

# POTRERO YARD MODERNIZATION PROJECT



## BUS YARD FACILITY

The Potrero Yard Modernization Project replaces the existing obsolete bus yard with a modern bus maintenance and storage garage, equipped to serve the SFMTA’s growing fleet of all-electric buses. This is the flagship project for the SFMTA’s \$2+ billion Building Progress Program to modernize and electrify Muni’s aging bus yards.



View Southwest on Hampshire and 17th streets toward Potrero Division Bus Yard | July 7, 1949  
Horace Chaffee, Board of Public Works Photographer | SFMTA Photo Archive

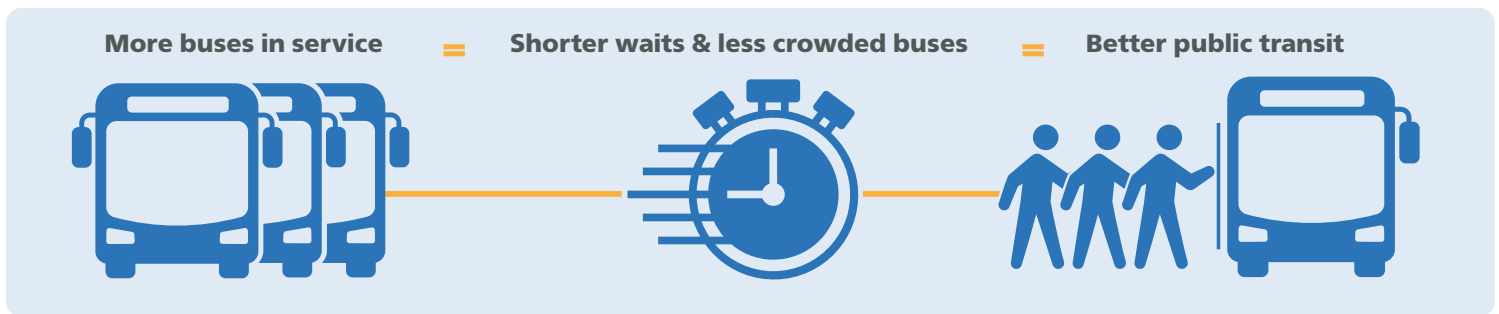


Rendering of Potrero Yard, bus entrance at Hampshire Street (Arcadis)

## PROJECT NEED



Rebuilding the Potrero Yard is a transformational project that will have a ripple effect on the SFMTA’s ability to support a system-wide zero-emission vehicle fleet. The redeveloped Potrero Yard is an investment into:

<p><b>Future Growth</b> Accommodate fleet as it grows – room for 67+ more buses at the yard</p>	<p><b>Work Conditions</b> Improve environments, amenities and safety conditions for 800+ staff</p>	<p><b>Equity</b> Repair buses faster, improving Muni’s reliability for five Equity Neighborhoods</p>	<p><b>Sustainability</b> Provide the green infrastructure needed for all-electric fleet</p>
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## A MODERN BUS YARD FOR A TRANSIT-FIRST CITY

With the adoption of its transit-first city policy in 1973, San Francisco has continued to prioritize a more equitable transportation system that relies on public transit and other forms of active transportation such as walking, biking, and micro-mobility. Approximately 500,000 square feet of added maintenance and storage space will support:

 <p><b>213+</b> all-electric trolley buses</p>	 <p><b>800+</b> staff and operators</p>
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**Zero Emission Fleet** at Potrero Yard will be increased to 213+ buses and powered by the Hetch Hetchy hydroelectric dam. This ecosystem of clean energy will provide emissions-free transit service for about 111,000 riders daily.

**Good-paying Clean Energy Jobs** including retaining the SFMTA’s existing skilled and trained workforce and training new staff to operate, service, repair and maintain an all-electric vehicle infrastructure and fleet.

**Equity is Prioritized** as the six routes based out of Potrero Yard provide transit service to five Muni Service Equity neighborhoods. These residents have the fewest transportation options available and rely on Muni. The new bus yard will better serve these communities by providing more reliable transit service.



Aerial view from the northwest shows the Refined Project with the bus facility and proposed housing (Arcadis)

## PROJECT ELEMENTS

The new Potrero Yard is designed to serve the operational needs of Muni and address community-voiced priorities:

**A**  
**Basement** includes parking for Non-Revenue Vehicles (NRVs), car share services, and bicycles. Additional uses support building operations such as storage for rainwater, waste, recycled materials, and composting.

**B**  
**Ground Floor** centralizes maintenance activities in an enclosed space to insulate noise and vibration within the bus yard. Buses enter and exit from Mariposa Street and access upper levels via ramps along 17th Street. Staff are also able to enter the yard at Mariposa and Hampshire streets.



**C**  
**2nd Floor** includes spaces for Muni’s training headquarters, offices for SFMTA staff, and a dispatch center. Staff will also have access to break rooms, fitness center, and outdoor space facing Mariposa Street. Staff entrance is at the corner of 17th and Bryant streets near existing bus stop.

**D**  
**3rd and 4th Floors** will include bus washing stations, bus parking, and parking for NRVs. This space will be enclosed with a metal mesh to allow continued public visibility of Muni operations. Muni staff will also have access to outdoor space facing Franklin Square.

**E**  
**Roof Deck** caps the building to insulate bus yard operational noise and vibration to minimize impact on Potrero Yard residents and surrounding neighbors. To maximize the airspace above the yard, a podium (concrete pad over the roof) is included to provide needed structural support for housing or paratransit vehicle operations and maintenance.

## PARKING FOR SFMTA EMPLOYEES

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



Learn more about the Potrero Yard Modernization Project, get involved and stay informed:

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