

## Potrero Yard Neighborhood Working Group Meeting #52 Minutes

December 9, 2025, 5:30 p.m. to 7:00 p.m.

**Virtual Meeting via Microsoft Teams**

Note – The meeting minutes capture the overall tone of the group's discussion and is not meant to be an exact transcription.

<b>Members Present:</b>	<b>Members Not Present:</b>	<b>City Staff:</b>
Amy Beinart	Christian Howes	John Angelico (SFMTA)
Erick Arguello	Christian Vega	Caroline Cabral (SFMTA)
James Bryant	Claudia DeLarios Morán	Chris Lazaro (SFMTA)
Jolene Yee	Edward Hatter	Joel Ramos (SFMTA)
Magda	Heather Dunbar	Tim Kempf (SFMTA)
Martha Ryan	J.R. Eppler	
Mary Travis-Allen	Karolina (youth member)	<b>PNC Staff:</b>
Peter Belden	Raven McCroey	Chris Jauregui
Roberto Hernandez		Jennifer Trotter
Scott Feeney		Myrna Ortiz
		Todd Clayter

No members of the public attended.

### **Purpose of the meeting**

The purpose of the meeting was to discuss project updates.

### **Item 1. Welcome**

John Angelico: (Slides 1–2) Welcomed the Working Group and presented the meeting agenda.

### **Item 2. Member and SFMTA Announcements**

John Angelico: (Slide 3) Introduced Member and SFMTA Announcements.

John Angelico: (Slide 4) Invited Working Group members to provide announcements of upcoming events, activities, programs, etc.

- James Bryant: Announce Christmas tree giveaway for December 20<sup>th</sup> at 10 a.m. Event includes free electric vehicle test drives and free tacos. For more information call (415) 821-4777 or visit [www.aprisf.org](http://www.aprisf.org).

Caroline Cabral: (Slide 5) Ongoing Muni budget outreach includes a public survey (accessed with QR Code displayed or at SFMTA.com/Budget). The survey will be administered virtually and in-person through pop-up events.

Caroline Cabral: (Slide 6) Clipper 2.0 rolls out tomorrow (Dec 10) for Muni, allowing riders to use contactless-enabled debit or credit cards, phone, or mobile wallets to pay fares. Ambassadors will be in our Metro area to assist users with this change.

### **Item 3. Working Group Updates**

John Angelico: (Slide 7-8) Introduced the 2026 Working Group meeting calendar. All meetings are scheduled to be hybrid format on the second Tuesday of the month (emphasized monthly meeting cadence). Based on project progress, meetings may be cancelled and/or additional meetings may be added. The project's Design-Builder (Webcor) will attend Working Group meetings after Financial Close occurs. The first meeting is scheduled for January 13, 2026.

### **Item 4. Legislative Updates**

John Angelico: (Slide 9) Introduced Joél Ramos, Local Government Affairs Manager for the SFMTA. Previously he served on the SFMTA Board of Directors for two (2) terms (2011-2018).

Joél Ramos: (Slide 10) The Bus Yard Component (BYC) of the project is not fully funded. To support the project, \$200 million for Potrero Yard has been added to the 2026 Earthquake Safety and Emergency Response (ESER) General Obligation Bond. If there were to be a major earthquake without Potrero Yard being earthquake retrofitted, it would impact the ability of the SFMTA to provide a critical service (transportation).

Joél Ramos: (Slide 11) The bond will be introduced by the mayor's office at the Board of Supervisors (BOS) meeting. The BOS is anticipated to vote on it January 13 (45 days after introducing legislation) before sending it to the BOS Budget and Finance Committee. If approved by eight (8) or more supervisors, the bond will appear on the June 2026 ballot.

If voter-approved, this funding source would partially fund the Potrero Yard redevelopment.

- Q: Given the results of the last bond (Transit Obligation Bond in 2022 was not voter-approved), will there be a public information process to support the bond? (Todd Clayter)
  - A: This bond will fund multiple city components, not just the Muni system. We have seen voters support similar measures, for example Prop L recently passed. This bond supports multiple services that are essential for the city. (Joél Ramos)
- Q: How many bonds will the SFMTA put on the ballot in June? (Roberto Hernandez)
  - A: This bond is not an MTA bond. The City Administrator has allowed this one Muni item in the ESER bond for the June 2026 ballot. The November 2026 ballot will include other bond measures for Muni operations (parcel tax, regional sales tax). (Joél Ramos)

- Q: The city operates on a 10-year plan and their priorities are always shifting. Given that the 365 residential units are lost on this project, can you share the discussions about including support for housing on the ESER bond? (Amy Beinart)
  - A: The city rotates through bond types. The Affordable Housing bond would be in the future – possibly in 2028. The current ESER bond does not have any housing-related funds. (Joél Ramos)
  - A: While the bond schedule can be amended along the way, the ESER bond funds would not have been allocated for housing in any scenario. The \$200 million earmarked in the 2026 ESER bond for Potrero Yard is needed to complete the bus yard portion of the project. (Chris Lazaro)
- Q: I see the affordable housing bond is scheduled for 2034, so that's a long way off. If the Affordable Housing bond were to go out in 2028, would that be soon enough to add housing back into Potrero Yard? (Amy Beinart)
  - A: Affordable housing is competing for a very limited number of funding sources. The Affordable Housing bond being one of those sources. It is important to clarify that funding for those units does not disappear – the funds for those units remain and would be used for affordable units in the City. (Chris Lazaro)
- Roberto Hernandez: It is my understanding that as of today, if the podium is not built on the Yard now, the 365 units would never be built above Potrero. We would lose the opportunity to build 365 units here because the podium platform would not have been built. The cost of the podium is just \$70 million – I strongly recommend to this committee that we work collectively to raise the needed \$70 million. San Francisco is under a state mandate to build 83,000 units of housing (46,000 must be affordable units) in the next 6 years. With my experience building housing in the Mission, I know it takes 7-10 years to build 100 units and that land is largest cost for a housing project.
- Amy Beinart: The Mayor intends to meet the state's mandate by opening zoning up for the potential units. But this policy change does not create affordable units since these do not happen by the free market.
- Roberto Hernandez: I do not see how the city will build these units. We need to raise the money for this platform. I met with the mayor's office, spoke with Senator Scott Wiener, and will continue talking to people about this.
- Q: Has the podium been designed? (Roberto Hernandez)
  - A: Yes, the podium has been designed at the level as the rest of the project (Chris Lazaro)
  - A: Yes, the podium design is at the schematic level, so partially designed (Chris Jauregui)
- Q: So it was completed designed? (Roberto Hernandez)
  - A: It has not been designed to the level needed to begin construction; it's about 30% designed. The design to date has been done for entitlements purposes and

as part of the required environmental analysis. Our next step is to bring on a contractor to advance the bus yard design to the next phase. (Chris Jauregui)

- Q: How long would it take to construct the podium? (Roberto Hernandez)
  - A: That's really up to the Contractor, but probably about four (4) years. The podium is the roof and structure. (Chris Jauregui)
- Q: Would the podium be built at the end of the construction period of the yard? (Roberto Hernandez)
  - A: This would be up to the contractor and depends on their approach. (Chris Jauregui)
  - A: Another aspect to consider is that structural beams, basement, and other building elements are involved in building the podium, not just the roof. (Jennifer Trotter)
- Q: When would construction start? (Roberto Hernandez)
  - A: First, we need to demolish the existing yard and prepare the site. Actual construction would likely start in late 2026. Prior to actual construction there is design, permits, de-energization, and demolition. All of these activities would be part of the contractor's scope. (Chris Jauregui)
- Q: What is the timeline for demolition? (Roberto Hernandez)
  - We plan to start in early April 2026. At that time, the Predevelopment agreement (PDA) with PNC would end and PNC would enter into the Project Agreement that includes the Contractor's contractual responsibilities. (Chris Jauregui)
- Q: Do we have time to raise funds by April 2026? (Roberto Hernandez)
  - A: The short answer is no. If leadership wants to restore the podium, that would impact the schedule and budget that would make the schedule unachievable. (Chris Lazaro)
- Q: What is the timeline? (Roberto Hernandez)
  - A: The current proposal is for the bus yard without the podium, basement, and additional structural strength. This is the proposal that the SFMTA will receive a price from PNC this month. If this price is within the affordable range that the SFMTA can approve, the schedule will be as follows (see Slide 12). (Chris Lazaro)

Agency	Anticipated Date*	Result
SFMTA Board	Late January 2026	Informational item
SF Board of Supervisors	Early/Mid February	Introducing Legislation
SFMTA Board	Early/Mid February	Seeking Approval
SF BOS Budget & Finance Subcommittee	Late February	Seeking Recommendation
SF Board of Supervisors	Early March	Seeking Approval
Mayor Signature ("Commercial Close")	Mid March	Seeking execution of Project Agreement
Financial Close	Early April	All project financing secured

Chris Lazaro: (Slide 12) The two main reasons for this timing are 1) the PDA with PNC is set to expire on March 31, 2026; and 2) more importantly, we are working against inflation and price increases to the project. If we delay the project or don't reach a final price, the price for all of the project components can increase.

- Q: In support of the affordable housing that is preserved on the project, what does the housing team need? (Amy Beinart)
  - The project moving forward means housing on Bryant Street can move forward. The design should be simplified for Bryant Street housing because it would not have shared infrastructure with the bus yard. In the current scenario, if funded, the Bryant Street housing could begin construction before the bus yard is completed. (Chris Lazaro)
  - In agreement with Chris that the affordable housing developers cannot move forward until the Project Agreement and Lease Development and Disposition Agreement (LDDA) are executed. That milestone will allow us to advance the drawings for Bryant Street Housing before pursuing funding from Affordable Housing and Sustainable Communities (AHSC) and tax credits. We anticipate it will take two (2) years to secure funding and are hopeful that construction will begin in 2028 after funding is secured. (Myrna Ortiz)
- Peter Belden: I would like the presenters to finish their presentation and then ask questions.

## **Item 5. Bus Yard Updates**

John Angelico (Slide 13): Introduce section on bus yard updates.

Chris Lazaro: (Slide 14) Potrero Yard is closing on February 14, 2026, and the last day routes will pull out of Potrero is February 13. Following closure, buses will pull out of other yards (Presidio, Marin facilities). Some vehicles will remain in service while others will be rotating in storage with light maintenance.

John Angelico: (Slide 14) The routes that our electric trolleybuses currently service, could have a different vehicle type (ex. Diesel hybrid) service those routes while the Yard is closed.

Chris Lazaro: (Slide 15 - 16) Through the redesign effort the public restroom has been relocated to the corner of 17<sup>th</sup> and Hampshire streets. This will allow for streamlined build out.

Chris Jauregui: (Slides 17 -22) Display updated renderings, views include:

- 17<sup>th</sup> & Hampshire streets – confirm crosswalk and public restroom located
- 17<sup>th</sup> & Bryant streets (aerial) – show exposed rooftop
- 17<sup>th</sup> & Bryant streets (street level) – SFMTA lobby and stairway removed, Bryant Street housing design not yet advanced (waiting for Project Agreement to advance the design)
- Bryant & Mariposa streets – bus circulation remains the same with buses exiting near Bryant Street
- Mariposa & Hampshire streets - bus circulation remains the same with buses entering near Hampshire Street

- View from Franklin Square – removal of roof, podium housing, and staircase on 17<sup>th</sup> Street visible

## **Item 6. Community Engagement Updates**

John Angelico: (Slide 23) Introduce Community Engagement Updates section.

John Angelico: (Slide 24) Display recent outreach conducted to notify the public about the recent project changes.

Jennifer Trotter: (Slide 25) PNC's selected contractor, Webcor, plans to have an outreach event on January 29 to connect small businesses with large prime contractors.

- Q: Are the art elements being kept? (Erick Arguello)
  - A: Yes, public art is still planned. The glass artwork on 17<sup>th</sup> Street is unchanged. The mosaic opportunity on the stairwell on 17<sup>th</sup> Street would have to be put elsewhere in the project. We are working with the SF Arts Commission to update the public arts plan. (Chris Lazaro)
- Peter Belden: The loss of podium housing is heartbreaking. I do believe that the bus yard is critical with so many people relying on transit. We need the bus yard upgrade. The project has moved slowly so my reaction is to build the bus yard as fast as possible, especially since the yard is closing in February. We can't delay anymore.
- Q: Is the shadow impact on the park the same or less? (Jolene Yee)
  - A: There is no change in shadow impact from the bus yard. If the housing team makes a change to housing, there could potentially be an impact, but we have asked the Affordable Housing team to minimize shadow impacts. (Chris Lazaro)
  - A: Confirming that the project changes do not have an impact on the Environmental Impact Report (EIR). (Chris Jauregui)
- Q: Has there been thought about increasing the number of units for Bryant Street housing? (Jolene Yee)
  - A: The entitlements have not changed so if Affordable Housing Developer can get funding to support increased unit count that is a possibility. (Chris Lazaro)
  - A: We are looking at the feasibility of more units, but once the Project Agreement is approved, we can then have better metrics for what is feasible. (Todd Clayter)
- Jolene Yee: Similar to Peter, I am frustrated that we did not hear about this change until October and did not have enough time to react or even fundraise. There are so many critical parts of the project, so it needs to move forward.
- Roberto Hernandez: I am frustrated. I have been on this committee since 2018, and we worked hard to bring housing so people can afford to live in the City. In the Mission, more than 10,000 people have been evicted – some are homeless and now RVs are outlawed. It is heartbreaking to know that we have an opportunity to build 365 housing units so we cannot sit back and accept the removal of those units.

We can work together and hold politicians accountable. They talk about building housing but they aren't doing it. We need \$70 million now – if everyone chips in we can raise the

\$70 million, like tech, entrepreneurs, AI companies – let's ask them. We just need to organize.

- Scott Feeney: Thank you, Roberto, for your comments. I have also been in this committee since 2018, and my goal has been to advocate for housing at this site. I also advocate for transit as I ride Muni almost every day and I'm sensitive to Muni's needs. Roberto is right to say that the units on top of the yard should be preserved, it would be a great shame to lose those units. If there's a path to get to yes – even if there's a delay – it's worth it.
- Mary Travis-Allen: The need for housing is first. The issue with the yard is ongoing and all the yards need renovation to support transit. In the long run, the SFTMA and city is going to have to face the community and hear from them – this cannot be a one-way conversation. People saw hope for housing, and we invested our time and hope for this opportunity for housing.
- Q: I'm worried that the building that is left may reduce the unit size if it goes any higher.
- What is the current housing mix? We need family housing, that is two- and three-bedroom units. (Erick Arguello)
  - A: The current unit mix is not final, but it does include a range of studio, one-, two-, and three-bedroom units. This mix of units is also required to qualify for tax credits. Another challenge to building higher is that the building is single-loaded due to the narrow parcel size and there are structural challenges and added costs to building a very skinny tall building. (Myrna Ortiz)
- Martha Ryan: Roberto is correct that the city has taken RVs away. People are becoming homeless. I understand how much housing is needed.
- Joél Ramos: No one was more disappointed in losing housing than the staff at the SFMTA. We are all very devastated. We were excited to use this space for critical housing; however, the funding is not clear and we are not in a position to fund the podium structure that is needed for housing. We have an obligation to build this bus yard for transit first. While it hurts, we are happy that we have the potential for 100 units on Bryant Street. These concerns are very deeply felt.
- Scott Feeney: It's tough times for the SFMTA, but it's not tough times for everyone. The money is here and it's about how we can get it.

Meeting ended at 7:15 p.m.