

# POTRERO YARD MODERNIZATION PROJECT



## BUS YARD

The Potrero Yard Modernization Project includes replacement of the existing obsolete two-story maintenance building and bus yard with a modern bus maintenance and storage garage, equipped to serve the SFMTA’s growing fleet of all-electric buses. The Project takes a ground-breaking approach as the first known joint development of a bus maintenance facility with housing and retail allowing the SFMTA to prioritize critical transportation issues and support the City’s housing goals.

A modern Potrero Yard will prioritize a safe, equitable, and sustainable transportation system and improves:

<p><b>EFFICIENCY</b></p> <p>Repair buses faster, improving Muni’s reliability</p>	<p><b>SUSTAINABILITY</b></p> <p>Provide the green infrastructure needed for all-electric fleet</p>	<p><b>FUTURE GROWTH</b></p> <p>Accommodate fleet as it grows - room for 54% more buses at the yard</p>	<p><b>WORK CONDITIONS</b></p> <p>Improve environments amenities and safety conditions for 800+ staff</p>
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A modernized and expanded bus yard is planned to house up to 213 electric trolley buses, a 54% increase. Additionally the future bus yard would have capacity to accommodate 800+ employees including operators, dispatchers, mechanics and other staff.

**Enhanced Employee Wellness** including natural light and dedicated employee outdoor spaces.

**Roof Deck** caps the bus yard and insulates noise and vibration to mitigate impact on Potrero Yard residents and surrounding neighbors.

**Public Visibility to Yard operations** through a glass wall on 17th Street and metal screening around 2nd and 3rd floors.

**Podium** provides structural integrity to build proposed housing above bus yard.



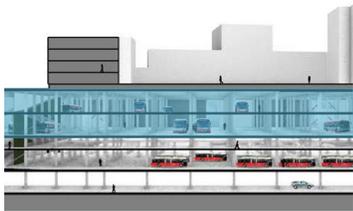
**Enclosed and Centralized Maintenance** activities on ground floor to insulate noise within building.

**Support Transportation Demand Management** planning including parking for Non-Revenue Vehicles, car share services, and bicycles.



Mariposa and Hampshire Streets

Potrero Yard houses bus routes: 5 Fulton, 5R Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, 30 Stockton, and 49 Van Ness/Mission. During project construction, Muni operations will be relocated, but routes will not be impacted.



Bus Parking and Washing activities occur on Level 3 and 4 with metal mesh screening providing public visibility to Muni operations.



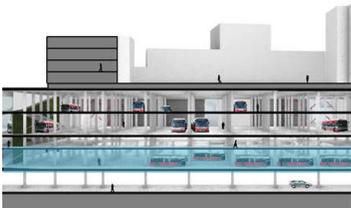
MTA staff entrances at corner of 17th and Bryant streets (across from Franklin Square Park) and at Hampshire and Mariposa streets.



Outdoor spaces reserved for employee use to support employee wellness.



Bus entrance and exit on Mariposa Street only to minimize potential interaction with pedestrians and bicyclists.



Bus maintenance activities occur on ground floor in enclosed space to insulate noise and vibration within the bus yard.



Bus facility designed with increased structural strength to serve as a podium for housing proposed to be built above.



Glass wall on 17th Street creates public view of bus operations, provides natural daylight for staff, and is an opportunity to integrate public art.



The bus yard supports project Transportation Demand Management planning by providing parking for Non-Revenue Vehicles (NRV) which can be used as employee parking, short-term car share service, and bike parking.

**Will the new yard have parking for SFMTA employees?** The bus yard designs prioritizes space for buses and does not include designated employee parking. To support SFMTA employees getting to work, including addressing the challenges faced by staff who start or end Muni service, the SFMTA is developing a transportation demand management (TDM) plan. The facility does include 84 standard non-revenue vehicle (NRV) parking spaces. Although these NRV spaces are for official use, they can provide some flexibility for TDM planning conversations about parking management. Short-term car share service and bike parking are also provided.

