



# 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. The Project will also include approximately 525 to 575 rental units of housing with a goal that 50% of the units be affordable.

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 as a streetcar facility. 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 ensure that 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, enhancing our resilience 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 carry over 102,000 Muni customers each day. Potrero Yard plays an integral role in keeping Muni service running and the city moving.

## How much will it cost to modernize Potrero Yard?

SFMTA estimates that the construction cost for the project is approximately \$500 million. This figure is expressed in current dollars and does not include "soft costs" like permitting, design costs, fees, and other non-construction costs.

### How will you fund the project?

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

- Bond measure
- Existing revenue sources for capital projects
- Cost sharing with the housing/ joint development component of the project
- State funding
- Federal Funding

### How has COVID-19 impacted this project?

The project remains a high priority at the SFMTA given that the bus yard supports transit operations now and into the future. The pandemic presents challenges to the project in a number of ways, including rapidly changing and highly uncertain market conditions, construction costs, and public funding. Despite these uncertainties, the SFMTA and the city are committed to an equitable project with a substantial, ambitious affordable housing component. Another major challenge is community outreach and engagement during mandatory social distancing. The Agency nevertheless remains committed to a process that is transparent, comprehensive, and inclusive.



### Where does my input fit into this project?

Some decisions, like how our maintenance staff do their jobs and the needs of our bus fleet, are going to be made by the SFMTA. However, we have engaged with and will continue to engage with community stakeholders on a wide variety of issues including the design of the project, community-serving commercial uses, community amenities, public art, and the specifics of the housing component of the project.

### Will the new yard be bigger than the current facility?

Yes, the new facility will include a three-story bus podium, which will be approximately 75 feet tall, measured from Mariposa Street. The project will also include a housing component above, which will be as tall as 150' at the southern portion of the site. The height of the structure would be lower on the northern portion of the site to minimize potential shadows on Franklin Square Park.

The new facility will also gain additional activity with approximately 50% more buses operating out of the yard. The new Potrero Yard will also include classrooms for training new Muni operators and office space and parking for the Transit Services Division, Muni's "first responders" to incidents in the field.

### Will you preserve the old buildings?

The proposed concept design for the project anticipates tearing down the existing Potrero Yard to accommodate a larger bus fleet and a modern, efficient maintenance facility. During the project's



environmental process, which is already underway, we are studying whether any portion of the existing building can be preserved while still meeting the goals of building a modern, expanded bus facility with housing above.

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

The SFMTA has partnered with other city departments (SF Planning, Mayor's Office of Housing and Community Development, and the Office of Economic and Workforce Development) to explore housing above Potrero Yard. Guided by input from the community, the city and SFMTA have concluded that housing is a feasible, compatible use at the site. The proposed concept design for the project, presented to the community in October 2019, includes a substantial housing component with a goal that 50% of the units be designated as affordable.

### **How many residential units could be located on top of the yard?**

The SFMTA is proposing a range of 525 to 575 residential rental units. There are many factors that have informed the size and unit count of the project, including building height, massing, financial feasibility, and shadow considerations. We have worked with the city (SF Planning, Mayor's Office of Housing and Community Development, and the Office of Economic and Workforce Development) to arrive at an achievable proposal for the bus yard development that is compatible with the bus yard and the surrounding neighborhood.

### **How many residential units could be affordable?**

The SFMTA and the city have established a 50% affordability target for the project, resulting in approximately 262 to 288 affordable rental units. The project's ability to achieve this goal depends on many factors, including the availability of subsidy, market dynamics, and construction costs. As a result of COVID-19, these factors are all much more uncertain now than they were several months ago. Nonetheless, the city is committed to an ambitious, equitable housing component of the project, to the greatest extent feasible.

### **Why not develop 100% affordable housing on top of the bus yard?**

The SFMTA and city have explored a variety of housing concepts at the site. Based on the analysis and available public subsidy, a mixed income project would provide an additional 170 to 185 affordable rental units beyond what could reasonably be delivered in a 100% affordable development at the site.

### **What other community amenities could be included on the site?**

Potential amenities on the site could include public space, public art, commercial space, and other community-serving amenities. As the planning and design of the project progresses, the SFMTA will continue to work with community members to determine which amenities are desired and feasible. The Potrero Yard Neighborhood Working Group, which consists of eleven community members and one Muni operator, will also help to prioritize and define amenities.

### **Why Joint Development?**

A developer partnership can help the Potrero Yard project by:

- Managing the construction of a transit facility and housing project, which presents technical challenges.
- Sharing operations and maintenance costs.
- Assisting with high-rise building codes and enhanced seismic performance.
- Building and managing the housing component.
- Keeping the project on schedule and within budget.

### 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 are working with fellow city departments, elected officials, and community members including our Potrero Yard Neighborhood Working Group to ensure that the new Potrero Yard is an asset to the neighborhood.

We submitted a project concept to the Planning Department in November 2019 to initiate the environmental review process under the California Environmental Quality Act (CEQA). The environmental review process is underway, and we are developing a Request for Qualifications (RFQ) and subsequently a Request for Proposal (RFP) for a joint development partner to design and build the project. We are also introducing legislation to the Board of Supervisors that will enable the SFMTA to deliver the project following a continued public process and environmental review and approval process.

### What is the RFQ and RFP Process?

We are working on the RFQ and RFP to procure a joint development partner to finance and build the project. The RFQ process will evaluate the qualifications of proposed project teams who are interested in delivering the project. A review panel of technical experts will determine the top three responders based on an evaluation of their relevant experience and qualifications. Those top three responders would then be invited to submit a full proposal through a subsequent RFP process. We hope to release the initial RFQ in June 2020 to develop the shortlist of qualified firms. We will then issue an RFP to shortlisted firms in late summer, 2020.

**How can I get involved?**

The SFMTA will continue to engage stakeholders and hold community activities and events to gather feedback throughout the year.

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 two additional members (i.e. Small Business within 0.5 miles, and Transportation Advocate) to the Potrero Yard Neighborhood Working Group. To apply, complete the online form or download the PDF application located on the project page.