Project Background

Investing in Our Future

Everyday Potrero Yard Serves:

| 102,000 Muni riders | 6 Muni lines |

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 in the SFMTA’s Building Progress Program. It is among the oldest SFMTA bus yards and in critical need of upgrades.

Why do we need to modernize Potrero Yard?

Project Drivers

- **More Vehicles**
  - Better Transit Service

- **100 Year Old Facility**
  - Seismic and Safety Upgrades

- **Joint Use**
  - Minimize Cost and Maximize Public Benefit

Existing Bus Yard / Street Views

- Crowded outdoor bus parking
- Vulnerable to a major earthquake
- Hampshire St at 17th St
- Outdoor repair due to low ceilings
- 17th St at Bryant St
- Facade of existing facility from York St
How do we get to a conceptual project?

SF Planning
OEWD*
MOHCD**
Public Works
*Office of Economic & Workforce Development (OEWD)
**Mayor’s Office of Housing and Community Development (MOHCD)
Evaluate site within the City’s development goals and policies
Provide direction on land use and site design
Review project concept for policy alignment

SFMTA
Define a need and requirements for a new facility
Determine compatibility of joint development
Design and implementation
Adapt project to stakeholder feedback and proceed with application filing

Community
Establish community priorities and design considerations
Provide input and feedback on a wide range of design, program, and community benefits decisions that affect the neighborhood

What’s in the project application?

Initial project description, including:
- Transit facility square footage range
- Housing unit count range
- Conceptual project envelope (general building massing, maximum height, etc.)

Why submit now?
- Increase transparency of the project process through a public filing to the Planning Department
- Keep project on schedule to accommodate growing bus fleet
- Deepen engagement with Planning Department design staff
- Start scoping the project’s environmental review

Preliminary Project Concept
The project application is filed with the Planning Department to initiate conversations, and is NOT a final project description or design.
We Listened First

Your feedback has helped to shape this project

Build transit for the future

The new Potrero Yard will...
- Include modernized and upgraded amenities
- Increase maintenance efficiency to support transit service
- Support the conversion to battery electric vehicles

Address SFMTA staff needs

The new Potrero Yard will...
- Include a dedicated operator training facility

Offer opportunities for housing

The new Potrero Yard will...
- Include mixed-income development above the 75’ bus facility, up to 150’ total
- Target 50% affordability with a range of unit types
- Add to city’s overall supply of housing at multiple affordability levels

Activate streets

The new Potrero Yard will...
- Activate Bryant Street with commercial uses
- Incorporate transparency into the bus facility

Fit into the neighborhood

The new Potrero Yard will...
- Incorporate varied facades, setbacks, and possibly public art features
- Consider shadow impacts on Franklin Square
- Celebrate mixed-use character

Provide transportation choices

The new Potrero Yard will...
- Prioritize Transportation Demand Management (TDM) strategies
- Lead to better Muni service throughout the city

Community Engagement Highlights

Urban Design Workshop
Joint Use Workshop
Transit Facility Workshop
Potrero Yard Neighborhood Working Group
Project Concept

Project Program

Approx. 560 residential units
50% affordability target
3-level maintenance/ training facility + residential above
150’ max building height
4,000 square feet ground floor active uses

Design Strategies

Bryant & 17th Street View

1. Activate Bryant Street
2. Activate 17th Street if feasible beyond the transit facility
3. Consider shadow impacts on public open space
4. Minimize blank walls and maximize transparency into the bus facility
5. Improve pedestrian connections to Franklin Square
6. Improve SFMTA employee access and pedestrian safety
7. Step back at upper floors to minimize bulk of the building
8. Comprehensive transportation strategies to support walking, biking, and transit use (resident and employee parking are not proposed)
9. Include open space at upper levels

New Building Goals

LEED Gold
Earthquake resilience
Greenhouse gas reduction
Expanded City workforce
Improved bus maintenance
Co-located housing
A once-in-a-century opportunity

Potrero Yard’s 4.4 acre site is well-served by urban amenities in this mixed-use neighborhood. The large site footprint and the dynamic, transit-rich location make a great case for density development on the site.

How did we get to a 50% affordability target?

How can a developer help this project?

A Mix of Housing for a Mix of Households

Components:

1. City’s affordable housing funding is limited
2. Housing resources must be distributed citywide

Component 2

+ Development partner

• Private resources help pay for affordable units

50% Affordability target

Potrero Yard Target

Potrero Yard Affordability Target In Context

SFMTA Potrero Yard

San Francisco min.

Mission District min.

Prop K 2015

Balboa Reservoir target

A mixed income project provides an additional 170 - 185 affordable units

Developer partnership can help keep the project on schedule

Developers can help the SFMTA with financing and limit risk

SFMTA needs capacity to build to high-rise building codes and enhanced seismic performance

The SFMTA and a developer partner could share operations and maintenance costs

Bus facility wall treatment (views into bus facility, green wall, screening, artwork)

Step back to respect neighborhood scale

Improved streetscape

SFMTA operations and training facility
Existing and Future Facility

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

**Future Facility**
- 3 levels of transit
- 213 buses
- 17 bus bays
- 829 employees (383 operators)

Better Muni service
We’re adding capacity and modernizing our maintenance facility to improve Muni service throughout the city.

*The number of future employees is based on maximum facility capacity.

Improvements at Potrero Yard

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

Mariposa Street Today

Mariposa Street Tomorrow

Bryant Street Today

Bryant Street Tomorrow

We’re adding capacity and modernizing our maintenance facility to improve Muni service throughout the city.
Potrero Yard Reimagined

Envisioning the Ground Floor Bus Garage Experience

Mariposa Street View Facing Hampshire Street

* Conceptual design sketches. Final building design to be determined in future phases.

Examples of Transit Facilities and Garages

Building facade variation

Modern & safe bus maintenance areas

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

Architectural opportunities

Bus facility transparency

Santa Monica Parking Garage, Santa Monica, 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

1. SFMTA lobby
2. Bus maintenance entrance
3. SFMTA office and training
4. Internalized bus circulation
5. Allow visibility (pedestrian safety)
6. Improved streetscape
Potrero Yard Reimagined

Activation on the Ground Floor
Bryant Street View Facing 17th Street

1. Active street
2. Neighborhood services
3. Opportunity for public art
4. Improved streetscape
5. Residential lobby
6. Pedestrian connection to Franklin Square

Preliminary Shadow Studies

* These shadow studies show impacts for the 75’ bus facility. Upper residential floors should not generate additional shadow on Franklin Square.

Equinox (September 21)

9 am
Noon
4 pm

Winter Solstice (December 21)

9 am
Noon
4 pm

Examples of Housing Architecture
Feedback

Continuing conversations...

What type of ground floor activity will fit in with the neighborhood?

Can there be public open space in the project?

Can there be a public restroom to serve Franklin Square?

Activate 17th Street and connect to Franklin Square

Safely separate buses from pedestrians

Seriously address neighborhood parking and traffic concerns

What are your thoughts and impressions about the project?

What else? What other aspects of the project should we continue to develop and refine?

Stay involved!

Join the Potrero Yard Working Group

Attend public workshops

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