



Potrero Yard Modernization Project

Potrero Yard Modernization Project: Fall 2025 Update (virtual)

Thursday, October 16, 2025

Below is a list of questions submitted (and responses provided) during the October 16, 2025, Potrero Yard Modernization Project: Fall 2025 Update virtual meeting. The questions were submitted via the text “chat” interface, and responses were provided verbally. The list is in chronological order. (Note: The questions and responses have been edited for clarity and brevity.)

To view the presentation slides used during the meeting, please see the [Potrero Yard Modernization Project: Fall 2025 Update \(virtual\) presentation PDF](#).

Q: What are the contracting opportunities on this project and how can local small businesses participate?

(This question was addressed in the meeting. Since the public meeting on Oct. 16, 2025, both federal regulations and the project procurement process have continued to advance. For the most up-to-date information about contracting and SBE opportunities, please contact Webcor who is administering the Design-Build process at outreach@webcor.com.)

Q: This development project is in a historic Black community. Why are no local qualified Black Micro Developers in a Joint Venture capacity?

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Q: How many local workers will work on this project and live in the building? Will neighbors or locals be able to say, “I built that?”

A: In accordance with Chapter 82 of the City's Administrative Code, PNC will meet the [Local Hiring Policy for Construction](#) which includes 30% of all project work hours to be performed by local (SF) residents and 50% of all project work hours performed by apprentices to be performed by local (SF) residents.



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We are hopeful that by working with our selected General Contractor, Webcor, and their experience building in SF, many neighbors will one day be able to say “I built Potrero Yard” with a sense of pride.

Q: Please describe the proposed changes to the project's retail spaces, especially the space at 17th and Hampshire streets.

A: This proposal would remove the retail space located at 17th & Hampshire streets. The retail spaces on Bryant Street — at both intersections at 17th and at Mariposa — remain in the project as part of the Bryant Street Housing component.

Q: Is there any information you can share as to what type of retail / zoning it is for?

A: The retail would be intended to be for non-profit community-serving organizations or small businesses.

Q: Was a mixture of affordable and market rate housing considered as well?

A: Yes, a mix of housing types was considered during the planning process, and the RFP issued in Spring of 2021 required a minimum of 50% affordable housing (AH). Elected leaders and many in the local community voiced a preference for 100% AH, and the PNC proposal included 100% AH. Even if the project team pivoted now to include market rate housing, it would not provide a solution to the podium funding issue. Because housing developers are unable to front the cost to construct the structural podium required to build the housing on top of the bus yard, that cost would fall to the SFMTA as part of the bus yard facility's design and construction cost. Any housing developer who agreed to build on the podium would have to reimburse the SFMTA later, and there is no guarantee that any affordable housing developer would find this option viable.

Q: How many public restrooms are accessible for people using Franklin Square?

A: An accessible public restroom near 17th Street is included in the project proposal and would be conveniently located so that parkgoers at Franklin Square would have easy access.

Q: One of the community benefits in the project proposal is the Community Room. How large is it and would it have any special amenities?



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A: The Community Room would be accessible, and an accessible restroom would be available for use. The bus yard design process is continuing, and the community room dimensions are not yet finalized, but we plan to configure the space to be suitable for a meeting or class.

Q: Are there still plans to include public art, like murals, etc., on the building?

A: Yes, there are still plans to include public art. The SF Arts Commission conducted an artist selection process in 2024 and chose two finalists for the two glass opportunities (one on 17th Street, one on Mariposa St) in the project. (For more information on the selected artists, please see the Potrero Yard Neighborhood Working Group meeting #46 presentation deck from October 2024: <https://www.sfmta.com/reports/potrero-yard-modernization-project-working-group-meeting-46-presentation>)

Q: What is the budget you are trying to stay at or below?

A: We cannot share specific numbers due to the nature of ongoing negotiations. The last cost estimate for the bus yard facility we used was \$560m — this was in December 2023, before Webcor was selected as the prime contractor, and before they had received estimates from selected prime subcontractors.

All the proposed changes we are considering are designed to reach an affordable price that can be met by the subcontractor market.

We will bring final costs totals to the SFMTA Board of Directors and to the Board of Supervisors as part of final Project Agreement approval process next year.

Q: What mechanisms are in place to ensure the 'Good Faith Effort' process is rigorous and not just a paperwork exercise for large prime subcontractors? Does the city validate that RFQs sent to Minority/Women-owned Business Enterprises are for meaningful, equity-level scopes of work?

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Q: Will the city host a mandatory meet-and-greet or one-on-one session between shortlisted prime bidders and pre-vetted, capable minority development firms to foster genuine joint ventures, rather than just subcontracting relationships?

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Q: What provisions exist in the draft contract to protect a minority co-developer's equity position and governance rights, preventing dilution or being forced out in future capital calls?

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Q: What percentage is being funded federally vs locally?

A: The Project may consider applying to a range of federal funding options to supplement the main source of agency capital funds. The SFMTA might also have potential funding from regional and local sources that may become available via ballot measures.