



Potrero Yard FAQs

What is the Potrero Yard Modernization Project?

The Potrero Yard Modernization Project will replace the obsolete two-story maintenance building and bus yard with a modern, three-story, efficient bus maintenance and storage garage, equipped to serve the SFMTA's fleet as it grows and transitions to battery electric vehicles.

A modern Potrero Yard will also help the SFMTA prepare for natural disasters like earthquakes and the effects of climate change, be more cost-effective and, most importantly, help us keep more buses on the road, serving you.



Why do we need a modern Potrero Yard?

Potrero Yard was built in 1915, over 100 years ago and originally served 100 streetcars. Today the yard houses 138 trolley buses. As we expand service to keep up with ridership demand, we need a yard that meets modern standards for equipment and technology that make sure storage, maintenance, cleaning, and other activities are done safely and efficiently.

A new facility is important to maintaining and storing our fleet of buses, improving staff working conditions, ensuring resiliency to climate change and natural disasters and improving service performance. In addition, the modern facility will help reduce vehicle breakdowns, increase on-time performance and reduce passenger overcrowding.

How does a modern Potrero Yard improve my Muni ride?

Six transit lines (5 Fulton, 5 Fulton Rapid, 6 Haight/Parnassus, 14 Mission, 22 Fillmore, and 30 Stockton) run out of Potrero Yard and carries over 102,000 Muni customers each day. Potrero Yard plays an integral role to keep Muni service running and the City moving.



How much will it cost to modernize Potrero Yard?

SFMTA estimates that the three-story maintenance and storage yard will cost approximately \$400 million.

How will you fund the project?

There are a handful of funding channels that we can review to fund the project. Options include:

- Bond measures
- Revenue from possible joint development
- State funding
- Federal Funding
- Possible future revenue measure

Where does my input fit into this project?

Some decisions, like how our maintenance staff do their jobs and what needs our fleet have, are going to be made by the SFMTA. However, we are going to engage our stakeholders on a number of potential land uses that may or may not be able to be included in the project such as housing, a community room and arts space, public art and decisions around the architectural character.



Will the new yard be bigger than the current facility?

The new facility will be a three-story bus yard, which will be somewhere in the range of 70 to 75 feet tall, measured from Mariposa Street. The SFMTA has begun evaluating potential project concepts and their shadow impacts on Franklin Square Park.

Will you preserve the old buildings?

During the process, we will study if any portion of the buildings can be preserved while still modernizing the facilities to meet the demands of a 21st-century transit system.

Will housing on top of the yard be a component project?

The SFMTA is in the conceptual planning stage for the project. We are certain of the need for the three-story bus facility here, and we are looking at housing as an idea for joint use. Housing is a potential use on the site, if we can find a way to make it work with all the stakeholders involved and be financially responsible.

If housing were built, how many residential units could be located on top of the yard?

The SFMTA's residential analysis includes concepts that have up to 900 residential units, if housing is included on the site. There are many factors that will affect this number, including building height, massing, affordability and shadow considerations.

If housing were built, how many residential units could be affordable?

The number of affordable units depends on many factors, including funding available at the time the development is set to move forward (pending project approvals). The affordability of a unit is affected by the cost of other affordable units citywide, and the estimated cost per unit.

What other community amenities could be included on the site?

Potential amenities on the site could include public space and public art.

What is the project timeline?

The timeline is based on working backwards from a construction date targeted for 2023 to 2026.

Currently, we are in the planning stage and we're working with fellow City departments (e.g. SF Planning, Mayors Office of Housing and Community Development, Office of Economic and Workforce Development), elected officials (Mayor's Office, Supervisor Ronen – District 9, and Supervisor Walton – District 10), and community members including our Potrero Yard Neighborhood Working Group to ensure the new Potrero Yard is an asset to the neighborhood.

Furthermore, we're reviewing project feasibility and setting design criteria for the transit portion of the project to prepare a Request for Qualifications or Request for Proposals from a developer partner.

The next key stage for public input will be focused on conceptual design parameters and the project review schedule., although parts of the schedule may shift.

How can I get involved?

You can subscribe to receive updates and learn more about the project by visiting the project page [SFMTA.com/PotreroYard](https://sfmta.com/PotreroYard).

We are also accepting three additional members (i.e. SFMTA/Muni Front line Staff Advocate, Small Business within 0.5 miles, and At-Large) to the Potrero Yard Neighborhood Working Group. To apply, complete the [online application form](#), or you can download the PDF application located on the project page.