Potrero Yard and the Building Progress Program

Everyday Potrero Yard Serves:

6 Muni lines
102,000 Muni riders

Investing in Our Future

San Francisco relies on transit.

Every day, people board Muni buses, trolleys, and trains more than 725,000 times. San Francisco’s growing population is expected to reach one million by 2040.

The SFMTA is growing and modernizing.

Muni is adding new vehicles to increase service and is preparing to replace its entire bus fleet with battery electric vehicles by 2035.

Potrero Yard is the first modernization project.

Potrero Yard is the first of multiple essential facility modernization projects. It is among the oldest SFMTA bus yards and in critical need of upgrades.

Why Do We Need to Modernize Potrero Yard?

Potrero Yard is outdated for today’s needs.

Potrero Yard was built over 100 years ago for streetcars, not buses. The facility is in dire need of seismic and safety upgrades for our fleet, operators, and maintenance team.

The existing yard can’t accommodate our growing fleet.

The new facility will expand bus capacity by 1.35 times to increase our service.

Potrero Yard serves the community.

A modern Potrero Yard will better serve our riders by maintaining the safety of buses on the road and bringing compatible new uses to the neighborhood.

Potrero Yard Modernization Workshop 3 August 2019

Source: Google Earth
Thanks For Your Feedback!

Pedestrian Experience
- Encourage transparency and visibility from the street into the transit maintenance area
- Create a distinct and varied building façade
- Increase pedestrian safety around the site
- Activate 17th Street
- Increase security and control access to facility on all sides for staff

SFMTA Staff Needs
- Improve workplace environment for operations and maintenance workers
- Separate transit and other uses

Neighborhood Impact
- Minimize on-street circulation and bus queuing
- Address neighborhood parking concerns
- Reduce noise from buses and power tools

Existing Building
- Maintain the history and industrial quality of the transit facility
- Remove the old building and modernize the facility

Project Timeline

### Outreach
- 2017
  - Urban Design Workshop
  - Joint Use Workshop
  - Transit Facility Workshop

- 2018
  - Future Workshop (Date TBD)

- 2019

- 2020
  - Ongoing Community Discussions

- 2021-2024
  - Upcoming milestones
  - Public Workshop
  - Working Group Meeting

- 2024-2026
  - Design + Permit
  - Construction

- Today

### Design
- Transit Baseline Concept
- Transit & Joint Use Concept
- Project Application
- Project Approval
- Developer Selection
- New Facility
**Who Works at Potrero Yard?**

**Street Operations**
The Street Operations inspectors maintain transit rider safety and troubleshoot special events and construction rerouting.

**Muni Operations**
The Muni Operations team includes Muni drivers and dispatchers who assign buses and routes.

**Muni Maintenance**
Muni Maintenance workers, like mechanics and car cleaners, keep our buses in top condition.

**Existing Capacity**

- **2** levels of transit
- **138** buses
- **16** bus bays
- **391** employees (245 operators)

**Challenges at Potrero Yard**

1. Vulnerable to a major earthquake
2. Outdoor repair due to low ceilings
3. Underground pit repair due to low ceilings
4. Crowded outdoor bus parking
5. Aging building with insufficient space for an expanding fleet, operations and maintenance team
6. Cramped and outdated office space
7. Obsolete outdoor bus wash requiring hand scrubbing
8. Inefficient bus circulation on adjacent streets

**Neighborhood Fabric Today**

- **Mariposa St**
- **Franklin Square**
- **Florida St**
- **Potrero Yard**
- **Bryant St**
- **Potrero Ave**
- **Hampshire St**
- **Potrero Yard**
- **16th St**
- **17th St**
- **18th St**
- **KQED (PROPOSED RENOVATION)**
- **1890 BRYANT ST STUDIOS**

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Future Facility

Potential Joint Development
±75'-150' max

Bus Level 3
±150'-75' FTF

Bus Level 2
±25'-50' FTF

Bus Level 1
±0'-25' FTF

Future Capacity

- 3 levels of transit
- 213 buses
- 24 bus bays
- 829 employees (383 operators)

New Building Features

- LEED Gold Certification
- Structural Updates For Earthquake Safety
- Conversion to Battery Electric Buses

Improvements At Potrero Yard

1. Dedicated operator training facility with bus simulator technology
2. Bus lifts for easy, safe repair
3. High ceilings for safe, indoor maintenance
4. Modern facility with upgraded amenities
5. Ramps for efficient on-site circulation
6. Advanced bus wash bays

Future Neighborhood Fabric

Future Facility

1890 BRYANT ST STUDIOS

POTRERO YARD

475 HAMPSHIRE

LEED Gold Certification

Structural Updates For Earthquake Safety

Conversion to Battery Electric Buses

Dedicated operator training facility with bus simulator technology
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High ceilings for safe, indoor maintenance
Modern facility with upgraded amenities
Ramps for efficient on-site circulation
Advanced bus wash bays

Mariposa St
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Bryant St
Potrero Ave
Potrero Yard
Bryant St
Mariposa St
KQED (PROPOSED RENOVATION)
Building a Bus Yard that Blends in with the Neighborhood

Conceptual Design Sketches

* Final building land uses to be determined in future phases.
Bus Yard Design Inspiration

Examples of Transit Facilities and Garages

LA Metro Division 13 Maintenance and Operations Bus Facility, Los Angeles, CA

Mission Bay Parking Garage, San Francisco, CA

Moscone Parking Garage, San Francisco, CA

LA Metro Division 14 Rail Operations and Maintenance Facility, Los Angeles, CA

LA Metro Division 13 Maintenance and Operations Bus Facility, Los Angeles, CA

Santa Monica Parking Garage, Santa Monica, CA

Mother Clara Hale Bus Depot, New York City, NY

Mother Clara Hale Bus Depot, New York City, NY

Angle Lake Station, Seattle, WA
At Potrero Yard, I Want...

Stay Involved!

Join the Potrero Yard Working Group

Attend public workshops

Subscribe to project updates at: www.sfmta.com/potreroyard