC MEP
- UNASSIGNED

1 BYC / HCC - LEVEL GROUND
 ALT.2002 Scale: 1" = 30'-0"

HCC - LEVEL 2



UNIT - HCC FL 02		
Name	Area	Count
FAM - 1B	604 SF ... 668 SF	3
FAM - 2B	1,019 SF ... 1,292 SF	4
FAM - 3B	1,671 SF ... 1,678 SF	2
TOTAL		9

LEGEND

- 0B
- 1B
- 2B
- 3B
- COMMON
- LAUNDRY

1 HCC - LEVEL 2
ALT.2006 Scale: 1" = 30'-0"



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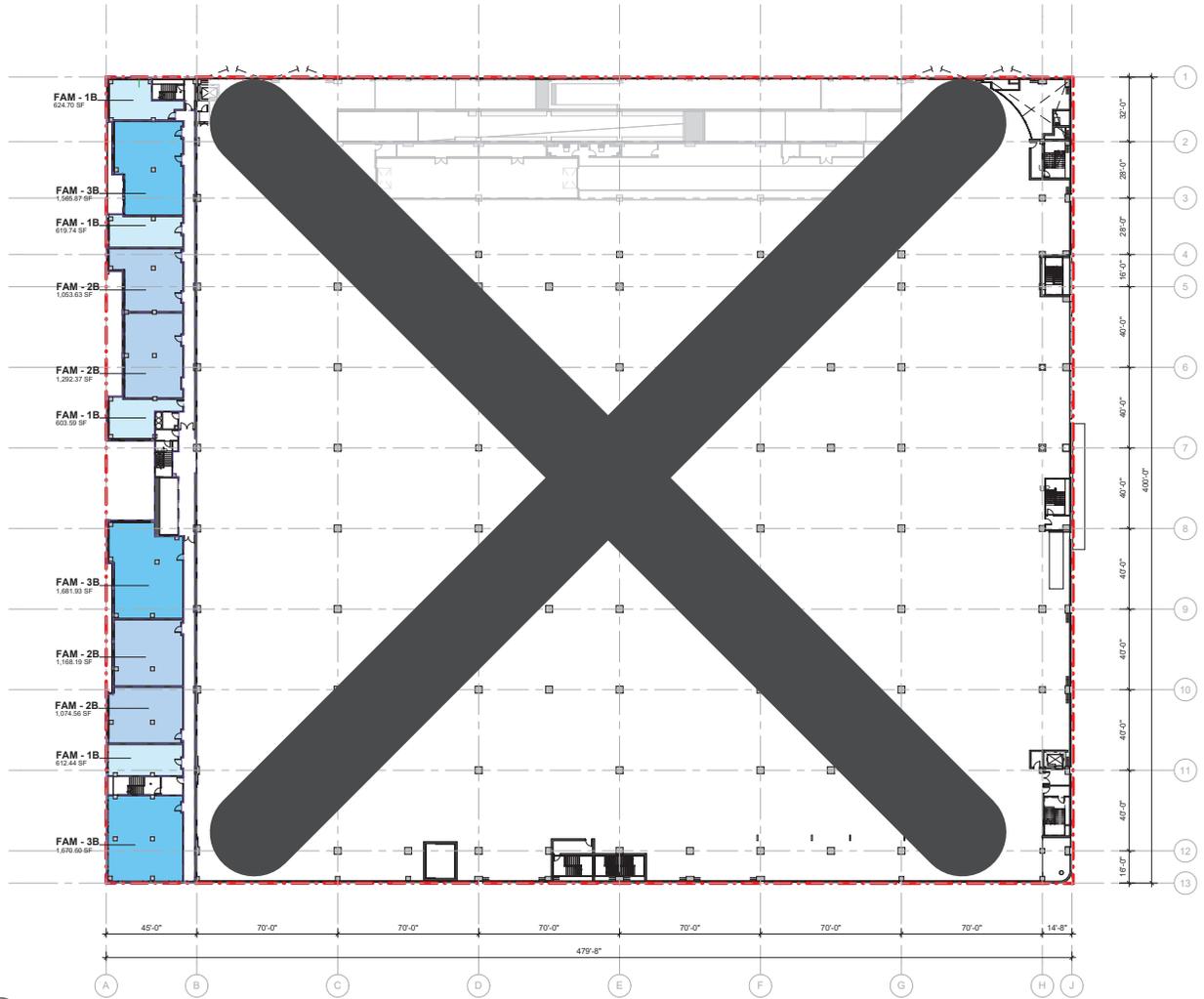
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Issue: **PRJ**
Date: **2023-11-17**
Project No: **141440**
Scale: **1" = 30'-0"**

ALT.2006

HCC - LEVEL 3-6



UNIT - HCC FL 03		
Name	Area	Count
FAM - 1B	604 SF ... 625 SF	4
FAM - 2B	1,054 SF ... 1,292 SF	4
FAM - 3B	1,566 SF ... 1,682 SF	3
TOTAL		11

LEGEND

- 0B
- 1B
- 2B
- 3B
- COMMON
- LAUNDRY

1 HCC - LEVEL 3-6
ALT.2007 Scale: 1" = 30'-0"

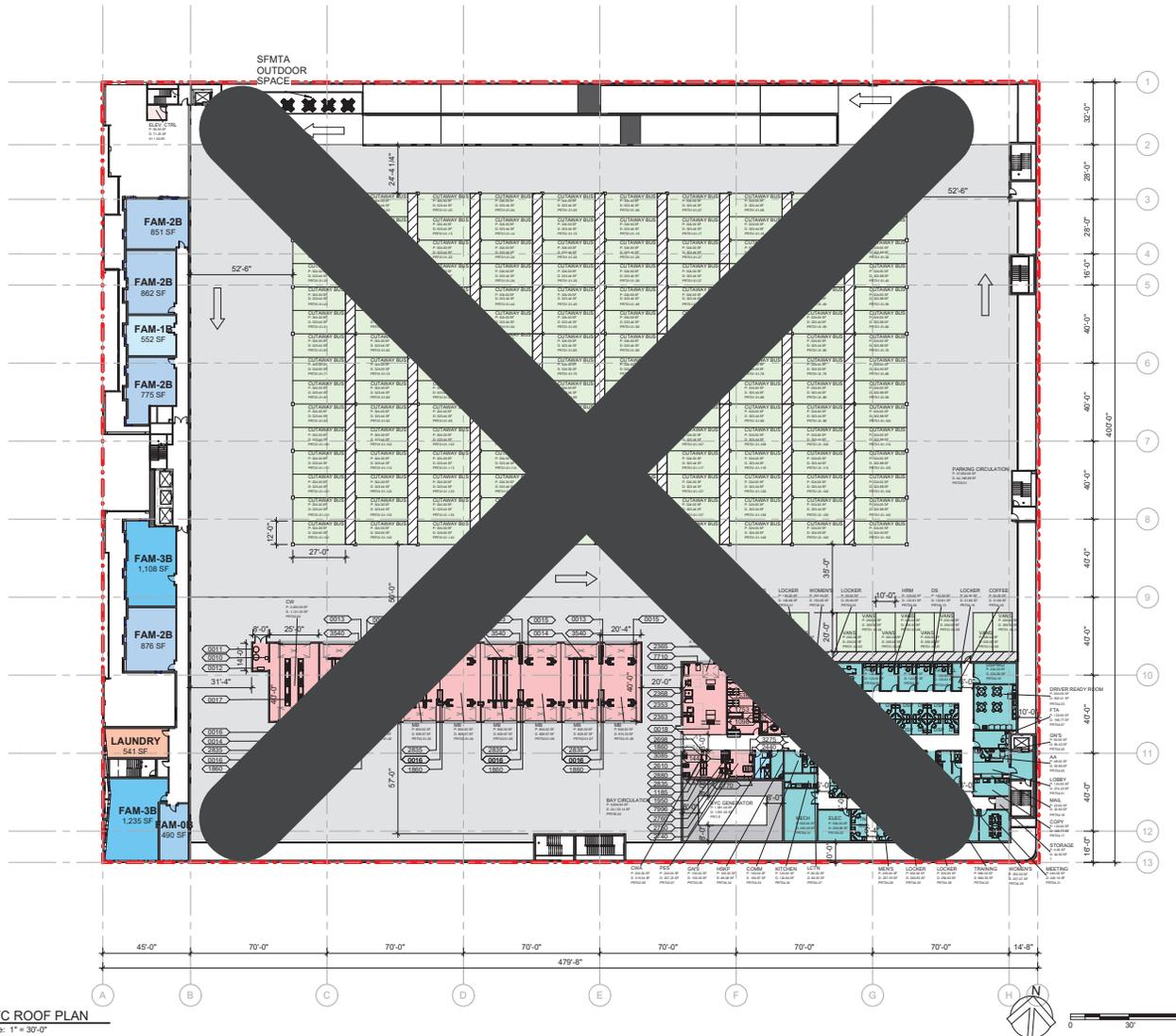
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ALT.2007

HCC - LEVEL 7



UNIT - HCC FL 07		
Name	Area	Count
FAM-0B	490 SF	1
FAM-1B	552 SF	1
FAM-2B	775 SF ... 876 SF	4
FAM-3B	1,108 SF ... 1,235 SF	2
FAM TOTAL		8
TOTAL		6

COMMON - HCC FL 07		
NAME	Area	Count
FAM		
LAUNDRY	541 SF	1
Grand total	541 SF	1

DEPARTMENT LEGEND

- COMMON
- HCC
- PRT01 PARKING
- PRT02 BAYS, SHOPS & PARTS
- PRT03 MAINTENANCE
- PRT04 OPERATION
- PRT05 VEHICLE CIRCULATION
- PRT06 M&E
- PUBLIC
- STF FM SPACES
- UNASSIGNED

1 BYC ROOF PLAN
ALT.2011 Scale: 1" = 30'-0"



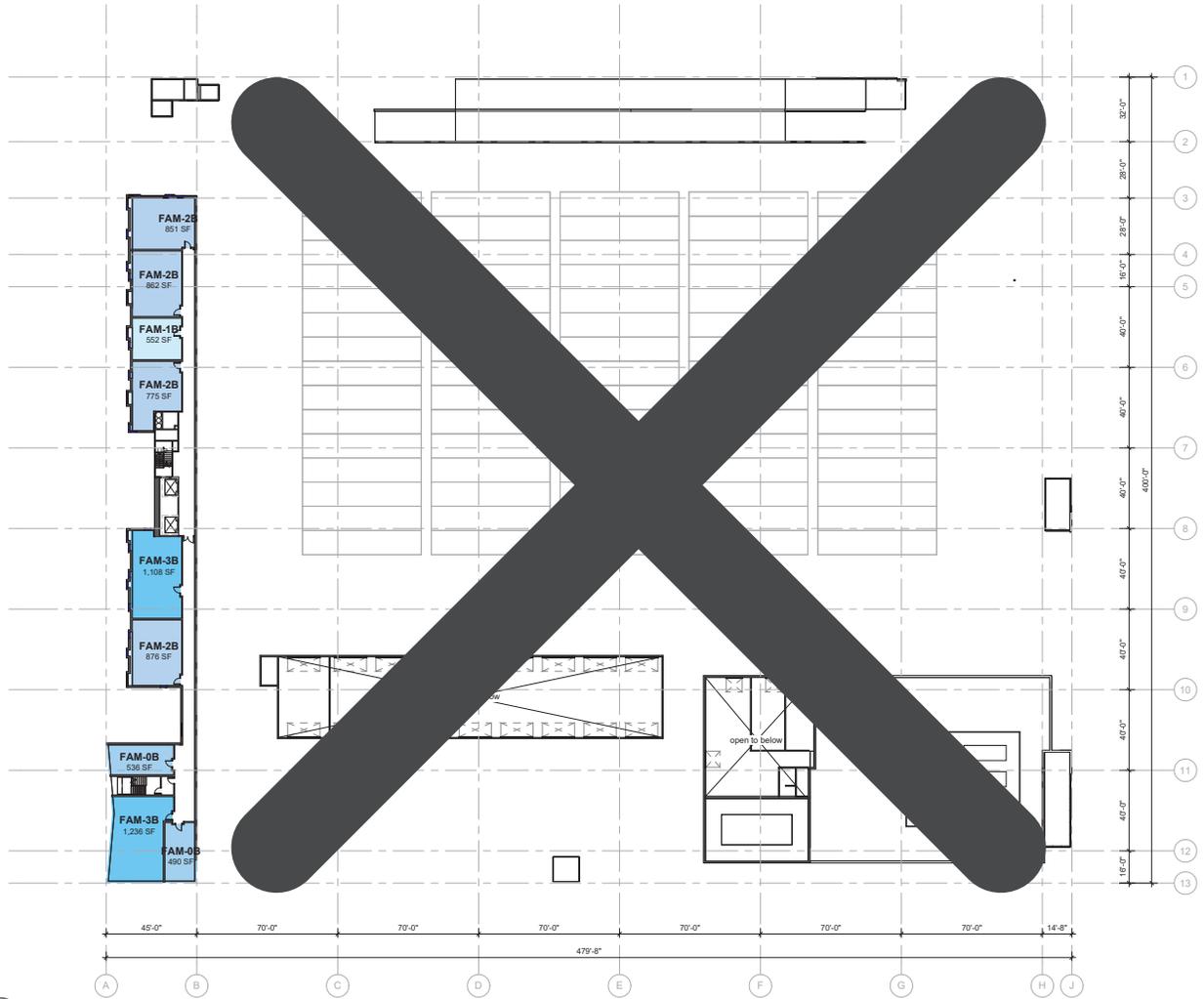
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ALT.2011

HCC - LEVEL 8



UNIT - HCC FL 08		
Name	Area	Count
FAM-0B	490 SF ... 536 SF	2
FAM-1B	552 SF	1
FAM-2B	775 SF ... 876 SF	4
FAM-3B	1,108 SF ... 1,236 SF	2
FAM TOTAL		9
TOTAL		9

COMMON - HCC FL 08		
Name	Area	Count

LEGEND

- 0B
- 1B
- 2B
- 3B
- COMMON
- LAUNDRY

1 HCC - LEVEL 8
ALT.2012 Scale: 1" = 30'-0"

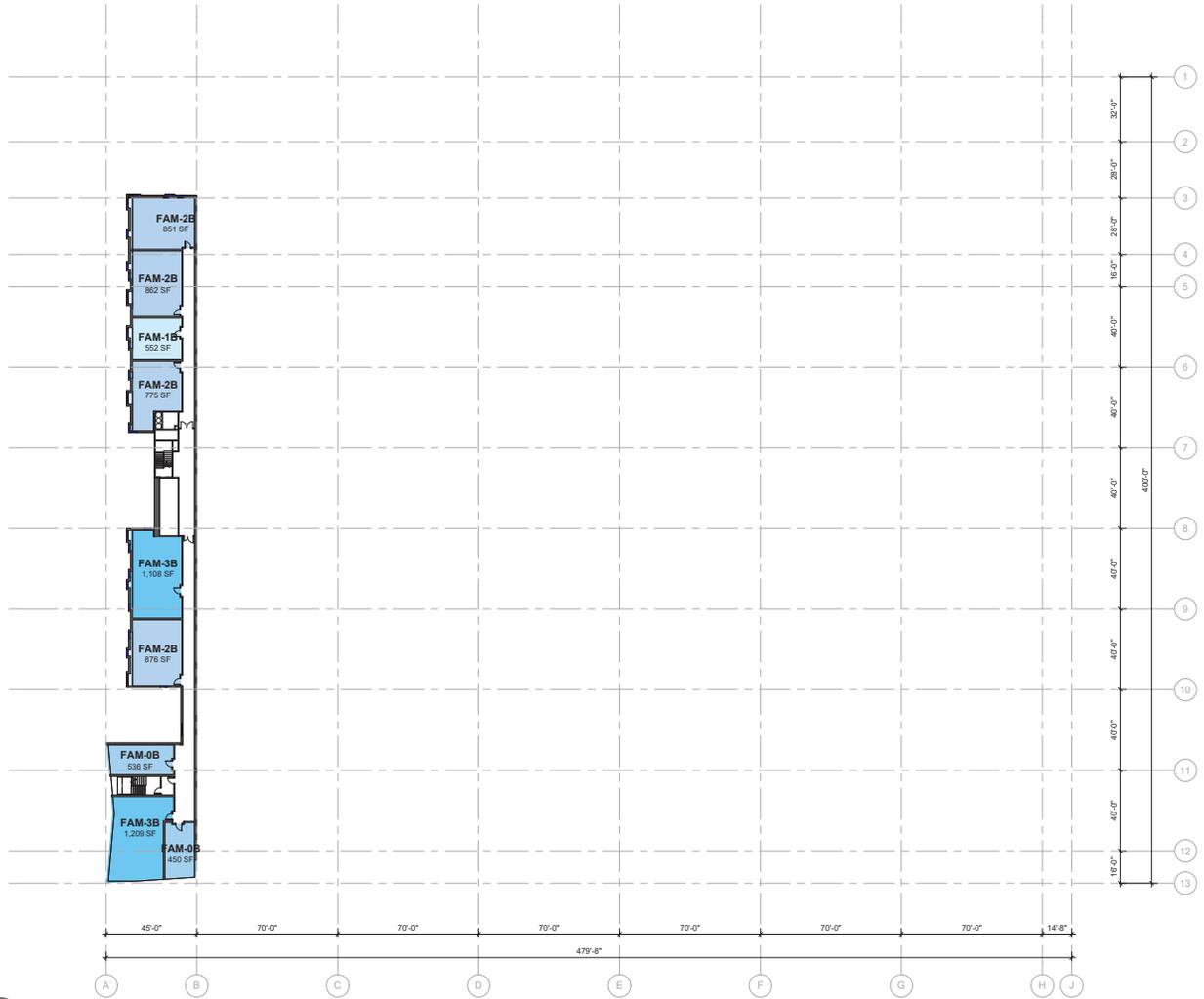
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ALT.2012

HCC - LEVEL 9-10



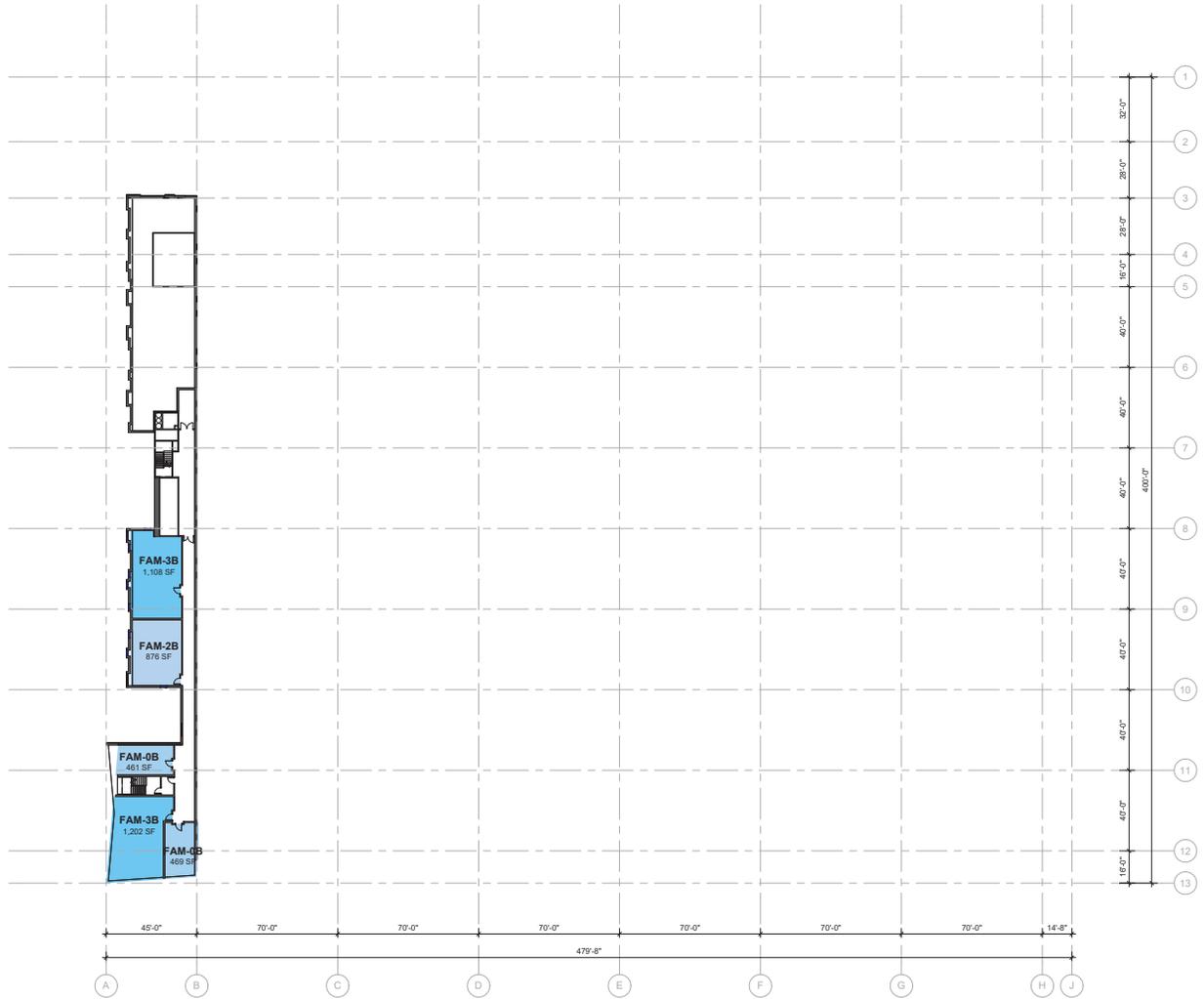
UNIT - HCC FL 09		
Name	Area	Count
FAM-0B	450 SF ... 536 SF	2
FAM-1B	552 SF	1
FAM-2B	775 SF ... 876 SF	4
FAM-3B	1,108 SF ... 1,209 SF	2
FAM		9
TOTAL		9

LEGEND

- 0B
- 1B
- 2B
- 3B
- COMMON
- LAUNDRY

1 HCC - LEVEL 9
ALT.2013 Scale: 1" = 30'-0"

HCC - LEVEL 11-13



UNIT - HCC FL 11		
Name	Area	Count
FAM-0B	461 SF ... 469 SF	2
FAM-2B	876 SF	1
FAM-3B	1,108 SF ... 1,202 SF	2
FAM TOTAL		5
TOTAL		5

LEGEND

- 0B
- 1B
- 2B
- 3B
- COMMON
- LAUNDRY

1 HCC - LEVEL 11
 ALT.2014 Scale: 1" = 30'-0"



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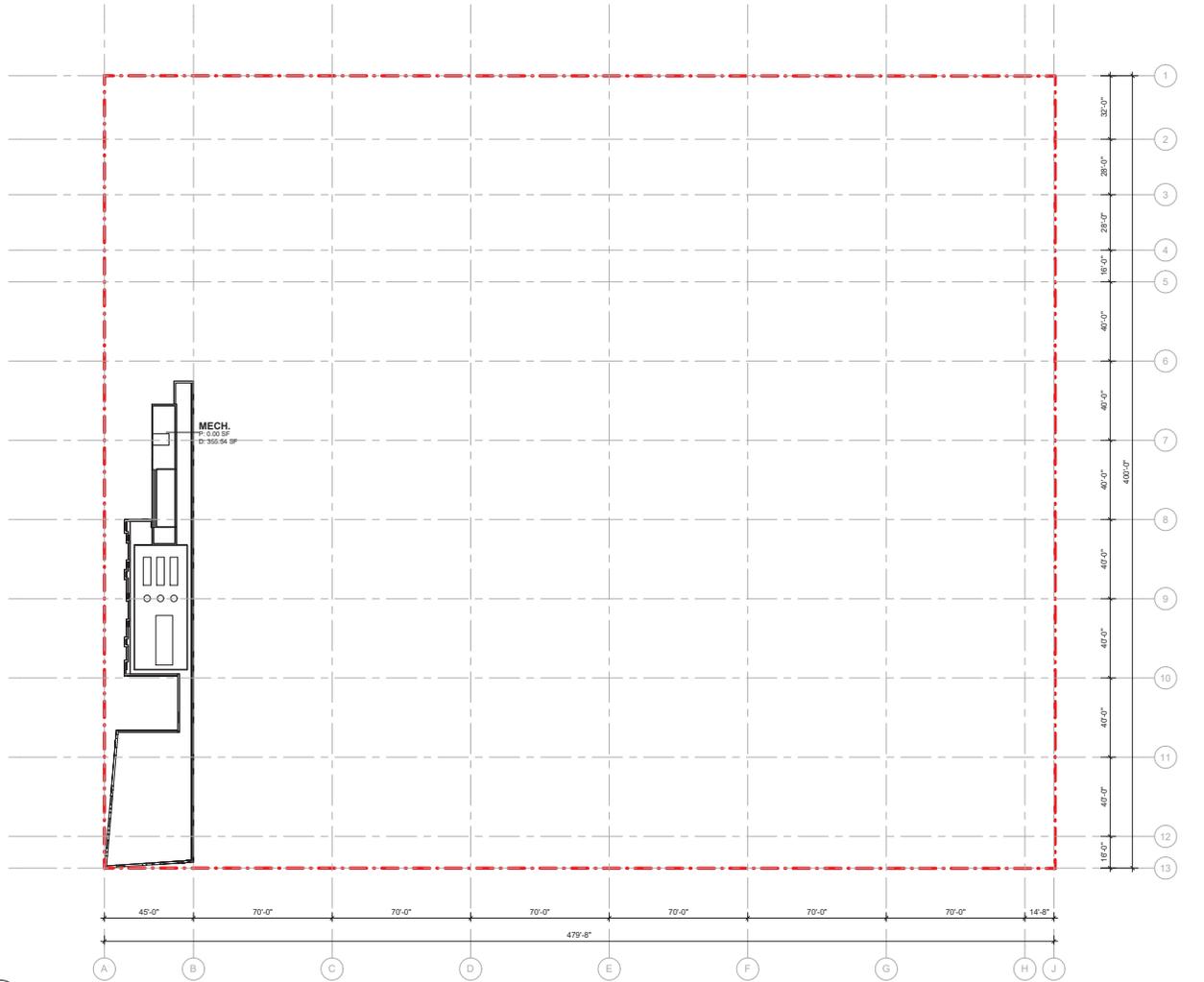
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ALT.2014

HCC - ROOF



1 HCC - ROOF
ALT.2015 Scale: 1" = 30'-0"



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ALT.2015