




# POTRERO YARD MODERNIZATION PROJECT



## HOUSING

The Potrero Yard Modernization Project is a once-in-a-lifetime opportunity for San Francisco to address a critical housing need while improving a vital part of the transit system. The new bus storage and maintenance facility was entitled by the SF Board of Supervisors and Mayor in spring 2024 to include up to 465 residential units and ground floor retail. This groundbreaking approach is the first known joint development of a bus maintenance facility with housing in the nation. Housing units will target households earning between 30% and 120% Area Median Income (AMI) with a mix of studios, 1-, 2-, and 3-bedrooms.

### Examples of possible households earning up to 120% Area Median Income (AMI):

-  Single senior citizen on a fixed retirement of \$32,000 per year (30% AMI)
-  Family of 4 earning \$75,000 per year (50% AMI)
-  Muni operator with school teacher partner, together earning \$144,000 per year (120% AMI)



View from Bryant and 17th streets show the Preferred Project with the bus facility and proposed housing (Arcadis)

## TIMELINE AND PHASING

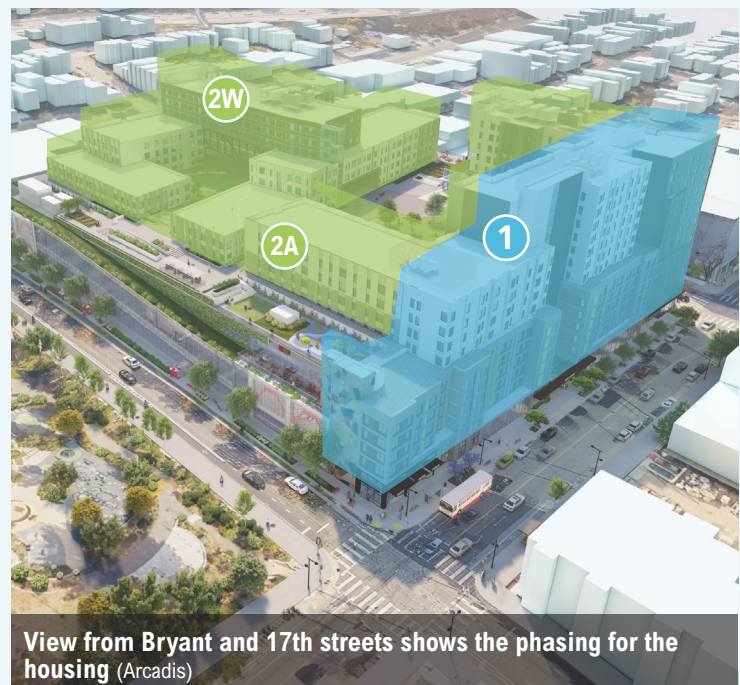
The Potrero Neighborhood Collective's (PNC) proposed housing plan includes a mix of affordable housing types that are anticipated to be built in phases. Each phase of housing is dependent upon available funding and market feasibility.

- 1 Phase 1: Bryant Street Affordable Housing** will be along Bryant Street and adjacent to the bus yard facility. This housing is designed for up to 104 residential units. Phase 1 is anticipated to target households earning between 30% and 80% Area Median Income (AMI). Construction could start as soon as 2027.

Bryant Street Affordable Housing	
Max Units	104
AMI Levels	30% - 80% AMI

- 2 Phase 2: Podium Housing** would include two buildings: Affordable Podium Housing (2A) and Workforce Housing (2W). Located on top of the bus yard on the podium level, this housing can be built no sooner than 2029 following the construction of the bus yard.

	Affordable Podium Housing	Workforce Housing
Max Units	143	218
AMI Levels	30% - 80% AMI	80% - 120% AMI



View from Bryant and 17th streets shows the phasing for the housing (Arcadis)

There is no onsite parking for residents or the general public. A Transportation Demand Management Plan has been created that includes new and existing transportation resources for residents including onsite services to reduce the need for travel.

## SUPPORTING HOUSING AT POTRERO YARD

The Potrero Yard Modernization Project was entitled in spring 2024 by the SF Board of Supervisors and SF Mayor. Two project alternatives were analyzed, presented, and approved: 1) Preferred Project and 2) Paratransit Variant. The Paratransit Variant includes a transportation use above the bus yard, allowing the SFMTA to fund the cost of building the structural podium (concrete pad over the bus yard roof) needed to support either paratransit vehicle maintenance or housing. This upfront investment allows PNC additional time to secure funding to build housing above the bus yard and repay the SFMTA for the cost of building the podium.

## FREQUENTLY ASKED QUESTIONS

### How many units of housing will be included in the Project?

Since being selected as the project's Lead Developer in November 2022, PNC has refined the project housing plans to meet constructability demands and, as of March 2024, the project is entitled to build up to 465 units with 776 bedrooms. This reflects a unit count change from earlier projections, however the overall bedroom count remains nearly the same.

	STUDIO	1 BDRM	2 BDRM	3 BDRM	TOTAL (March 2024)
Max Unit Count	72	159	157	77	465
Max Bedroom Count	72	159	314	231	776

**NOTE:** A project variant was approved through the entitlements process that allows for a paratransit facility to be built above the bus yard with up to 104 residential units along Bryant Street ("Bryant Street Affordable Housing").

### Who can apply to be a resident at Potrero Yard?

The proposed housing maximizes affordability while being an intergenerational, livable community. Each building will have varying income restrictions ranging from 30% to 120% Area Median Income (AMI) and potential priority preferences based on funding source requirements. The city is also exploring developing a preference for SFMTA staff to access workforce housing. Learn more at [sf.gov/find-your-area-median-income-ami-level](https://sf.gov/find-your-area-median-income-ami-level)

The project is still in its pre-development stage and we do not anticipate marketing and leasing to happen until 2029 at the earliest. Affordable housing leasing will be conducted through the Mayor's Office of Housing and Community Development (MOHCD) DAHLIA System. Learn more at [housing.sfgov.org](https://housing.sfgov.org)

### How will the housing be funded?

Affordable housing units may be funded by a mix of local, state, and federal affordable housing financing sources and bond proceeds. State financing sources are highly competitive because funds are spread across the entire state and there are many projects seeking financing every year. Workforce housing units will be financed through a joint powers authority, through a structure that allows the housing to be rented at below market rate. Funds dedicated to rebuilding the bus yard will not be used to develop housing.



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

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