

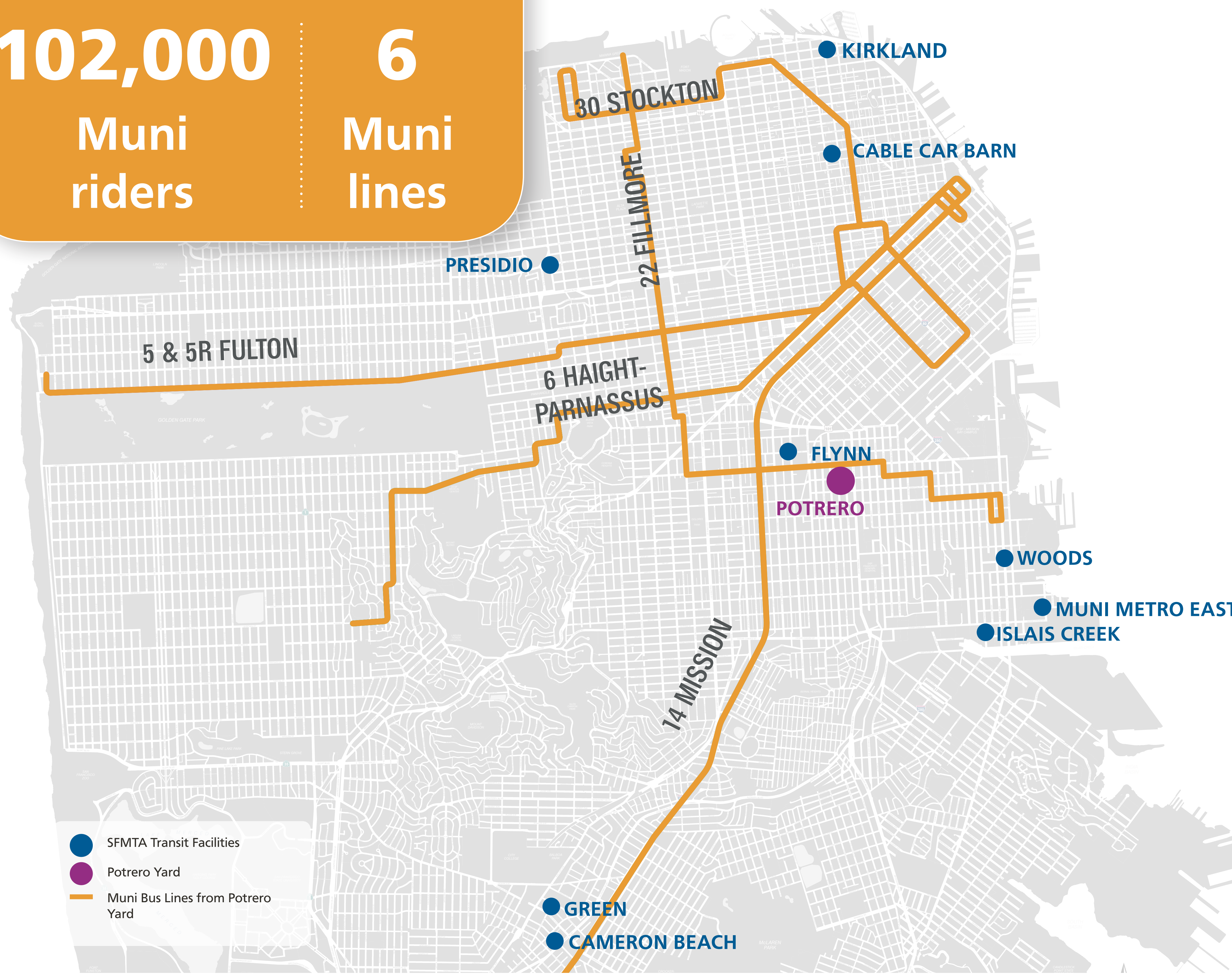


Project Background

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?

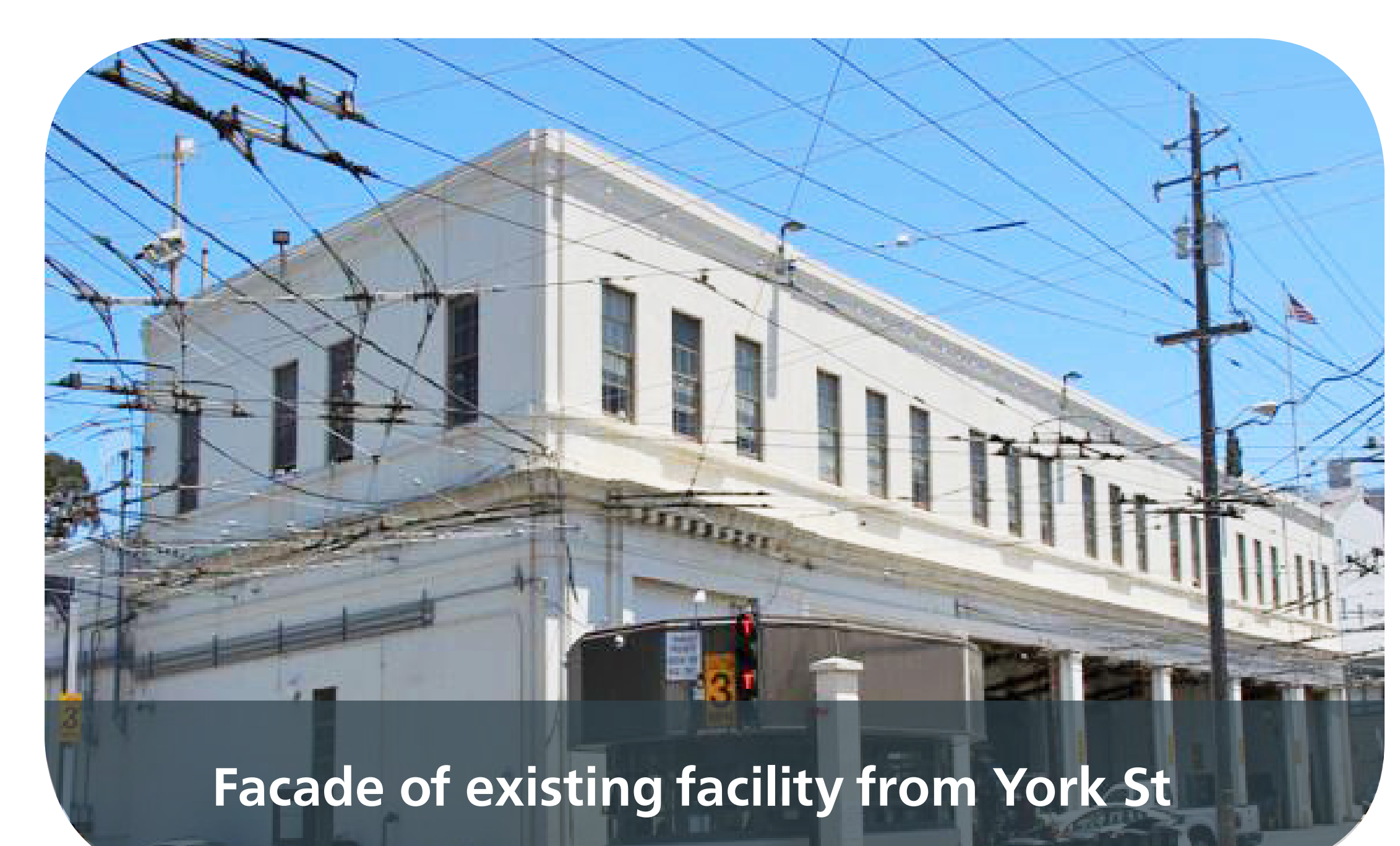
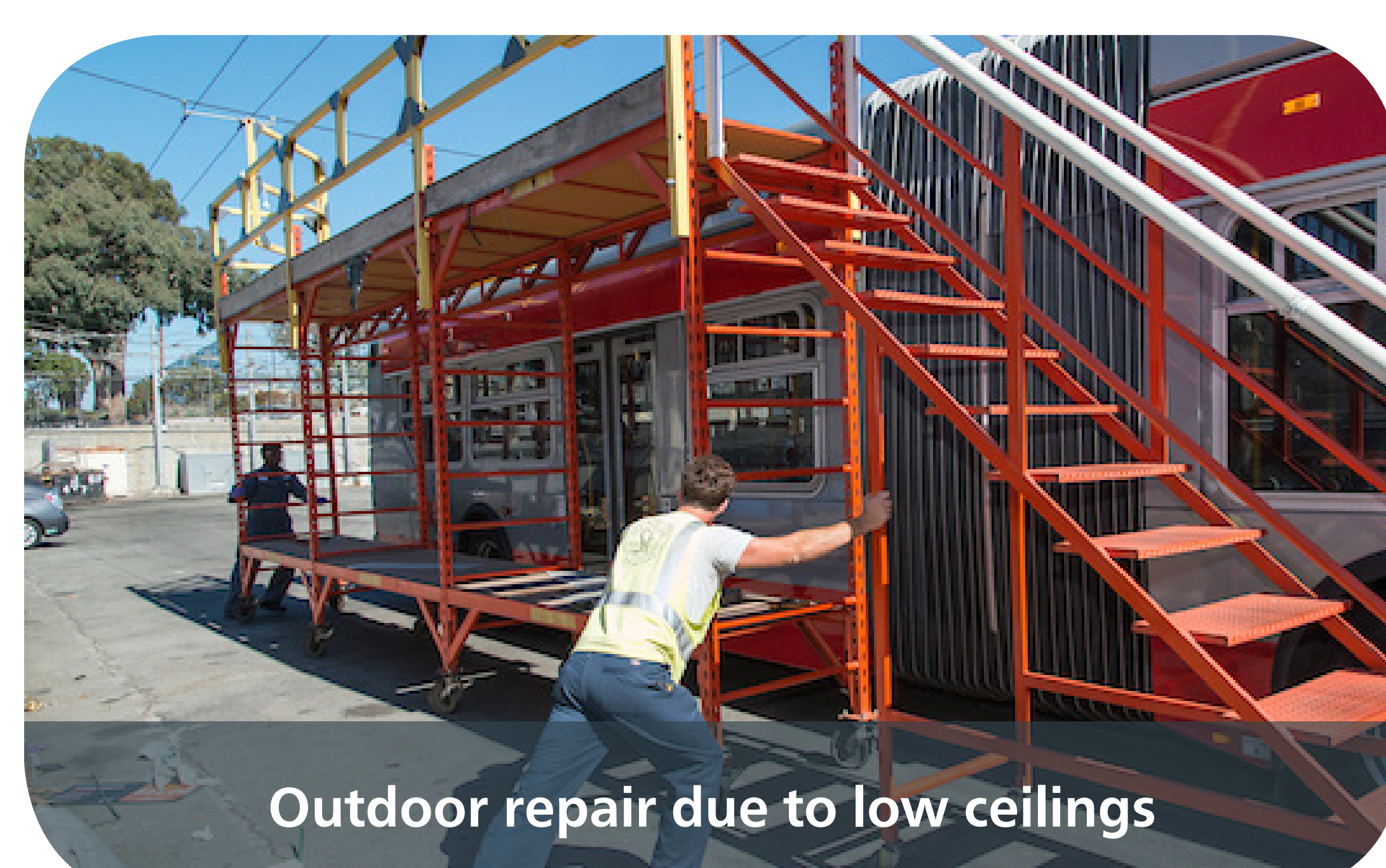
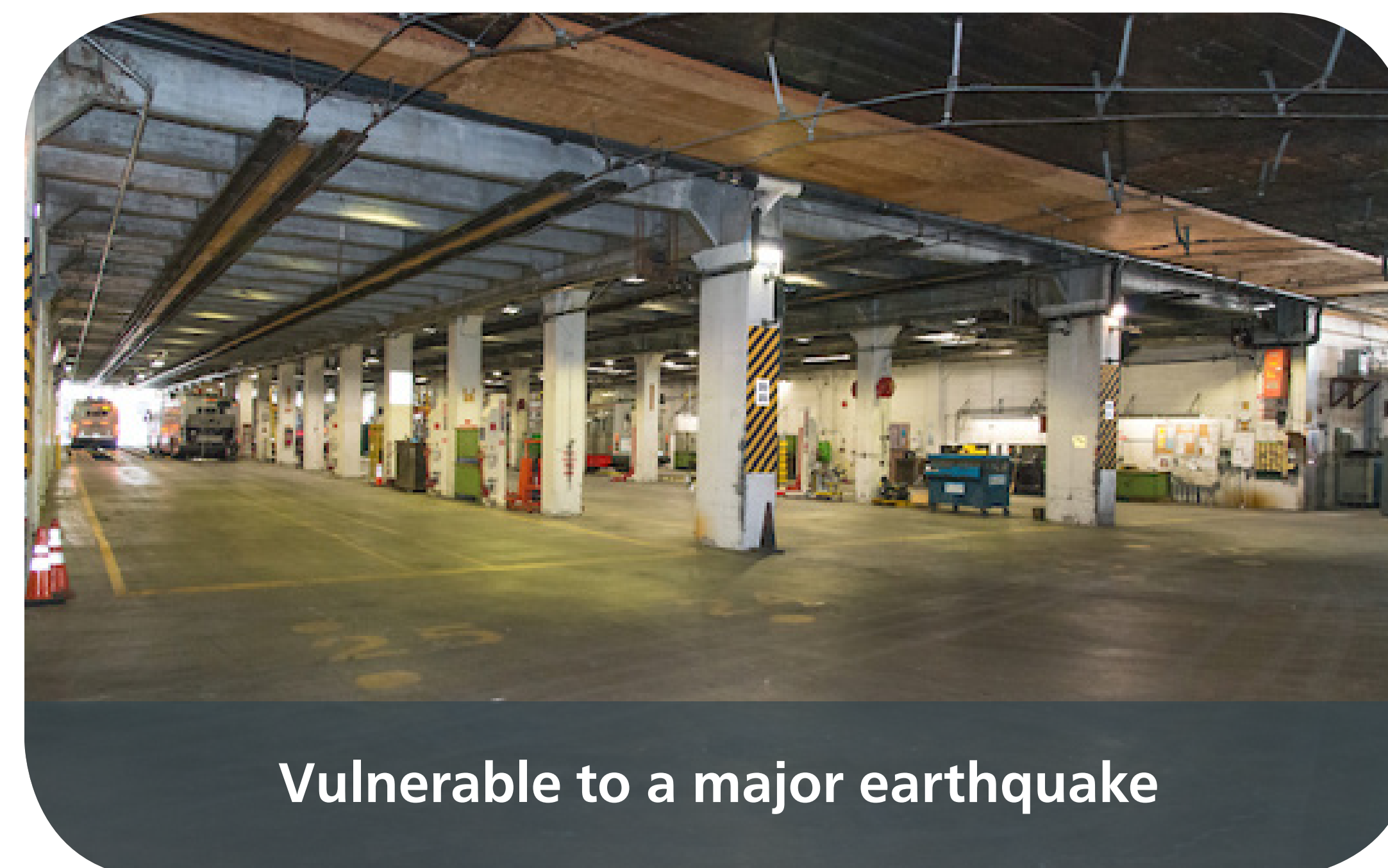
Project Drivers

More Vehicles
 ↓
Better Transit Service

100 Year Old Facility
 ↓
Seismic and Safety Upgrades

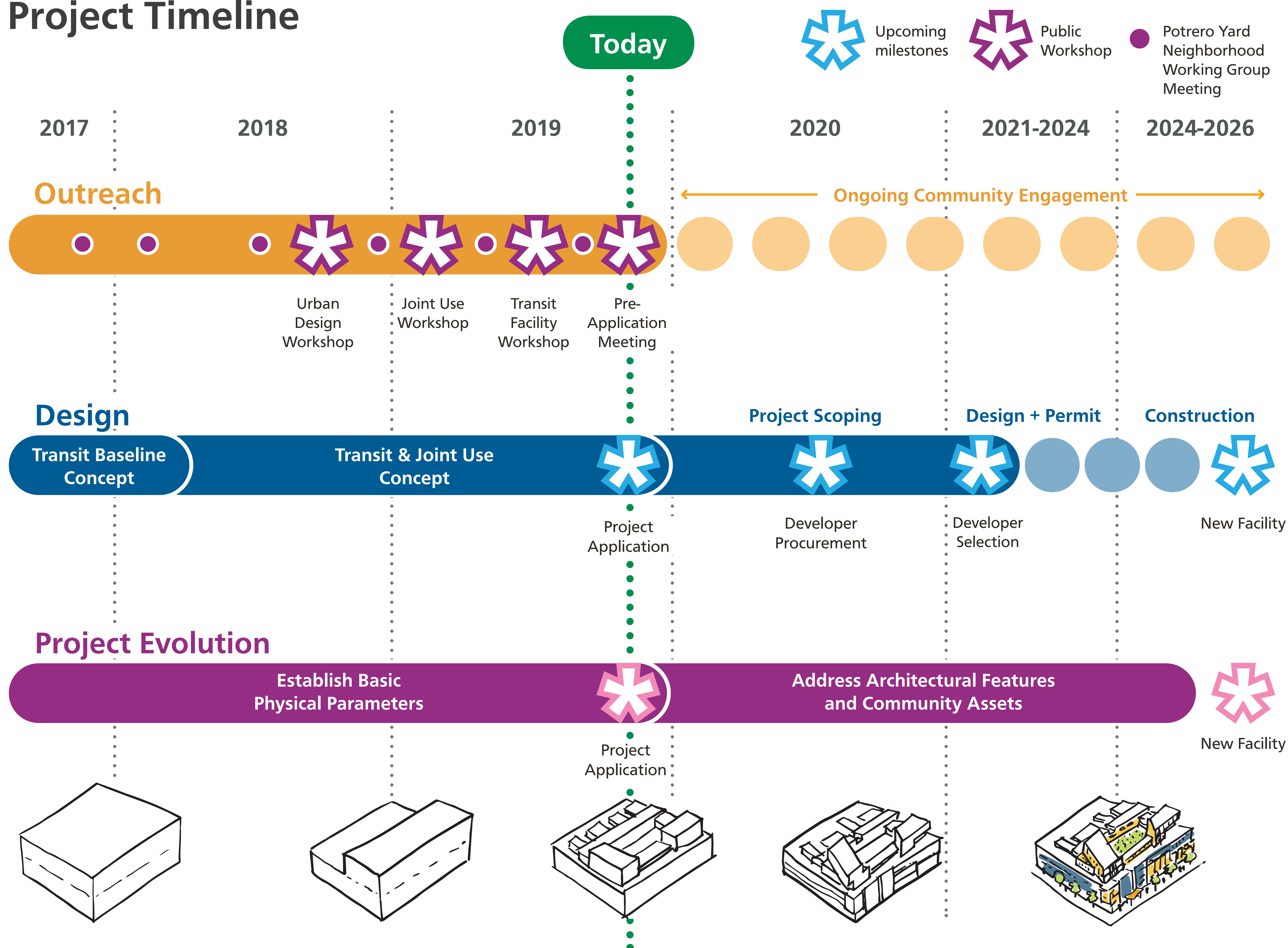
Joint Use
 ↓
Minimize Cost and Maximize Public Benefit

Existing Bus Yard / Street Views

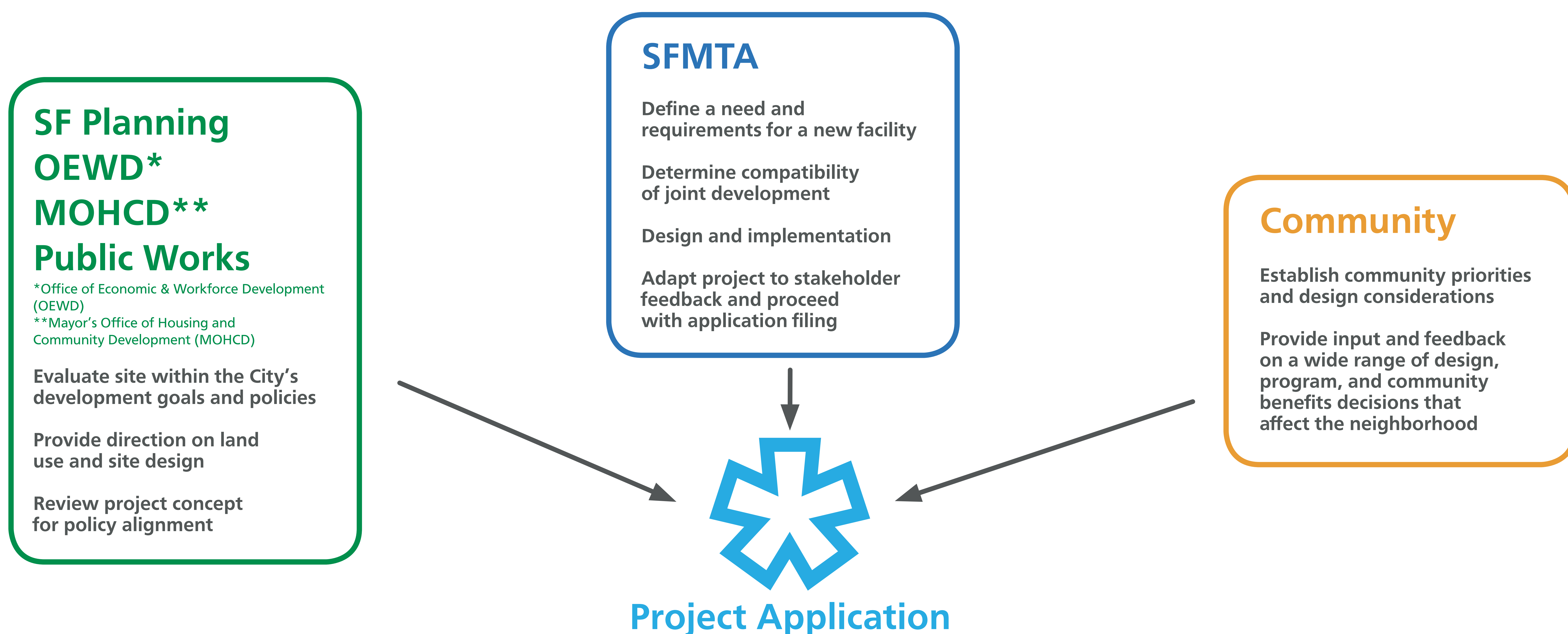


Project Process

Project Timeline



How do we get to a conceptual project?



What's in the project application?





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...

- Prioritize safety for maintenance and operations workers
- 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



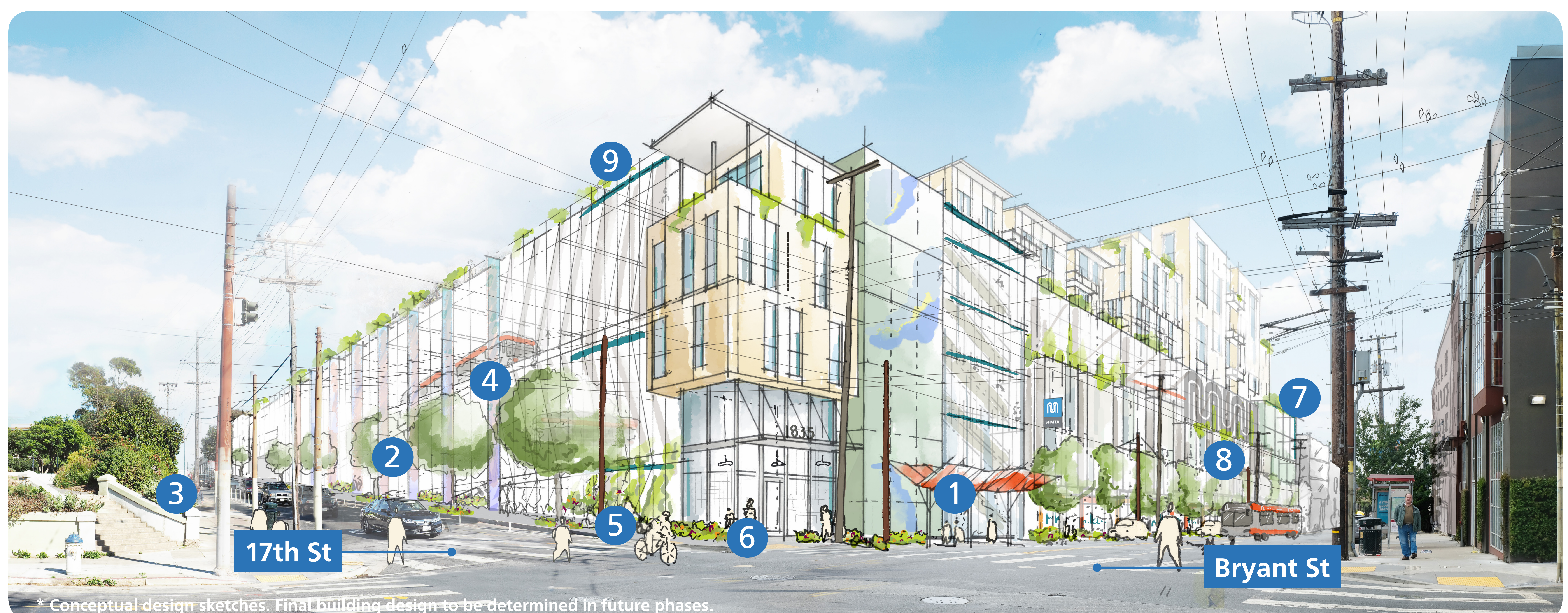
Project Concept

Project Program

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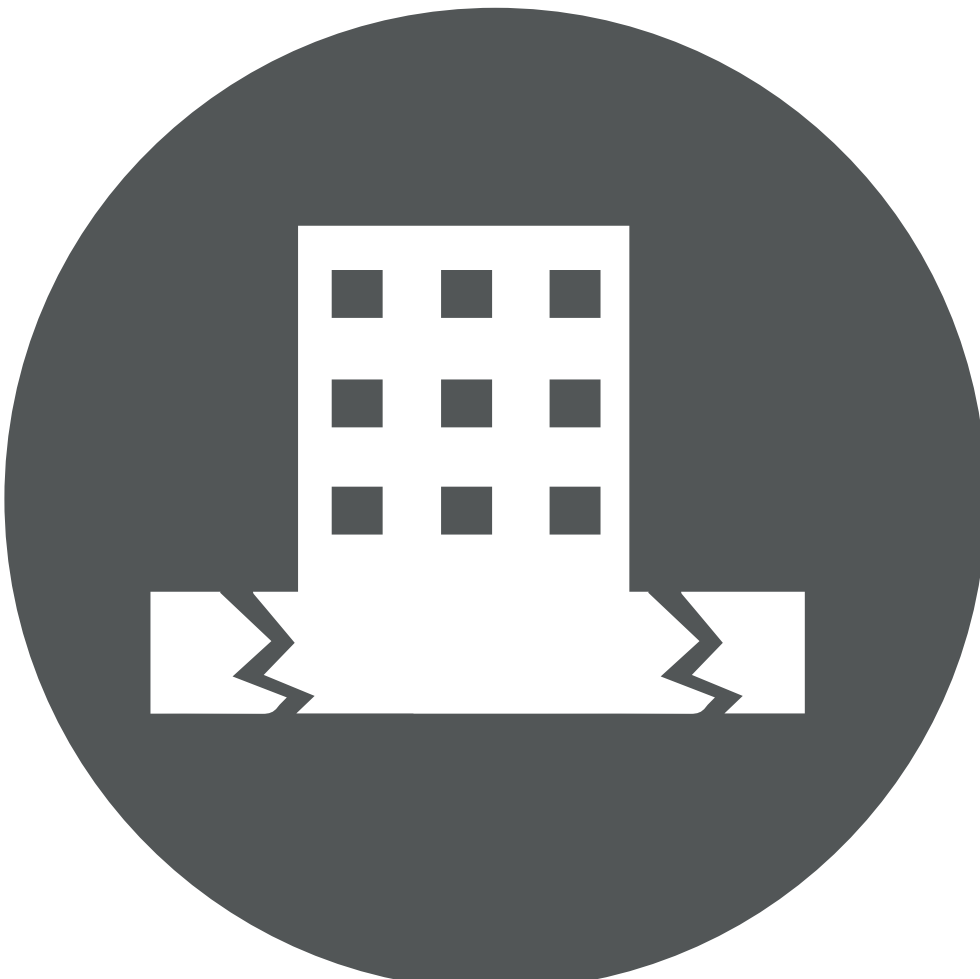




Design Strategies

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
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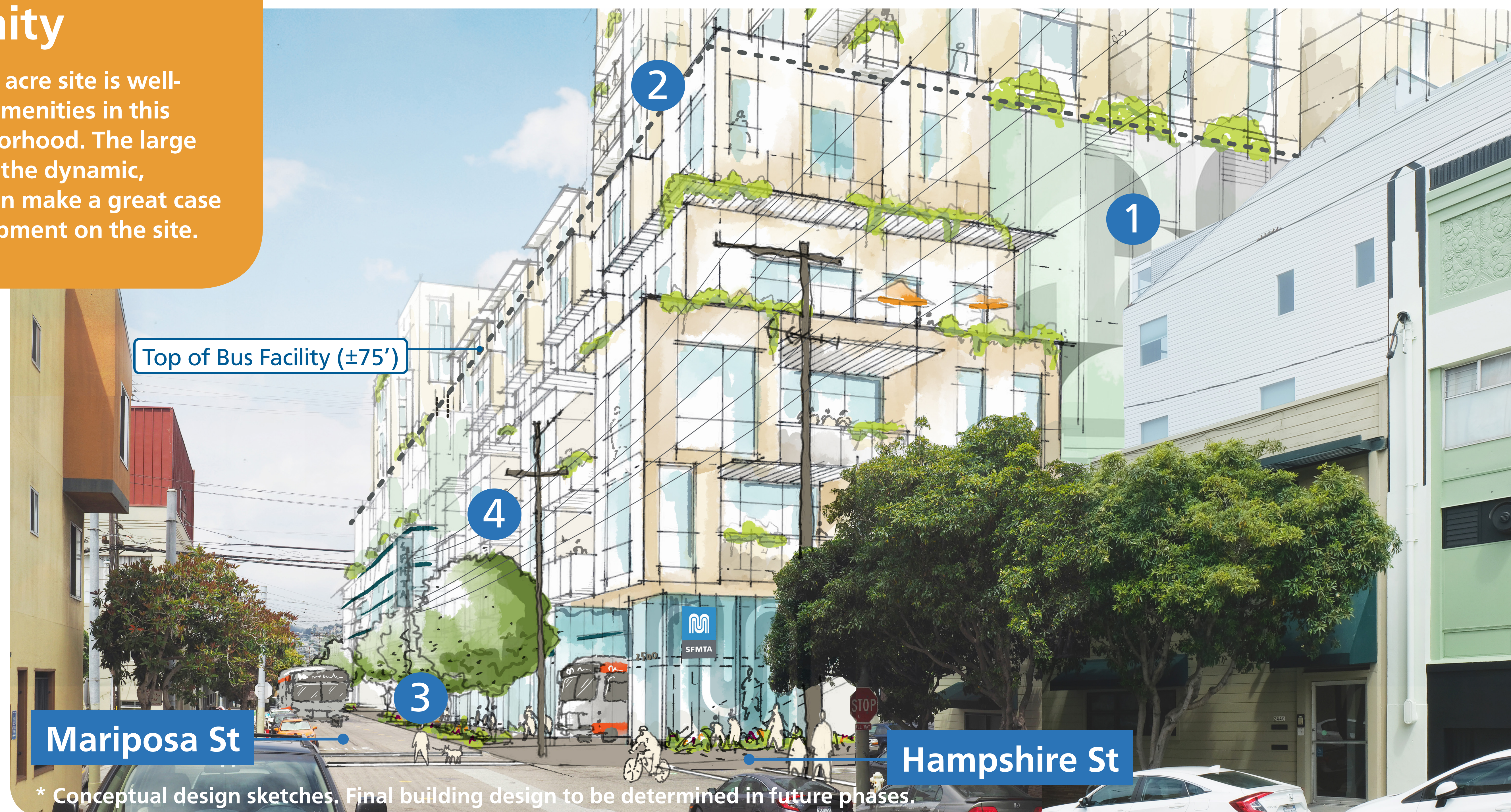


Project Concept

A once-in-a-century opportunity

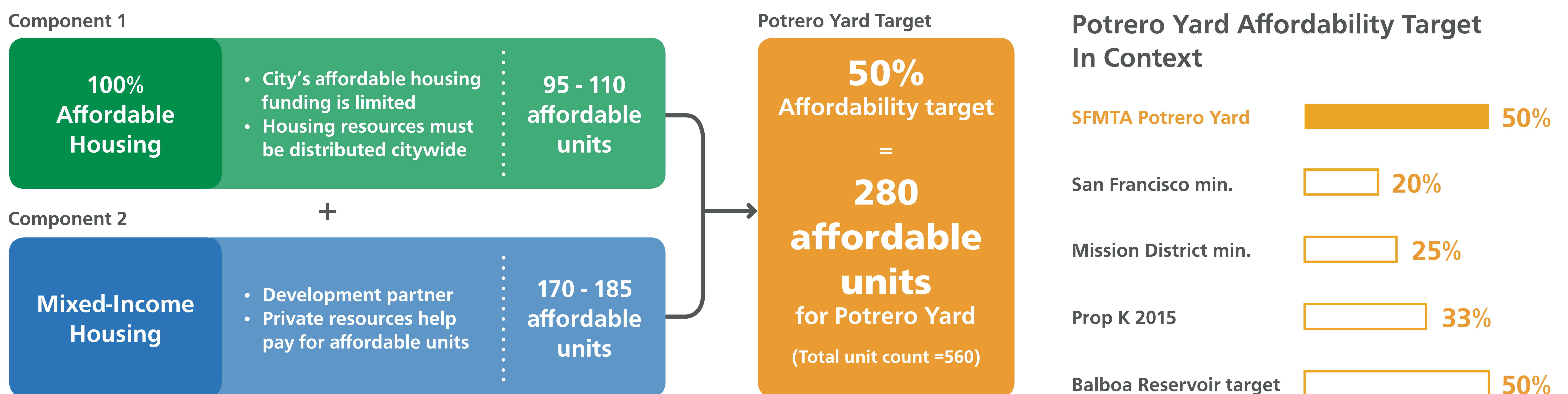
Potrero Yard's 4.4 acre site is well-served by urban amenities in this mixed-use neighborhood. The large site footprint and the dynamic, transit-rich location make a great case for denser development on the site.

Mariposa & Hampshire Street View



- 1 Bus facility wall treatment (views into bus facility, green wall, screening, artwork)
- 2 Step back to respect neighborhood scale
- 3 Improved streetscape
- 4 SFMTA operations and training facility

How did we get to a 50% affordability target?



How can a developer help this project?

- 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

A Mix of Housing for a Mix of Households





Existing and Future Facility

Existing Facility

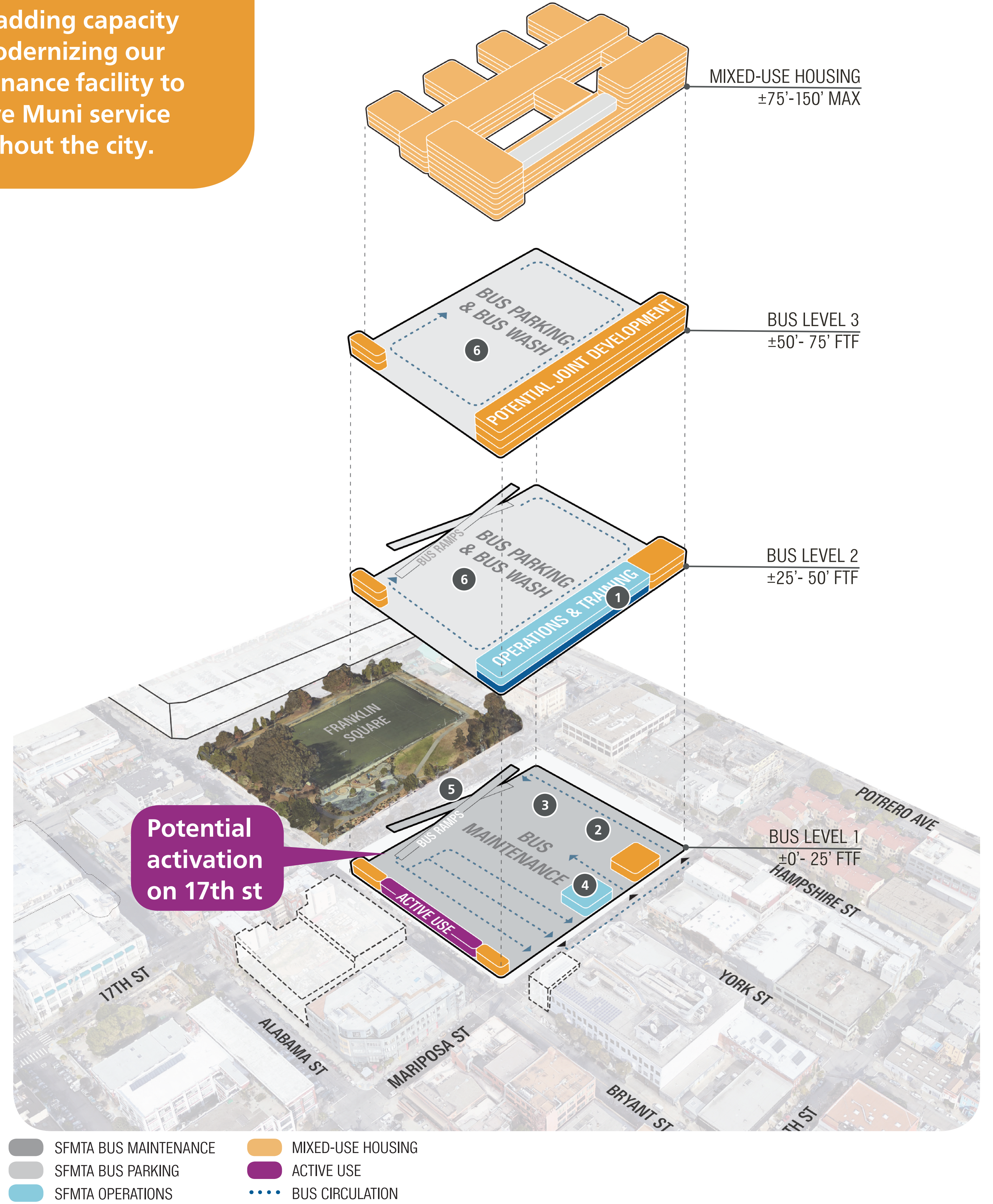
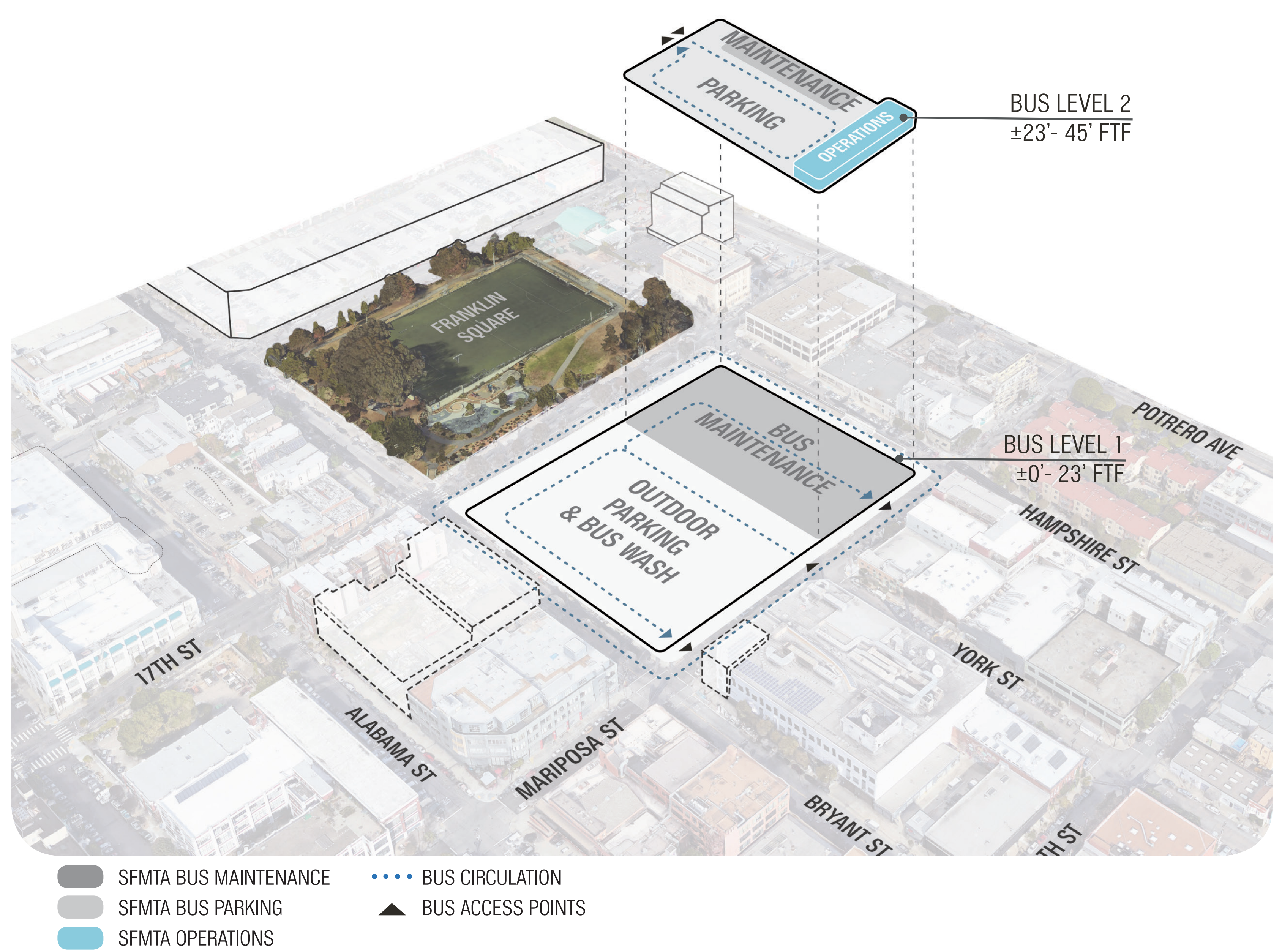


Future Facility



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

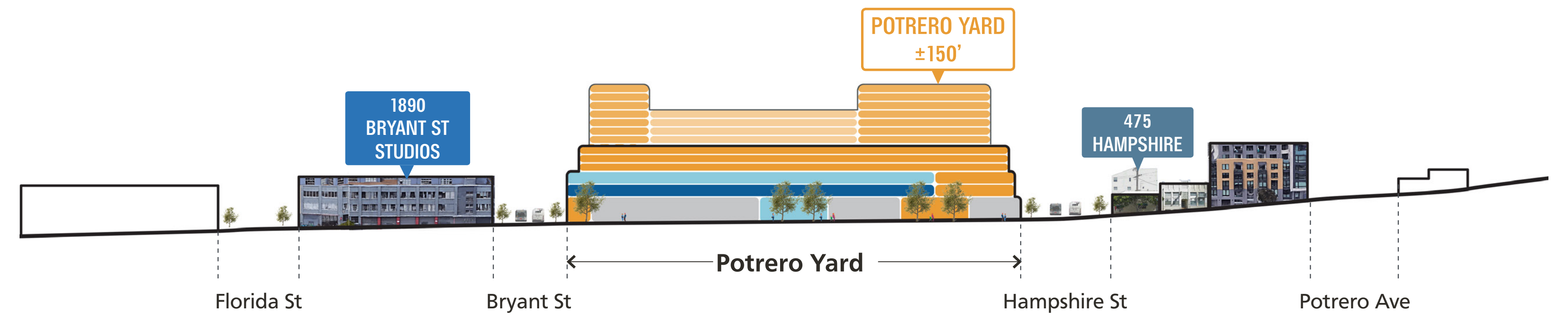
Better Muni service
We're adding capacity and modernizing our maintenance facility to improve Muni service throughout the city.



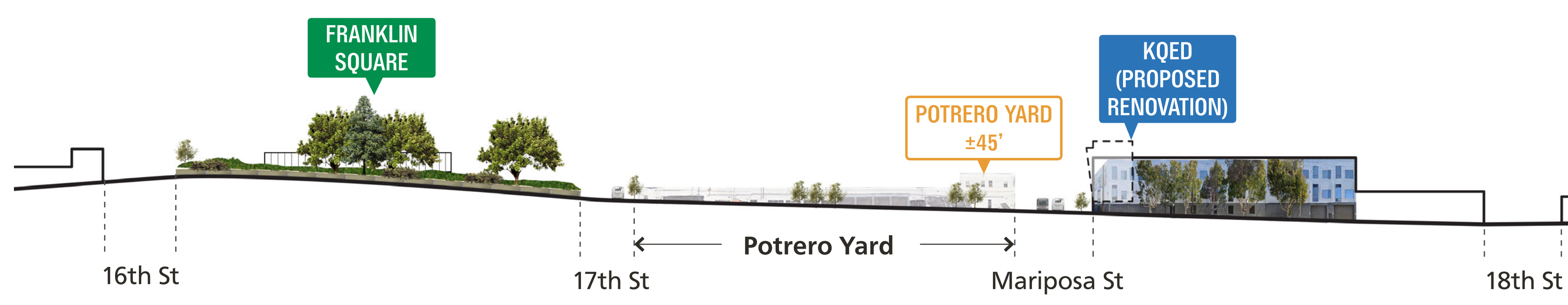
Mariposa Street Today



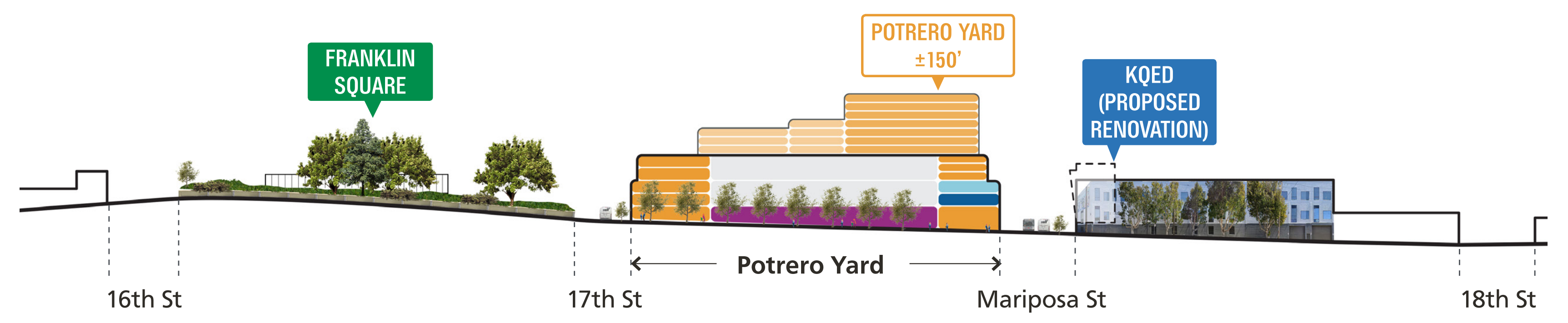
Mariposa Street Tomorrow



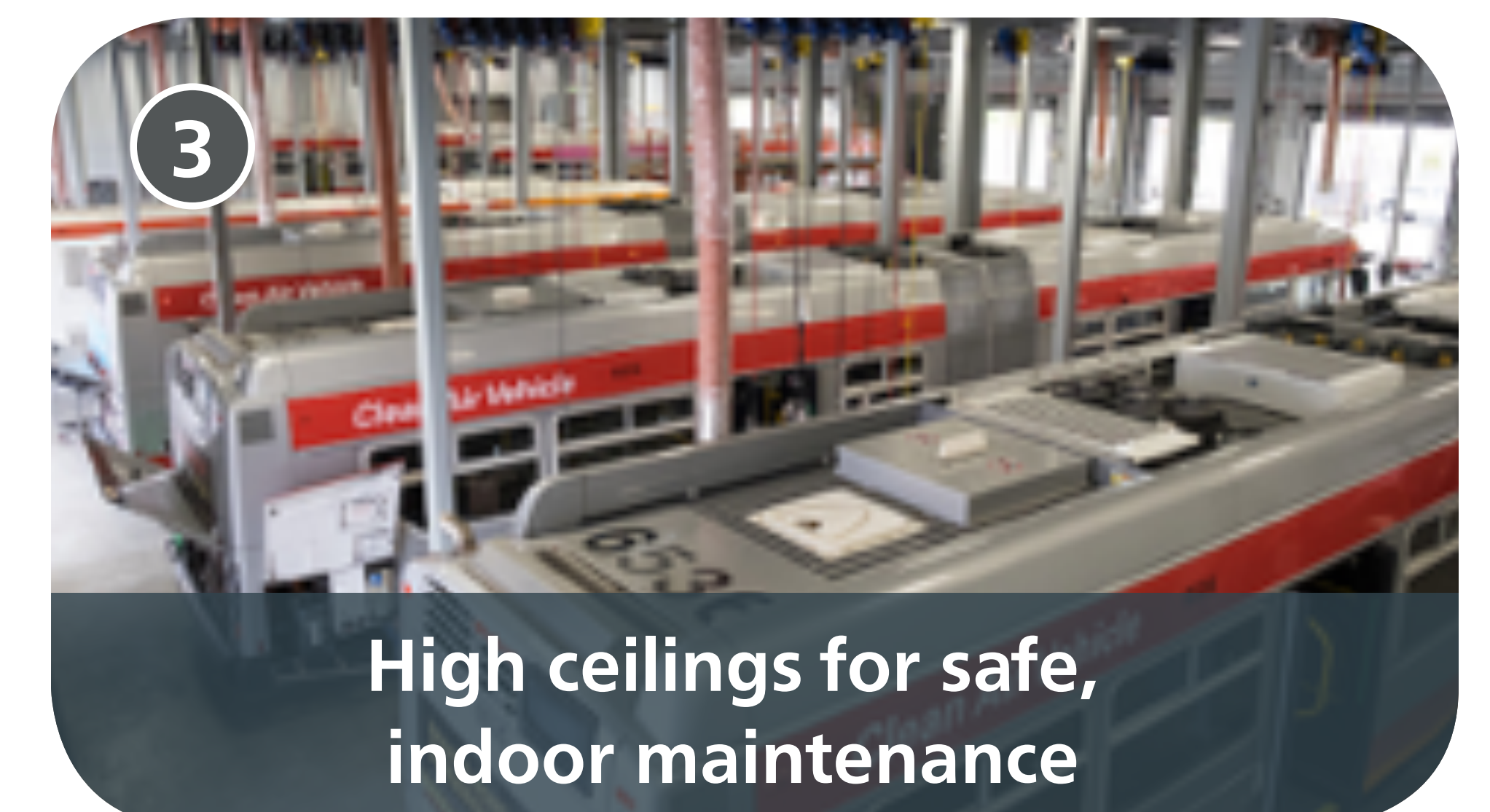
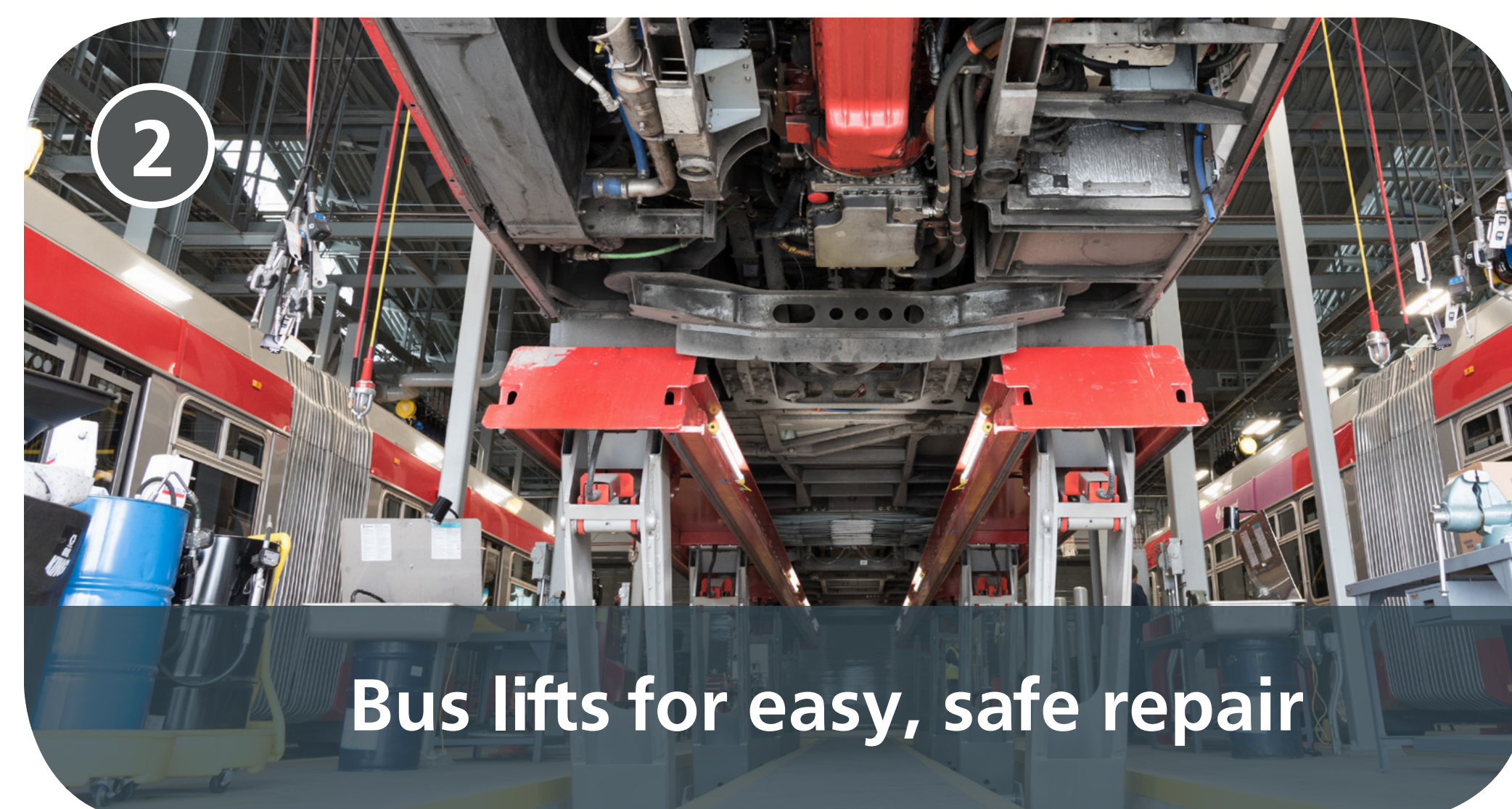
Bryant Street Today



Bryant Street Tomorrow



Improvements at Potrero Yard



Potrero Yard Reimagined

Envisioning the Ground Floor Bus Garage Experience

Mariposa Street View Facing Hampshire Street

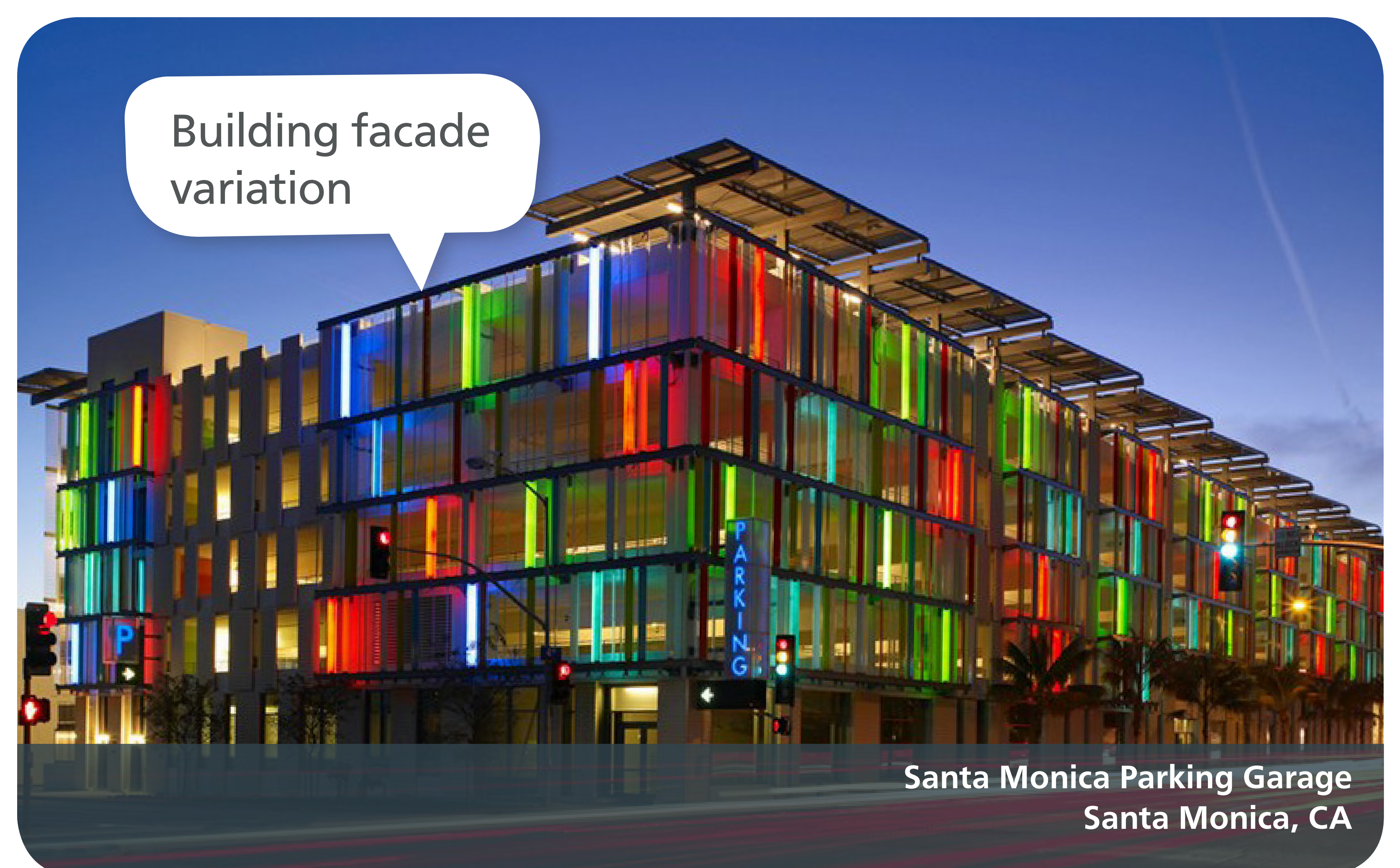


- 1 SFMTA lobby
- 2 Bus maintenance entrance
- 3 SFMTA office and training
- 4 Internalized bus circulation
- 5 Allow visibility (pedestrian safety)
- 6 Improved streetscape

Mariposa St

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

Examples of Transit Facilities and Garages



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

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

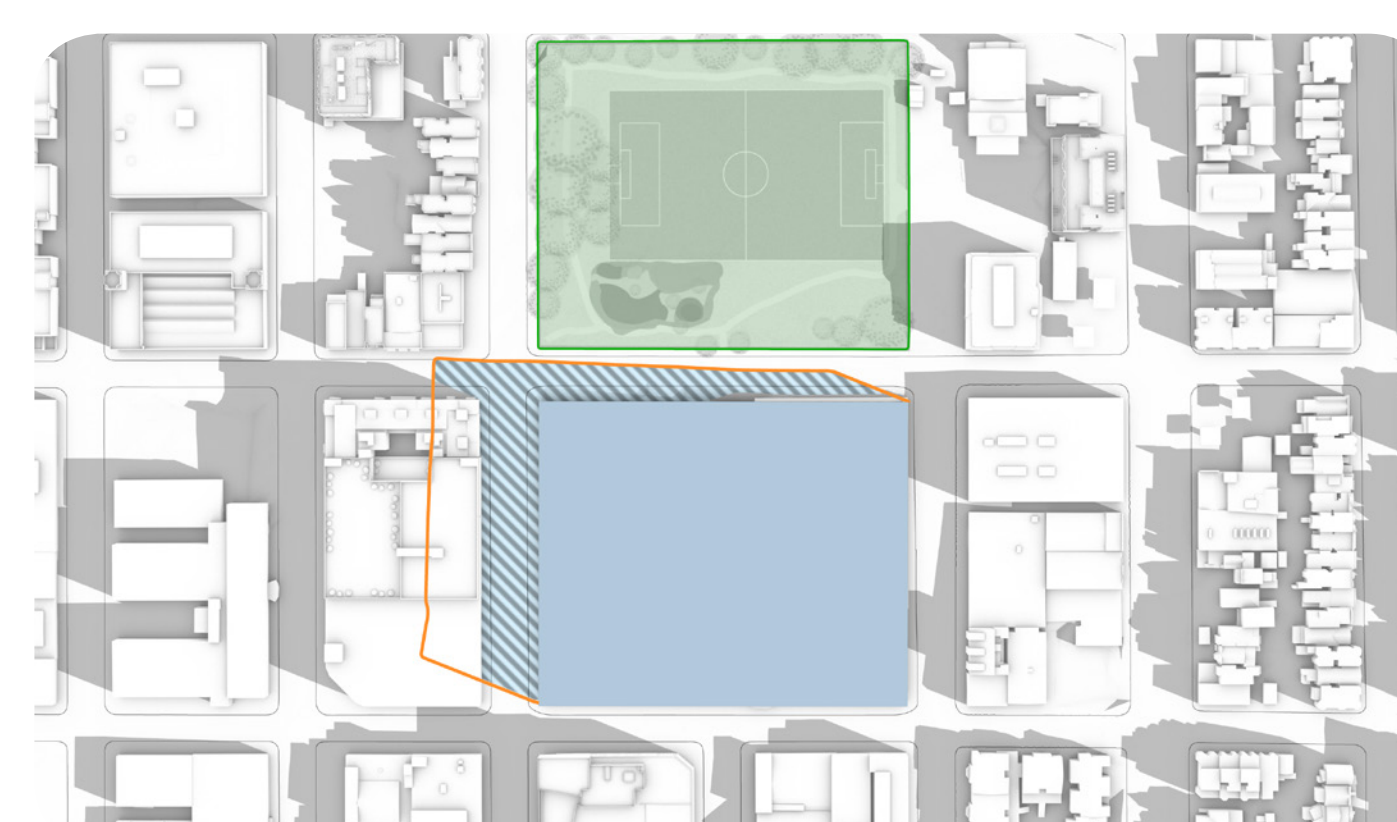
Preliminary Shadow Studies

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

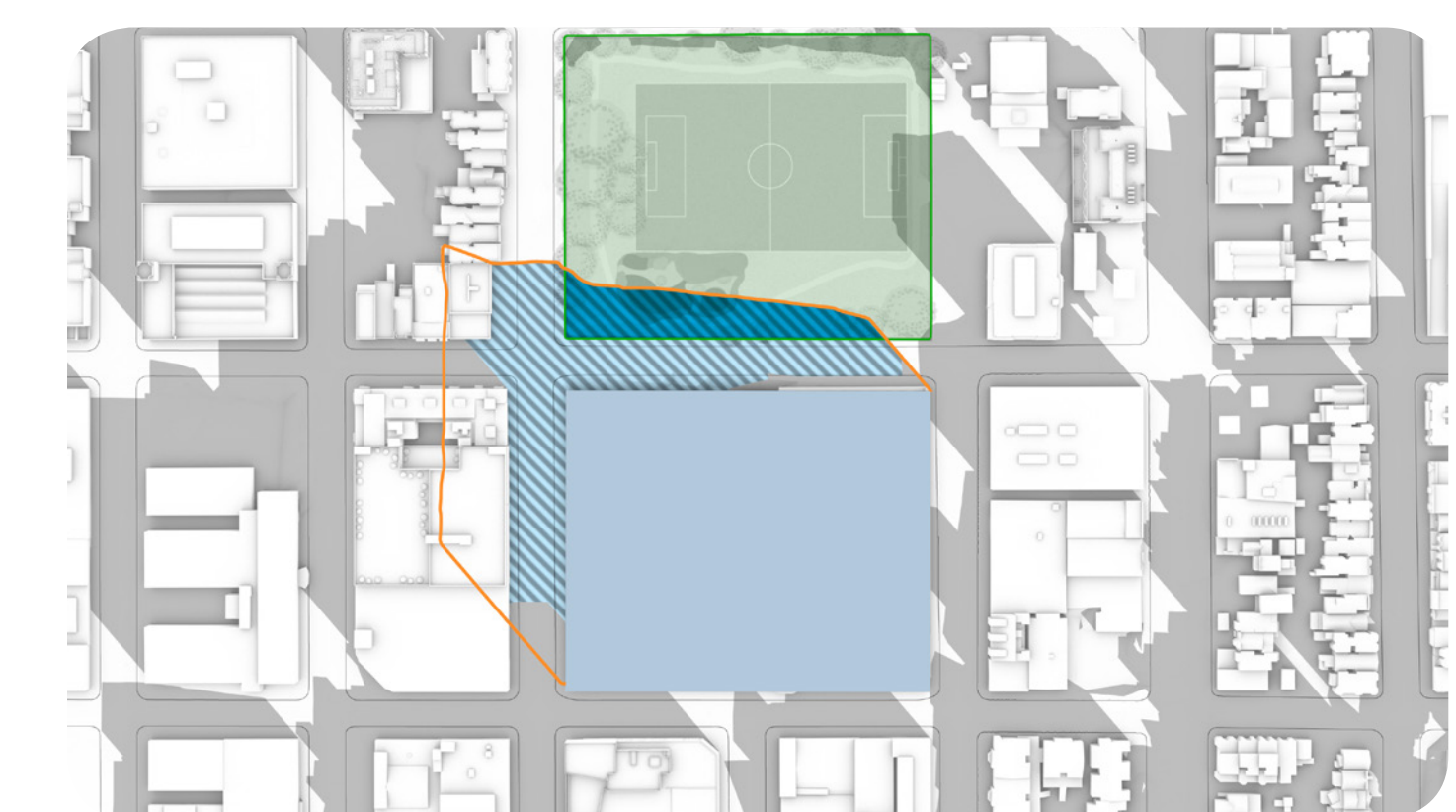
Equinox (September 21)

Winter Solstice (December 21)

9 am



9 am



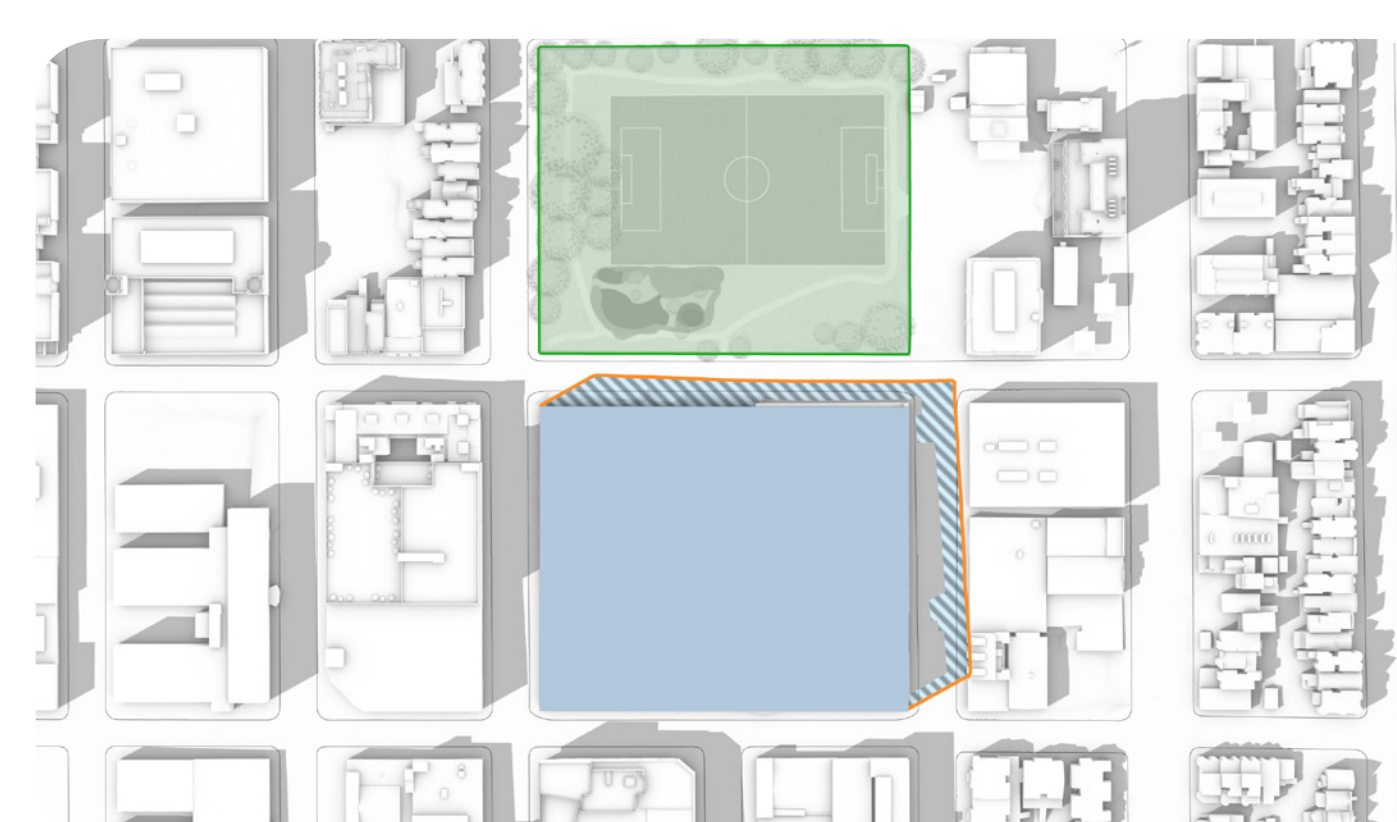
Noon



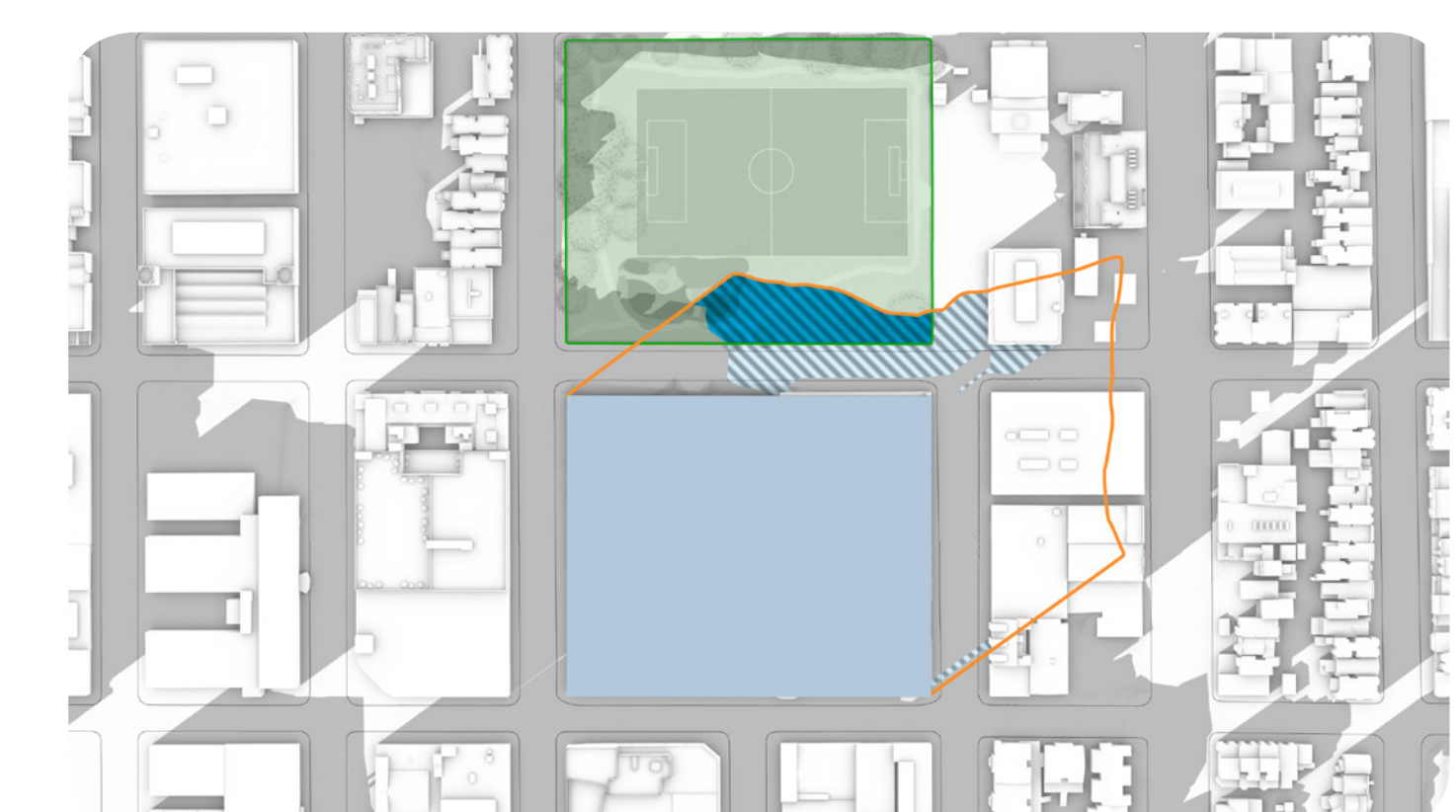
Noon



4 pm



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

What are your thoughts and impressions about the project?

Stay involved!

Join the **Potrero Yard Working Group**

Attend **public workshops**

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