



PLANNING COMMISSION RESOLUTION NO. 21484

HEARING DATE: JANUARY 11, 2024

Case Number: 2019-021884CUA/ENV/GPA/MAP/PCA/SHD [Board File No. 231256]
Initiated by: Planning Commission / Introduced October 19, 2023 by Resolution No. 21412 (GPA)
Supervisors Ronen and Walton/ Introduced December 5, 2023 (MAP and PCA)
Project Address: 2500 Mariposa Street (SFMTA Potrero Modernization Project)
Zoning: P (Public) Zoning District
65-X Height and Bulk District
Block/Lot: 3971 / 001
Project Sponsor: Chris Jauregui
Company: Plenary Americas, Potrero Neighborhood Collective LLC
Address: 555 W. Fifth St., Suite 3150
City, State: Los Angeles, CA 90013
Property Owner: City and County of San Francisco, SFMTA
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RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE GENERAL PLAN, INCLUDING URBAN DESIGN ELEMENT MAP 4 (“URBAN DESIGN GUIDELINES FOR THE HEIGHT OF BUILDINGS”) AND URBAN DESIGN ELEMENT MAP 5 (“URBAN DESIGN GUIDELINES FOR THE BULK OF BUILDINGS”); AND ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 340 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the San Francisco Planning Commission (“Commission”) the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors; and,

WHEREAS, pursuant to Planning Code Section 340(c), the Commission initiated General Plan Amendments for the Potrero Yard Modernization Project, per Planning Commission Resolution No. 21412 on October 19, 2023;

WHEREAS, the Ordinance would enable the Potrero Yard Modernization Project and Paratransit Variant (“Project”), which is located at 2500 Mariposa Street, Lot 001 in Assessor’s Block 3971, and

WHEREAS, the Project consist of demolishing SFMTA’s existing two-story bus facility and constructing an approximately 1,240,000 square foot, 75-150 foot, mixed-use building that will contain Public Transportation Facility and Public Utility Yard Uses for SFMTA’s new state-of-the-art facility and up to approximately 465 dwelling units. Designed to accommodate SFMTA’s current and future bus maintenance, operation, and administrative needs, the first four levels of the building (up to 75 feet in height) will be a modern, energy-efficient, and seismically safe facility that includes bus maintenance, storage, and repair spaces and employee training and support spaces. The remaining portions of the building (up to 150 feet in height) will be dedicated to the construction of the joint residential and commercial development between SFMTA and Potrero Neighborhood Collective (PNC). In addition to the proposed building, the Project will also include the construction of street improvements including new bulbouts, ADA ramps, street trees, Class 2 bicycle parking spaces, and the addition of on-street passenger and commercial loading spaces along Hampshire and Bryant Streets. A public restroom will be constructed within the building at the corner of Bryant and 17th Street.

WHEREAS, the Project also includes a Paratransit Variant, an alternative to the proposal, which constructs approximately 23,809 additional square feet of area dedicated to SFMTA’s Paratransit division for administrative and operation spaces, and paratransit storage, operation, and circulation areas, and reduces the number of dwelling units from 465 to 104; and

WHEREAS, Urban Design Element Map 4, “Urban Design Guidelines for the Height of Building”, limits building heights at the subject site to “41-88-feet”, which does not accommodate the proposed height of the Project. Similarly, Urban Design Element Map 5, “Urban Design Guidelines for the Bulk of Buildings”, also does not accommodate the proposed design of the Project; and

WHEREAS, the subject General Plan amendments would amend Map 4 by adding to the map notes: “Change Lot 001 n Assessor’s Block 3971 so that it has a height designation of 89-160 ft.”; and would amend Map 5 by adding to the map notes: ““Change the bulk limits for the site identified as the San Francisco Municipal Transportation Agency Potrero Bus Yard (Assessor’s Block 3971, Lot 001), to indicate that there shall be no bulk limit below 75 feet, but that bulk shall be limited between 75 feet and 150 feet as determined by the following controls: (1) building area above 75 feet shall be limited to no more than 50% lot coverage; (2) there shall be 10 foot setbacks above 75 feet along the west, south, and east sides of the site, and a 60 foot setback above 75 feet along the north side of the site; and (3) portions of the building above 75 feet may encroach into the setbacks described in (2) above, but said encroachment shall be limited to no more than a total of 180 linear feet for the west, south, and east sides of the site.”; and,

WHEREAS, the Project will also require that the Planning Commission recommend approval to the Board of Supervisors of (1) Planning Code Text Amendments that would create Planning Code Section 249.98, the Potrero Yard Special Use District, which would permit housing and certain non-residential uses where they are currently not permitted in the P (Public) Use District and provide development controls and building standards specifically tailored for the site; (2) Zoning Map Amendments that would designate the subject property to be

located within the Potrero Yard SUD and redesignate its Height and Bulk District from 65-X to 150-PY. Other Planning Commission actions include (1) certification of the Environmental Impact Report pursuant to the California Environmental Quality Act (“CEQA”); (2) adoption of CEQA findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (“MMRP”); (3) grant Conditional Use Authorization for a Planned Unit Development for the Project itself; and (4) adopt Shadow Findings pursuant to Planning Code Section 295 with the recommendation of the of the Recreation and Parks Commission, that net new shadow on Franklin Square Park by the proposed Project at 2500 Mariposa Street would not be adverse to the use of Franklin Square Park; and

WHEREAS, on January 11, 2024, the Planning Commission reviewed and considered the Final EIR for the Potrero Yard Modernization Project (“FEIR”) and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the FEIR for the Project in compliance with the California Environmental Quality Act (“CEQA”), the CEQA Guidelines and Chapter 31 by Motion No. 21482; and,

WHEREAS, on January 11, 2024, the Commission by Motion No. 21483 adopted CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program (MMRP), under Case No. 2019-021884ENV, for approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and,

WHEREAS, the Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on January 11, 2024; and,

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

RESOLVED, that the Planning Commission hereby **approves** the proposed ordinance.

Findings

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- The Amendments would allow the Project to be constructed to its proposed height and size, thereby advancing SFMTA's Building Progress Program, which has the goal of repairing, renovating, and modernizing SFMTA's aging facilities and facilitating improvement of the overall transportation service delivery system in the City; the Project would contribute to a greener, more sustainable, and reliable transportation system in the City;
- The Amendments would enable the Project, which in turn would make available public land for housing, particularly affordable housing, thereby furthering the City's housing goals and implementation of the Housing Element via the Public Land housing program by constructing up to 465 new housing units on the site;
- The Amendments would enable the Project, thereby ensuring resiliency to climate change and natural disasters and improve transit service by reducing vehicle breakdowns, increasing on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA's employees and physical assets.
- The Amendments would enable the construction of state-of-the-art mixed-use building comprised of a modern SFMTA facility, housing, commercial, and public uses. The new building will act as anchor for the Northeast Mission neighborhood and showcase its modern public transportation use while providing land for housing.
- The Amendment will enable the Project, which in turn maintain and increase job opportunities for City and provide much improved and safer working environments for SFMTA's employees.

General Plan Compliance

The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan These General Plan findings may be applied to any other required actions that further the Project, as generally described herein, including, but not limited to, actions that otherwise require General Plan Referrals under City Charter Section 4.105 and Administrative Code Sections 2A.51 through 2A.53 .

HOUSING

OBJECTIVE 1.B

ADVANCE EQUITABLE HOUSING ACCESS.

Policy 5

Improve access to the available Affordable Rental and Homeownership units especially for disproportionately underserved racial and social groups.

Policy 6

Advance equal housing access by eliminating discrimination based on race, ethnicity, immigration status, HIV+ status, gender identity, sexual orientation, disabilities, age, prior incarceration, or mental health and improving housing programs for underserved groups.

The proposed new housing units would be targeted as affordable and workforce housing and would significantly increase the availability of much needed housing in the Mission and the City as a whole.

OBJECTIVE 3.C

ELIMINATE DISPLACEMENT OF VULNERABLE COMMUNITIES¹⁷ AND COMMUNITIES OF COLOR.

Policy 18

Tailor zoning changes within Priority Equity Geographies and intersecting Cultural Districts to serve the specific needs of American Indian, Black, and other communities of color while implementing programs to stabilize communities and meet community needs.

Policy 21

Prevent the potential displacement and adverse racial and social equity impacts of zoning changes, planning processes, or public and private investments especially for populations and [areas vulnerable to displacement](#).

The Project would involve creating new housing without demolishing units or otherwise displacing local residents. The subject site is with the Mission District, which is identified as a Priority Equity Geography. SFMTA and their Joint Development Partner have engaged the local community through a robust multi-year outreach effort to solicit input on aspects of the project that are important to the local community.

OBJECTIVE 4.A

SUBSTANTIALLY EXPAND THE AMOUNT OF PERMANENTLY AFFORDABLE HOUSING FOR EXTREMELY LOW- TO MODERATE-INCOME HOUSEHOLDS

POLICY 15

Expand permanently affordable housing investments in Priority Equity Geographies to better serve American Indian, Black, and other People of color within income ranges underserved, including extremely-, very low-, and moderate-income households.

The housing will be targeted to serve households at a variety of affordability levels.

OBJECTIVE 5.A

CONNECT PEOPLE TO JOBS AND THEIR NEIGHBORHOOD WITH NUMEROUS, EQUITABLE, AND HEALTHY TRANSPORTATION AND MOBILITY OPTIONS

POLICY 17

Expand investments in Priority Equity Geographies to advance equitable access to resources while ensuring community stability.

The subject site is with a Priority Equity Geography and represents a significant investment in a community resource that will benefit the local community and the City as a whole.

POLICY 37

Facilitate neighborhoods where proximity to daily needs and high-quality community services and amenities promotes social connections, supports caregivers, reduces the need for private auto travel, and advances healthy activities.

The subject site has excellent access to daily needs, high quality community services and amenities. It is located across the street from Franklin Square Park, one block away from a major retail center, and has access to other smaller scale retail and community uses throughout the Northeast Mission neighborhood. Beyond being a transit hub itself, it is located near several Muni bus lines including but not limited to the 22-Fillmore and 27-Bryant. It is also adjacent to a major bike route along 17th Street.

POLICY 38

Ensure transportation investments create equitable access to transit and are planned in parallel with increase in housing capacity to advance well-connected neighborhoods consistent with the City's [Connect SF vision](#), and encourage sustainable trips³⁵ in new housing.

As noted above, the proposed Project will be located adjacent to and on top of a major transit facility and near several Muni lines. The Project does not include any off-street parking for residents or employees which will discourage the use of private vehicles and encourage the use of more sustainable means of transportation.

OBJECTIVE 5.B

ADVANCE ENVIRONMENTAL JUSTICE, CLIMATE, AND COMMUNITY RESILIENCE

POLICY 40

Enforce and improve planning processes and building regulations to ensure a healthy environment for new housing developments, especially in Environmental Justice Communities.

The subject site is located within an area identified as having a high environmental justice burden by the Environmental Justice Framework of the General Plan. SFMTA and their Joint Development Partner, PNC, have reached out to the local community and other key stakeholders to illicit feedback on what qualities are important to local residents and employees.

OBJECTIVE 5.C

ELEVATE EXPRESSION OF CULTURAL IDENTITIES THROUGH THE DESIGN OF ACTIVE AND ENGAGING NEIGHBORHOOD BUILDINGS AND SPACES

POLICY 41

Shape urban design policy, standards, and guidelines to enable cultural and identity expression, advance architectural creativity and durability, and foster neighborhood belonging.

POLICY 42

Support cultural uses, activities, and architecture that sustain San Francisco's diverse cultural heritage.

The Project will incorporate public art into the building's façade at several locations. SFMTA and their Joint Development Partner worked with the Potrero Yard Working Group to discuss how artists and their proposed art will be selected to assure the community has a key role in determining this feature of the Project.

TRANSPORTATION

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.1

Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

This is a major transportation project for the City. SFMTA and their Joint Development Partner engaged the community and stakeholders on an ongoing basis in the planning process including the development of the Potrero Yard Design Guidelines, which set the parameters for the Project.

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project's streetscape plan includes new bulbouts, ADA ramps, Class 2 bicycle parking spaces, street trees, expanded sidewalks, on-street commercial and loading spaces, and landscaping, thereby furthering the safety and accessibility for pedestrians, and providing more robust choice of travel modes at a transit, bicycle, and pedestrian rich environment.

POLICY 1.7

Assure expanded mobility for the disadvantaged.

The Paratransit Variant proposal would include dedicated storage and maintenance areas for SFMTA's paratransit fleet at the facility, which would improve the operation of SFMTA's ability to serve the disadvantaged.

Further, the streetscape plan includes safety and accessibility improvements for pedestrians including new ADA ramps, on-street ADA passenger loading spaces, and increased sidewalk widths.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

POLICY 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project site is located within close proximity to public transportation and other sustainable modes of transportation. The Project's bold design will provide a beacon of the importance of transit and its relationship with housing.

OBJECTIVE 9

IMPROVE BICYCLE ACCESS TO SAN FRANCISCO FROM ALL OUTLYING CORRIDORS.

POLICY 9.1

Accommodate bicycles on regional transit facilities and important regional transportation links, such as the City's light rail vehicles, wherever and whenever practically feasible.

The Project's streetscape plan includes ample Class 2 bike parking spaces and an improved bike facility along 17th Street.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile.

The Potrero Yard Modernization Project represents the first major project of SFMTA's Building Progress Program in which SFMTA seeks to make major improvements to its overall transit infrastructure that will greatly enhance San Francisco's transit efficiency, reliability and sustainability. The Project will help ensure improved ongoing maintenance and operation of Muni buses and increase the Yard's capacity, thereby making travel by transit more reliable and enabling its increased usage by San Francisco residents, workers, and visitors.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

POLICY 12.3

Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.

The Project does not include off-street parking for residents nor employees. However, the site is immediately adjacent to major transit lines and is within walking (or bicycling) distance from a BART station at 16th Street and Mission. Through a Project Agreement and other agreements documents with the City, the Joint Development Partner would be required to implement a TDM program that would encourage travel by sustainable modes over travel by private vehicle.

OBJECTIVE 16

DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

POLICY 16.1

Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.

POLICY 16.5

Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

The Project will not include any off-street parking spaces for residents.

OBJECTIVE 21

GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.

POLICY 21.5

Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

The Project includes a comprehensive streetscape plan that features new bulbouts, widened sidewalks, ample Class 2 bike parking, and bus stop shelters and other features, thereby making the public realm more pleasant and easier to use for those using transit, travelling by foot or by bike.

POLICY 21.11

Promote the electrification of bus operation.

The Potrero Yard Modernization Project is the first major project of SFMTA's Building Progress Program which includes as one of its major goals, the complete electrification of their bus fleet.

OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING

POLICY 24.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

POLICY 24.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 25

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT

POLICY 25.2

Maintain and expand the planting of street trees and the infrastructure to support them.

OBJECTIVE 29

ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 29.3

Remove conflicts to bicyclists on all city streets.

The Project's streetscape plan includes more robust bike lanes along 17th Street, a major east-west bike route through the Mission neighborhood.

OBJECTIVE 30

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

POLICY 30.1

Provide secure bicycle parking in new governmental, commercial, and residential developments.

POLICY 30.4

Provide bicycle parking at all transit terminals.

The Project will include ample bike parking spaces for residents and employees. The Project also includes ample bike parking spaces within the public right of way as part of its streetscape plan.

URBAN DESIGN

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

POLICY 1.6

Make centers of activity more prominent through design of street features and by other means.

The proposed building would be larger than those on the surrounding blocks. However, the large size is appropriate in this context due to its civic importance and its role in providing a significant amount of new housing. While larger than other buildings in the surrounding neighborhood, care has been taken to design the project to minimize its visual effect: it would be sculpted with heights tapering from Mariposa Street down to 17th Street (which is immediately across the street from Franklin Square) to minimize shadow impacts on the park. Massing above 75-feet and again at 115-feet are limited to certain lengths to break down bulk of the structure at its upper levels. The building will be well modulated throughout breaking down its scale are relating it to the surrounding built context.

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

The demolition of the existing Potrero Yard Muni structure would be considered a significant unavoidable impact under CEQA. However, the Commission has found that there are overriding considerations to demolish the structure including the need to modernize SFMTAs facilities, provide improved working environments, and utilize the land for housing.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.3

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

The Project includes a bold design that - while larger than surrounding buildings - showcases both its civic importance as a public transit use, and its ability to provide a significant amount of housing on its public site.

POLICY 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and expression of existing development.

POLICY 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

While the Project would be larger in scale than surrounding development, careful consideration has been made to modulate the podium portion of the building by including articulation that is consistent with surrounding development. Similarly, the residential portion of the building is designed to reflect the use with the use of typical residential architectural characteristics and modulation.

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

POLICY 4.6

Emphasize the importance of local centers providing commercial and government services.

The Project is an important public use which will clearly be expressed by its design.

POLICY 4.10

Encourage or require the provision of recreation space in private development.

The residential portion of the development includes usable open space on the podium level that will feature a wide variety of recreational programming for its residents.

POLICY 4.13

Improve pedestrian areas by providing human scale and interest.

The Project includes a robust streetscape plan (as described above), that will provide human scale and interest.

COMMERCE AND INDUSTRY

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

POLICY 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The redeveloped Potrero Yard is located within the P (Public) Zoning District, which is specifically intended for this type of use. The proposed Special Use District will reaffirm the intended use for the site.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

The Project represents a commitment to this PDR-like use by expanding and modernizing the facility at its current location.

SAFETY AND RESILIENCE

OBJECTIVE 2.1.

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

POLICY 2.1.4.

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

The Project represents one of the first steps to SFMTA's (and the City's) transition to a 100-percent electric bus fleet, a significant step in ensuring a zero-emission future for San Francisco.

OBJECTIVE 3.2.

NEW BUILDINGS. MAXIMIZE THE SAFETY, ENVIRONMENTAL PERFORMANCE, AND CLIMATE ADAPTABILITY OF ALL NEW DEVELOPMENT.

POLICY 3.2.4.

Ensure foundations and structural systems are designed with consideration of site soils conditions when reviewing projects in areas subject to liquefaction, slope instability, sea level rise, groundwater rise, and other flood hazards

POLICY 3.2.8.

During retrofits and new construction, prioritize building practices that emit lower greenhouse gasses and build resilience to multiple hazards at once, especially in Environmental Justice Communities.

The subject project will be built to LEED-Gold standards.

OBJECTIVE 3.3.

INFRASTRUCTURE AND PUBLIC REALM. ENSURE THE CITY'S LIFELINE SYSTEMS, TRANSPORTATION AND EMERGENCY RESPONSE FACILITIES, UTILITIES, STREETS, PUBLIC SPACES, AND COASTS CAN WITHSTAND AND ADAPT TO ALL HAZARDS.

POLICY 3.3.2.

Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.

The modernization of Potrero Yard represents SFMTA's commitment to identifying and replacing vulnerable infrastructure and critical service lifelines.

POLICY 3.3.3.

Conduct capital planning to advance resilient infrastructure prioritizing life safety and functional recovery, as well as the needs of Environmental Justice Communities and other vulnerable people.

As noted above, the Project and other elements of the Building Progress Program will enable a more efficient and sustainable transit system in San Francisco. The subject property is located within an Environmental Justice geography and the Project will include features that emphasize and encourage travel by transit, foot, and bicycle.

RECREATION AND OPEN SPACE

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION

POLICY 2.11

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project includes usable open space as an amenity for its future residents on the building's podium level that features a variety of recreational programming.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

POLICY 3.1

Creatively develop existing publicly-owned rights-of-way and streets into open space.

POLICY 3.2

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

The Project includes a streetscape plan with improved bike facilities along 17th Street, which is identified as a Green Connection.

ARTS

OBJECTIVE I-3

MAINTAIN AND STRENGTHEN THE ARTS COMMISSION SO THAT IT CAN BETTER SERVE THE PUBLIC AND CITY GOVERNMENT THROUGH ARTS POLICY COORDINATION, PLANNING AND PROGRAMMING.

POLICY I-3.3

Strive for the highest standards of design of public buildings and grounds and structures placed in the public right-of-way.

The design of the bus facility component (the public component) was reviewed by the Civic Design Review Board of the Arts Commission and received a positive recommendation from the body. SFMTA and its Joint Development Partner have been working with the Arts Commission to developing its public arts program.

Planning Code Section 101 Findings

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The project site does not currently include any neighborhood-serving retail uses. The Project includes three commercial spaces that will enhance and improve future opportunities for resident employment and ownership of such uses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The project site does not currently include any housing and the surrounding neighborhood is characterized with a mix of Public, PDR, and Urban Mixed-Use zoning. The Project will preserve and expand its current use while providing additional units to the City's housing stock. SFMTA and their joint Development Partner have engaged with the community for more than five years to assure that their needs are understood and that the new building is reflective of and serves the community.

3. That the City's supply of affordable housing be preserved and enhanced;

The Project includes the construction of 465 dwelling units, which are targeted to be affordable at various affordable levels. The Project aims to exceed generally prevailing inclusionary requirements for purely private projects, subject to ongoing finalization through the procurement and Board of Supervisors process.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The Project will improve Muni transit service throughout the City by providing a modern, efficient and sustainable bus facility. The project site will feature a streetscape plan that improves transportation facilities for pedestrians, bicyclists, and transit riders. Careful consideration of the relationship and interaction between all modes of transportation around the facility was made and the streetscape and building were designed to avoid any undo conflicts between modes of transportation.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The Project maintain and expand a public PDR use that will improve the working environment for SFMTA employees and provide ongoing employment opportunities to local residents.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand

an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project does entail demolishing the existing Potrero Yard structure, historically known as the Potrero Trolley Coach Division Facility, which is a known historic resource. The EIR included two preservation alternatives (along with a no project alternative) as a part of its analysis. The Commission has found that pursuing these alternatives, however, would not meet the Projects basic objectives to modernize the current bus yard and achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard. Pursuing the full or partial preservation would also significantly reduce the site's capacity to provide housing at the site.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas. While the Project would result in net new shadow on Franklin Square Park, the shadow was determined to neither have a significant nor adverse effect on the use of the park due to the limited duration, time and location of such shadow, as described in Planning Commission Motion No. 21486.

Planning Code Section 340 Findings.

The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 340.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on January 11, 2024.



Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner

NOES: None

ABSENT: None

ADOPTED: January 11, 2024