



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: JANUARY 7, 2016

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Item Topic: Annual Interagency Plan Implementation Committee Report
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Recommendation: Informational Only

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BACKGROUND

On the January 7, 2016 hearing, an informational presentation will be provided to the Commission on the Annual Interagency Plan Implementation Committee (IPIC) Report. Planning staff is required to provide the Commission with an informational on IPIC every year (Admin Code Article 36). The IPIC Report provides status updates of the implementation of recently approved Area Plans (Rincon Hill, Market Octavia, Eastern Neighborhoods, Transit Center District, Balboa Park and Visitacion valley); the Report describes how revenue from Area Plan based impact fees will be used in furthering the goals of the respective Area Plans.

Area Plan Implementation

The IPIC process is administered by the Department's Plan Implementation Group. This group helps to turn the visions from the City's recently-adopted Area Plans into built improvements, working with community members, development project sponsors, and City agencies. The Plan Implementation Group works with other City agencies to identify funding, pursue grants, and identify opportunities for project coordination to help make these projects a reality. In order to carry out its responsibilities to implement the Area Plan Community Improvements Programs, the Plan Implementation Group convenes and chairs the Interagency Plan Implementation Committee. In addition, the Plan Implementation Group:

- Staffs Area Plan Community Advisory Committees to obtain community input on plan implementation and use of impact fee revenue;
- Coordinates specific capital projects with other agencies to ensure implementation;
- Coordinates with other agencies to develop and implement community and economic development programs pursuant to the Area Plans;
- Monitors the progress of Area Plan implementation.

IPIC Annual Report

In October of 2006, the Board of Supervisors passed legislation to formalize interagency coordination for Area Plan-identified community improvements through the establishment of the IPIC. The Planning Department, as designated by the legislation, has taken the lead in coordinating the IPIC. This report required by Article 36 of the Administrative Code.

The IPIC makes recommendations for Area Plans with respect to capital project implementation, funding and programming, intra-departmental collaboration, coordinates with the Area Plans' Citizen Advisory Committees (CACs), and produces this annual report.

RECOMMENDATION: Informational Only
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Attachments:

Draft January 2016 Annual IPIC Report

INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2016

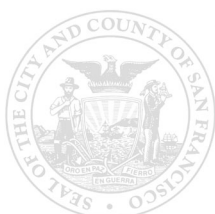


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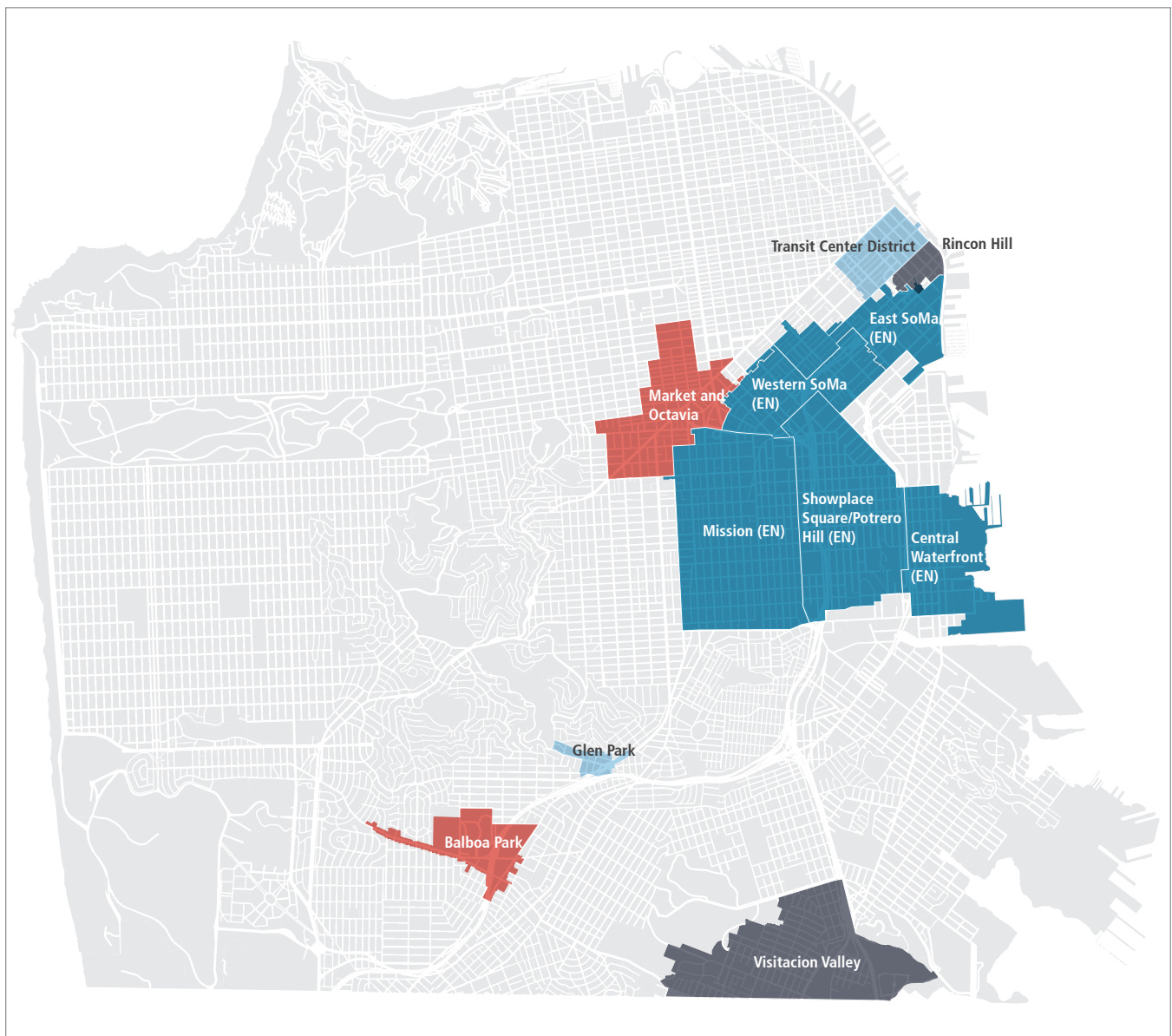
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INTRODUCTION

IPIC stands for the Interagency Plan Implementation Committee. It is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements for the following Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for East Soma, Western Soma, Mission, Central Waterfront, and Showplace Square / Potrero), Market Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies.

The IPIC Process is the process through which the City and community decision makers decide on how to program fee revenue coming from impact fees in the respective areas. For each Plan Area, this report describes how these decisions are made, provides a description of trends and issues experienced in the past year and lays out expenditure plans for the next five years. Further, it provides status information of the development pipeline and infrastructure build-out (funded by both impact fees and other sources).

Map of Plan Areas



HIGHLIGHTS FROM THE PAST YEAR

San Francisco is growing. Plan Bay Area, developed by the Association of Bay Area Governments (ABAG), projects that the Bay Area region will grow by two million people by 2040. San Francisco is projected to grow by 90,000 housing units and 190,000 jobs in that same time frame, roughly equal to San Francisco's existing share of the region's population and jobs. San Francisco has already created plans for the capacity to accommodate the majority of this growth – over 95,000 housing units and 140,000 jobs – through various planning efforts, such as Community Plans, Redevelopment Plans, and Development Agreements on major development sites.

Along with the new housing and jobs comes a need to serve this new population with new and improved infrastructure, including transportation, complete streets, open space, childcare facilities, and other services. Without this new infrastructure service, our existing infrastructure systems would be overcrowded, overtaxed, and would not adequately serve existing and future populations.

PLAN AREA OR PROJECT	PROJECTED HOUSING	PROJECTED JOBS
5M	750	4,000
Balboa Park	1,780	725
Candlestick/Hunters Point Shipyard	10,500	10,000
Central SoMa	12,400	50,600
Downtown (C-3 & other non Transit Center)	3,000	5,000
Eastern Neighborhoods	9,000	9,500
Executive Park	1,600	75
HOPE SF (Sunnydale & Potrero)	1,800	75
Market and Octavia	5,500	3,000
Mission Bay	3,000	10,000
Mission Rock (SWL 337)	1,000	5,000
Parkmerced	5,700	900
Pier 70	2,000	12,000
Rincon Hill	3,500	75
Transbay Redevelopment & Transit Center	4,500	25,000
Treasure Island	7,000	2,750
Visitacion Valley	1,600	500
Western SoMa	2,900	3,200
REST OF CITY	20,000	
TOTAL PLANNED	97,650	143,050
PlanBayArea – TOTAL PROJECTED	92,400	191,000

This annual report describes the City's capital planning to help fund the infrastructure to support projected housing and job growth within the City's recently-adopted Area Plans, and to help build out the priority projects identified through the adopted Area Plans. This report also includes a detailed description of each Area Plan's infrastructure plan relative to projected development impact fees and other known funding sources.

Over the next five years (FY17–FY21), the Planning Department projects roughly \$ 278 Million of impact fee revenue in six plan areas (including Transit Center District). Over the past year, the City has witnessed a significant upswing in development, largely as a result of investment capital returning to the construction industry and a healthy demand for additional housing and new office space. The annual addition of development applications to the application pipeline continues to be larger than originally anticipated, while projects move through the pipeline faster than they had in past years. Taken together, in general, fee revenue is greater on a year-by-year basis than what had been projected in past years.

Updated Citywide Needs Assessment and Nexus Study

This past year, the Board of Supervisors adopted an updated Nexus Study for impact fees covered under this report (except Transit Center District). Per State law, nexus studies for all impact fees are required to be kept current and updated from time to time. The required update is to assure that existing fees do not exceed the amount needed to address the impact caused by the development.

Originally, the five areas that are subject of this report were subject to their own community processes, community improvement plans, and related needs assessments and nexus studies. As such, over the five areas, there were at least ten different funding categories amongst the several plan areas, which were applied differently across the fee areas.

This Citywide Nexus Study provided consolidated needs assessment and nexus justifications for all plan areas (except for the Transit Center District). To this end, the

	FY15 AND PRIOR	FY16	FY17	FY18	FY19	FY20	FY21	FY17–FY21	TOTAL THROUGH FY21
Eastern Neighborhoods	\$ 28,998,000	\$22,670,000	\$17,809,000	\$26,496,000	\$20,381,000	\$6,676,000	\$8,022,000	\$79,384,000	\$130,481,000
Market Octavia	\$ 11,966,000	\$4,712,000	\$ 2,597,000	\$12,237,000	\$20,065,000	\$2,841,000	\$2,731,000	\$40,471,000	\$57,261,000
Rincon Hill	\$ 21,861,000	\$3,914,000	\$10,000	\$1,416,000	\$4,672,000	\$ –	\$ –	\$ 6,098,000	\$31,874,000
Visitacion Valley	\$ 1,995,000	\$ –	\$ 6,648,000	\$2,452,000	\$3,455,000	\$1,065,000	\$1,301,000	\$14,921,000	\$17,001,000
Balboa Park	\$ 1,580,000	\$ 221,000	\$58,000	\$ 370,000	\$ 99,000	\$ 99,000	\$ 99,000	\$725,000	\$2,531,000
Transit Center	\$360,000	\$4,375,000	\$98,374,000	\$5,879,000	\$2,148,000	\$5,879,000	\$ –	\$112,280,000	\$123,636,000
Total	\$66,760,000	\$35,892,000	\$125,496,000	\$48,850,000	\$ 50,820,000	\$16,560,000	\$12,153,000	\$253,879,000	\$362,784,000

Needs Assessment created “Levels-of-Service” standards for improvement types that could be applied to all areas of the City. The areas that the Needs Assessments and Nexus Studies looked at included Recreation and Open Space, Child Care, Sidewalks, and Bicycle Facilities. This Needs Assessment not only justified the ongoing development fees, but also provided the City with a set of metrics for which to measure ongoing infrastructure needs relative to new development and to gauge how well infrastructure is keeping up with development. The legislation that adopted the citywide nexus studies also resulted in consistent fee categories across all plan areas.

Transportation Sustainability Fee

Along with the infrastructure types studied under the Citywide Nexus, a separate effort also looked at the relationship between development and transit to update and expand the City’s Citywide transportation fee. The Transportation Sustainability Fee (TSF) was adopted this November and will become effective in the new year. The TSF is a citywide development impact fee intended to help offset the impact of new development on the City’s transportation system, most specifically around transit. The TSF applies to most new development and changes of use citywide. The fee replaces the existing Transit Impact Development Fee (TIDF), which applied to most non-residential development citywide. Similar to the nexus studies described, the TSF provided a nexus rational between new development and its need for new transit.

As a result of both the Citywide Nexus Study, which looked at pedestrian and bicycle needs, and the new TSF Nexus Study, which looked separately at transit, the funding categories have been revised for this year’s IPIC. For Market and Octavia, and Eastern Neighborhoods, previous “Transportation” categories are now represented as separate “Transit” and “Complete Streets” categories. For all Area Plans except for the Transit Center District, the improvement categories are, “Transit”, “Complete Streets”, “Recreation and Open Space” and “Child Care”. For each, there is also a five-percent set aside to administer the funds.

OVERVIEW OF IPIC AND THE IPIC PROCESS

Area Plans

Over the past several years, the Planning Department, in collaboration with community stakeholders, has developed and adopted several Area Plans to guide land use changes and development, and imagine community improvements and programs 20 years into the future, including Area Plans for the following areas:

- » Rincon Hill, Market and Octavia, Visitacion Valley, Balboa Park, Eastern Neighborhoods (East SoMa, Western SoMa, Mission, Showplace Square/Potrero Hill, and Central Waterfront), Glen Park and Transit Center District.

Area Plans are components of the City's General Plan that direct land use, design, infrastructure, and area specific issues by providing guiding objectives and policies for specific neighborhoods or areas within the city. As the Area Plan neighborhoods gain new residents and workers, there is an accompanying need for improved public infrastructure and amenities, such as parks, street improvements, transit, and childcare centers.

Area Plan policies are often accompanied by implementing planning code and zoning map legislation and a "Community Improvements Program," which identifies transportation, open space, recreational, and public realm amenities planned for the area over a 20-year period. The IPIC is tasked with ensuring the implementation of the Community Improvements Programs. Community Improvements Programs identify specific and categorical community improvements identified through a community based planning process.

The community improvements identified in the Area Plans are expected to be built over a 20 year time period. City agencies, including but not limited to, San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (DPW), Recreation and Parks Department, and Human Services Agency (HSA), will build, operate and maintain the proposed community improvements.

Most Area Plans include a development impact fee charged to new development to fund necessary infrastructure. Projected impact fee revenue generally funds 30% of the total capital costs for plan implementation.¹ These fees are some of the only dedicated revenue source for implementation of the Community Improvements Program. In some cases, project sponsors may provide infrastructure directly in

lieu of paying development impact fees, through a mechanism known as an "in-kind agreement."² A Project Sponsor may apply to satisfy the requirements of the relevant Area Plan development impact fee by providing public improvements through an in-kind agreement (authorized by the Planning Commission).

Other revenue sources to construct projects from the Community Improvements Programs include federal, state, and regional grants, local public infrastructure funds such as Prop K sales tax revenue, general obligation bonds, general funds, and assessment districts such as Mello-Roos Districts. In addition to public revenue, Plan implementation may require proposes ongoing interdepartmental efforts to devise and implement creative maintenance strategies, such as assessment districts for existing and new parks and open spaces, landscape and lighting districts to maintain upkeep on improved streets, and operations funding for transportation.

Development Impact Fees

New development in area plans is required to pay impact fees per the Planning Code to fund infrastructure necessary to support new residents and employees. The City establishes a fee based on both the demand for new infrastructure and the ability for new development to afford fees without negatively impacting the City's housing supply or affordability. State enabling legislation prescribes collection and expenditure rules for impact fees. Below is a brief list of major considerations for impact fee expenditures in San Francisco:

- » Projects must address the impacts of additional growth.
- » Allocations must equal the established proportions for each improvement type; this must 'true up' at the end of every five-year period after Plan establishment.
- » Some funds may go towards pre-development costs, but should lead to actual construction.
- » There cannot be a planned deficit between total revenue and expenditure at any time. (Note: it is possible to have a programmed deficit in past years where funds authorized in a given year are not spent due to lack of expected revenue)
- » Funded infrastructure projects must be within the respective plan areas.
- » Eastern Neighborhoods impact fees have the following additional criteria:

¹ This percentage is determined by the nexus analysis and feasibility analysis. In Rincon Hill and Transit Center District, impact fees fund a higher percentage of the proposed infrastructure program.

² In 2010 the Planning Commission adopted a policy on in-kind agreement proposals which clarifies the Department and CACs process for vetting in-kind proposals before Commission Deliberation; http://www.sf-planning.org/ftp/files/publications_reports/in_kind_policy_final_CPC_endorsed.pdf

- » 80% of the funds must go towards Eastern Neighborhoods priority projects for the "Transit", "Complete Streets" and "Open Space" funds until the priority projects within each respective fund are completed.
- » The Priority Projects require matches from partnering Agencies per the MOU.

Interagency Plan Implementation Committee (IPIC)

In October of 2006, the Board of Supervisors passed legislation to formalize interagency coordination for Area Plan-identified community improvements through the establishment of the Interagency Plan Implementation Committee (IPIC) (Article 36 of the San Francisco Administrative Code). The IPIC was developed "to provide mechanisms that will enhance the participation in the preparation and implementation of the Community Improvements Plans and Implementation Programs by the various City departments, offices, and agencies that will be responsible for their implementation and provide a means by which the various parties interested in realization of the Community

Improvements Plans and Implementation Programs can remain informed about and provide input to and support for their implementation."³

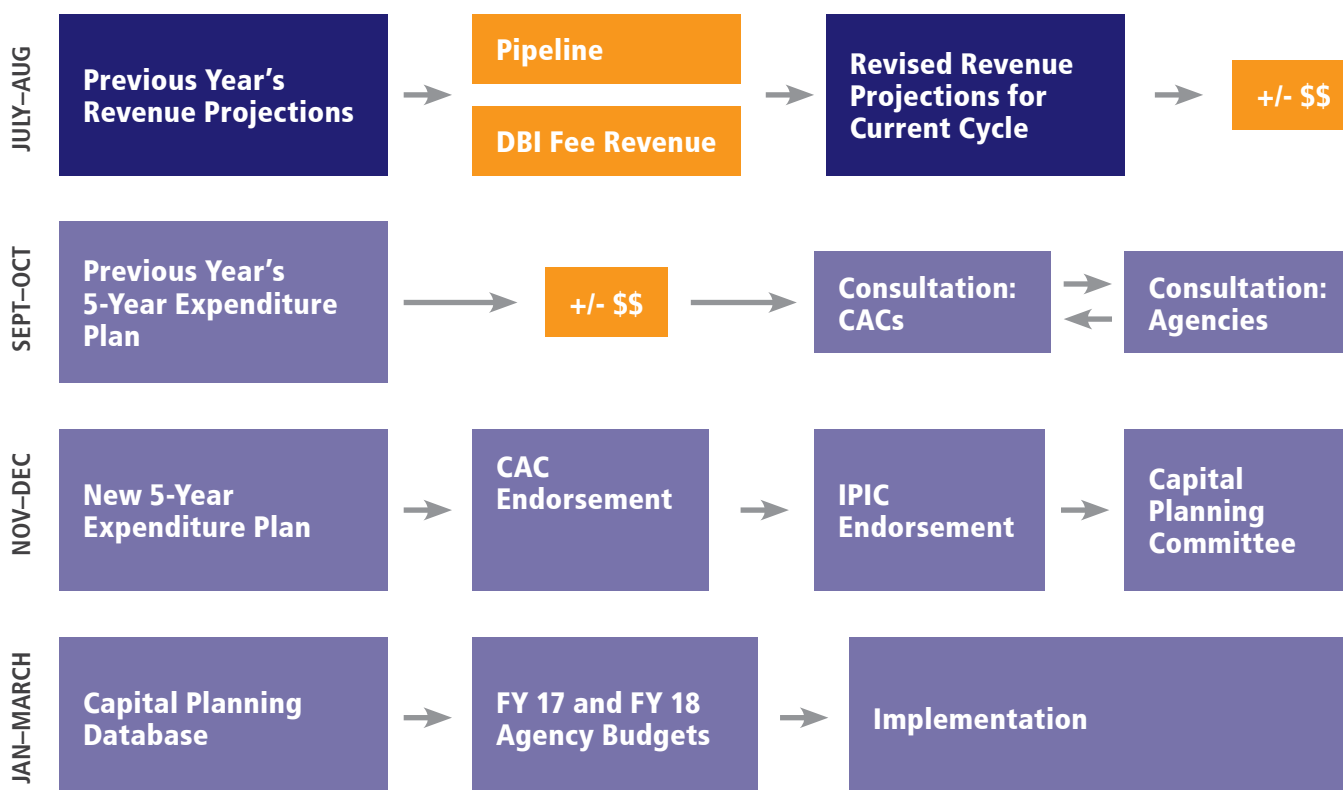
The IPIC makes recommendations for Area Plans with respect to capital project implementation, funding and programming, intra-departmental collaboration, coordinates with the Area Plans' Citizen Advisory Committees (CACs), and produces this annual report. The IPIC is chaired by Planning Department and includes representatives from the Municipal Transportation Agency (MTA), Department of Public Works (DPW), Recreation and Parks Department (RPD), San Francisco County Transportation Authority (SFCTA), the Human Services Agency (HSA), Mayor's Office of Finance, and Capital Planning Committee, among other agencies.

The goals of the IPIC annual process include:

1. Identify all funding sources for infrastructure projects to serve the impacts of new growth in Area Plans.

³ Article 36.2, Administrative Code

IPIC PROCESS



2. Program expected revenues over 10 years, including revenue generated from development impact fees, so that priority plan area capital projects can be completed.

This report serves as the annual progress report required by Administrative Code Article 36.4.⁴

completed before agencies submit their budgets for Board of Supervisor approval. Upon agency budget approval, impact fee funds can be drawn for projects identified in the IPIC report as funds become available. Forecasted projects may be subject to additional planning and project development as we go through the annual IPIC process in future years.

IPIC Budget Cycle Process

The IPIC began meeting in October 2007 to develop capital plans for each Area Plan. The IPIC meets annually to update the capital plans for each Area Plan and make recommendations for impact fee expenditure. This section briefly discusses the IPIC process and coordination with the city budget cycle.

Each summer, the Planning Department generates updated development impact fee projections based on known development projects and an assumed rate of planned growth. The updated projections provide a working 'budget' for each area plan. The IPIC and the CACs review the previous year's Board endorsed capital plan and updated impact fee projections. The IPIC begins to update the status of ongoing projects, grants, and future projects.

Over the fall, the IPIC and the CACs develop an area-specific capital plan for each plan area through an iterative process. The CACs provide recommendations regarding community priorities. The IPIC provides input on project readiness and the next steps to move community priorities forward. The capital plans are fiscally constrained by projected revenue for each area, including projected development impact fees and secured funding. Capital plans include two types of recommendations, budgeted and forecasted:

- » Budgeted projects are incorporated into implementing agency budgets and work programs, with impact fee funds as a partial or complete funding source. Budgeted projects are included for the upcoming two fiscal years – in the case of this report, FY17 and FY18.
- » A forecasted project may need further refinement; however, it is included in the capital plan as 'forecasted' for future years to stand as a placeholder for the City's intention to implement the project. Forecasted projects refer to funding for projects beyond the upcoming two fiscal years.

Capital plans for each area are incorporated into the City's 10 Year Capital Plan. Staff presents the IPIC recommendations annually to the Capital Planning Committee, Planning Commission, and Land Use and Transportation Committee of the Board of Supervisors. These hearings should be

⁴ See attachment one for a full Copy of the Article 36 of the Administrative Code.

AREA PLAN SUMMARIES

The IPIC provides a forum for interagency coordination on infrastructure planning for the City's recently-adopted Area Plans, including: Balboa Park, Eastern Neighborhoods, Glen Park, Market and Octavia, Rincon Hill, Transit Center District, and Visitacion Valley.

Progress towards implementation of community improvements in each adopted Area Plan is discussed below, with a focus on capital projects that were identified during the planning process. This report focuses on new or enhanced infrastructure to serve new growth in plan areas. Routine city projects and maintenance work, including repaving projects, sidewalk and street repairs, curb ramp installation, and the like is not discussed in this report.

Article 36 requires a "summary of the individual development projects, public and private, that have been approved during the report period." General information about development projects is included below; a more detailed discussion is reported annually by the Planning Department as part of the Housing Inventory⁵ and quarterly as part of the Pipeline Report⁶.

Rincon Hill

The Rincon Hill Plan, adopted in 2005, enabled over 2,500 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption over 1,421 units have been built⁷, and roughly 830 units are under construction⁸. Since last year's IPIC process two new development projects have been filed with the Department including about 350 units in total. The Planning Department projects about \$6 million in impact fee revenue available for infrastructure impact fees over the next five years.

PROJECTED IMPACT FEE REVENUE, FY17-21

Impact Fee Revenues for Infrastructure	\$6,098,000
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SOMA STABILIZATION FUND TRANSFER

Section 418.5(b)(2) of the Planning Code requires that \$6 million of the Rincon Hill impact fee revenues must be transferred to the South of Market Stabilization Fund. These transfers from Rincon Hill are to be used exclusively for SOMA open space facilities development and improvement; community facilities development and improvement; SOMA pedestrian safety planning, traffic calming, and streetscape improvement; and development of new affordable housing

⁵ http://www.sf-planning.org/index.aspx?page=1663#housing_inventory

⁶ <http://www.sf-planning.org/index.aspx?page=1691>

⁷ One Rincon Phase I (388 units), 333 Harrison Street (88 units), 333 Fremont Street (88 units), One Rincon Phase II (298 units), 45 Lansing (320 units)

⁸ 340 Fremont (384 units) and 399 Fremont (452 Units)

in SOMA. As of the first half of FY16, the full \$6 million requirement has been transferred to the SoMA stabilization fund.

ADDITIONAL FUNDING SOURCES

As a part of the Rincon Hill Area Plan, the City also adopted the legal setting for establishing a dedicated funding source through an Infrastructure Finance District. This funding mechanism would set aside a certain percentage of the General Fund from the property tax increment generated from the Rincon Hill development. As of FY16 the City's has not used this IFD.

INFRASTRUCTURE IMPROVEMENTS

After adoption of the Rincon Hill Plan, the Planning Department drafted the Rincon Hill Streetscape Plan to guide design and implementation of the streetscape improvements in the neighborhood. The Streetscape Plan includes detailed designs for all streets segments within the Rincon Hill Plan Area. The Streetscape Plan was adopted in 2015.

The infrastructure improvements in Rincon Hill include streetscape and open space projects as described below.

1) Streetscape Improvements

Proposed streetscape improvements include widened sidewalks, corner and mid-block bulb-outs, street trees, sidewalk landscaping, pedestrian lighting, and special sidewalk paving. Portions of these streetscape improvements will be required as a part of conditions of approval⁹ for development projects for street frontage directly adjacent to the project. All other street improvements will be built by Public Works, and require impact fee revenues and other funding sources for completion.

The City and community have identified Harrison Street from the Embarcadero to 2nd Street as the top priority for streetscape improvements in Rincon Hill. This project is fully funded through impact fees from Embarcadero to Essex Street and construction is expected to begin in summer of 2017. Additional funding is needed for to construct the final block of Harrison Street from Essex Street to 2nd Street.

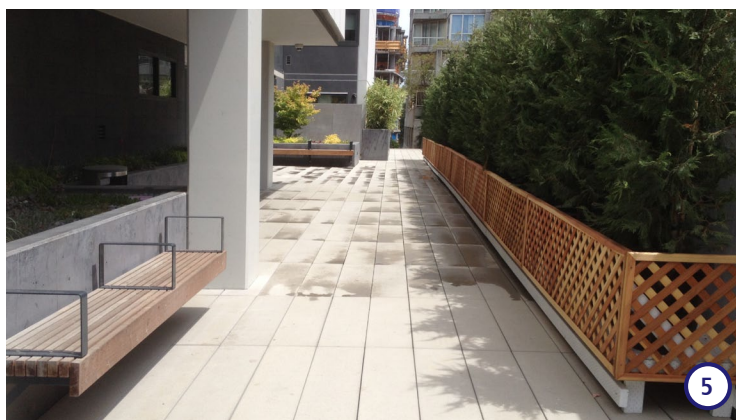
The IPIC report also identifies Fremont Street between Folsom and Harrison Streets as a priority. With four development projects¹⁰ located on this block, most of block's streetscape improvements will be in place through

⁹ Planning Code Section 138.1 requires the street fronting any side of subject lot to be improved according to the Rincon Hill Better Streets Plan. The Code also allows project sponsors to fulfill portions of their open space requirements by providing streetscape improvements on adjacent streets.

¹⁰ 333 Fremont is already completed, 399 and 340 Fremont are both under construction, and 325 Fremont is under review.



Credit: David Leong



RINCON HILL

1. Rincon Hill Park
2. Lansing Street construction
3. Guy Place Mini Park rendering
4. Guy Place Park future home
5. Midblock alley between Fremont and Beale

conditions of approval of those development projects. To complete the improvements on this street, City will build improvements on the remaining portions of the street as a part of the scheduled project to build improvements on Harrison Street starting in 2017.

In May 2015, the Department held a community meeting in the neighborhood to seek input on additional priorities for improvement. The neighbors attending the meeting participated in an exercise and marked their priority blocks for improvement. The results of this exercise indicated Spear Street as well as Guy Place alley as future priorities. In FY19, it is anticipated that approximately \$3.7 million in impact fees would be available, which is not enough to fund these projects; additional funding would be necessary. All other segments of the Rincon Hill Streetscape Plan also remain unfunded and would require additional funding to complete.

For a detailed description of all the improvements see Appendix 4.

2) Open Space

The Rincon Hill Area Plan called for two new open spaces: Rincon Park and Guy Place Park. As of the second half of 2013, Rincon Park is fully completed and open to the public (see below).

Guy Place Park. The Rincon Hill Area Plan identified a site on Guy Place alley adjacent to First Street for a neighborhood park. Development impact fee revenue enabled the City to acquire land for and complete a conceptual design of a park. The IPIC in 2012 identified the construction of the Park, with a projected cost of \$3 million, as a priority project for Rincon Hill. The project is fully funded using impact fee revenues. The Recreation and Parks Department has begun design and construction of this park and is expected to complete the park by end of 2016. Through planned open spaces and parks in the Transit Center District, this park would be connected to the rooftop park on the future Transbay Terminal.

Completed Projects

Rincon Hill Park. The 333 Harrison Street development coordinated with the City to create a public park on one third of their lot, as called for in the Rincon Hill Area Plan. The developers of this project decided to create a public easement on this park instead of providing the park in-kind of their impact fee revenues. In August 2013, the Rincon Park was opened to the public.

In-Kind Improvements

Three blocks of streetscape improvements as well as a mid-block crossing¹¹ identified by both the Rincon Hill Plan and the Rincon Hill Streetscape Plan have already been completed through in-kind agreements with adjacent development projects. Many of the streetscape improvements¹² proposed have a clear relationship to specific entitled development projects and therefore could be implemented through in-kind agreements with project sponsors. There is currently one active In-Kind Agreement, with the 45 Lansing developments, for street improvements to Harrison Street on the north side between Essex and the 45 Lansing property line. This agreement was approved by the Planning Commission in September 2015 and the improvements are currently under construction.

Market and Octavia¹³

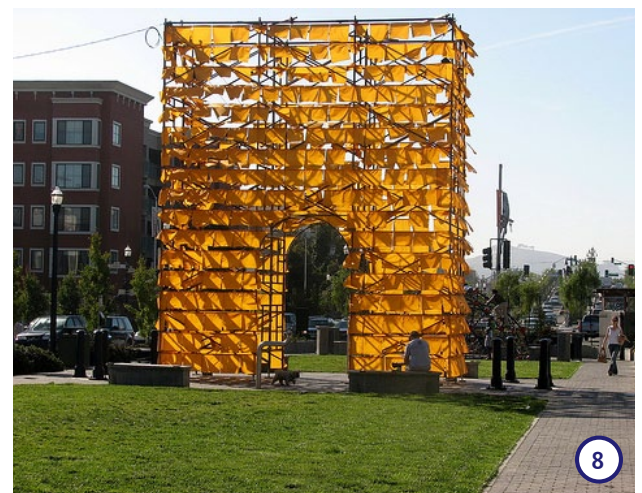
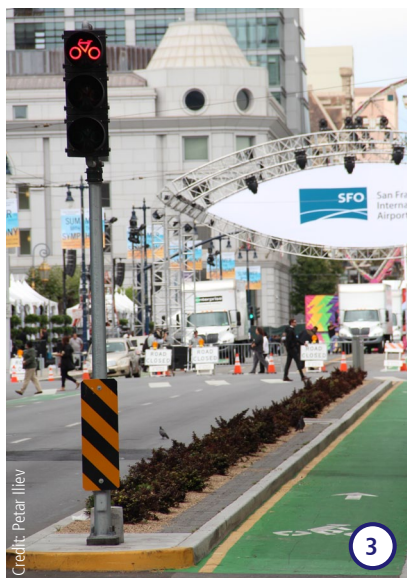
The Market and Octavia Plan was adopted in the spring of 2008, enabling roughly 6,000 additional housing units. Since mid-2008, nearly 1,150 net new units have been added in the Market & Octavia Area. Another fifty-five development projects, totaling approximately 4,250 units, are in the Planning Department's development pipeline, including those currently under construction. As a result of these and anticipated future projects, the Department projects \$40.5 million in impact fee revenue in the Plan Area over the next five years.

In addition, the development pipeline includes projects that are subject to the Van Ness and Market Special Use District (SUD) Fee. This fee applies to development projects in the Van Ness and Market Special Use District that exceed a specified Floor Area Ratio. Funds collected under this fee are required to be distributed to the same funding categories at the same proportion as funds collected under the base Market Octavia fee, but revenue must be spent on projects within the SUD area; this revenue is projected at a total of \$18.5 million over the next five years.

¹¹ Spear Street (Folsom to Harrison), First Street (Harrison to end), and Harrison Street (south side, First to Fremont), and mid-block crossing on Fremont Street between Folsom and Harrison Streets

¹² Main, Beal and Spear Living Street (except for portions already done), Fremont Street (east side, Folsom to Harrison), First Street (Harrison to Folsom Street)

¹³ <http://www.sf-planning.org/index.aspx?page=1713>



MARKET AND OCTAVIA

1. Brady Block Park – existing condition
2. Market and Dolores pedestrian improvements
3. Polk Street contra-flow bike lane
4. Haight Street contra-flow transit lane
5. Linden Living Alley
6. Pierce Street sidewalk greening
7. Hayes Street two-way project
8. Patricia's Green Rotating Art Project



- 9. Fell Street and Gough Street sidewalk opening under construction
- 10. Buchanan Mall – existing condition
- 11. Patricia's Green Rotating Art Project
- 12. Hayward Park – existing condition
- 13. Pierce Street landscaping before
- 14. Pierce Street landscaping after

PROJECTED IMPACT FEE REVENUE, FY17–21	
Legislated Fee Expenditure Category	
Transportation/Transit	\$8,884,000
Recreation and Open Space	\$8,377,000
Complete Streets/Greening	\$18,202,000
Child Care	\$3,081,000
Library (2016 only)	\$103,000
Program Administration	\$2,029,000
Van Ness and Market SUD	\$ 18,502,000
TOTAL	\$ 59,075,000

In addition to impact fee revenue, other funding sources have been identified for Plan Area improvements, including revenues from the sale of the Central Freeway parcels. Parcel sales through FY16 have yielded a total of \$33.2 million. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and the McCoppin Hub Plaza. An additional \$12.7 million has been dedicated to maintaining a state of good repair for Van Ness Avenue, and \$2.3 million has been programmed for several projects to be delivered by SFMTA in the near-term. These projects are detailed below. In addition, proceeds from the sale of remaining parcels are projected to yield a total of between \$7 million and \$9 million by 2021. These funds have not yet been programmed, but must be dedicated to transportation and streetscape improvements in the Market & Octavia area.

PROJECTED PLAN AREA REVENUE THROUGH FY2021			
Funding Source	FY2016 & prior	FY2017–2021	Total
Development Impact Fees	\$16,688,000	\$40,573,000	\$59,993,000
Central Freeway Parcel Sales	\$33,202,000	\$7,832,000	\$41,034,000
General Funds (General Fund TSIP)	\$1,500,000	—	\$1,500,000
Regional PDA Planning Program	\$100,000	—	\$100,000
TOTAL			\$102,595,000

THE MARKET OCTAVIA CAC

The **Market Octavia Community Advisory Committee (CAC)** is a representative body that provides advice to the City regarding implementation of the Market Octavia Plan and the Plan's community improvements. The Market

Octavia CAC meets on a monthly basis and is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor.

In October 2015, the CAC passed a resolution in support of the proposed IPIC capital plan for Market and Octavia infrastructure funds. Throughout the IPIC process, the CAC stressed the need for traffic calming and bicycle infrastructure throughout the plan area and for new pedestrian and open space improvements in the Van Ness and Market SUD area, to complement the significant level of anticipated new development there. The CAC resolution can be found in Appendix Four.

THE HUB: PUBLIC REALM PLANNING AT VAN NESS AND MARKET

In 2015, the Planning Department began a study to update a portion of the Market & Octavia Plan historically called the Hub, and previously known in the Plan as "SOMA-West." This study includes developing both a public realm plan and rezoning to support housing affordability and transit improvements as well as outline a more robust neighborhood vision for public space. Significant new development is anticipated in this area over the next five years, generating the bulk of projected impact fee revenues in the Area over the next five years; the Planning Department's pipeline currently projects a net gain of 2,300 residential units and over 310,000 square feet of commercial space in the area by 2021. Many capital improvement and infrastructure projects called for in the Market & Octavia Plan fall within the Hub area and these efforts will be complemented, or in some cases advanced, through the Hub planning effort.

COMPLETED INFRASTRUCTURE PROJECTS AS OF FY2015

A number of infrastructure projects consistent with the Market Octavia Plan have been completed in preparation for the area's anticipated development, including the signature Octavia Boulevard and Patricia's Green projects. The list below highlights infrastructure projects that have been completed as of mid-2015:

Projects funded by impact fees

Completed infrastructure projects supported in full or in part by impact fees include:

- » **The Hayes Street two-way project**, which was supported in part by impact fee revenue, reorganized east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusion. The project restored Hayes Street to a two-way local street to support its commercial nature and role as the heart of Hayes Valley.

- » The **Haight Street two-way project**, which was supported in part by impact fees, returned buses to a dedicated transit lane on Haight Street between Octavia and Market, and added pedestrian amenities at the Market/Haight/Gough intersection.
- » The **Polk Street contra flow lane**, completed in spring 2014, provides a northbound bike facility on the one-way portion of Polk between Market and Grove. This project was funded in part by impact fees, which provided a local match for grant funds.
- » An in-kind agreement at Dolores and Market Street created **traffic calming across Dolores Street**, and a **new public plaza at the southwest corner of the intersection**.
- » An expanded bulbout at the southeast corner of 14th and Market streets reduces the crossing distance across 14th Street and provides additional space for pedestrians.
- » At the intersection of Market and Octavia Streets, a **right turn enforcement camera** for eastbound traffic was installed to address bicycle safety. This was one of the short-term projects funded by the sale of the Central Freeway Parcels.
- » **Bicycle improvements at the intersection of Buchanan and Market** guide cyclists entering and exiting the wiggle through this complicated intersection. This was another short-term project funded by the sale of the Central Freeway Parcels.
- » In late 2013, the MTA launched the **5L Pilot**, which provides limited stop bus service along the busy 5 Fulton corridor.
- » The **McCoppin Hub Park**, one of the Central Freeway Ancillary Projects, was constructed in the existing public right-of-way at the western end of McCoppin Street.
- » A new **skatepark and dog play area**, another of the **Central Freeway Ancillary Projects**, was constructed below a portion of the Central Freeway.

PLANNING AND INFRASTRUCTURE PROJECTS UNDERWAY

In addition to completed infrastructure, progress has been made on many more transportation and open space projects in the Plan Area. Many of these improvements were proposed by the Market Octavia Plan and are being further refined as City agencies perform additional study, develop project designs, secure funding, or conduct additional community outreach. Other new project ideas have been

generated through the work of the IPIC and the CAC to help implement the Market Octavia Plan.

Many of the projects discussed below will utilize impact fee revenue. However, the majority of funding for ongoing infrastructure projects relies heavily on other public funding sources. More detailed project information for projects included in the 2014-16 IPIC capital plan can be found in Appendix 3.

TRANSPORTATION AND COMPLETE STREETS

The Market Octavia Plan envisions a neighborhood that supports multiple transportation modes, and places particular emphasis on creating streets that are comfortable for pedestrians and cyclists. Several capital projects, such as the various improvements to Market Street intersections, seek to both make streets safer for pedestrians and create places for public life and activity.

Projects funded by impact fees

Streetscape and Transportation projects supported in full or in part by impact fees include:

- » **Muni Forward**, an effort by MTA to improve service on core transit routes throughout the city, will include improvements on the 5-Fulton route through the Market Octavia Area. Impact fee revenue will be used to partially fund these improvements, including sidewalk bulb-outs at intersection the McAllister/Laguna Street intersection, and relocated bus stops are the McAllister/Gough Street and McAllister/Laguna Street intersections.
- » The **Van Ness Bus Rapid Transit (BRT) project** will provide rapid bus service along the Van Ness corridor. Impact fee revenues will be used to support related pedestrian improvements including station and platform work in the portion of the corridor contained in the Plan Area.
- » SFMTA has prioritized the use of impact fee funds for the purchase of one **light rail expansion** vehicle to increase service on the Muni Metro lines serving the Market & Octavia Area, which include Church Street and Van Ness stations.
- » The CAC has identified a need for **detailed design work regarding transportation and right-of-way improvements** to be completed by Planning as a component of the Hub planning effort currently underway (see above). This effort will include circulation changes to the adjacent street network, potentially including Mission, Otis, 11th, 12th, Gough, and McCoppin Streets. This project would fund circulation analysis and inform recommended street

and transportation changes for the Hub planning area.

- » The **Living Alleyways Community Challenge Program**, an ongoing effort led by SF Planning to engage residents in re-imagining the area's extensive network of alleyways as an alternative transportation network and opportunity for community-scale places for public life. This program makes impact fee revenue available through the city's Community Challenge Grant program to community sponsors seeking to design, build, and maintain living alleyway projects in their neighborhoods.
- » **Better Market Street**, a major effort to envision a more lively public space and effective transit corridor, includes the stretch of Market Street from 10th Street to Octavia Boulevard in the Plan Area. Impact fee revenue will partially fund pedestrian, bicycle, and public realm improvements along Market Street. This set of projects is currently undergoing environmental review and design work is expected to commence in early 2016.
- » The **Page Street Green Connection** is an effort to transform Page Street into a "Green Connection" that seeks to foster a bicycle priority transportation corridor that offers improved functionality and safety for bicyclists and pedestrians. Improvements in the Market Octavia Area portion of the corridor (from Franklin/Market to Webster), possibly including bicycle lanes, green paint, "bike boxes", sidewalk bulbouts, and intersection daylighting, will be funded by impact fee revenues. Project design is expected to commence in early 2016 with construction anticipated in 2017.
- » The **Patricia's Green Rotating Art Project** brings a variety of art installations to this central open space. Impact fee revenue will continue supporting the Arts Commission's ongoing programming of this project.
- » **Pedestrian Safety Improvements at intersections along Franklin and Gough Streets** funded by impact fee revenue include sidewalk bulbouts and crosswalk signal upgrades that are currently underway.
- » **Pedestrian Improvements on Upper Market** will contribute to the SFMTA's Upper Market Street Safety Project and be partially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Noe Street. Improvements will include painted pedestrian safety zones, signal timing improvements, sidewalk improvements, and bicycle improvements including enhanced lanes and a separated cycle track in the outbound direction from Octavia Boulevard to Duboce Avenue.
- » Re-establishing the **Octavia Boulevard Right-of-Way between Fulton and Golden Gate Streets** has been identified as a community improvement project in the Area Plan with the goal of reconnecting the neighborhood street grid and increasing access to Margaret Hayward Park and Jefferson Square. The Planning Department will work with residents of the Freedom West coop housing community, which currently owns the former right-of-way, and other partners to explore the long-term feasibility of this project.
- » The **Sidewalk Greening Program** (formerly the Street Tree Planting Program) is an initiative to facilitate new community-maintained street trees and sidewalk gardens throughout the Plan Area. The Planning Department works with non-profit partners and interested community members to implement this ongoing program.
- » The **Streetscape Enhancement Fund** sets aside impact fee funding to enhance street projects that may not otherwise include pedestrian safety or greening components. For Fiscal Year 2017, the scope of work to make use of this fund will include a package of pedestrian improvements along the Octavia Boulevard frontage road and along Oak and Fell streets including sidewalk bulbouts and modifications to on-street parking spaces.
- » The CAC has identified the need for to **enhance safe access to Koshland Park at Rose and Buchanan Streets**. The park is heavily used by neighborhood teenagers and children as it includes playground space and a basketball court. There is currently no marked crossing at this location, though it is frequently used by children and others to access the park. Access improvements at this location would improve pedestrian safety and access to open space.

Projects funded by sale of the Central Freeway Parcels

Ongoing or future projects funded in full or in part by the proceeds from the former Central Freeway Parcels include:

- » **Market and Octavia safety improvements**, including a red light camera for eastbound traffic, and design costs associated with traffic calming, pedestrian enhancements, and bicycle enhancements (\$550,000)
- » **Safety improvements to the intersection of Oak and Octavia**, including soft hit posts on Oak Street to separate turn lanes (\$250,000).
- » **Pedestrian safety spot improvements at various intersections within a one-block radius of Octavia Blvd** (\$250,000).

- » **Pedestrian countdown signals at several intersections on Gough Street** (\$750,000).
- » **Re-opening the closed crosswalk at the intersection of Fell and Gough Streets**, including adding a pedestrian bulbout (\$400,000).
- » **Bicycle crossing improvements at Market and Buchanan Street intersection**, including short-term interventions at the intersection of Page and Octavia (\$100,000).

Projects funded through other sources

Additional projects from other sources include:

- » As part of **Vision Zero**, the City's policy goal to eliminate traffic-related fatalities by 2014, the MTA has constructed a raised cycletrack pilot project on Market Street from Gough to 12th Street. Vision Zero projects also include a variety of spot improvements, such as daylighting, vehicle turn restrictions, and signal upgrades at Valencia and Duboce Streets.
- » The MTA's **Wiggle Neighborhood Green Corridor project** will add wayfinding, traffic calming, and green infrastructure along the wiggle bike route.
- » The SFCTA is leading the **Van Ness Bus Rapid Transit (BRT) Project**. The project includes a package of treatments that provide rapid, reliable transit, including dedicated bus lanes, transit signal priority, proof of payment, high-quality stations, and related pedestrian amenities. The SFCTA has secured some funding and is working with SFMTA toward project completion in 2018.
- » In addition to the 5-Fulton and the 71-Haight, discussed above, the SFMTA has included the 14-Mission corridor in Muni's Rapid Network and has identified **strategies to improve transit travel times and reliability along the Mission Street Corridor**.
- » In 2012, the Planning Department received a **CalTrans Environmental Justice Planning Grant to build on Muni Forward** by working with the local community to create designs that will enhance neighborhood identity and improve pedestrian access on Mission Street. The Mission Street Public Life Plan was published in February 2015, and proposed a number of priority improvements, including pedestrian lighting, tree planting, expanded sidewalks, special paving, and community art installations. Implementation of these improvements will proceed in coordination with the Muni Forward program.
- » A **second phase of Bay Area Bike Share**, which first launched in 2013, has been environmentally cleared and would expand the bike share program to include the Mission Dolores neighborhood and a portion of Hayes Valley.

OPEN SPACE

There are six existing parks in the Plan Area, of which Margaret Hayward Park has the highest renovation and capital needs. One additional park, Brady Block Park, is proposed for construction by the Market and Octavia Plan, as discussed below.

Open space projects supported in full or in part by impact fees include:

- » The **Market Octavia Area Plan Community Challenge Grant**, proposed by the CAC, encourages community members to propose improvements to open space in their neighborhood. The program was launched in summer 2014 and the next application round will be in early 2016.
- » **Margaret Hayward Park** has been identified as having major capital improvement needs by the Recreation & Parks Department. Impact fee funds will be used to support a series of planned improvements, including playground improvements, removal of certain existing structures and replacement with a new field house, and the replacement of existing fields with synthetic fields supplemented by organic infill turf.
- » The **Brady Block Park** was originally proposed in the Market & Octavia Plan to create a unique open space in the center of the block bounded by Market, 12th, Otis, and Gough Streets. Consistent with the Hub planning effort, the Planning Department is working with developers of adjacent parcels to secure in-kind agreements that will deliver this open space as well as complementary living alleyway improvements on the connecting side streets. The project is in early planning and design phases.
- » This report proposes funding for a new project in FY17 to study the **re-connection of Buchanan Street Mall to the Hayes Valley neighborhood**. Buchanan Street Mall extends from Grove to Eddy Streets, and provides a vital green connection between Hayes Valley and Western Addition, as well as play and recreation space for neighboring residents. While the majority of the Mall is located outside the boundaries of the Market & Octavia area, the segment between Grove and Fulton Streets falls within 250 of the Plan Area boundary; The City will study the possibility for re-connecting the Mall to Hayes Valley, as access to the neighborhood is currently cut off by the fenced parking lot of the below market rate Ammel Park

coop community located in the block between Grove and Fulton Streets. Further allocation of funds for the rehabilitation of the park facilities located in this block would be contingent upon the findings of this study.

CHILDCARE

A portion of Market & Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed childcare facilities within the plan area. These funds are administered by the Office of Early Care and Education (OECE), which is currently soliciting applications for new or expanded facilities through May 2016.

Eastern Neighborhoods: Central Waterfront, East SOMA, Western SOMA, Showplace Square/Potrero Hill, & Mission¹⁴

The Eastern Neighborhoods Area Plans, adopted in early 2009, enable approximately additional 10,000 units of housing and 7,500 new jobs. Roughly 362 development projects of all sizes are in the approval pipeline, of which approximately 293 are subject to EN Impact fees. The Planning Department projects approximately \$79.6 Million in impact fee revenue in the Plan Area over the next five years (FY17 through 21).

PROJECTED IMPACT FEE REVENUE, FY17–FY21

Legislated Fee Expenditure by Category	
Housing*	\$13,948,000
Open Space	\$25,915,000
Transit	\$12,300,000
Complete Streets	\$19,602,000
Childcare	\$3,405,000
Program Administration	\$2,620,000
Total	\$79,121,000

* Seventy-five percent of fee revenue from development projects within the Mission Street Neighborhood Commercial District and the Mixed-Use Residential Use Districts are allocated affordable housing programs (PC Sec. 423(c)(2)); the remainder of fee revenue from such projects are allocated to the infrastructure categories accordingly.

EASTERN NEIGHBORHOODS CITIZEN ADVISORY COMMITTEE (EN CAC)

The *Eastern Neighborhoods Citizens Advisory Committee (EN CAC)*¹⁵ started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focuses on implementation of the Eastern

Neighborhoods Implementation Program and priority projects. In November 2015 the Eastern Neighborhoods CAC voted to support the IPIC's Expenditure Plan.

This past year, the CAC also focused on scoping the upcoming Five-Year Monitoring Report, which is due and the end of FY16 (June 30, 2016). The City's Administrative Code requires that an Eastern Neighborhoods Monitoring Report be published every five years to provide data and analysis of land use, development and infrastructure changes.¹⁶ The CAC is looking toward the Monitoring Report to test whether the Eastern Neighborhoods Plans' objectives have been met and to inform for what policy changes they may want to advocate.

EASTERN NEIGHBORHOODS PRIORITY PROJECTS

As noted above, the Planning Code divides EN Infrastructure funds into five infrastructure expenditure categories. The Administrative Code further requires that 80-percent of spending within the Open Space and Transportation and Streetscape categories be spent on identified "Priority Projects" outlined in a Memorandum of Understanding between the Planning Department, MTA, SFCTA, DPW, MOH, and other agencies. These priority projects include the following:

- » Townsend Street pedestrian improvements,
- » Victoria Manalo Drive Park Pedestrian Improvements
- » Folsom Street Streetscape Improvements
- » 16th Street Streetscape Improvements
- » 16th Street Transit Improvements,
- » 17th Street / Folsom Street Park
- » One park identified in the Showplace Square Open Space Plan

The Planning Code and Administrative Code stipulate that eighty percent of projects in the transportation and open space categories be spent on these projects until they are complete.

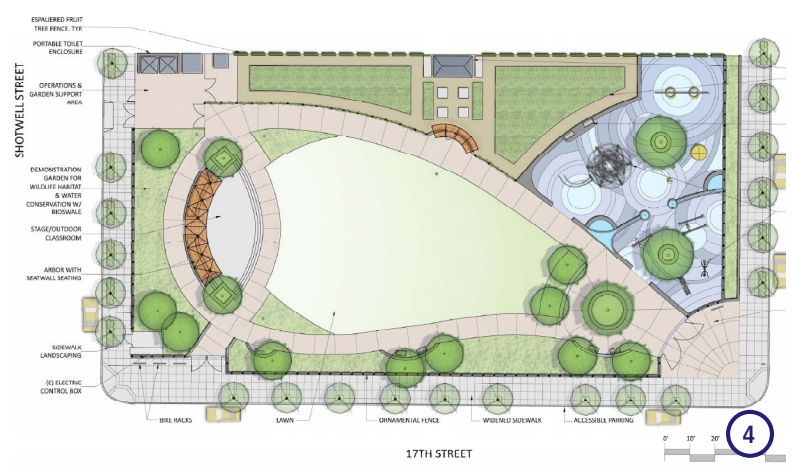
ADDITIONAL FUNDING MECHANISMS SOUGHT TO ADDRESS IDENTIFIED NEED

The Eastern Neighborhoods Implementation Document, published in 2009, laid out the general parameters for capital improvements in association with the Eastern

¹⁴ <http://www.sf-planning.org/index.aspx?page=1673>

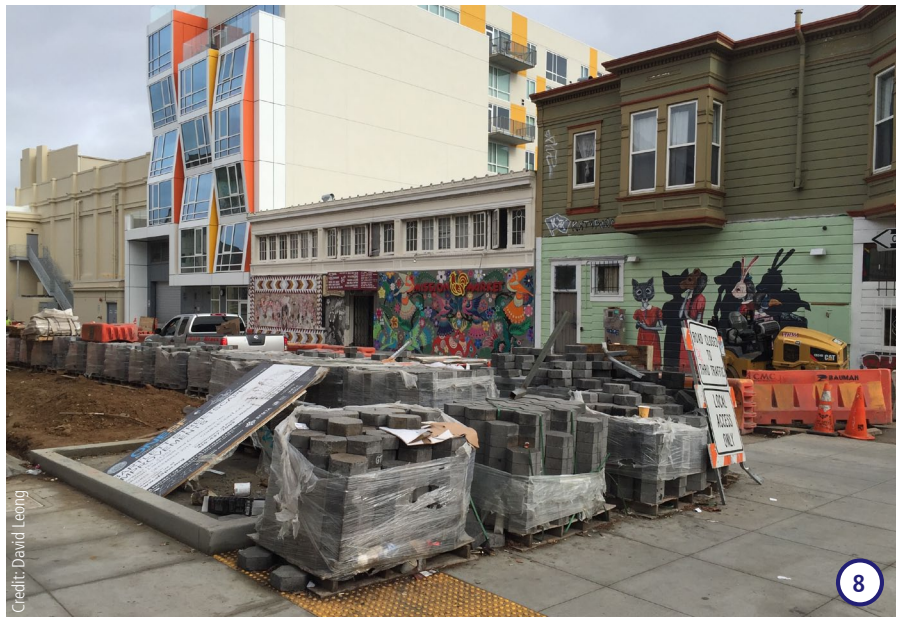
¹⁵ EN CAC website: <http://www.enccac.sfplanning.org>

¹⁶ The Implementation Program sets out implementation measures tied to each Plan policy. The measures provide a timeline for completion and responsible party. The Monitoring Report is required to provide a status of each monitoring measure.



EASTERN NEIGHBORHOODS

1. Daggett Park site
2. Daggett Park rendering
3. 17th and Folsom Park site
4. 17th and Folsom Park rendering
5. South Park
6. South Park rendering



7. Mercado Plaza under construction
(Bartlett Street at 22nd Street)
8. Mercado Plaza under construction
(Bartlett Street at 22nd Street)
9. Mercado Plaza rendering
(Bartlett Street at 22nd Street)

Neighborhoods rezoning; it estimated that impact fees could pay for roughly 30 percent of the improvements. Shortly after the adoption of the Eastern Neighborhood Plan, the Capital Committee formed a subcommittee (the Eastern Neighborhoods Infrastructure Finance Working Group or ENIFWG), which was charged with looking at other means of funding infrastructure in the Eastern Neighborhoods. The ENIFWG Report, published in 2009, recommended further study of creating both an infrastructure finance district and a Mello Roos Community Facilities District to help pay for infrastructure needs brought on by new growth in the Plan Areas. The Eastern Neighborhoods CAC, has advocated for City staff to follow up on the ENIFWG recommendations or identify other funding strategies. The Mayor's Office and Capital Planning Committee has responded by helping to identify other sources of revenue. For example, Mayor's SF2030 Transportation Task Force Final Report, which quantified the Citywide transportation capital need, including need created by new growth, has so far resulted in the passage of the 2014 Transportation Bond, and the establishment of the new Transportation Sustainability Fee, which will help fund priority projects to serve the Eastern Neighborhoods such as the 16th Street Muni Forward project.

As another example, this past year, the Capital Planning Committee incorporated into the City's Ten Year Capital Plan a specific "mini" capital plans for Eastern Neighborhoods. In past years, the Ten Year Capital Plan only discussed Eastern Neighborhoods in the context of projects that were funded by Eastern Neighborhood impact fees. This past year, Eastern Neighborhoods was discussed more holistically and included an assessment of all capital projects, both funded by impact fees and other sources. It also provided a high level discussion of capital needs beyond what was currently scheduled for implementation. By including all of the Eastern Neighborhood's capital needs and not just capital project funded by impact fees, the Capital Plan provided an accounting mechanism for City staff and community members alike can assess the City's ongoing commitment to funding infrastructure and other community improvements in the high growth areas. The Capital Plan identified a \$434M capital needs over the next 15 years (inclusive of "emerging needs") of which \$154M in funding still needs to be identified.

COMPETED INFRASTRUCTURE PROJECTS

Since the adoption of the Eastern Neighborhoods Plan, the following infrastructure projects that were anticipated by the Plan, have been completed:

Completed Projects

- » **Phase I of the Soma Alley Improvement Projects.** DPW has completed the first phase of the Soma Alley Improvement Projects. These improvements included

traffic calming and pedestrian improvements on Harriet Street (Folsom Street to Howard Street), Harriet Street (Folsom Street to Howard Street), Moss Street (Folsom Street to Howard Street), Russ Street (Folsom Street-Howard Street), Natoma Street (6th Street to 7th Street), Minna Street (6th Street to 7th Street),

- » **Phase II of the Soma Alley Improvements.** As the second phase of the Soma Alley Streetscape Project DPW improved Minna and Natoma Streets from 6th to Mary St; Tehama, Clementina, Shipley and Clara Streets from 6th to 5th Streets with traffic calming and pedestrian improvements.
- » **Victoria Manolo Draves Mid-Block Crossing.** Pedestrian signal between 6th and 7th Streets at Victoria Manolo Draves Park was completed by DPW. This was identified as a priority project for Eastern Neighborhoods implementation.
- » **Bryant Street Improvements.** Traffic calming and greening on Bryant Street between 26th Street and Cesar Chavez Streets has been completed per the Mission District Streetscape Plan.
- » **Folsom Street (Mission District) Improvements.** A road diet reducing the travel lanes to one in each direction, establishing bike lanes, and bus bulb-outs and other pedestrian amenities between 13th Street and Cesar Chavez Street has been completed per the Mission District Streetscape Plan.
- » **San Francisco Bicycle Plan Improvement.** New Class II and III bike facilities have been established throughout the Eastern Neighborhoods including but not limited to: Folsom Street (between Division and 15th Street, 23rd Street between Potrero and Kansas Streets, Kansas Street between 23rd Street and 26th Street, Cesar Chavez between Highway 101 and 3rd Street. Class III facilities have been established on Indiana between Mariposa and 26th Street, and Illinois between Mariposa and Illinois Street.
- » **Phase I Street Improvements on 7th and 8th Streets.** As an initial phase in the reconfiguration of 7th and 8th Streets as envisioned by EN Trips, the streets have been restriped with reduced travel lanes and more robust protected bike lanes with stripped buffers.
- » **Phase I Street Improvements on Folsom and Howard Streets.** Similar to the above, as an initial phase in the reconfiguration of Folsom and Howard Streets as envisioned by EN Trips, the streets have been restriped with reduced travel lanes and more robust protected bike lanes with stripped buffers.

- » **Potrero Kids Daycare Center.** A daycare center at the Potrero Launch development project was established through an in-kind agreement and opened two years ago.
- » **Brannan Street Wharf.** Located on The Embarcadero Promenade between Pier 30-32 and Pier 38, the Brannan Street Wharf is a new 57,000 square foot public park over the water and parallel to the Embarcadero Promenade, the park was completed by the Port in the summer of 2013.
- » **Cesar Chavez Street Streetscape Improvements.** The Cesar Chavez Street project, which included wider planting medians, bike lanes, corner bulb-outs featuring storm water features between Hampshire and Guerrero Streets was completed two years ago.
- » **24th Street Bart Plaza.** The southwest 24th Street Bart Plaza was completed as anticipated by the Mission District Streetscape Plan.

Projects Underway

Other projects that are funded through other sources are finishing up design and planning phases or are under construction include:

- » **Daggett Park.** Approved as an in-kind, this planned .87 acre park is currently under construction within the previous Daggett right-of-way, located in Showplace Square near 16th Street and 7th Street.
- » **17th and Folsom Street Park.** Construction bids have recently been accepted by the Recreation and Parks Department to construct this priority project. Completion is expected in 2016.
- » **Potrero Avenue Streetscape Improvements.** The Potrero Avenue Streetscape Improvements includes various pedestrian, bicycle, bus, and streetscape improvements between 17th Street and Cesar Chavez with the most intensive improvements in front of General Hospital.
- » **Crane Cove Park.** Located within Pier 70 has completed its planning and design has been partially funded by the 2008 and 2012 Park Bonds. Its current funding includes community planning, design and construction for Phase I. Construction is to begin at the beginning of 2016.
- » **2nd Street Improvement Project.** 2nd Street between Market and King Streets is planned to be redesigned with robust Class I bike facilities and widened sidewalks. The project has recently completed its environmental review.

- » **Bartlett Street Streetscape Improvement Project (aka Mission Mercado).** This portion of Bartlett Street between 21st and 22nd Street is currently under construction to install improved paving, landscaping, widened sidewalks, vertical pergola structure, etc. with the intent of enabling this City right-of-way to double as a social gathering place, most specifically for the Mission Mercado Market.
- » **Central Waterfront / Dogpatch Public Realm Plan.** Planning staff is currently engaging with the Dogpatch community to come up with a public realm plan that, among other things, will prioritize streetscape and open space projects for funding. The Plan is expected to be completed by summer 2016.
- » **14-Mission Street Muni Forward Project.** As part of the Muni Forward program, SFMTA is planning a wide range of transit improvements along Mission Street for the 14-Mission Rapid bus line. Improvements will include, but will not be limited to new bus and pedestrian bulb outs, reconfiguration of bus stops, priority lanes and signal timing, among other improvements.
- » **Vision Zero Streetscape Improvements.** As part of the City's Vision Zero effort, MTA, DPW propose to make pedestrian-related improvements identified as part of the City's high-injury corridors network. This project will design and implement pedestrian safety improvements at the following eleven intersections: Howard and 6th; Mission and 6th, 7th, 9th, 13th, 14th, 16th, 18th, 19th, 22nd; and South Van Ness and 16th. Proposed improvements include three painted safety zones, seven temporary medians, four turn prohibitions, one protected left turn pocket, four leading pedestrian intervals, three daylighting locations, seven signal timing changes, and seven locations with reduced lane widths.

PLANNING BACKGROUND – TRANSIT AND COMPLETE STREETS

In implementing the Eastern Neighborhoods transportation component, The (EN TRIPS) was completed in early 2012. EN TRIPS sought to implement the transportation vision established in the Eastern Neighborhoods Area Plans, The project addresses the impacts of growth and change in the Eastern Neighborhoods by prioritizing transportation needs (walking, bicycling, public transit and vehicle circulation) and identifying key infrastructure projects. The final EN TRIPS Report also includes a series of detailed designs, funding and implementation strategies focused on the following corridors: 16th Street, Folsom Street, Howard Street, 7th Street and 8th Street.

The corridors studied under the EN Trips Report are each now being pursued separately by SFMTA. The 16th Street Corridor / 22-Fillmore Project has been incorporated into MTA's MUNI Forward Project. SFMTA completed its community engagement process for the project this past year. The Folsom / Howard Street project is included in the environmental study for the Central Soma Plan (previously, the "Central Corridor Plan").

Roughly 10-percent of the transportation EN funds have been allocated to a "pedestrian enhancement fund" in FY15, FY16, and are proposed for FY17. These funds are to enable flexibility for coordination with future opportunities which could fulfill EN Plan transportation goals but have not yet been identified, such as "follow-the-paving" opportunities where the funds are used to enhance new paving projects.

PLANNING BACKGROUND – OPEN SPACE AND RECREATION FACILITIES

The Eastern Neighborhoods Implementation Document, calls for the creation of a new park and the rehabilitation of an existing park in each of the five EN Area Plan areas. To further this mandate, staff completed two planning processes in 2010:

- » The Planning Department led the *Showplace Square Open Space Planning Process*¹⁷ Per the Eastern Neighborhoods Plan, this is a priority implementation project. The planning process built on the goals and policies of the Streets & Open Space chapter of the Showplace Square/Potrero Hill Area Plan. The process assessed the open space needs of the Showplace community, identified potential opportunity sites for open space, and developed conceptual designs for key opportunity sites.
- » The Planning Department also led an effort to identify site and design improvements for a new park in the Mission. In working with the Department of Recreation and Parks, a new site at 17th Street and Folsom Street was identified and conceptual designs developed. This park is fully funded through a State grant and impact fee funds, and is expected to start construction in summer 2016.

For the open space category, projected revenue is budgeted for the new park at 17th and Folsom, as well as for a new park in the Daggett right-of-way, located in the Showplace Square area. The later improvement is being realized through an in-kind agreement in association with a recently approved project at 1000 16th Street (aka Daggett Triangle).

In 2014, Recreation and Park staff proposed a series of rehabilitation projects for Eastern Neighborhood Parks. Last year, the CAC approved and incorporated the proposed rehabilitation in the IPIC expenditure plan. The proposed rehabilitation projects include smaller scale near-term projects along with initial funding commitments for larger, longer-term projects as a way to leverage additional needed funding. For a full description of these projects, see Appendix 4.

CHILD CARE

In implementing the community facilities component of the Eastern Neighborhoods plan, funds are allocated for child care and library materials. The child care component has been partially realized through the establishment of a new child care center at 2235 Third Street, as part of the Potrero Launch mixed-use development, which opened this past year. The center serves roughly 66 children.

Balboa Park¹⁸

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. The Planning Department projects approximately \$ 730,000 in impact fee revenue in the Plan Area over through Fiscal Year 2021. The current projections are based both on actual development projects in the pipeline and expected additional development project in future years.

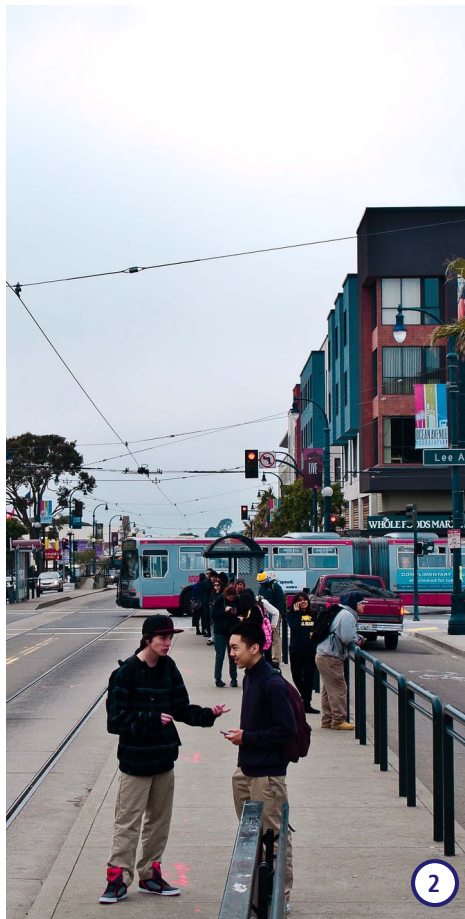
PROJECTED IMPACT FEE REVENUE, FY17–FY21	
Transportation/Transit	\$95,000
Complete Streets	\$277,000
Recreation and Open Space	\$211,000
Child Care	\$110,000
Administration	\$37,000
Total	\$725,000

The Balboa Park Station Area differs from other plan areas for several reasons. First, a significant majority of expected new development is proposed on publicly owned land which gives priority to the development of affordable housing. For that reason, and that the plan area contains generally few privately-owned developable sites, the plan is not expected to generate a significant amount of impact fee revenue in the next five years.

As well, the Balboa Park Station Area Plan is subject to continued planning efforts to identify and refine transportation recommendations. Building on the Balboa Park Station

¹⁷ <http://showplace.sfplanning.org>

¹⁸ <http://www.sf-planning.org/index.aspx?page=1748>



BALBOA PARK

1. Ocean Avenue Streetscape Improvements
2. Ocean Avenue streetscape improvements
3. Ingelside Branch Library Garden rendering
4. Ocean Avenue streetscape improvements
5. Unity Plaza Rendering

Area Plan, the SFMTA completed two planning studies of the Area: the Balboa Park Pedestrian and Bicycle Connection Project (2009) and the Balboa Park Station Capacity Study (2011). The latter recommended specific transportation improvements in and around the Balboa Park Station – many of which have been completed or are underway. In June 2014, the San Francisco County Transportation Authority (SFCTA) completed the Balboa Park Circulation Study, its recommendations are currently under more detailed study.

Two streetscape planning projects are currently underway along Ocean Avenue. Separate efforts to study the reuse of the Upper Yard of Balboa Park Station and the PUC-owned Balboa Reservoir were also initiated in Fiscal Year 2014–2015.

Due to these on-going planning efforts, the IPIC recommends keeping funds flexible in the immediate future and unprogrammed further out. With the limited amount of funding available in the Plan Area, future funds could help close a funding gap and complete a project or projects. But assessing the best use of funds will not be possible until current development projects and planning efforts are closer to completion.

COMPLETED PROJECTS

- » Several **Balboa Park Station Area** improvements have been completed. In 2014, real-time transit arrival signs were installed at Geneva Avenue as part of this series of projects. Several improvements to increase accessibility and reliability in the **Curtis Green Light Rail Center** at Balboa Park Station were completed, including new accessible boarding platform and ramp on San Jose for the J and K. The project will increase reliability and efficiency through improved track work, track replacement and upgrades to overhead wires.
- » Short-term pedestrian improvements identified by the SFMTA in the **Balboa Park Pedestrian and Bicycle Connection Project** were constructed in 2014-2015. Improvements include a new signal-protected pedestrian crossing of Ocean Avenue near I-280, pedestrian wayfinding signs, as well as new traffic and pedestrian signals at the intersection of Geneva and Howth Avenues.
- » In the summer of 2012, the **Lee Avenue Extension** and the **Brighton Avenue Public Access** Easement were completed as part of an In-Kind agreement. The construction of the Lee Avenue extension, located on the northern side of Ocean Avenue to the City College property, and the dedication of the Brighton Avenue extension for public access, located on the northern side of Brighton Avenue to City College property, were constructed in

coordination with the completed mixed-use development located at 1150 Ocean Avenue. The total cost of the public improvements is \$1,380,911.

- » MTA completed commercial district **streetscape improvements on Ocean Avenue between Harold and Manor Streets** in 2012. The 2011 Road Repaving and Street Safety Bond funded the project. It included repaving, street tree plantings, tree grates, curb bulb-outs, curb ramps, pedestrian lighting, widened sidewalks, street re-striping and transit shelters.
- » In April 2011 **BART's Westside Walkway** and midblock station entrance was completed, significantly improving the connection to Ocean Avenue for BART passengers.
- » The **City College Bus Terminal (formerly Phelan Loop)** is a key catalyst project identified in the Balboa Park Plan. Located near the intersection of Ocean, Geneva, and Phelan Avenues, adjacent to the Ocean Avenue campus of City College, the project improved the previous bus turnaround and pedestrian connections. It was funded by a regional and federal grants, as well as funds from the sale of adjacent land for an affordable housing project. (The housing project includes 71 affordable housing units and 7,000 square feet of ground floor commercial space. It is expected to be complete by 2017). The loop was completed in 2013 (see Unity Plaza below, for related public space project).
- » Supervisor Yee's office, in coordination with DPW, the SFPUC and the Library completed the **Ingleside Library Garden** project in 2015, behind the library at Ocean and Plymouth Avenues. The pocket park includes a variety of interactive play areas and seating.

PROJECTS UNDERWAY

- » In the 2015 Balboa Park Circulation Study, the SFCTA recommended certain **I-280 Interchange Modifications at Balboa Park**. The modifications would reduce traffic conflicts, improve pedestrian and bicycle conditions while balancing vehicle operational needs, and be implementable within 10 years. Currently, the TA is conducting (1) detailed traffic analyses; (2) required Caltrans Project Study Report/Project Report (PSR/PR) and environmental clearance; (3) required Federal Highway Administration Ramp Closure Analysis; and (4) a project funding and implementation strategy.
- » **Ocean and Geneva Corridor Design** lays out a vision for Ocean and Geneva Avenues and provides a design framework for specific pedestrian, bicycle, transit and public realm improvements in the corridor between Manor Drive and San Jose Avenue. DPW will construct

the first phase of the improvements by fiscal year 2017, it is funded by the 2011 Road Repaving and Street Safety Bond (Prop B). Many of the improvements address the Ocean Avenue Association's fifteen year plan for the improvement of the Commercial Corridor. They include enhanced crossings, sidewalk greening, and community activity spaces at key intersections. The second phase, from Phelan to San Jose, along both Geneva and Ocean Avenues, includes a concept design for a re-aligned Ocean/Phelan/Geneva intersection, additional bike facilities, trees, lighting, and pedestrian amenities like bulbouts and wider sidewalks.

- » A number of additional pedestrian-oriented, **Balboa Park Station and Plaza improvements** are also designed and ready for construction. They include: Geneva Avenue sidewalk widening, Ocean Avenue accessibility improvements, I-280/Ocean Avenue off-ramp flashing beacons, and pedestrian-scale lighting. Construction is expected to be completed in 2016.
- » The SFMTA is coordinating with **BART** to implement other projects at the Balboa Park Station, including Balboa Park Eastside Connection: a pedestrian bridge to connect the new Westside Walkway to Muni light rail boarding areas. Construction is expected to begin in 2016.
- » As part of the City College Bus Terminal project, **Unity Plaza** will be a new public open space west of the City College Bus Terminal of about 0.3 acres. The plaza will be landscaped with trees, benches, lighting, artistic pavement, a climbing structure and photography displays depicting the history of the area. The project also includes a pedestrian connector to City College. The Office of Economic and Workforce Development and the Department of Real Estate are working on a plan to manage the plaza as part of the City's Plaza Program. Construction is expected in 2016.

Development and Reuse Projects

- » The SFMTA, BART, the Mayor's Office of Housing and Community Development are coordinating to convert the Muni Upper Yard satellite vehicle storage facility to a mixed-use, affordable housing development, as recommended in the Balboa Park Area Plan. The project would transfer ownership to MOH with the expectation of building approximately 90 affordable units along with ground floor retail. In 2015, environmental work by the agencies found no significant impact.
- » The mixed-use affordable housing project at the Phelan Loop is a key component to the redevelopment of the Phelan / Ocean Ave area. It includes 71 affordable housing

units and 7,000 square feet of ground floor commercial space. Construction will be complete in 2015-2016.

- » In 2004, SFMTA transferred ownership of the Geneva Car Barn to the Recreation and Park Department, who formed a partnership with the non-profit Friends of the Geneva Office Building & Powerhouse, who's major goals are to restore and program the building. A draft conceptual plan funded by RPD and Friends of the GOBP has been completed. They are currently seeking financing for the full restoration.
- » The Mayor's Office of Economic and Workforce Development (OEWD), the Planning Department and the Public Utilities Commission are studying the development potential of the Balboa Reservoir Site to guide future development solicitations of the PUC-owned site. The site is the first of San Francisco's Public Sites Program and portfolio. The intent of the study is to identify site opportunities and constraints, incorporate community values and serve PUC ratepayers through concepts and parameters which could guide a future request for proposals to develop affordable housing, open space and other amenities on the site. An RFP is expected to be released in 2016, with community design workshops to follow later in the year and in 2017.

Economic Development

- » OEWD, through the **Invest in Neighborhoods** Program is conducting a series of physical and economic improvement projects along the **Ocean Avenue** corridor. The program includes vacancy tracking, a corridor business committee and local business technical assistance. Through OEWD's partnership with the **Ocean Avenue Association**, several business are applying to the SF Shines façade improvement program and a street life committee has been established.

Glen Park

Adopted in February 2012, the Glen Park Community Plan recognizes Glen Park's unique character and seeks to enhance the neighborhood's special quality and function. The Plan recommends modifications to the neighborhood commercial district's zoning to support a transit-oriented commercial district, identifies streetscape and pedestrian amenities, suggests open space opportunities and encourages review of future development for compatibility with the neighborhood's scale and distinctive character.

The Plan's Implementation Program identifies various transportation and open space projects that should move forward post-adoption. The Glen Park plan area does not

have a development impact fee due to lack of significant development opportunities and the area's small size. Grants are being sought to implement Plan identified projects.

Current Activity:

- » The San Francisco Municipal Transportation Agency and Planning Department are working on the implementation of pedestrian and streetscape improvements near the Glen Park BART Station (Diamond & Bosworth Streets intersection) with funding secured through a Federal Transit Administration (FTA) grant. This project is currently under construction.

Visitacion Valley

The Visitacion Valley Community Facilities and Infrastructure Fee and Fund was established in 2006 in anticipation of moderate to high density development at Executive Park (located immediately east of the Highway 101 at the southern San Francisco border) and in other areas within the Visitacion Valley area. Unlike most other impact fee areas, Visitacion Valley does not have a comprehensive Area Plan. Portions of Visitacion Valley are included in other plans; most notably, the Executive Park Subarea Plan, the Visitacion Valley/Schlage Lock Development Project, and the Sunnydale Housing Authority site, proposed for complete rehabilitation through the Hope SF Program, which has not yet been approved.

Between these three developments, a net increase of 4,800 units, 128,000 square feet of commercial/retail space, and 30,000 square feet of community space is expected; build out would occur over at least ten years. Over the next five years, the Planning Department projects approximately \$14.9 million in fee revenue and in-kind improvement value. The Planning Department, in collaboration with SFMTA, Public Works, and Recreation and Parks, has continued to engage the Visitacion Valley community to identify and prioritize projects for impact fee spending.

PROJECTED IMPACT FEE REVENUE OVER THE NEXT FIVE YEARS	
Legislated Fee Expenditure by Category	
Open Space and Recreation (including Community Facilities)	\$4,719,000
Complete Streets	\$6,337,000
Childcare	\$3,118,000
Administration	\$746,000
Total	\$14,921,000

SCHLAGE LOCK

In 2014, the Board of Supervisor's approved a master development for Schlage Lock. The Schlage Lock site is now proposed to include 1,679 housing units, and 46,700 square feet of retail. The Schlage Lock development will include a minimum of two interior parks, an interior street grid of public streets, and the designation of 25% of the existing on-site office building for community use. The development agreement stipulates that because of their commitment to these improvements, the recreation and open space portion of their Visitacion Valley fee will be waived. The Development Agreement also stipulated that the transportation portion of the fee will be specifically dedicated to transportation improvements called out in the Bi-County Transportation Study, as described below under "Complete Streets."

COMMUNITY ENGAGEMENT IN 2015

The Planning Department, SFMTA, Public Works, and the Recreation and Parks Department have been engaged with the Visitacion Valley community on the Schlage Lock development and on the prioritization for the use of impact fees. Per the Schlage Lock development agreement, the City is required to hold two community meetings in the first two years after adoption of the Schlage Lock master approvals and will hold at least one meeting each subsequent year. The purpose of these community meetings is to enable community input into the IPIC process and understand community priorities for the programming of projected impact fees.

The City held two community meetings this year, on May 30 and September 26, during which staff worked to find a consensus among community members on how best to spend the impact fees. One issue that is being explored is whether funds should be spent on smaller interventions on a rolling basis as they are received, or allowed to pool over time for larger projects. Some community members have also expressed concern about how the funds are proportioned between the different funding categories. As a result, staff has been surveying the community at community meetings and online to get a sense of which projects are most important to the community.

COMPLETE STREETS

Of the \$5.9M that is expected to be available for transportation spending between FY17 and FY21, \$852K is expected to come from the Schlage Lock development; these funds will be earmarked specifically for Bi-County priority projects. The Bi-County Study calls for a wide range of transportation improvements in both San Francisco and San Mateo counties that would serve development projects on both sides of the county-line. Bi-County projects include a new bus rapid



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VISITACION VALLEY

1. Visitacion Valley Branch Library
2. Former Schlage Lock Office Building
3. Schlage Lock Open Space rendering
4. Visitacion Valley Branch Library
5. Schlage Lock site plan

transit line on Geneva Avenue and Harney Way; improvements to and possible relocation of the Bayshore CalTrain Station, connecting Harney Way with Geneva Avenue, and smaller-scale pedestrian and bicycle improvements.

The remainder of Visitacion Valley transportation funds are programmed for other transportation line items. In previous years, Planning staff had proposed to use the funds for Green Connection Projects as identified in the Green Connections Plan. However, at community meetings, community members made other suggestions including streetscape improvements associated with the Muni 8X bus line, pedestrian safety improvements for crossings at Bayshore Boulevard, traffic calming at Arleta, and improvements to the Blanken tunnel.

When the Visitacion Valley impact fee was first established, then-Supervisor Maxwell sponsored legislation that set aside about \$260,000 of fee revenue specifically for undergrounding utilities along Leland, which would cover a fraction of the full costs. SF Public Works has advised that no additional funds have been identified for this project. As such, City staff has asked the community if they are interested in reallocating these funds to other complete street projects. The idea to free these fees for other Complete Street uses is supported by a majority of community members who responded to the survey taken at the May community meeting.

In response to community comments, some transportation and streetscape funds have been reallocated to a more general “pedestrian, bicycle and streetscape improvements” line item. As a next step, Planning Department staff will further engage with the community for prioritization and San Francisco Public Works for cost estimating. Approximately \$4.4 million has been programmed for these improvements, including planning, design, and construction work, between FY16 and FY20.

OPEN SPACE AND RECREATION

Similar to the Transportation / Streetscape category, much of the Recreation and Open Space funds outside of Schlage Lock have been left unprogrammed. From community surveys and feedback to date, community members have prioritized the Visitacion Valley Playground, the McLaren Park Trail project and an enhanced Herz Playground. Improvements for Recreation and Open Space spending could also include connecting the Visitacion Valley Greenway, and/or further improvements to the Schlage Lock Office Building for community use. As a next step, Planning Department and Recreation and Parks Department staff will further engage with the community to develop a full list of potential improvements and prioritize these projects.

CHILD CARE AND PUBLIC FACILITIES

Child care funds would be programmed in one of two ways: (1) through in-kind improvements within developments themselves or; (2) through funding programs developed by the Human Services Agency that would solicit child care providers to apply for funding to create new child care capacity.

Transit Center District¹⁹

The Transit Center District Plan, adopted in 2012, enables about 4,800²⁰ additional residential units and about 6.5 million square foot of new commercial space (office and retail) near the future Transbay Terminal. The TCDP area is situated between Market, Steuart, Folsom and Second Streets. The new Transbay Terminal would serve as the new heart of downtown San Francisco and a new terminus for Caltrain and eventually High Speed Rail. A major infrastructure improvement in Transit Center District is the Transbay Transit Center project, which consists of Phase I: the terminal building, and Phase II: the Downtown Rail Extension (DTX), which would extend the Caltrain and eventually High Speed Rail terminus to the new Transbay Transit Center.

The TCDP Implementation Document established a list of infrastructure improvement projects to enhance pedestrian and transit infrastructure to accommodate the forthcoming growth in the Transit Center District as a major regional transit hub.

Since plan adoption about 3,070 units and \$2.4 million square footage of commercial space have been entitled by the Planning Department²¹. The TCDP established two impact fees for new development in the Transit Center District: one for open space and a second for transportation. In addition to the impact fees, the TCDP required establishment of a Community Facilities District (CFD or Mello-Roos District), to help fund the DTX as well as the streetscape and open space improvements. The Transbay CFD includes an additive tax per square foot on properties within the TCDP area plan that will see significant new development. (Existing buildings would not be required to join the Mello-Roos District.)²²

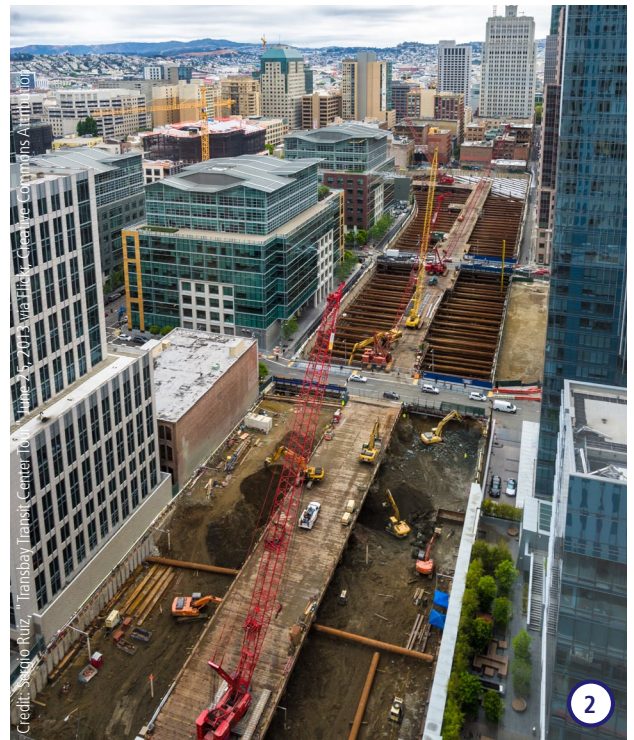
The City adopted and established the Mello-Roos District in January 2015, and is projected to raise over \$800 million towards construction of the Transbay Terminal projects and other streetscape and open space improvements.

19 http://www.sf-planning.org/ftp/CDG/CDG_transit_center.htm

20 About 3,330 of these units are within the Transbay Redevelopment Area and the other 1,400 are outside of the Redevelopment Area within the TCDP area. Development projects within the Redevelopment Area are not subject to impact fees and instead will contribute to the infrastructure improvements in the area through Tax Increment Financing.

21 Most of the proposed units (3,030) and about 700,000 square feet of office space are within the Transbay Redevelopment Area and are not subject to impact fees.

22 The CFD will include the properties within the Transbay Redevelopment Area.



TRANSIT CENTER DISTRICT

1. Transbay Center rendering
2. Transbay Center construction underway
3. Transbay Center construction underway

The Planning Department projects over \$106 million in impact fee revenues available for infrastructure impact fees in the Transit Center District over the next five years. Nearly \$28 million of these impact fees are open space impact fees set aside for open space improvement projects, and the other \$78 million are transportation impact fees set aside for transit as well as streetscape improvements.

PROJECTED IMPACT FEE REVENUE, FY17–FY21	
Open Space Impact Fees	\$28,000,000
Transportation Impact Fees	\$78,000,000
TOTAL TCDP Revenues	\$106,000,000

PROJECTS UNDERWAY

The TCDP Area Plan along with its Implementation Program proposed a list of infrastructure improvement projects to accommodate the future growth in the area. Appendix A lists and explains all these projects. In the next five years, the TCDP impact fee revenues will provide funding for the following projects:

- 1) **Transbay Terminal Phase II (Downtown Rail Extension):** Phase I of the Transbay Terminal includes building the terminal itself, including the rooftop park and the underground train box. Following the construction of the trainbox, which includes an underground level at the Transbay Terminal to allow access to Caltrain and ultimately High Speed Rail, the second phase of the project will include design, engineering, right-of-way acquisition, and construction of the tunnel that connects the Transbay terminal to the existing rail terminus at 4th and King streets.
- 2) **TCDP Streetscape Plan:** The Planning Department, in coordination with SF Public Works and SFMTA, is in the process of developing a Streetscape Plan for the Transit Center District. The Streetscape Plan will define street geometries and streetscape materials, develop a construction schedule, and refine high-level cost estimates for building each specific street segment.
- 3) **Design and Construction for TCDP Streetscape Plan:** Following the TCDP Streetscape Plan, many of the streetscape plan projects can move forward with further engineering design. SF Public Works is in the process of hiring a project manager for this project. The project manager will work with other agencies to refine details of specific projects and improvements in terms of scope, priority improvements, budget, and construction schedule.

- 4) **Chinatown Open Space improvements:** Open space impact fee revenues in the next five years would fund open space improvements for Chinatown open spaces, as listed in the TCDP implementation document. Within the next five years, about \$9 million of open space impact fees will be allocated to the Chinatown Open Space improvements. These improvements include enhancements to Portsmouth Square, currently the subject of a planning study, and the Central Subway Chinatown Station open space. The open space fees will provide approximately \$2 million for the Portsmouth Square improvements, and \$7.1 million in open space impact fees for the Central Subway open space improvements over the next five years.
- 5) **In-Kind improvements:** The Transit Tower project will meet the majority of its impact fee obligations through provision of infrastructure identified in the Area Plan. The Transit Tower will provide the following infrastructure improvements as part of the an in-kind agreement with the City (Note: in some cases the in-kind contribution does not cover the full cost of the infrastructure improvement):
 - i. City Park: rooftop park on top of the Transbay terminal: \$8.5 million
 - ii. Natoma Street: \$11 million
 - iii. Fremont and First mid-block crossings \$1 million
 - iv. Bus boarding island on Mission Street \$500,000
 - v. DTX, phase I (Trainbox): \$15.2 million

APPENDIX 1.

ARTICLE 36. COMMUNITY IMPROVEMENTS AREA PLANS AND PROGRAMS

SEC. 36.1. – APPLICABILITY.

(a) The Planning Department is currently engaged in comprehensive planning of areas of the City being referred to as the proposed Market/Octavia, East SOMA, West SOMA, Inner Mission, Lower Potrero/Showplace Square, and Central Waterfront plan areas. These efforts are expected to lead to new or modified area plans of the City's General Plan ("Area Plans") that address urban design, open space, transportation, housing, and community facilities and present detailed rezoning and policy proposals that cover land use, housing, community facilities, open space, and transportation. The boundaries of these areas are generally as outlined in documents posted from time to time on the Planning Department's web page.

(b) As part of the comprehensive planning leading to preparation and adoption of each Area Plan, the Planning Department, and, in the West SOMA area, the Planning Department with the advice and input of the Western SoMa Citizens Planning Task Force, is analyzing the existing deficiencies and improvement needs of each area and the deficiencies and improvement needs that will be created by or exacerbated by the new development permitted by the proposed Area Plan. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. Based on this analysis, the Planning Department shall prepare for each area a document that identifies the various facilities, infrastructure and other community improvements needed to address the identified conditions and needs (the "Community Improvements Plan") and an implementation program that summarizes the estimated costs of the various facilities and improvements identified in the Community Improvements Plan, proposes specific funding strategies and sources to finance them, identifies the responsible and supporting agencies, and outlines the steps, including as may be needed more detailed planning, program design, and environmental evaluation, required to refine the proposals and implement them (the "Implementation Program."). In the West SOMA area the City is preparing the Community Improvements Plan and Implementation Program with the advice and input of the Western SoMa Citizens Planning Task Force. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. The funding sources proposed in the Implementation Program may include, but are not limited to,

use of federal, State, and local public resources, community facility, community benefit or other forms of assessment districts, and area-specific development impact fees, as may be detailed in the final adopted respective area plans.

SEC. 36.2. – INTENT.

This Article 36 is intended to provide mechanisms that will enhance the participation in the preparation and implementation of the Community Improvements Plans and Implementation Programs by the various City departments, offices; and agencies that will be responsible for their implementation and provide a means by which the various parties interested in realization of the Community Improvements Plans and Implementation Programs can remain informed about and provide input to and support for their implementation.

SEC. 36.3. – INTERAGENCY PLANNING AND IMPLEMENTATION COMMITTEES.

For each area subject to the provisions of this Article, there shall be an Interagency Planning and Implementation Committee that shall be comprised of representatives of the departments, offices, and agencies whose responsibilities include provision of one of more of the community improvements that are likely to be needed or desired in a Plan Area. In addition to the Planning Department, these departments, offices, and agencies shall, if relevant, include, but are not limited to, the County Transportation Authority, Municipal Transportation Agency, Department of Public Works, Library Commission, Redevelopment Agency, Mayor's Office of Economic and Workforce Development, Mayor's Office of Community Development, Public Utilities Commission, Department of Recreation and Parks, Department of the Environment, and the Office of City Greening. The Interagency Planning and Implementation Committees shall be chaired by the Planning Director or his or her designee. It shall be the responsibility of each such department, office, or agency to participate, using its own administrative funds, in the preparation of that portion of a Community Improvements Plan falling within its area of responsibility and, after Area Plan adoption, to participate in the detailed design of the community improvement or improvements and to seek the funding for its implementation as provided in the Implementation Program, as amended from time to time.

SEC. 36.4. – ANNUAL PROGRESS REPORTS.

Preparation. After the final adoption of an Area Plan, including the Community Improvements Plan and Implementation Program, for a portion of the City subject to the provisions of this Article, the Planning Department shall

prepare for each Area Plan a brief Annual Progress Report indicating the status of implementation of the Area Plan and its various components. It shall contain information regarding the progress made to date in implementing the Area Plan and its various components, including a summary of the individual development projects, public and private, that have been approved during the report period, and shall also describe the steps taken regarding implementation of the various community improvements in accordance with the Plan's projected phasing and update and, if necessary, modify and amend, the contents and/or phasing of the Community Improvements Plan and Implementation Program. It shall also include proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement the Community Improvements Plan. It shall be the responsibility of each department, office and agency to provide to the Planning Department the following: (i) information regarding its progress in implementing the community improvement(s) for which it is responsible; (ii) any changes in the time-phased schedule for implementing the improvement(s); and (iii) information regarding its relevant proposed work program and efforts to secure the funding sources for implementing the improvement(s) in the coming year. The Planning Department shall summarize this information together with information regarding its own progress and relevant proposed work program and budget into the Annual Progress Report.

(b) Annual Hearing at Planning Commission. Prior to the annual submission of the Planning Department budget requests to the Mayor's Budget Office, the Planning Commission shall hold a public hearing on each Area Plan's Annual Progress Report. Notice of the hearing shall be provided at least 30 days prior to the meeting as follows: mailed notice to all organizations and individuals who have specifically requested mailed notice and published notice at least once in an official newspaper of general circulation. The Report shall be posted on the Department's web page for at least 30 days before the hearing. This hearing may be held as part of the Planning Commission's hearing on the Departmental budget request.

(c) Submission to Relevant Committee of the Board of Supervisors. The Annual Progress Report shall also be submitted to the committee of the Board of Supervisors responsible for land use matters, which Committee may schedule a public hearing. Further, the Board urges the Planning Department Director and/or his or her designee who chairs the Interagency Planning and Implementation Committee for each Area Plan to be available to provide a briefing and answer questions about the Report at the appropriate Board of Supervisors committee hearing.

(d) Termination. This Annual Progress Report requirement may be terminated by the Planning Commission upon its determination after a public hearing, noticed at least 30 days prior to the meeting, that full implementation of the Community Improvements Plan and Implementation Program has been substantially achieved and that continuation of the Annual Progress Report requirement would serve no useful purpose.

APPENDIX 2.

IPIC RECOMMENDATIONS FOR IMPACT FEE EXPENDITURE BY PLAN AREA

RINCON HILL IPIC EXPENDITURE PROGRAM

REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD

1	REVENUE		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
2	HOUSING		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
3	GENERAL		\$20,986,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$20,986,000
4	TRANSPORTATION / TRANSIT		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
5	COMPLETE STREETS		\$-	\$3,092,000	\$8,000	\$1,119,000	\$3,691,000	\$-	\$-	\$4,818,000	\$7,910,000
6	RECREATION AND OPEN SPACE		\$-	\$626,000	\$2,000	\$227,000	\$747,000	\$-	\$-	\$976,000	\$1,602,000
7	GREENING		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
8	COMMUNITY FACILITIES		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
9	CHILD CARE		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
10	LIBRARY		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
11	ADMIN		\$874,000	\$196,000	\$1,000	\$71,000	\$234,000	\$-	\$-	\$306,000	\$1,376,000
12	TOTAL		\$21,860,000	\$3,914,000	\$11,000	\$1,417,000	\$4,672,000	\$-	\$-	\$6,100,000	\$31,874,000

EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +

14	EXPENDITURES	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
15			\$-							\$-	\$-
16	Harrison Street (Partially between Essex and First North Side)	IN-KIND	\$626,000	\$-	\$-	\$-	\$-	\$-		\$-	\$626,000
17	Harrison Street and Fremont Street	DPW	\$1,438,000	\$2,170,000	\$6,419,000	\$2,184,000	\$994,000	\$-	\$-	\$10,167,000	\$13,135,000
18	Rincon Hill Future Streetscape Projects	DPW	\$-	\$-	\$-	\$-	\$3,678,000	\$-	\$-	\$3,678,000	\$3,678,000
19	Spear Living Street		\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
20	Main Living Street		\$-	\$-	\$-	\$-	\$-			\$-	\$-
21	Beale Living Street		\$-	\$-	\$-	\$-	\$-	\$-		\$-	\$-
22	First Street		\$-	\$-	\$-	\$-	\$-			\$-	\$-
23	Guy Place Alley		\$-	\$-	\$-					\$-	\$-
24	Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)	IN-KIND	\$573,000	\$-	\$-	\$-	\$-	\$-		\$-	\$573,000
25	First Street and Harrison Street (In-Kind)	IN-KIND	\$1,110,000	\$-	\$-	\$-	\$-	\$-		\$-	\$1,110,000
26	Guy Place Park – Design and Construct	RPD	\$2,492,000	\$100,000	\$-	\$-	\$-	\$-		\$-	\$2,592,000
27	Guy Place Park Conceptual Design	RPD	\$500,000	\$-	\$-	\$-	\$-	\$-		\$-	\$500,000
28	Guy Place Park Acquisition	RPD	\$1,811,000	\$-	\$-	\$-	\$-	\$-		\$-	\$1,811,000
29	Guy Place Park Appraisal	RPD	\$25,000	\$-	\$-	\$-	\$-	\$-		\$-	\$25,000
30			\$-							\$-	\$-
31	Library materials	LIB	\$300,000	\$-	\$-	\$-	\$-	\$-		\$-	\$300,000

	EXPENDITURES	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
32			\$-							\$-	\$-
33	Program Administration	DCP	\$827,000	\$174,000	\$-	\$47,000	\$-	\$-	\$-	\$47,000	\$1,048,000
34			\$-							\$-	\$-
35	25% Transfer to SOMA Stabilization Fund	MOHCD	\$2,762,000	\$3,238,000	\$-	\$-	\$-	\$-	\$-	\$-	\$6,000,000
36	Transfer to SOMA Stabilization fund – One Rincon Phase II	MODCD	\$453,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$453,000
37											
38											
39	RUNNING TOTALS		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
40	Revenue Totals		\$21,860,000	\$3,914,000	\$11,000	\$1,417,000	\$4,672,000	\$-	\$-	\$6,100,000	\$31,874,000
41	Total Expenditures		\$12,917,000	\$5,682,000	\$6,419,000	\$2,184,000	\$4,672,000	\$-	\$-	\$13,275,000	\$31,874,000
42	Annual Surplus (Deficit)		\$5,713,000	\$(1,768,000)	\$(6,408,000)	\$(767,000)	\$-	\$-	\$-	\$-	\$-
43	Cumulative Surplus (Deficit)		\$8,943,000	\$7,175,000	\$767,000	\$-	\$-	\$-	\$-	\$-	\$-

MARKET AND OCTAVIA IPIC EXPENDITURE PROGRAM										
REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD										
REVENUE: ALL MARKET OCTAVIA PROJECTS	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21	
1 HOUSING	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	
2 GENERAL	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	
3 TRANSPORTATION / TRANSIT	\$3,579,000	\$1,035,000	\$570,000	\$2,691,000	\$4,397,000	\$625,000	\$601,000	\$8,884,000	\$14,099,000	
4 COMPLETE STREETS	\$–	\$2,108,000	\$1,162,000	\$5,399,000	\$9,189,000	\$1,250,000	\$1,202,000	\$18,202,000	\$21,512,000	
5 RECREATION AND OPEN SPACE	\$2,509,000	\$979,000	\$539,000	\$2,565,000	\$4,102,000	\$597,000	\$574,000	\$8,377,000	\$12,439,000	
6 GREENING	\$4,175,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$4,175,000	
7 COMMUNITY FACILITIES	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	
8 CHILDCARE	\$945,000	\$363,000	\$200,000	\$973,000	\$1,463,000	\$227,000	\$218,000	\$3,081,000	\$4,607,000	
9 LIBRARY	\$103,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$103,000	
10 ADMIN	\$656,000	\$236,000	\$130,000	\$612,000	\$1,008,000	\$142,000	\$137,000	\$2,029,000	\$3,058,000	
11 TOTAL	\$11,967,000	\$4,721,000	\$2,601,000	\$12,240,000	\$20,159,000	\$2,841,000	\$2,732,000	\$40,573,000	\$59,993,000	
EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
57										\$–
58										\$–
59 Transit										\$–
60 Haight Two-way Transportation and Streetscape	MTA	\$330,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$330,000
61 Muni Forward	MTA	\$–	\$300,000	\$–	\$–	\$2,448,670	\$–	\$–	\$2,448,670	\$2,748,670
62 Light Rail Service Enhancement	MTA	\$–	\$–	\$–	\$3,265,910	\$1,984,090	\$–	\$–	\$5,250,000	\$5,250,000
63 Polk Street northbound bicycle improvements	MTA	\$50,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$50,000
64 Van Ness BRT - Van Ness and Mission ped. improvements	MTA	\$–	\$–	\$–	\$1,500,000	\$–	\$–	\$–	\$1,500,000	\$1,500,000
65 Hub Transportation Improvements Study	DCP	\$–	\$–	\$250,000	\$–	\$–	\$–	\$–	\$250,000	\$250,000
66 Transit Unprogrammed		\$–	\$–	\$–	\$–	\$–	\$322,000	\$601,000	\$923,000	\$1,435,400
67 Category Expenditure Sub Total		\$380,000	\$300,000	\$250,000	\$4,765,910	\$4,432,760	\$322,000	\$601,000	\$10,371,670	\$11,564,070
68 Category Balance Per Year		\$428,000	\$735,000	\$320,000	\$(2,074,910)	\$(35,760)	\$303,000			
69 Category Cumulative Balance Per Year		\$3,199,000	\$1,790,670	\$2,110,670	\$35,760	\$–	\$303,000	\$303,000		
70										\$–
71 Greening / Complete Streets		\$–							\$–	\$–

	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
72	Dolores and Market Intersection Improvements (In-kind)	IN-KIND	\$513,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$513,000
73	Hayes Two-way	MTA	\$49,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$49,000
76	Living alleyway Community Challenge Program	DCP	\$500,000	\$500,000	\$–	\$1,000,000	\$500,000	\$500,000	\$500,000	\$2,500,000	\$3,500,000
77	Better Market Street – Market from 10th to Octavia	DPW	\$–	\$1,000,000	\$–	\$–	\$–	\$–	\$–	\$–	\$1,000,000
80	Page Street Green Connection	DPW to MTA	\$250,000	\$1,500,000	\$(500,000)	\$–	\$–	\$–	\$–	\$(500,000)	\$1,250,000
83	Patricia's Green Rotating Art Project – Arts Commission	ARTS	\$40,000	\$20,000	\$50,000	\$50,000	\$50,000	\$40,000	\$–	\$190,000	\$250,000
84	Pedestrian Improvements Franklin and Gough intersections	MTA	\$750,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$750,000
85	Upper Market Pedestrian Improvements	MTA	\$2,110,000	\$–	\$1,057,100	\$–	\$–	\$–	\$–	\$1,057,100	\$3,167,100
86	Predevelopment – Upper Market Pedestrian Improvements	MTA	\$50,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$50,000
89	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	\$150,000	\$500,000	\$–	\$–	\$–	\$–	\$–	\$–	\$650,000
92	Sidewalk Greening Program (formerly Street Tree Plantings Program)	DCP	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$–	\$200,000	\$350,000
95	Streetscape Enhancement Fund	MTA	\$350,000	\$1,000,000	\$1,350,000	\$1,500,000	\$2,250,000	\$–	\$–	\$5,100,000	\$6,450,000
96	Koshland Park Access Improvements	MTA	\$–	\$–	\$450,000	\$–	\$–	\$–	\$–	\$450,000	\$450,000
97	Van Ness BRT – Van Ness and Mission ped.	MTA	\$–	\$500,000	\$–	\$–	\$–	\$–	\$–	\$–	\$500,000
98	Complete Streets Unprogrammed		\$–	\$–	\$–	\$–	\$6,136,000	\$963,000	\$702,000	\$7,801,000	\$8,837,400
100	Category Expenditure Sub Total		\$4,862,000	\$5,070,000	\$2,457,100	\$2,600,000	\$8,986,000	\$1,553,000	\$1,202,000	\$16,798,100	\$27,766,500
101	Category Balance Per Year		\$(2,258,000)	\$(2,962,000)	\$(1,295,100)	\$2,799,000	\$203,000	\$(303,000)	\$–		
102	Category Cumulative Balance Per Year		\$(687,000)	\$(1,537,660)	\$(2,832,760)	\$(33,760)	\$169,240	\$(133,760)	\$(133,760)		
103											
104	Recreation and Open Space				\$5,057,100						
105	Hayward Park	RPD	\$150,000	\$2,734,000	\$–	\$1,000,000	\$2,600,000	\$–	\$–	\$3,600,000	\$6,484,000
106	Brady Block Park – design	DCP	\$100,000	\$100,000	\$–	\$2,000,000	\$500,000	\$–	\$–	\$2,500,000	\$2,700,000
107	Community Challenge Grant	CCG	\$230,000	\$180,000	\$–	\$–	\$–	\$–	\$–	\$–	\$410,000
108	Re-Connect Buchanan Street Mall ROW Study	RDP	\$–	\$–	\$100,000	\$–	\$–	\$–	\$–	\$100,000	\$100,000

	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR - PLANNED FY17 +	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
109	Recreation and Open Space Unprogrammed		\$-	\$-	\$-	\$-	\$1,000,000	\$597,000	\$574,000	\$2,171,000	\$2,657,000
110	Category Expenditure Sub Total		\$430,000	\$3,014,000	\$100,000	\$3,000,000	\$4,100,000	\$597,000	\$574,000	\$8,371,000	\$12,351,000
111	Category Balance Per Year		\$(133,000)	\$(2,035,000)	\$439,000	\$(435,000)	\$2,000	\$-	\$-		
112	Category Cumulative Balance Per Year		\$2,029,000	\$(6,000)	\$433,000	\$(2,000)	\$-	\$-	\$-		
113											\$-
114	Library materials	LIB	\$126,900	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$126,900
115			\$-							\$-	\$-
116	Child Care (unprogrammed)	DHS	\$-	\$1,273,000	\$-	\$1,208,000	\$1,463,000	\$227,000	\$218,000	\$3,116,000	\$4,571,200
117			\$-							\$-	\$-
118	Program Administration	DCP	\$376,900	\$236,050	\$130,050	\$899,090	\$1,008,000	\$142,000	\$137,000	\$2,316,140	\$2,929,090
119											\$-
142											
143	OVERALL BALANCE			BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		
144	Revenue Totals for MO Infra			\$4,721,000	\$2,601,000	\$12,240,000	\$20,159,000	\$2,841,000	\$2,732,000		
145	Total Expenditures			\$9,893,050	\$2,937,150	\$12,473,000	\$19,989,760	\$2,841,000	\$2,732,000		
146	Annual Surplus (Deficit)			\$(5,172,050)	\$(336,150)	\$(233,000)	\$169,240	\$-	\$-		
147	Cummulate Suplus (Deficit)			\$569,150	\$233,000	\$-	\$169,240	\$169,240	\$169,240		

EASTERN NEIGHBORHOODS IPIC EXPENDITURE PROGRAM

REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD										
REVENUE		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
1	HOUSING	\$3,646,000	\$1,213,000	\$409,000	\$3,814,000	\$8,618,000	\$–	\$992,000	\$13,833,000	\$18,692,000
2	GENERAL	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–
2	TRANSPORTATION / TRANSIT	\$13,759,000	\$4,593,000	\$3,070,000	\$4,559,000	\$2,331,000	\$1,137,000	\$1,246,000	\$12,343,000	\$30,695,000
3	COMPLETE STREETS	\$–	\$6,793,000	\$5,413,000	\$6,686,000	\$3,157,000	\$2,102,000	\$2,148,000	\$19,506,000	\$26,299,000
4	RECREATION AND OPEN SPACE	\$8,921,000	\$7,954,000	\$7,030,000	\$8,319,000	\$4,748,000	\$2,718,000	\$2,852,000	\$25,667,000	\$42,542,000
4	GREENING	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–
5	COMMUNITY FACILITIES	\$–		\$–	\$–	\$–	\$–	\$–	\$–	\$0
5	CHILDCARE	\$1,251,000	\$1,131,000	\$975,000	\$1,123,000	\$508,000	\$385,000	\$385,000	\$3,376,000	\$5,758,000
6	LIBRARY	\$277,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$277,000
7	ADMIN	\$1,150,000	\$1,141,000	\$883,000	\$1,290,000	\$1,019,000	\$334,000	\$401,000	\$3,927,000	\$6,218,000
8	TOTAL	\$29,004,000	\$22,825,000	\$17,780,000	\$25,791,000	\$20,381,000	\$6,676,000	\$8,024,000	\$78,652,000	\$130,481,000
9										
	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
10										
11	Housing	\$–							\$–	\$–
12	General Housing Payment to MOH	\$3,507,000	\$1,352,000	\$409,000	\$3,814,000	\$8,618,000	\$–	\$992,000	\$13,833,000	\$18,692,000
14									\$–	\$–
15	Transportation / Transit								\$–	\$–
16	16th Street / 22-Fillmore Improvements	\$1,145,000	\$5,619,000	\$–	\$7,569,000	\$2,331,000	\$1,137,000	\$1,003,000	\$12,040,000	\$18,804,000
17	Folsom Street / Howard Street Improvements	\$550,000			\$–	\$–	\$–	\$–	\$–	\$550,000
18	Ringold Alley Improvements (In-Kind)	\$1,800,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$1,800,000
19	22nd Street Green Connections	\$150,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$150,000
20	Potrero Avenue Streetscape			\$1,418,000					\$1,418,000	\$1,418,000
21	Pedestrian, Bicycle, and Streetscape Enhancement Fund	\$579,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$579,000
22	Transit Unprogrammed			\$–	\$–	\$–	\$–	\$243,000	\$243,000	\$243,000
23	Category Expenditure Sub Total	\$4,224,000	\$5,619,000	\$1,418,000	\$7,569,000	\$2,331,000	\$1,137,000	\$1,246,000	\$13,701,000	\$23,544,000
24	Category Balance Per Year	\$5,740,000	\$(1,026,000)	\$1,652,000	\$(3,010,000)	\$–	\$–	\$–		
	Category Cumulative Balance Per Year	\$9,535,000	\$1,358,000	\$3,010,000	\$–	\$–	\$–	\$–		
25									\$–	\$–
26										\$–

	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
27	Complete Streets									\$–	\$–
28	Folsom Street / Howard Street Improvements	MTA	\$–	\$4,500,000	\$12,792,000	\$1,258,000	\$3,712,000	\$2,102,000	\$2,148,000	\$22,012,000	\$26,512,000
29	22nd Street Green Connections	DPW	\$–	\$2,000,000	\$1,000,000	\$–	\$–	\$–	\$–	\$1,000,000	\$3,000,000
30	2nd Street Improvements	DPW	\$–	\$750,000	\$–	\$–	\$–	\$–	\$–	\$–	\$750,000
31	Bartlett Street / Mission Mercado	DPW	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$–
32	Central Waterfront Short Term Pedestrian Improvements	DPW	\$–	\$–	\$183,000	\$–	\$–	\$–	\$–	\$183,000	\$183,000
33	Pedestrian, Bicycle, and Streetscape Enhancement Fund	DPW	\$–	\$1,000,000	\$300,000	\$–	\$–	\$–	\$–	\$300,000	\$1,300,000
34	Complete Streets Unprogrammed					\$–	\$1,705,000			\$1,705,000	\$1,705,000
36										\$–	\$–
37	Category Expenditure Sub Total		\$–	\$8,250,000	\$14,275,000	\$1,258,000	\$5,417,000	\$2,102,000	\$2,148,000	\$25,200,000	\$33,450,000
38	Category Balance Per Year		\$–	\$ (1,457,000)	\$ (8,862,000)	\$5,428,000	\$ (2,260,000)	\$–	\$–		
39	Category Cumulative Balance Per Year		\$–	\$5,694,000	\$ (3,168,000)	\$2,260,000	\$–	\$–	\$–		
40										\$–	\$–
41	Recreation and Open Space									\$–	\$–
42	17th and Folsom Park	RPD	\$2,420,000	\$–	\$–	\$–				\$–	\$2,420,000
43	Daggett Park (In-Kind)	IN-KIND	\$2,370,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$2,370,000
44	South Park	RPD	\$1,500,000	\$–	\$–	\$–				\$–	\$1,500,000
45	Activation of Existing Parks – Initial Projects	RPD	\$–							\$–	\$–
47	Franklin Square Par-Course	RPD	\$40,000	\$80,000	\$–	\$–	\$–	\$–	\$–	\$–	\$120,000
48	Planning and Cost Estimating	RPD	\$128,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$128,000
49	Potrero Recreation Center Trail Lighting ("Walking School Bus")	RPD	\$180,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$180,000
50	Jackson Playground – Playground Rehabilitation	RPD	\$110,000	\$530,000	\$–	\$–	\$–	\$–	\$–	\$–	\$640,000
51	Gene Friend / Soma Recreation Center	RPD	\$–	\$1,000,000	\$450,300	\$1,350,000	\$–	\$–	\$–	\$1,800,300	\$2,800,300
52	Mission Recreation Center	RPD	\$–	\$–	\$–	\$3,740,000	\$–	\$–	\$–	\$3,740,000	\$3,740,000
53	Jackson Playground	RPD	\$–	\$–	\$–	\$1,000,000	\$–	\$–	\$–	\$1,000,000	\$1,000,000
54	Garfield Square Aquatic Center	RPD	\$–	\$–	\$1,225,000	\$–	\$–	\$–	\$–	\$1,225,000	\$1,225,000
55	Juri Commons	RPD	\$–	\$–	\$325,000	\$–	\$–	\$–	\$–	\$325,000	\$325,000
56	Jose Coronado Playground	RPD	\$–	\$–	\$–	\$517,000	\$1,500,000	\$–	\$–	\$2,017,000	\$2,017,000

	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR - PLANNED FY17 +	DEPT.	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17-21	THROUGH FY 21
57	Dogpatch Art Plaza (In-Kind)	IN-KIND	\$-	\$850,000	\$-	\$-	\$-	\$-	\$-	\$-	\$850,000
58	Eagle Plaza (In-Kind)	IN-KIND				\$1,500,000				\$1,500,000	\$1,500,000
59	New Parks in South of Market	DCP / RPD	\$300,000	\$1,222,000	\$7,288,000	\$-	\$-	\$-	\$-	\$7,288,000	\$8,810,000
60	Central Waterfront Recreation and Open Space	RPD	\$-	\$500,000	\$1,007,700	\$1,203,000	\$238,000	\$2,518,000	\$-	\$4,966,700	\$5,466,700
61	Community Challenge Grant	ADMIN	\$225,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	\$1,425,000
62	Recreation and Open Space Unprogrammed		\$-	\$-	\$-	\$-	\$2,673,000	\$-	\$2,652,000	\$5,325,000	\$5,325,000
63	Category Expenditure Sub Total		\$7,273,000	\$4,382,000	\$10,496,000	\$9,510,000	\$4,611,000	\$2,718,000	\$2,852,000	\$30,187,000	\$41,842,000
64	Category Balance Per Year		\$50,000	\$3,572,000	\$(3,466,000)	\$(1,191,000)	\$137,000	\$-	\$-		
65	Category Cumulative Balance Per Year		\$1,648,000	\$5,220,000	\$1,754,000	\$563,000	\$700,000	\$700,000	\$700,000	\$700,000	
66										\$-	\$-
67	Childcare									\$-	\$-
68	Potrero Launch Childcare Center (In-Kind)	IN-KIND	\$1,916,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$1,916,000
69	Childcare Unprogrammed	DHS	\$-	\$85,000	\$1,322,000	\$1,179,000	\$486,000	\$385,000	\$385,000	\$3,757,000	\$3,842,000
73										\$-	\$-
74	Library Materials	LIB	\$713,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$713,000
75			\$-							\$-	\$-
76	Program Administration	DCP	\$1,021,000	\$825,000	\$883,000	\$1,047,000	\$1,271,000	\$334,000	\$401,000	\$3,936,000	\$5,782,000
77											
102	TOTAL BALANCES			FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		
103	Revenue Totals		\$29,004,000	\$22,825,000	\$17,780,000	\$25,791,000	\$20,381,000	\$6,676,000	\$8,024,000	\$78,652,000	\$130,481,000
104	Total Expenditures		\$18,654,000	\$20,513,000	\$28,803,000	\$24,377,000	\$22,734,000	\$6,676,000	\$8,024,000	\$90,614,000	\$129,781,000
105	Annual Surplus (Deficit)			\$2,312,000	\$(11,023,000)	\$1,414,000	\$(2,353,000)	\$-	\$-		
106	Cummulate Suplus (Deficit)		\$10,350,000	\$12,662,000	\$1,639,000	\$3,053,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000

BALBOA PARK IPIC EXPENDITURE PROGRAM

REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD										
REVENUE			THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21 THROUGH FY 21
4	TRANSPORTATION / TRANSIT		\$–	\$28,000	\$8,000	\$48,000	\$13,000	\$13,000	\$13,000	\$95,000 \$123,000
5	COMPLETE STREETS		\$–	\$81,000	\$22,000	\$141,000	\$38,000	\$38,000	\$38,000	\$277,000 \$358,000
6	RECREATION AND OPEN SPACE		\$–	\$62,000	\$17,000	\$107,000	\$29,000	\$29,000	\$29,000	\$211,000 \$273,000
9	CHILDCARE		\$–	\$32,000	\$9,000	\$56,000	\$15,000	\$15,000	\$15,000	\$110,000 \$142,000
11	ADMIN		\$63,000	\$11,000	\$3,000	\$19,000	\$5,000	\$5,000	\$5,000	\$37,000 \$111,000
12	TOTAL		\$1,580,000	\$214,000	\$59,000	\$371,000	\$100,000	\$100,000	\$100,000	\$730,000 \$2,524,000
13										
14	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	DEPT.	THROUGH FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	THROUGH FY 21
	Transportation / Transit									
15	Plaza (In-Kind)	IN-KIND	\$1,517,000	\$–	\$–	\$–	\$–	\$–	\$–	\$– \$–
16	Transit: Planning and Near-Term Improvements Enhancement Fund	MTA	\$–	\$–	\$36,000	\$48,000	\$–	\$–	\$–	\$84,000 \$132,000
17	Transit Unprogrammed		\$–	\$–	\$–	\$–	\$13,000	\$13,000	\$13,000	\$39,000 \$78,000
	Complete Streets									
18	Pedestrian, Bicycle and Streetscape Enhancement Fund	DPW	\$–	\$–	\$103,000	\$141,000	\$–	\$–	\$–	\$244,000 \$385,000
19	Complete Streets Unprogrammed		\$–	\$–	\$–	\$–	\$38,000	\$38,000	\$38,000	\$114,000 \$228,000
	Recreation and Open Space									
	Recreation and Open Space: Planning and Near-Term Improvements Fund	RPD	\$–	\$–	\$79,000	\$107,000	\$–	\$–	\$–	\$186,000 \$293,000
21	Recreation and Open Space Unprogrammed		\$–	\$–	\$–	\$–	\$29,000	\$29,000	\$29,000	\$87,000 \$174,000
	Childcare									
22	Child Care Unprogrammed	DHS	\$–	\$–	\$41,000	\$56,000	\$15,000	\$15,000	\$15,000	\$142,000 \$243,000
23	Program Administration	DCP	\$–	\$–	\$77,000	\$19,000	\$5,000	\$5,000	\$5,000	\$111,000 \$145,000
51										
52	RUNNING TOTALS		THROUGH FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	
53	Revenue Totals		\$–	\$214,000	\$59,000	\$371,000	\$100,000	\$100,000	\$100,000	\$100,000
54	Total Expenditures		\$–	\$–	\$336,000	\$371,000	\$100,000	\$100,000	\$100,000	\$100,000

				THROUGH FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		
	RUNNING TOTALS											
55	Annual Surplus (Deficit)			\$-	\$214,000	\$(277,000)	\$-	\$-	\$-	\$-	\$-	
56	Cumulate Surplus (Deficit)			\$63,000	\$277,000	\$-	\$-	\$-	\$-	\$-	\$-	

VISITACION VALLEY IPIC EXPENDITURE PROGRAM

REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD										
REVENUE	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21	
1 TOTAL REVENUE	\$–									
2 TRANSPORTATION / COMPLETE STREETS	\$560,000	\$–	\$2,812,000	\$1,048,000	\$1,477,000	\$444,000	\$556,000	\$6,337,000	\$6,897,000	
3 RECREATION AND OPEN SPACE (INCLUDING COMMUNITY FACILITIES)	\$659,000	\$–	\$2,114,000	\$769,000	\$1,083,000	\$345,000	\$408,000	\$4,719,000	\$5,378,000	
4 CHILDCARE	\$439,000	\$–	\$1,389,000	\$512,000	\$722,000	\$223,000	\$272,000	\$3,118,000	\$3,557,000	
5 LIBRARY	\$339,000	\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$339,000	
6 ADMIN	\$84,000	\$–	\$332,000	\$123,000	\$173,000	\$53,000	\$65,000	\$746,000	\$830,000	
7 TOTAL	\$2,081,000	\$–	\$6,647,000	\$2,452,000	\$3,455,000	\$1,065,000	\$1,301,000	\$14,920,000	\$17,001,000	
9	\$–							\$–	\$–	
10 SCHLAGE LOCK TRANSPORTATION	\$–	\$–	\$542,000	\$–	\$–	\$198,000	\$–	\$740,000	\$740,000	
11 RECREATION AND OPEN SPACE	\$–	\$–	\$637,000	\$–	\$–	\$233,000	\$–	\$870,000	\$870,000	
	\$–							\$–	\$–	
EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +	THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21	
Transportation / Complete Streets	\$–							\$–	\$–	
12 Leland Avenue (Phase II undergrounding)	\$327,000	\$–	\$(320,000)	\$–	\$–	\$–	\$–	\$(320,000)	\$7,000	
13 Green Connections - Sunnydale (or other) from Schage Lock to Sunnydale	\$506,000	\$–	\$(506,000)	\$–	\$–	\$–	\$–	\$(506,000)	\$–	
14 Pedestrian, Bicycle and Streetscape Enhancement Fund	\$–	\$300,000	\$206,000	\$500,000	\$–	\$–	\$–	\$706,000	\$1,006,000	
15 Complete Streets Unprogrammed	\$–	\$–	\$–	\$–	\$3,919,000	\$246,000	\$556,000	\$4,728,000	\$4,728,000	
16 Category Expenditure Sub Total	\$833,000	\$300,000	\$(78,000)	\$500,000	\$3,919,000	\$444,000	\$556,000	\$5,348,000	\$6,481,000	
17 Category Balance Per Year		\$(300,000)	\$2,890,000	\$548,000	\$(2,449,000)	\$–	\$–			
18 Category Cumulative Balance	\$(273,000)	\$(996,000)	\$1,894,000	\$2,442,000	\$–	\$–	\$–			
19										
20 Recreation and Open Space / Community Facilities										
21 Bayview Park / Executive Park Trail	\$340,000	\$451,000	\$(791,000)					\$(791,000)	\$–	

22	Rec and Open Space: Planning and Near Term Improvements Enhancement Fund	RPD	\$-	\$-	\$1,397,000	\$307,000	\$-	\$-	\$-	\$1,704,000	\$1,704,000
23	Recreation and Open Space Unprogrammed		\$-	\$-	\$-	\$-	\$867,000	\$72,000	\$408,000	\$1,347,000	\$1,347,000
24	Community Facilities Unprogrammed		\$-		\$-	\$-	\$1,077,000	\$29,000	\$-	\$1,106,000	\$1,106,000
25	Category Expenditure Sub Total		\$-	\$451,000	\$1,243,000	\$307,000	\$1,944,000	\$334,000	\$408,000	\$4,236,000	\$5,027,000
26	Category Balance Per Year		\$11,000	\$(451,000)	\$841,000	\$462,000	\$(861,000)	\$-	\$-		
27	Category Cumulative Balance		\$319,000	\$(442,000)	\$399,000	\$861,000	\$-	\$-	\$-		
27	Child Care – unprogrammed		\$-	\$-	\$1,621,000	\$512,000	\$722,000	\$223,000	\$272,000	\$3,350,000	\$3,350,000
28	Visitation Valley Library	LIB	\$1,328,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$1,328,000
32	Admin	DCP	\$80,000	\$-	\$317,000	\$123,000	\$173,000	\$64,000	\$65,000	\$742,000	\$822,000
33	Bi-County Transportation Improvements (per DA)	MTA (?)	\$-	\$-	\$542,000	\$-	\$-	\$198,000	\$-	\$740,000	\$740,000
34	Schlage Lock Parks (In-Kind per DA)	IN-KIND	\$-	\$-	\$637,000	\$-	\$-	\$233,000	\$-	\$870,000	\$870,000
			\$-							\$-	\$-
	RUNNING TOTALS			BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		
35	Revenue Totals			\$-	\$6,647,000	\$2,452,000	\$3,455,000	\$1,065,000	\$1,301,000		
36	Total Expenditures			\$751,000	\$3,103,000	\$1,442,000	\$6,758,000	\$1,065,000	\$1,301,000		
37	Annual Surplus (Deficit)		\$(552,000)	\$(751,000)	\$3,544,000	\$1,010,000	\$(3,310,000)	\$-	\$-		
38	Cummulate Suplus (Deficit)		\$(500,000)	\$(1,251,000)	\$2,293,000	\$3,303,000	\$-	\$-	\$-		

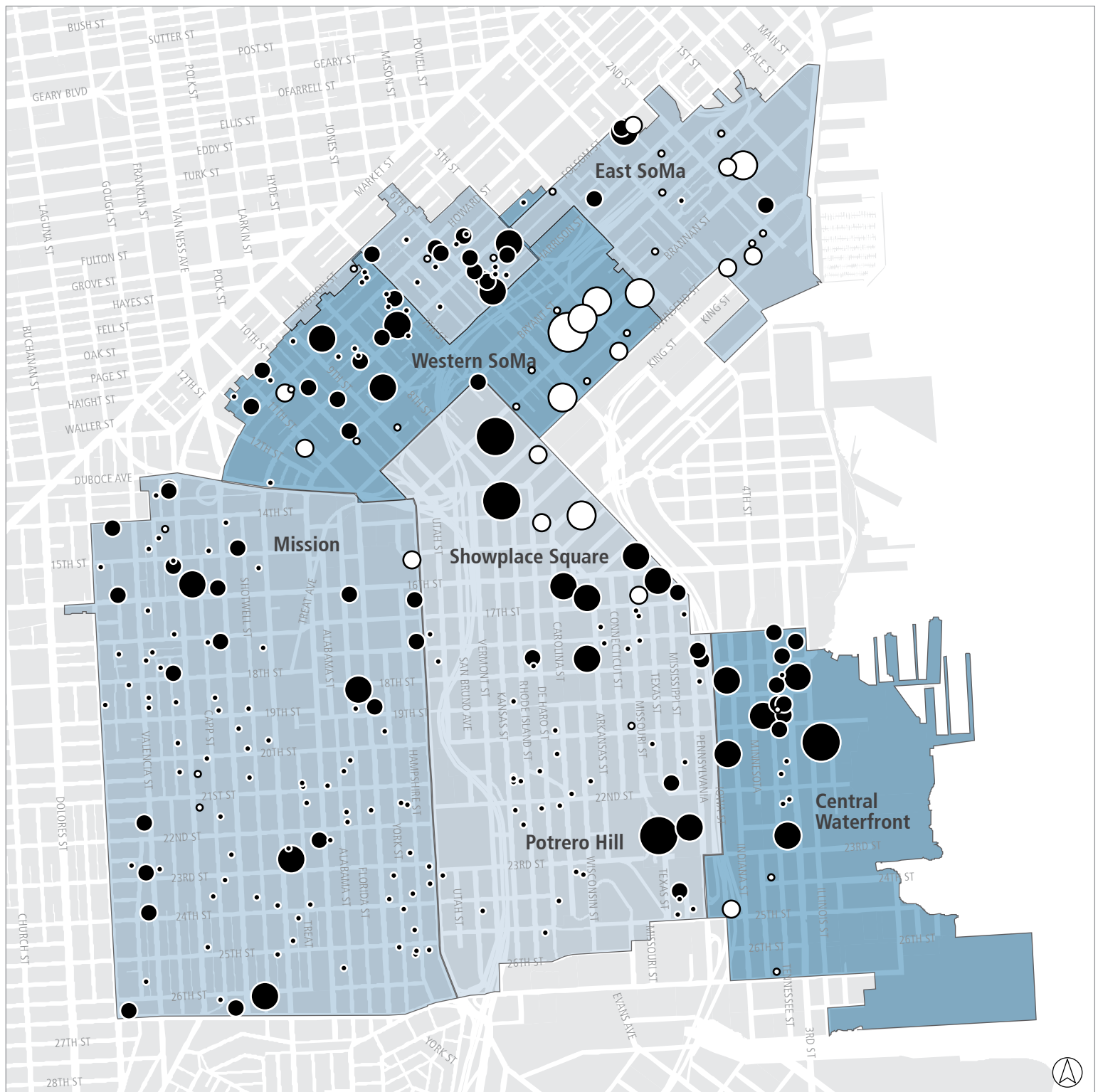
TRANSIT CENTER IPIC EXPENDITURE PROGRAM

REVENUE: ACTUALS FY15 AND PRIOR – PROJECTED FY16 AND FORWARD										
	REVENUE		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21 THROUGH FY 21
1	TRANSPORTATION / TRANSIT		\$46,000	\$4,957,000	\$41,042,000	\$39,313,000	\$1,386,000	\$4,663,000	\$–	\$86,404,000 \$91,407,000
2	RECREATION AND OPEN SPACE		\$314,000	\$1,568,000	\$14,761,000	\$13,608,000	\$762,000	\$1,216,000	\$–	\$30,347,000 \$32,229,000
3	TOTAL		\$360,000	\$6,525,000	\$55,803,000	\$52,921,000	\$2,148,000	\$5,879,000	\$–	\$116,751,000 \$123,636,000
14	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	THROUGH FY 21
	Transportation									
5	Transit Center Streetscape Plan – Project Management	DPW	\$75,000	\$350,000	\$350,000	\$350,000	\$–	\$–	\$–	\$700,000 \$1,125,000
5.5	Downtown Rail Extension Design Work	DPW	\$1,900,000	\$–	\$(1,900,000)	\$–	\$–	\$–	\$–	\$(1,900,000) \$–
6	Streetscape Design and Construction for Transbay Terminal Opening	DPW	\$2,650,000	\$–	\$12,920,000	\$2,430,000	\$–	\$–	\$–	\$15,350,000 \$18,000,000
7	Mid-Block Crossings (In-Knd – Transit Tower)	IN-KIND	\$–	\$–	\$1,000,000	\$–	\$–	\$–	\$–	\$1,000,000 \$1,000,000
8	Natoma (In-kind – Transit Tower)	IN-KIND	\$–	\$–	\$11,000,000	\$–	\$–	\$–	\$–	\$11,000,000 \$11,000,000
9	Bus Boarding island on Mission Street (In-kind – Transit Tower)	IN-KIND	\$–	\$–	\$500,000	\$–	\$–	\$–	\$–	\$500,000 \$500,000
10	Transit Tower In-Kind Agreement	IN-KIND	\$–	\$–	\$15,200,000	\$–	\$–	\$–	\$–	\$15,200,000 \$15,200,000
11	Phase I DTX	TIPA	\$–	\$884,000	\$1,116,000	\$–	\$–	\$–	\$–	\$1,116,000 \$2,000,000
12	Transportation and Streetscape Improvements upprogrammed		\$–	\$–	\$–	\$–	\$37,919,000	\$4,663,000		\$42,582,000 \$42,582,000
13	Category Expenditure Sub Total		\$4,625,000	\$1,234,000	\$40,186,000	\$2,780,000	\$37,919,000	\$4,663,000	\$–	
14	Category Balance Per Year			\$3,723,000	\$856,000	\$36,533,000	\$(36,533,000)	\$–	\$–	
15	Category Cumulative Balance		\$(4,579,000)	\$(856,000)	\$–	\$36,533,000	\$–	\$–	\$–	
16										
17	Recreation and Open Space		\$–	\$–	\$–	\$–	\$–	\$–	\$–	\$– \$–
18	City Park (In-Kind - Transit Tower)	IN-KIND	\$–	\$–	\$8,500,000	\$–	\$–	\$–	\$–	\$8,500,000 \$8,500,000
18.5	IPIC Park (per Famis Report)		\$100,000	\$–	\$(100,000)	\$–	\$–	\$–	\$–	\$(100,000) \$–
19	Improvements to Downtown/ Chinatown Parks	RPD	\$–	\$–	\$495,000	\$857,000	\$–	\$–	\$–	\$1,352,000 \$1,352,000
20	Central Subway Open Space	MTA	\$1,000,000	\$2,000,000	\$4,000,000	\$–	\$–	\$–	\$–	\$4,000,000 \$7,000,000
21	Portsmouth Square improvements	DC/PRPD	\$–	\$500,000	\$148,000	\$–	\$–	\$–	\$–	\$148,000 \$648,000

14	EXPENDITURES: AUTHORIZATIONS FY16 AND PRIOR – PLANNED FY17 +		THROUGH FY 15	BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 17–21	THROUGH FY 21
22	Recreation and Open Space unprogrammed			\$–	\$–		\$13,513,000	\$1,216,000		\$14,729,000	\$14,729,000
23	Category Expenditure Sub Total		\$1,100,000	\$2,500,000	\$13,043,000	\$857,000	\$13,513,000	\$1,216,000	\$–		
24	Category Balance Per Year			\$(932,000)	\$1,718,000	\$12,751,000	\$(12,751,000)	\$–	\$–		
25	Category Cumulative Balance		\$(786,000)	\$(1,718,000)	\$–	\$12,751,000	\$–	\$–	\$–		
53	RUNNING TOTALS			BUDGETED FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		
26	Revenue Totals			\$6,525,000	\$55,803,000	\$52,921,000	\$2,148,000	\$5,879,000	\$–		
27	Total Expenditures			\$3,734,000	\$53,229,000	\$3,637,000	\$51,432,000	\$5,879,000	\$–		
28	Annual Surplus (Deficit)			\$2,791,000	\$2,574,000	\$49,284,000	\$(49,284,000)	\$–	\$–		
29	Cumulate Surplus (Deficit)			\$(2,574,000)	\$–	\$49,284,000	\$–	\$–	\$–		

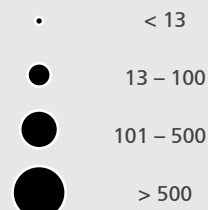
APPENDIX 3.

AREA PLAN MAPS

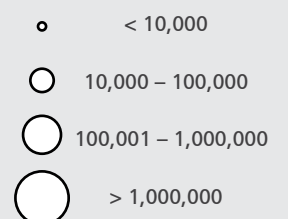


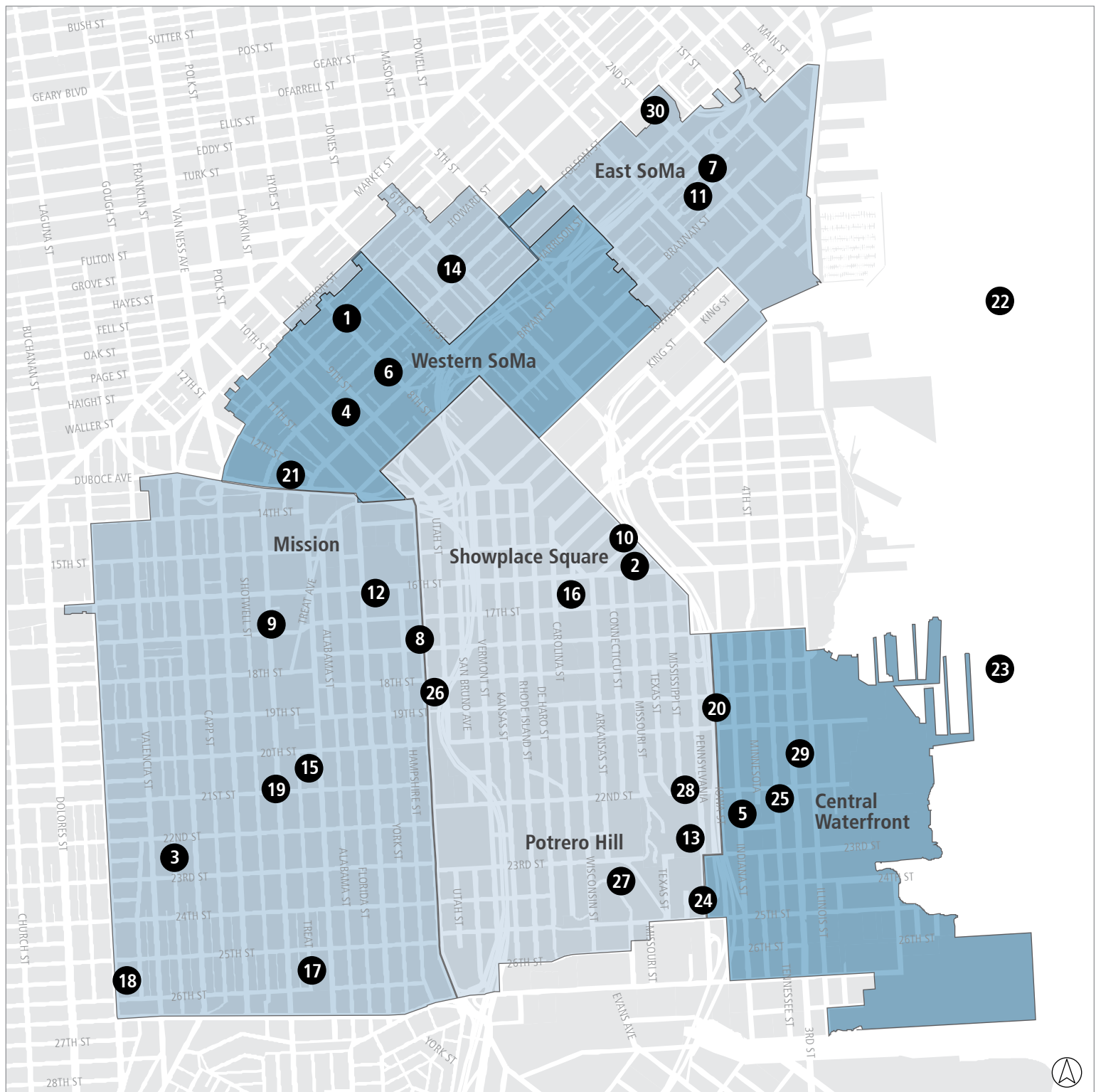
Eastern Neighborhoods Pipeline

Residential Pipeline Net Units



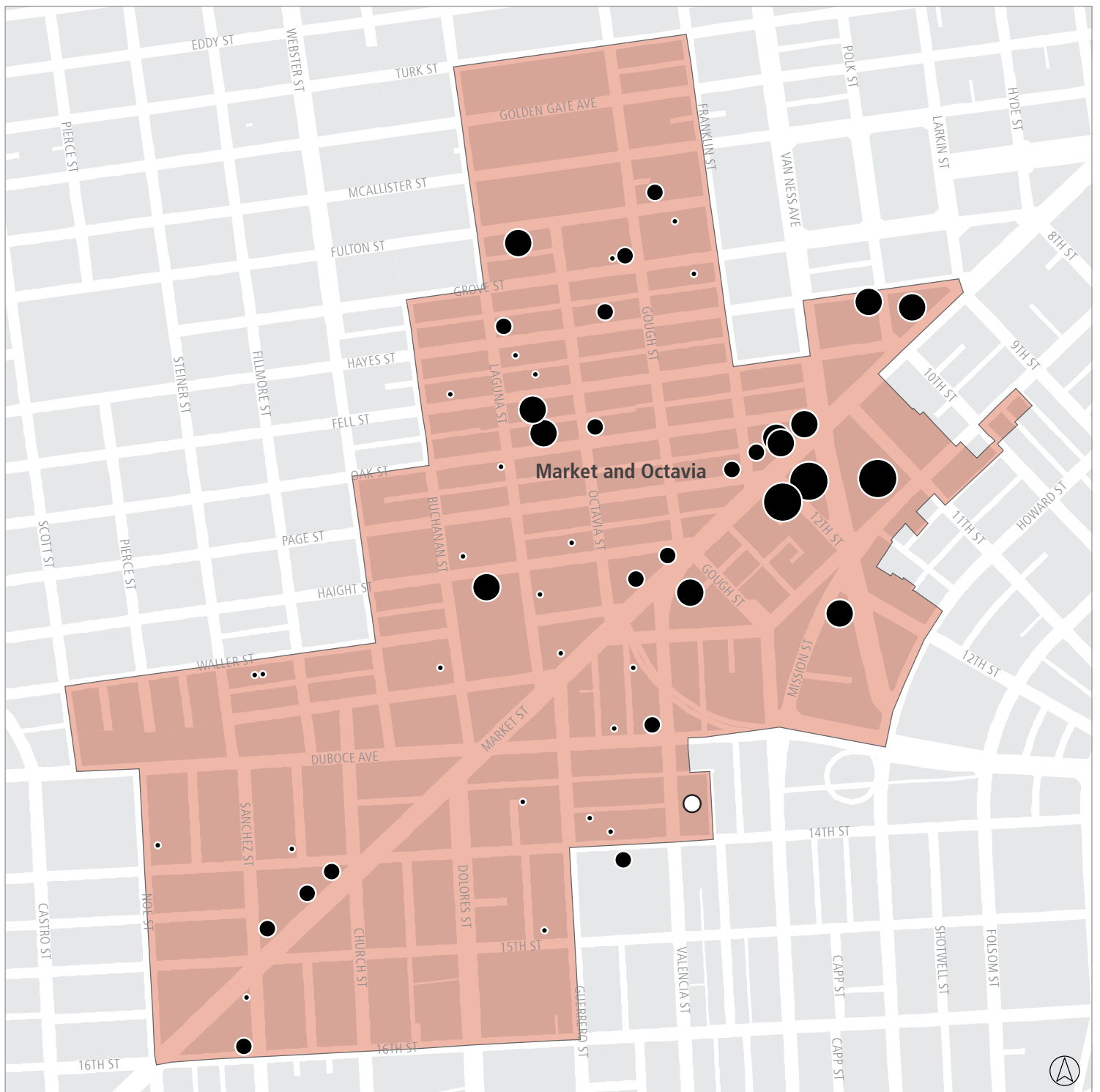
Commercial Pipeline Net Gross Square Feet





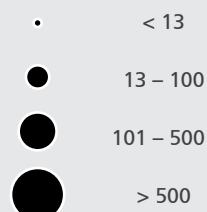
Eastern Neighborhoods Projects

1. Folsom and Howard Street Improvements
2. 16th Street/22-Fillmore Improvements
3. Bartlett Street Pedestrian Improvements/Mission Mercado Community Market
4. Ringold Alley Improvements
5. 22nd Street Green Connections
6. 7th and 8th Street Pedestrian and Bicycle Improvements
7. 2nd Street Improvements
8. Potrero Avenue/9-Rapid Muni Forward Improvements
9. 17th Street and Folsom Street Park
10. Daggett Park
11. South Park
12. Franklin Square Par Course
13. Potrero Recreation Center Trail Lighting
14. Gene Friend/Soma Recreation Center
15. Mission Recreation Center
16. Jackson Playground
17. Garfield Square Aquatics Center
18. Juri Commons
19. Jose Coronado Playground
20. Dogpatch Art Plaza
21. Eagle Plaza
22. New Park(s) in South of Market
23. Central Waterfront Recreation and Open Space
24. Tunnel Top Park (Community Challenge Grant)
25. Angel Alley (Community Challenge Grant)
26. Fallen Bridge Park (Community Challenge Grant)
27. Hope SF Potrero (Community Challenge Grant)
28. Connecticut Friendship Garden (Community Challenge Grant)
29. Potrero Kids Child Care Center
30. 2nd Street Improvements

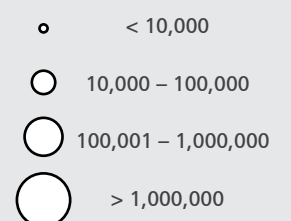


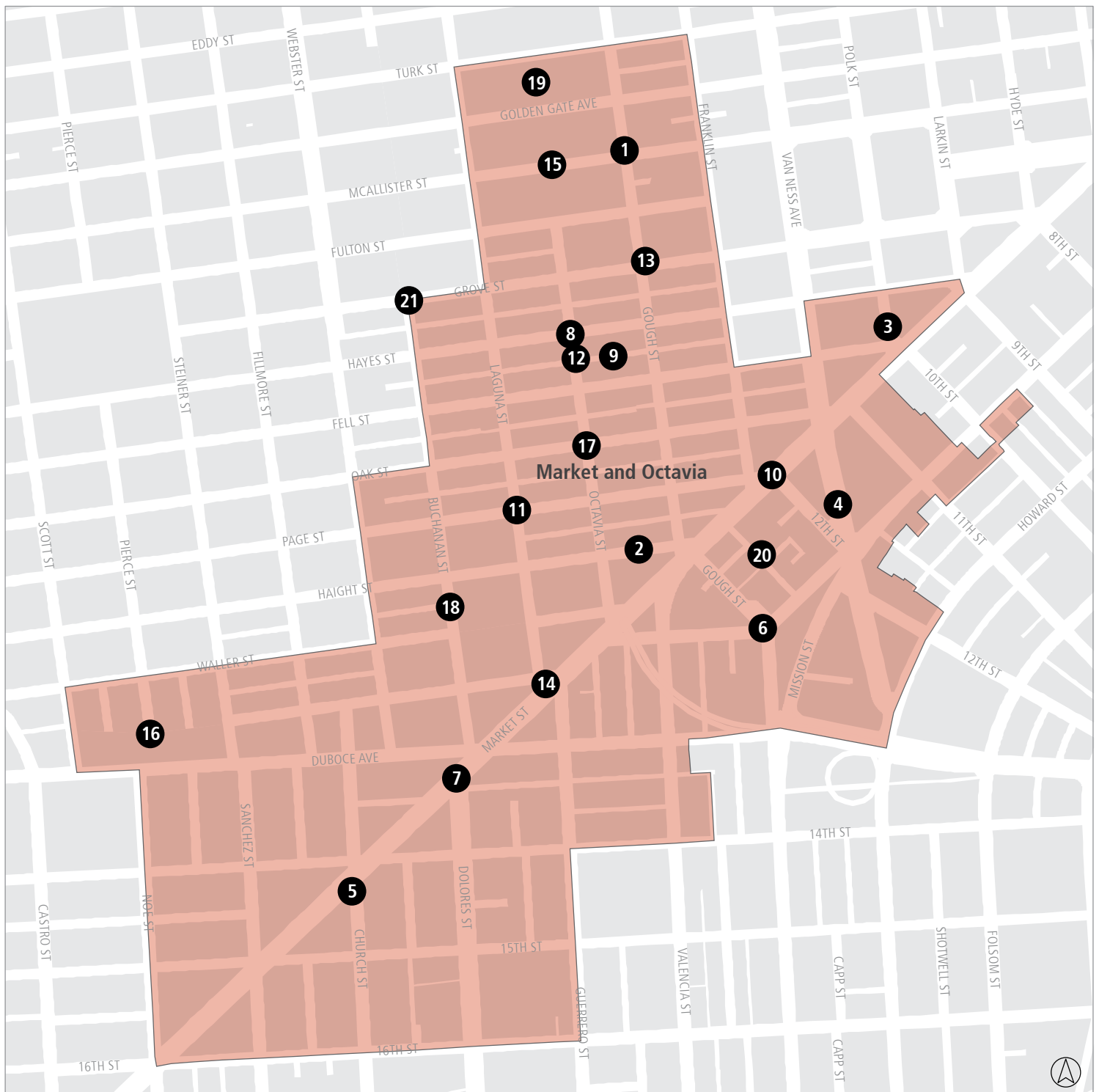
Market Octavia Pipeline

Residential Pipeline Net Units



Commercial Pipeline Net Gross Square Feet





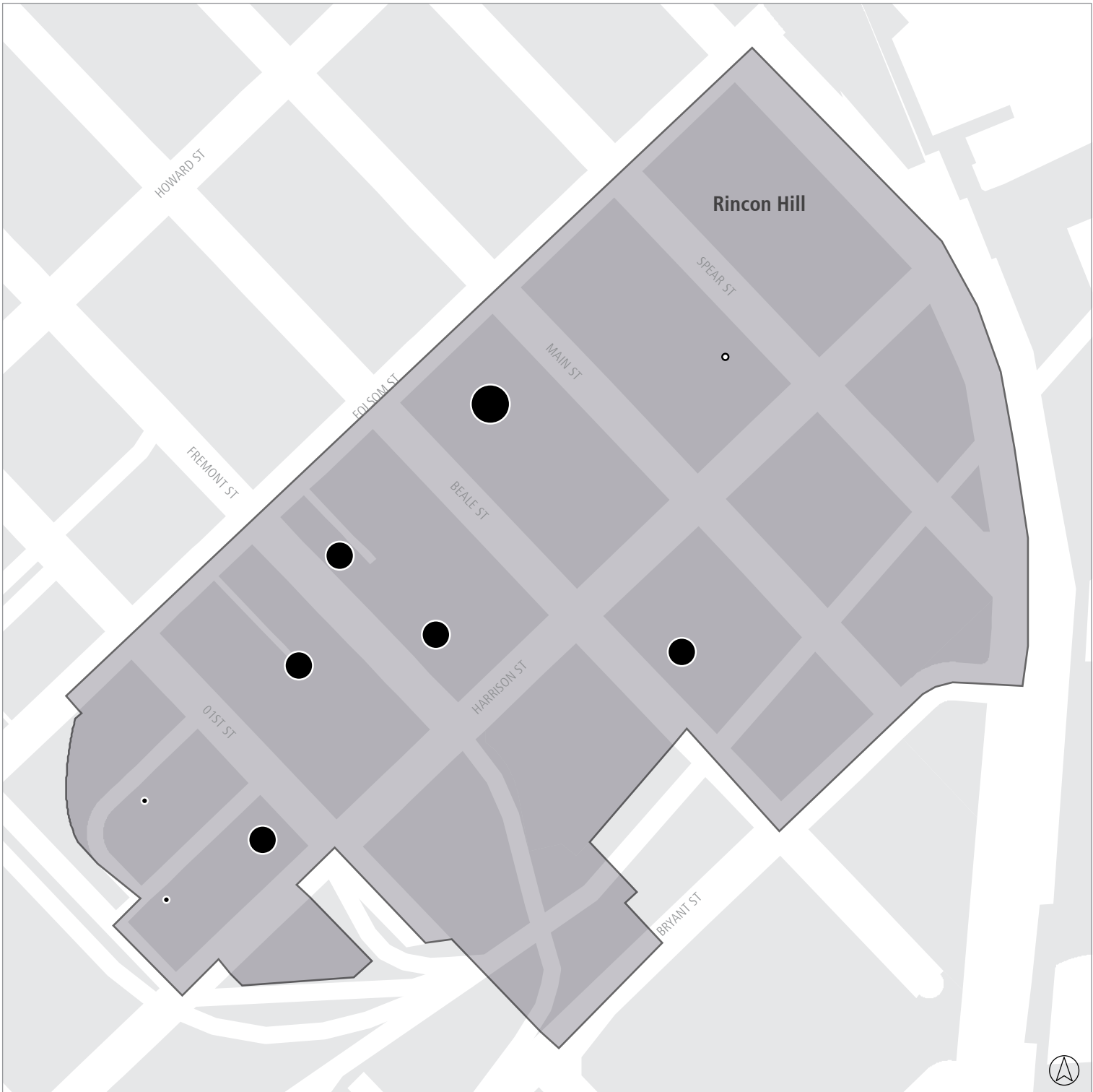
Market Octavia Projects

1. Muni Forward
2. Haight Two-Way Transportation and Streetscape
3. Polk Street Northbound Bicycle Improvements
4. Van Ness BRT - Van Ness and Mission Pedestrian Improvements
5. Light Rail Service Enhancement
6. Hub Transportation Improvements Study
7. Dolores and Market Intersection Improvements (in-kind)
8. Hayes Two-Way
9. Living Alleyway Community Challenge Grant Program
10. Better Market Street – 10th to Octavia
11. Page Street Green Connection
12. Patricia's Green Rotating Art Project
13. Pedestrian Improvements on Franklin and Gough
14. Upper Market Street Pedestrian Improvements
15. Re-Establish Octavia Boulevard ROW to Hayward Park
16. Sidewalk Greening Program
17. Streetscape Enhancement Fund
18. Koshland Park Access Improvements
19. Hayward Park Improvements
20. Brady Block Park (in-kind)
21. Re-Connect Buchanan Street Mall ROW Study



Transit Center District Pipeline

Residential Pipeline Net Units		Commercial Pipeline Net Gross Square Feet	
•	< 13	◦	< 10,000
●	13 – 100	○	10,000 – 100,000
●	101 – 500	○	100,001 – 1,000,000
●	> 500	○	> 1,000,000

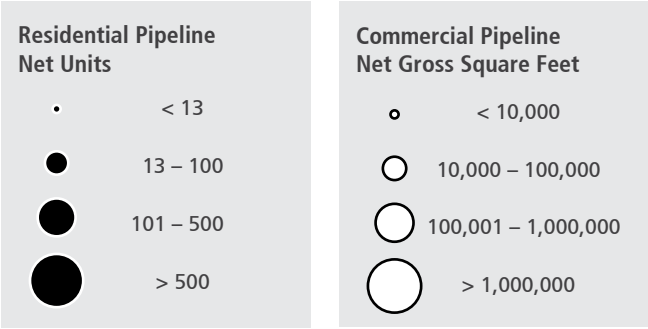


Rincon Hill Pipeline

Residential Pipeline Net Units		Commercial Pipeline Net Gross Square Feet	
•	< 13	◦	< 10,000
●	13 – 100	○	10,000 – 100,000
●	101 – 500	○	100,001 – 1,000,000
●	> 500	○	> 1,000,000



Balboa Park Pipeline





Visitacion Valley Pipeline

APPENDIX 4. PROJECT DESCRIPTIONS

RINCON HILL

Guy Place Park

DESCRIPTION

Development impact fee revenue enabled the City to acquire land and complete a conceptual design of Guy Place Park, located on Guy Place Street adjacent to First Street.

This site was identified as a potential park site in the Rincon Hill Area Plan. The 2012 IPIC identified the construction of this Guy Place Park, with a projected cost of \$3 Million, as a priority project for Rincon Hill impact fee revenue. In 2008, the Planning Department and the Recreation and Parks Department held community meetings to draft a concept plan for this park, which proposes living green columns, water features, seating areas and landscaping for this park.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Starting in FY14, with more funds available, the Recreation and Parks Department is now appropriated the whole budget for this park. Design and engineering of this park will be completed in FY2015 and construction is planned to end in FY2016.

Harrison Street Improvements

DESCRIPTION

Harrison Street currently has wide traffic lanes and 8' sidewalks. Its association with the Bay Bridge traffic also creates an auto-dominated environment and adversely affects the public realm. Streetscape improvements for Harrison Street would run along both side of Harrison Street from First Street to Embarcadero Street. Improvements may include lane reduction and narrowing, sidewalk widening to 12', bulb-outs on the south side (except on south west corner of Fremont Street), pedestrian lighting and new trees.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Harrison Street improvements are identified as the first priority in Streetscape improvements within the Rincon Hill Area Plan. Public Works will start design and engineering of this Street in FY15 with construction to follow on the heels of the Folsom Street project in spring of 2017.

Fremont Street Improvements

DESCRIPTION

Fremont Street currently has light traffic between Harrison and Folsom Streets. This stretch will see major transformations due to potential large residential projects. The improvements may include lane reduction and narrowing, widening sidewalks to 15', adding a southbound bike line and bulb-outs.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

With three major development projects on Fremont between Folsom and Harrison Street, most of these improvements will be delivered through conditions of approval of these projects²³. The remaining parts of the street includes: a very small portion of the east side just north of the 333 Fremont property line to Folsom Street, the northern portion of the west side between the 340 Fremont property and Folsom Street, and the southern portion of the Street on the west side between 340 Fremont and Harrison Street. In FY17, the remaining northern portions will be improved as a part of the Office of Community Investment and Infrastructure (OCII: former Redevelopment Agency) Folsom Street project being delivered by Public Works. The rest of the improvements (on the southern portion of the west side) will be implemented in a few years.

DESCRIPTION

First Street currently feeds the Bay Bridge traffic from Folsom Street to Harrison Street. The improvements may include widening sidewalks to 15' on the east side and 12' on the west side, providing medians, bulb-outs, and planting trees.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Depending on additional sources of funding (non-impact fee) becoming available, it is anticipated that the improvements on First Street will complete in early to mid-2020s.

Living Streets (Spear, Main, and Beale Streets)

DESCRIPTION

The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic and to calm traffic. The major design strategy to achieve this goal is to significantly widen pedestrian space on one side. Such space would accommodate amenities including pocket parks, seating areas, community gardens, dog runs, public art, and the like.

23 325 Fremont and 399 Fremont on the east side and 340 Fremont on the West side

A portion of Market & Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed childcare facilities within the plan area. These funds are administered by the Office of Early Care and Education (OECE), which is currently soliciting applications for new or expanded facilities through May 2016.

Eastern Neighborhoods: Central Waterfront, East SOMA, Western SOMA, Showplace Square/Potrero Hill, & Mission

The Eastern Neighborhoods Area Plans, adopted in early 2009, enable approximately additional 10,000 units of housing and 7,500 new jobs. Roughly 362 development projects of all sizes are in the approval pipeline, of which approximately 293 are subject to EN Impact fees. The Planning Department projects approximately \$79.6 Million in impact fee revenue in the Plan Area over the next five years (FY17 through 21).

PROJECTED IMPACT FEE REVENUE, FY17–FY21	
Legislated Fee Expenditure by Category	
Housing*	\$13,948,000
Open Space	\$25,915,000
Transit	\$12,300,000
Complete Streets	\$19,602,000
Childcare	\$3,405,000
Program Administration	\$2,620,000
Total	\$79,121,000

* Seventy-five percent of fee revenue from development projects within the Mission Street Neighborhood Commercial District and the Mixed-Use Residential Use Districts are allocated affordable housing programs (PC Sec. 423(c)(2)); the remainder of fee revenue from such projects are allocated to the infrastructure categories accordingly.

EASTERN NEIGHBORHOODS CITIZEN ADVISORY COMMITTEE (EN CAC)

The started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. The CAC focus on implementation of the Eastern Neighborhoods Implementation Program and priority projects. In November 2015 the Eastern Neighborhoods CAC voted to support the IPIC's Capital Plan.

This past year, the CAC also focused on scoping the upcoming Five-Year Monitoring Report, which is due and the end of FY 16 (June 30, 2016). The Monitoring Report is required by the City's Administrative Code to report on development and infrastructure activity and progress in carrying out the Implementation Measures as established

at the time of EN Plan adoption.²⁴ The CAC is looking toward the Monitoring Report to test whether the Eastern Neighborhoods Plans' objectives have been met and to inform for what policy changes they may want to advocate.

EASTERN NEIGHBORHOODS PRIORITY PROJECTS

As noted above, the Planning Code divides EN Infrastructure funds into five infrastructure expenditure categories. The Administrative Code further requires that 80-percent of spending within the Open Space and Transportation and Streetscape categories be spent on identified "Priority Projects" outlined in a Memorandum of Understanding between the Planning Department, MTA, SFCTA, DPW, MOH, and other agencies. These priority projects include the following:

- » Townsend Street pedestrian improvements,
- » Victoria Manalo Drive Park Pedestrian Improvements
- » Folsom Street Streetscape Improvements
- » 16th Street Streetscape Improvements
- » 16th Street Transit Improvements,
- » 17th Street / Folsom Street Park
- » One park identified in the Showplace Square Open Space Plan

The Planning Code and Administrative Code stipulate that eighty percent of projects in the transportation and open space categories be spent on these projects until they are complete.

ADDITIONAL FUNDING MECHANISMS SOUGHT TO ADDRESS IDENTIFIED NEED

The Eastern Neighborhoods Implementation Document, which laid out the general parameters for capital improvements in association with the Eastern Neighborhoods rezoning estimated that impact fees could pay for roughly 30 percent of the improvements. Shortly after the adoption of the Eastern Neighborhood Plan, the Capital Committee formed a subcommittee (the Eastern Neighborhoods Infrastructure Finance Working Group or ENIFWG), which was charged with looking at other means of funding infrastructure in the Eastern Neighborhoods. The ENIFWG report, published in 2009, recommended further study of creating both an infrastructure finance district and a Mello Roos Community Facilities District to help pay for infrastructure

²⁴ The Implementation Program sets out implementation measures tied to each Plan policy. The measures provide a timeline for completion and responsible party. The Monitoring Report is required to provide a status of each monitoring measure.

Beale Living Street (Folsom to Bryant)

The linear park on Beale Street may be widened to 30 feet on the east sidewalk between Folsom Street and the Harrison Street overpass. Plans call for one traffic lane each direction, a southbound bicycle lane, and parallel curbside parking, new bulb outs and a mid-block crosswalk to allow pedestrians to cross safely. The IPIC identifies Beale Street as another priority in conjunction with improvements on Beale near the Transit Center District to reduce bicycle and bus traffic conflicts.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Depending on additional sources of funding (non-impact fee) becoming available, it is anticipated that the design and engineering of Beale Street may start as early as FY17, followed by construction in FY18.

Spear Living Street (Harrison to Bryant)

Spear Living Street has been completed between Harrison Street and Folsom Street as a part of previous development projects conditions of approval. The IPIC prioritizes extending the linear park on Spear Street between Harrison Street to Bryant Street. The western sidewalk may be widened to 31'6" and the eastern sidewalk will be 15' wide. Plans call for one traffic lane in each direction, parallel curbside parking on both sides, bulb outs on each corner (except for the northern intersection with Harrison Street). An additional bulb out may be placed mid-block south of Folsom Street to create a mid-block crossing.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Depending on additional sources of funding (non-impact fee) becoming available, it is anticipated that the improvements on Spear Street will complete in FY19.

Main Living Street (Folsom to Bryant)

The linear park on Main Street may be on the west side widened to 28'6" and the east side will be 15' wide. Plans call for one traffic lane each direction, parallel curbside parking on both sides, and new bulb outs at all corners except on the southeast of Folsom street, northwest of Harrison Street, and northwest of Bryant Street. A mid-block crosswalk and bulb outs may also be created south of Harrison Street to allow pedestrians to cross safely.

USE OF RINCON HILL INFRASTRUCTURE FUNDS

Depending on additional sources of funding (non-impact fee) becoming available, it is anticipated that the improvements on Main Street will complete in FY20.

MARKET OCTAVIA

IMPACT FEE FUNDED PROJECTS – TRANSIT

Muni Forward

DESCRIPTION

Muni Forward brings together many projects and planning efforts to achieve the vision of a faster, safer, and more comfortable transit experience. Focus areas include creating a Rapid Network, improving reliability, making the system smarter, and enhancing safety and access. Rapid network projects that serve the Market Octavia Plan Area are the J Church, the K Ingleside, the L Taraval, the M Ocean View, the N Judah, the 5 Fulton, the 9 San Bruno, the 14 Mission, and the 71 Haight. Portions of several of these projects are on a fast track schedule.

USE OF IMPACT FEES

The specific projects that the funds will support will be determined in the coming year by the MTA, in coordination with the CAC. The IPIC recommends allocating the balance of Transportation category funds in FY2019 to Muni Forward projects. This represents an allocation of \$2,448,670 in FY2019.

Van Ness BRT – Van Ness and Mission pedestrian improvements

DESCRIPTION

The intersection of Van Ness and Mission was identified in the Market Octavia Plan as a high priority for pedestrian improvements. This intersection is overlapped by many larger transportation and streetscape improvement projects: the Van Ness BRT, the Muni Forward project, the Mission Streetscape Design project, and a proposed bicycle connection. It is also the location of several major development projects in the Planning Department pipeline. Funds for greening and pedestrian amenities will allow for a Complete Streets approach to this intersection in conjunction with the other planned transit improvements.

USE OF IMPACT FEES

The IPIC proposes budgeting impact fee funds in FY2018 in the amount of \$1,500,000 to cover the incremental cost of additional pedestrian and greening amenities at the Van Ness and Mission intersection. It is anticipated that this work will be planned in conjunction with the Van Ness BRT.

Light Rail Service Enhancement

DESCRIPTION

SFMTA has prioritized the use of impact fee funds for the purchase of one light rail expansion vehicle to increase service on the Muni Metro lines serving the Market & Octavia Area, which include Church Street and Van Ness stations.

USE OF IMPACT FEES

The total cost of the light rail expansion vehicle is estimated at \$5,250,000. This cost will be fully funded by impact fee revenue through an allocation of \$3,265,910 in FY18 and of \$1,984,090 in FY19.

Hub Transportation Improvements Study

DESCRIPTION

At the CAC's recommendation, this report includes funding for detailed design work regarding transportation and right-of-way improvements to be completed by Planning as a component of the Hub planning effort currently underway (see above). This effort will include circulation changes to the adjacent street network, potentially including Mission, Otis, 11th, 12th, Gough, and McCoppin Streets. This project would fund circulation analysis and inform recommended street and transportation changes for the Hub planning area.

USE OF IMPACT FEES

The IPIC proposes budgeting impact fee funds in FY2017 in the amount of \$250,000 to be used by Planning for transportation and ROW design work in conjunction with the Hub planning effort.

IMPACT FEE FUNDED PROJECTS – PEDESTRIAN, BICYCLE, AND STREETSCAPE

Living Alleyway Community Challenge Program

DESCRIPTION

The Market Octavia Living Alleyway Program will fund a matching program for living alleyways in the Plan Area, encouraging area residents and workers to propose improvements to their local alleys. One highly successful project, developed mainly through a private initiative, has already been constructed on Linden Alley. With funding from a CalTrans Community-Based Transportation Planning grant, the Planning Department is currently developing this program by studying issues around capital and maintenance

responsibilities, acceptable standards of design, and mid-block crossings to create a network of alleys.

USE OF IMPACT FEES

Impact fees are budgeted for FY16 in the amount of \$500,000, and are proposed annually through FY21 to fund a community challenge program for the implementation of living alleyways, to be managed under the City's Community Challenge Grant (CCG) program. However, this program will receive no additional appropriation in FY2017; rather, Planning staff will focus on soliciting successful grant applications for use of past funds while making this year's revenues available for other projects. The FY18 allocation includes a reinstatement of funds to this program.

Better Market Street – Market from 10th to Octavia

DESCRIPTION

The Market and Octavia Plan calls for streetscape improvements on key streets in Plan Area, especially Market Street. The Better Market Street project envisions a new Market Street that is more beautiful and comfortable for pedestrians; has enlivened public plazas and sidewalks full of cafes; showcases public art and performances; provides dedicated bicycle facilities; and delivers efficient and reliable transit. To realize this goal, **five key city agencies**, together with **community partners**, are initiating an effort **to improve and enhance this public realm and transit spine**.

USE OF IMPACT FEES

Impact fees are budgeted for FY16 in the amount of \$1,000,000 to support the portion of the project that falls within the Plan Area (10th Street to Octavia Blvd) and the SUD (10th Street to Franklin Street). No additional allocation is proposed for FY17.

Page Street Green Connection

DESCRIPTION

Page Street is part of both the City's Bicycle Network and the citywide Green Connections project, which identifies a network of existing streets and paths that will increase access to parks, open space, and the waterfront. Enhancements to Page Street will be designed to emphasize its role in connecting community amenities and recreational opportunities and will improve the bicycle and pedestrian infrastructure along the street. Page Street is also called out in the Market Octavia Plan and the Octavia Boulevard

Circulation Study as a high priority for bicycle and pedestrian improvements.

USE OF IMPACT FEES

Impact fees were budgeted in FY2016 in the amount of \$1,500,000 to fund these “Green Connection” improvements, which will begin the design phase in early 2016. Based on lower final cost estimates for this project from SFMTA, the IPIC recommends de-appropriation in the amount of \$500,000 to be made available for other active projects in FY17.

Patricia’s Green Rotating Art Project

DESCRIPTION

The focal point of the Patricia’s Green Open Space, which has become a favorite of Hayes Valley since its construction after the Central Freeway teardown, is a Rotating Art Project. This location is identified in the Market Octavia Plan as well as by the San Francisco Arts Commission as an ideal location for temporary art pieces. The program is managed by the San Francisco Arts Commission.

USE OF IMPACT FEES

Impact fees were budgeted for this project in previous years, and the IPIC proposes continuing funding through FY2020. As per guidance from the SF Arts Commission the IPIC proposes to increase the annual funding allocation to \$50,000 per year through FY19 and \$40,000 in FY20 to reach the project total target of \$250,000 as called for in the Market & Octavia Plan.

Pedestrian Improvements to Franklin and Gough Street Intersections

DESCRIPTION

The Road Repaving & Street Safety Bond, passed by voters in November 2011, provides funding to repair deteriorating streets and infrastructure and make safety improvements. Franklin and Gough Streets are scheduled for repaving though this measure. Both streets have multiple intersections identified in the Market Octavia Plan as being in need of traffic calming; Gough Street also lacking pedestrian countdown signals. Constructing these pedestrian safety improvements in concert with scheduled street repaving creates efficiencies and reduces the costs of the improvements.

USE OF IMPACT FEES

Impact Fee funding is budgeted for FY2014 and FY2015 to add additional pedestrian improvements to intersections on Franklin and Gough Streets as they undergo repaving. In addition, funds from the sale of the Central Freeway parcels have been approved to cover the installation of pedestrian countdown signals on Gough Street at its intersection with Fulton, Grove, and Page Streets. No further impact fee funds are allocated to this project as of FY16.

Upper Market Pedestrian Improvements

DESCRIPTION

In 2007 the Planning Department developed conceptual designs for pedestrian improvements at a number of Market Street intersections as part of the Upper Market Community Plan.²⁵ These designs reflect the vision of pedestrian-friendly, traffic-calmed streets and intersections presented in the Market Octavia Plan. In 2012, the Market Octavia CAC proposed that the MTA conduct a study of feasibility and preliminary cost estimates for specific intersection improvements, enabling the CAC and the IPIC to make more informed decisions when allocating funds to specific intersections. This study, funded through impact fees, was completed by the MTA in 2013.

Based on this study, in fall 2013 the Market Octavia CAC identified intersections to be prioritized for improvements. The recommendations included:

- » Pedestrian safety and placemaking improvements at Market/16th/Noe; Pedestrian safety improvements at Market/15th/Sanchez
- » Crosswalk realignment across Market at Dolores
- » Basic corridor-wide pedestrian and bicycle safety improvements
- » Corridor-wide study of signal timing and turn restrictions

In addition to the above intersections, the IPIC recommended that impact fees be used to fill a funding gap for a pedestrian safety project at the Market and Guerrero intersection.

Ongoing work on Upper Market will contribute to the SFMTA’s Upper Market Street Safety Project and be partially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Noe Street. Improvements will include painted pedestrian safety zones, signal timing improvements, sidewalk improvements, and bicycle improvements including enhanced lanes and a sepa-

25 <http://www.sf-planning.org/index.aspx?page=1697>

rated cycle track in the outbound direction from Octavia Boulevard to Duboce Avenue.

USE OF IMPACT FEES

Impact fees have been budgeted in previous years for the Upper Market predevelopment study, which was completed by SFMTA in 2013. Additional impact fee revenue was budgeted for FY14 through FY16 to cover design and construction costs for improvements at selected intersections.

In addition to impact fees, \$1.5 million from the City's General Fund was allocated in FY2014 for Upper Market intersection improvements. An additional \$100,000 was secured by the District Supervisor's office through the Regional PDA Planning Program. The IPIC recommends an additional allocation of \$1,043,750 in FY17 for this project.

Re-establish Octavia Boulevard Right of Way with Hayward Park

DESCRIPTION

The Market Octavia Plan calls for re-establishing the Octavia right-of-way from Fulton Street to Golden Gate Avenue, its original location prior to the land assembly projects of the 1960s and 1970s. This project would provide improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street. It would also dovetail with the proposed renovations to Hayward Park by providing a "green connection" to access to the park from the south. As of late 2015, the Planning Department is coordinating with other City agencies and the resident-owners of the existing housing coop to examine the feasibility of this project.

USE OF IMPACT FEES

Impact fee funds were budgeted in FY2015 and FY2016, for a total of \$650,000 to develop a conceptual plan with the community for re-establishing the Octavia Boulevard right of way. The IPIC proposes no additional funds for this project at this time.

Sidewalk Greening Program

DESCRIPTION

The Market Octavia Sidewalk Greening Program funds community-maintained street trees and sidewalk gardens in the Plan Area, similar to the existing programs managed by Friends of the Urban Forest (FUF). The Planning Department

manages the program in coordination with FUF. The program has been previously funded as the Street Tree Plantings Program; in 2015 the program was expanded to include sidewalk gardens and landscaping.

USE OF IMPACT FEES

The IPIC proposes budgeting impact fees for this program at a consistent rate of \$50,000 a year, which is estimated to fund roughly a dozen trees a year.

Streetscape Enhancement Fund

DESCRIPTION

The Market and Octavia Plan calls for pedestrian, bicycle, and streetscape improvements on key streets throughout the Plan Area. The Streetscape Enhancement Fund sets aside funding to enhance ongoing infrastructure projects that may not otherwise include pedestrian, bicycle, or greening improvements. The fund enables funds to be nimbly allocated when opportunities or particular needs arise, taking advantage of the efficiencies that come with conducting these improvements alongside repaving or larger construction projects.

SFMTA will rely on the SEF in beginning in FY17 to pursue the following scope of work:

- » Market Octavia Safety Improvements – Design and Construction
- » Oak-Octavia-Laguna Safety Improvements – Construction
- » Octavia Boulevard Enhancement Project – Design, Environmental Review, Construction

USE OF IMPACT FEES

IPIC proposes a revised and accelerated allocation of impact fee revenues to the SEF to fund the above scope of work, as per guidance from SFMTA. The FY17 allocation is increased to \$1,350,000, with, \$1,500,000 in FY18, and a final allocation of \$2,250,000 in FY19.

Koshland Park Access Improvements

DESCRIPTION

The CAC has identified the need for to enhance safe access to Koshland Park at Rose and Buchanan Streets. The park is heavily used by neighborhood teenagers and children as it includes playground space and a basketball court. There is currently no marked crossing at this location, though

it is frequently used by children and others to access the park. Access improvements at this location would improve pedestrian safety and access to open space.

USE OF IMPACT FEES

The total cost, including soft costs, for these improvements is estimated at \$450,000. Impact fees will fund this full amount with a single allocation in FY17.

IMPACT FEE FUNDED PROJECTS – RECREATION AND OPEN SPACE

Open Space Community Challenge Grant

DESCRIPTION

The Market Octavia Community Challenge Grant for Open Space is modeled after the City Administrator's existing Community Challenge Grant program, and encourages community members to propose improvements to parks and open space in their area. The first year of the program will be a pilot project intended to support one to two smaller projects; an initial Request for Proposals was released in August 2014 and the next grant round will open in February 2016. This program was proposed by the Market Octavia CAC.

USE OF IMPACT FEES

Impact fees have been budgeted in a total amount of \$410,000 through FY16. However, only one project has been approved under the program in the amount of less than \$40,000 to date. In consultation with the City Administrator's Office and the CAC, the IPIC recommends that no additional funds be allocated to this project, until such time as increased use of the available funds can be facilitated.

Hayward Park

DESCRIPTION

Hayward Park, constructed in 1955, is home to a playground, tennis courts, basketball courts, and baseball fields. The 5-acre park also features after-school programs and classes in its historic clubhouse. A major renovation to this park was included in the San Francisco Clan and Safe Neighborhood Parks Bond and is scheduled to begin construction in FY2016. The project may include renovations and/or consolidation of park structures including recreational buildings, storage, and restrooms; improved park access; replacement of sport courts, playfields, children's play area, and related amenities.

USE OF IMPACT FEES

Impact fees were budgeted in FY2015 to fund the design and planning phase of the project, which is currently underway. An additional \$2,734,000 in impact fee funds were appropriated in FY2016 for design and eventual construction. The IPIC recommends a final allocation of \$1,000,000 in FY18 and \$2,600,000 in FY19 to this project for construction work as per guidance from the Recreation & Parks Department.

Brady Block Park

DESCRIPTION

The Market Octavia Plan calls for a small new open space to be developed in the center of the Brady Block, taking advantage of a BART-owned parcel that provides access to its tunnel below, and through purchase, an additional parcel that is currently used as a surface parking lot. The BART vent shaft, rather than a hindrance, could be the site of a central wind driven, kinetic sculpture. These parcels are accessed through a unique network of mid-block alleys that could be designed as Living Alleys, which are the focus on another popular Plan Area initiative (see below). The lots are surrounded by several housing opportunity sites, which create the opportunity for public-private partnerships to oversee the park's maintenance.

Consistent with the Hub planning effort, the Planning Department is working with developers of several proposed developments on adjacent parcels to secure in-kind agreements that will deliver this open space as well as complementary living alleyway improvements on the connecting side streets. The project remains in design review and is not anticipated to break ground before 2017.

USE OF IMPACT FEES

A total of \$200,000 in impact fee revenue has been budgeted through FY16 to develop a conceptual and strategic plan for Brady Park. The park is intended to be delivered through one or more in-kind agreements, pending discussions between the Planning Department and active development parties that are ongoing as of early 2016. The project remains in design review and is not anticipated to break ground before 2017, at which point roughly \$2,000,000 in impact fee revenue would be dedicated to this project in the form of an in-kind agreement.

Re-Connecting Buchanan Street Mall Right-of-Way Study

DESCRIPTION

This report proposes funding for a new project in FY17 to study the re-connection of Buchanan Street Mall to the Hayes Valley neighborhood. Buchanan Street Mall extends from Grove to Eddy Streets, and provides a vital green connection between Hayes Valley and Western Addition, as well as play and recreation space for neighboring residents. While the majority of the Mall is located outside the boundaries of the Market & Octavia area, the segment between Grove and Fulton Streets falls within 250 of the Plan Area boundary; The City will study the possibility for re-connecting the Mall to Hayes Valley, as access to the neighborhood is currently cut off by the fenced parking lot of the below market rate Ammel Park coop community located in the block between Grove and Fulton Streets. Further allocation of funds for the rehabilitation of the park facilities located in this block would be contingent upon the findings of this study.

USE OF IMPACT FEES

The CAC proposes an initial allocation of \$100,000 in FY17 to fund this Study, with consideration of further allocations for design or construction costs in future years contingent upon the outcomes of this study and other related community outreach efforts, as well as on the availability of matching funds from another source.

IMPACT FEE FUNDED PROJECTS – OTHER CATEGORIES

Childcare – Unprogrammed

DESCRIPTION

The Market and Octavia Plan calls for the construction of new childcare facilities to meet the needs of future residents and employees.

USE OF IMPACT FEES

The IPIC proposes funding for FY16 and FY19 for the Human Services Agency to work with childcare operators to identify new opportunities for childcare in the plan area and to develop new facilities. The Child Care Facilities Interagency Committee has developed an RFA for Early Childcare Education providers specific to the Market Octavia funds. Funds will reside with the Low Income Investment Fund and will be distributed under a separate contract to qualified Early Childcare Education providers. These funds are administered by the Office of Early Care and Education

(OECE), which is currently soliciting applications for new or expanded facilities through May 2016.

Program Administration

DESCRIPTION

Implementation of the community improvements program requires: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy. The Market Octavia Plan supports the use of impact fee funds for program administration and CAC staffing. Where possible, the City relies on implementation strategies that rely on existing administrative processes and procedures.

USE OF IMPACT FEES

The IPIC proposes that 5% of impact fee revenue be devoted to program administration costs.

EASTERN NEIGHBORHOODS

IMPACT FEE FUNDED PROJECTS – TRANSIT AND COMPLETE STREETS

Folsom and Howard Street Improvements

DESCRIPTION

The Folsom Street Improvement Project envisions the transformation of Folsom Street to a more pedestrian-friendly, multimodal street. This project has been described in many different contexts. Both the East Soma and Western Soma Area Plans describe Folsom Street as a new civic boulevard, as one of the key infrastructure projects identified in the East SOMA that would serve as the neighborhood main street for the neighborhood. The EN Trips project, an implementation measure of the EN Project, further developed conceptual streetscape and circulation designs for Folsom along with Howard, between 5th Street and 12th Street. EN Trips identified two prototype configurations including converting both Howard and Folsom Street to two-way streets. Robust bike facilities (including a grade separated option), corner bulbs, bus bulbs, mid-block crossings, along with other streetscape improvements are considered in both prototypes. The Folsom Street Improvements Project is a "Priority Project" for EN implementation.²⁶

²⁶ Seventy-five percent of fee revenue from development projects within the Mission Street Neighborhood Commercial District and the Mixed-Use Residential Use Districts are allocated affordable housing programs (PC Sec. 423(c)(2)); the remainder of fee revenue from such projects are allocated to the infrastructure categories accordingly.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

Roughly \$27 Million is planned for further planning, design and construction through FY21. Staff anticipates the need for additional funds for this EN priority project, the impact fee revenue provides a strong start to leverage other funding sources. For FY17 and FY18, about \$14.9M is being allocated to MTA for the effort.

16th Street / 22-Fillmore Improvements

DESCRIPTION

The 16th Street Improvement Project envisions the transformation of the 16th Street corridor into a highly efficient transit corridor along with pedestrian and streetscape improvements. The 16th Street Project is identified in many different contexts. The Mission and Showplace Square Area Plans of the EN Project describes 16th Street as a major opportunity to improve transit rerouting the 22-Fillmore, and providing enhanced pedestrian connectivity between the many neighborhoods along its length and to the Bay. Key to the 16th Street improvements is installing trolley bus overhead wiring for the 22-Fillmore.

After a series of community workshops and other community engagement events, MTA is proposing a configuration that features both center running transit-only lanes and side running lanes. MTA will phase the project with initial improvements implemented through lane restriping and improved service, with hardscape improvements, including but not limited to center running boarding islands, bus bulbs, and other streetscaping to be constructed between 2018 and 2020.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

Altogether, about \$19M has been programmed from EN impact fee revenue for the roughly \$65M project. Funds are to go to planning, design, engineering, other soft costs, and construction. For FY18, \$7.7M is being made available for the project.

Bartlett Street Pedestrian Improvements / Mission Mercado Community Market

DESCRIPTION

The Bartlett Streetscape Project (aka the Mission Mercado Community Market project) envisions transforming an underutilized portion of Bartlett Street (parallel and immediately west of Mission Street) into a safer and more welcoming pedestrian realm. A key impetus for creating this plaza-like space has been the establishment of the Mission Mercado

Community Market, which has been held every Thursday since 2010. The vision is to create a unique space not only for the Mission Mercado Community Market and other community uses and events. Improvements include widened sidewalk and single-surface treatments, landscaping, seating and lighting. The project is currently under construction and is scheduled to complete construction in 2016. Among other features, the project will include the fabrication and installation of eight custom-made pergola structures.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

Impact fees provided about \$100K toward design for this \$2M project.

Ringold Alley Improvements

DESCRIPTION

Ringold Alley between 8th Street and 9th Street is proposed to be improved with enhanced lighting, landscaping, paving and furnishings. The proposed streetscaping project also includes undergrounding utility lines. Ringold Alley has been identified by the Western Soma community as a priority project for Western Soma Plan implementation.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

One million, eight hundred thousand dollars of Eastern Neighborhoods Infrastructure Funds would go to this project by way of in-kind agreement with developer of the project at 8th and Harrison Street.

22nd Street Green Connections

DESCRIPTION

The Planning Department completed Green Connections project in 2013, a multi-year effort to identify routes throughout the City that can connect residents and workers to open spaces, while providing opportunities for rethink street design in a more ecological way. As part of this effort, Planning staff, in partnership with the local community, proposed conceptual street designs through the Central Waterfront and Dogpatch neighborhoods that would connect Warm Water Cove, located at the terminus of 24th Street at the Bay to the foot of Potrero Hill, connecting between them, American Can, the 22nd Street neighborhood commercial district, and the 22nd Street CalTrain Station. For this 22nd Street project, improvements will be focused on the blocks between Third Street and Pennsylvania Avenue.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

IPIC has allocated \$3.1M for this project from FY15 through FY17. Funds are available design, project management, other soft costs, along with construction. For FY17, an additional \$1M has been allocated in addition to the \$2.1M that had been allocated in previous years.

2nd Street Improvements

PROJECT DESCRIPTION

The 2nd Street Improvement Project extends from Market Street to King Street, which the portion south of Folsom is within the Eastern Neighborhoods Plan area. The project is to transform 2nd Street into a primary pedestrian, bicycle and transit route by constructing wider sidewalks, cycle tracks, street trees, new lighting and other amenities.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

For this project, \$750K has been programmed specifically for pedestrian scale lighting within the Eastern Neighborhoods portion of the site in FY16.

Potrero Avenue Improvements

DESCRIPTION

The Potrero Avenue project includes, but is not limited to, roadway repaving, new transit only lanes, protected bike lanes, widen sidewalks, corner bulbouts, street trees and other landscaping and amenities. The Project is currently under construction with expected completion in 2018. Improvements for the 9 Rapid Muni Forward Project within the Eastern Neighborhoods also includes transit-related improvements on 11th Street including bus bulbs.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

In FY17 the IPIC has programmed \$1.4M for the Potrero Avenue portion of the project for construction.

Pedestrian, Bicycle, and Streetscape Enhancement Fund

DESCRIPTION

To enable flexible, nimble, and strategic spending of Eastern Neighborhood transportation dollars in the short term, this fund was created. The funds are to provide Public Works and MTA access to funds that can fill the last gaps of projects

and/or to prioritize Eastern Neighborhood projects above others for implementation.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

About \$579K, \$1M and \$300K have been programmed for this category in FY15, FY16 and FY17 respectively. For FY15, funds have been designated for lighting for the Potrero Avenue Project and for Vision Zero improvements at high injury intersections in the Mission and South of Market. The \$1M in FY16 are planned for 7th Street and 8th Street pedestrian and bicycle improvements originally envisioned in EN Trips. For the \$300K proposed in FY17 has not yet been programmed but can go to soft costs for improvements around 17th Street and Highway 101 ("The Loop"), other WalkFirst / Vision Zero projects, among other possible projects. For the \$300K in FY17, The EN CAC has asked that SF Public Works return to the CAC before programming the funds.

IMPACT FEE FUNDED PROJECTS – RECREATION AND OPEN SPACE

17th Street and Folsom Street Park

DESCRIPTION

The 17th Street and Folsom Park project was conceived to help meet the recreational needs in the Mission District and the Eastern Neighborhoods. Both the Recreation and Park and Planning Departments had analyzed the Eastern Neighborhoods needs for new park and open space and found the 17th Street and Folsom Street an ideal location. The City received a grant for acquisition, design and construction of a new park in 2010. After community engagement, the City developed a conceptual design. The concept design includes a children's play area, demonstration garden, outdoor amphitheater and seating, among other amenities. Construction is scheduled to begin in 2016.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

So far, impact fee funds have contributed a total of \$2,420,000 to the 17th Street and Folsom Street Park of the total \$5.7M project costs. It is anticipated that the Recreation and Park Department will seek an additional \$700,000 in Eastern Neighborhoods impact fees in the current fiscal year to shore up additional costs for this project.

Daggett Park

DESCRIPTION

As one of the first implementation measures after approval of the EN Plans and related rezonings, the Planning staff engaged the community in creating an Open Space Study for Showplace Square. One of the improvements that came from the study was creating a park from the unimproved Daggett right-of-way, which cuts diagonally between 16th and 7th Street. As part of the Daggett residential mixed-use project, the approximately one acre Daggett Park is now planned in conjunction with the development. Construction is underway.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

The EN CAC and IPIC have programmed approximately \$2.3M for this project through an In-Kind Agreement with the developer in conjunction with the Daggett Triangle Mixed-Use Project. The Project is expected to be completed by FY16, therefore the \$2.3M value of the fee waiver will be considered spent when the project is complete and verified by staff.

South Park

DESCRIPTION

South Park is proposed to be rehabilitated. Park features are proposed to include a variety of different programmatic spaces, including a children's play area, a large open meadow, plazas of varying scales, and a variety of areas designed for sitting and/or picnicking to increase park capacity. Additional improvements will include bulb-outs and chicanes for traffic calming, bio-infiltration swales, and possibly a rainwater cistern for irrigation usage.

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

IPIC proposes to allocate \$1,500,000 of impact fees to complete the full \$3,000,000 budget for South Park's rehabilitation. The project is currently under construction.

Eastern Neighborhood Activation of Existing Parks – Initial Projects

DESCRIPTION

The Eastern Neighborhoods Implementation Plan calls for at least one park in each of the neighborhoods to be rehabilitated. In 2014, Recreation and Park staff developed a Five Year Rehabilitation of Parks program for the Eastern Neighborhoods. As an initial step in this effort, \$658K was

set aside last year to pay for initial cost estimating, planning and for a few near-term small scale capital projects. Since the time two years ago when the \$658K was programmed, Recreation and Park has identified three additional projects for this fund: (1) Franklin Square par-course; (2) Potrero Recreation Center "walking school bus" lighting; (3) Jackson Playground playground resurfacing. Funds are also going to fund additional costs for South Park rehabilitation and for Recreation and Park staff time.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

\$658,000 was programmed in FY15

Gene Friend / Soma Recreation Center

DESCRIPTION

Gene Friend Recreation Center (aka Soma Recreation Center), includes exterior play equipment and basketball court, along with indoor weight room and multipurpose room. Recreation and Park staff is planning for a long term total rehabilitation of the center that would include expanding the center to a second story. Improvements would look to make the facility more inviting from the street, which currently features a heavy blank wall and safety fencing. An envisioned second floor to the building would be designed with modular rooms that could be programmed for a wide variety of purposes. This project is expected to cost at least \$30M.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

Two million dollars of EN infrastructure funds is programmed between FY16 and 18. EN funds would initially go to paying for design and planning soft costs. It is expected that the balance of needed funding could come from private fund raising and a future park bond.

Mission Recreation Center

DESCRIPTION

Located on a through block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior gymnasium and fitness center, along with an outdoor playground located in an interior courtyard. Recreation and Park staff is planning for a major renovation and reconfiguration of the facility that could include relocating the play equipment so that it is visible from the public right-of-way and adding additional courts to the building. As a major renovation, the bulk of funding would come from a future bond or similar resource.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

About \$3.5M is currently programmed for FY18 for this project. The funds are expected to act as seed money to enable upfront planning and design work to make the project competitive for other needed funds.

Jackson Playground

DESCRIPTION

Jackson Playground is generally bounded by 17th Street, Carolina Street, Mariposa Street and Arkansas Street within the Showplace Square / Potrero Hill neighborhood. It currently features a clubhouse, play equipment, picnic areas, tennis courts, basketball courts and two ball fields. Rec and Park with the Friends of Jackson Playground, Live Oak School and other stakeholders will start a planning process in 2016 to identify rehabilitation efforts for the park.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

Improvements for Jackson Playground are divided between short term improvements and long term improvements. For the short term improvements, \$640,000 of EN funds are programmed for FY15 and FY16 to pay for playground resurfacing and additional seating. For the long term improvements, \$1M is programmed in the next five years. Similar to Gene Friend and Mission Recreation Centers, this initial amount is to pay for design and planning soft costs and to leverage other resources, possibly from a future bond.

Garfield Square Aquatics Center

DESCRIPTION

Garfield Pool is scheduled to be rehabilitated through the 2012 Park Bond. However, Recreation and Park staff plan to further enhance the facility to a higher capacity Aquatics Center, which, besides refurbishing the pool, would also include adding additional amenities such as a multi-purpose room and a slide. Other possible improvements could include a redesign of the pool structure.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

\$1,225,000 is programmed for FY17 for this \$12M project.

Juri Commons

DESCRIPTION

Juri Commons is a small park located on a previous railroad right-of-way in the southwestern portion of the Mission. The project is to rebuild the existing play equipment.

US OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

\$325K is programmed for the playground rehabilitation in FY17, which would pay for the entirety of the rehabilitation.

Jose Coronado Playground

DESCRIPTION

Jose Coronado Playground, located at 21st and Folsom Street includes basketball courts, tennis courts, play equipment, and a clubhouse. The proposal is to resurface the courts and provide more inviting fencing for the park.

US OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

\$2,017,000 in Eastern Neighborhoods Infrastructure funds is programmed between FY16 and FY20 for this project.

Dogpatch Art Plaza

DESCRIPTION

Located at the dead-end portion of 19th Street just west of Indiana Street and east of the I-280, the Dogpatch Arts Plaza envisions a pedestrian plaza would include an 8,000 square foot level plaza designed to accommodate special events and rotating art exhibits, Indiana Street bulb-outs, cafe and other movable seating, and bleacher seating

USE OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FUNDS

Of the approximate \$1.5M cost for the plaza, \$850K of Eastern Neighborhoods impact fees is programmed through an in-kind agreement with Build Inc., the project sponsor for the adjacent 650 Indiana Street development project. The project is expected to be completed in 2016.

Eagle Plaza

DESCRIPTION

Eagle Plaza is proposed to be constructed within the 12th Street right-of-way between Bernice Street and Harrison Street. As an in-kind improvement for the development

project at Harrison Street, this plaza will be constructed within the same time frame as the project. Construction is expected to begin in 2016 with completion expected in 2018. The plaza will feature a single-surface treatment for the sidewalk and roadway portions of the right-of-way with a single lane of travel reconfigured for in a curvilinear pattern to slow traffic and define to distinct zones for the plaza. The open space will feature custom made planters, seating, and a green knoll, among other features.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

One million, five hundred thousand dollars of EN Infrastructure funds will go to this project by way of in-kind agreement with developer of the project at 1532 Harrison Street.

New Park(s) in South of Market

DESCRIPTION

The Eastern Neighborhoods Implementation Plan calls for at least one new park in each of the neighborhoods. Two of the neighborhoods (Mission and Showplace Square) have identified and funded projects, while three do not. Recreation and Park staff is planning is looking to acquire two sites in South of Market for a new park as a result of work they did with the community through the District Six Task Force.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

Approximately \$8.8M have been programmed to enable the establishment of one or more new parks in Soma. \$1.2M were programmed in FY16, while about \$7.3M have been programmed in FY17 for acquisition, planning, design, and construction.

Central Waterfront Recreation and Open Space

DESCRIPTION

These funds are set aside to begin the process of planning, rehabilitating, and constructing new open space in Central Waterfront. The intention of this set-aside is to allow flexibility in identifying, planning, and designing both new open space and rehabilitating Esprit Park and other existing open spaces.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

Approximately \$5.4M is programmed for Central Waterfront Recreation and Open Space between FY16 and FY20.

Community Challenge Grant

DESCRIPTION

The Eastern Neighborhoods Community Challenge Grant Program is modeled after the City Administrator's Community Challenge Grant Program, encouraging community members to propose improvements public space and rights-of-way. This program was proposed by the EN CAC and is currently being implemented by the City's Administrator's Office. So far, two rounds of grants have been announced in the first two years of this programming, which include five community projects in Central Waterfront and Potrero Hill.

USE OF IMPACT FEES

The IPIC proposes budgeting impact fees for this program in FY14 through FY20. The project is underway; a call for applications was issued in August 2014 and August 2014. So far, about \$200,000 has been reward to five community based projects in the Eastern Neighborhoods. For FY16 through FY20, \$1M has been programmed for this grant program.

IMPACT FEE FUNDED PROJECTS – CHILDCARE

DESCRIPTION

The Eastern Neighborhood Plan calls for the construction of new childcare facilities to meet the needs of future residents and employees. To spend the funds, IPIC proposes to have the Human Services Agency work with childcare operators to identify new opportunities for childcare in the plan area and to develop new facilities. For example, for the Market Octavia Plan Area, the Child Care Facilities Interagency Committee has developed an RFA for Early Childcare Education providers specific to the Market Octavia funds. Funds will reside with the Low Income Investment Fund and will be distributed under a separate contract to qualified Early Childcare Education providers.

USE OF EASTERN NEIGHBORHOOD INFRASTRUCTURE FUNDS

Between FY17 and FY21, about \$3.8M is programmed for childcare.

PROGRAM ADMINISTRATION

DESCRIPTION

Implementation of the community improvements program requires: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy. The Eastern Neighborhoods Plan supports the use of impact fee funds for program administration and CAC staffing. Where possible, the City relies on implementation strategies that rely on existing administrative processes and procedures.

USE OF IMPACT FEES

The IPIC proposes that 5% of impact fee revenue be set aside to program administration costs. For the Eastern Neighborhoods, this revenue includes funds for the Dogpatch/Central Waterfront Public Realm Plan, which will help identify and prioritize specific streetscape improvements for the Central Waterfront area, which can then be built through developer requirements, in-kind agreements, Eastern Neighborhoods impact fees, or other sources.

VISITACION VALLEY

Green Connections through Visitacion Valley

DESCRIPTION

The Planning Department completed its second phase of the Green Connections Project two years ago, which included specific conceptual designs within Visitacion Valley. The Green Connections Project identifies a network of existing streets and paths that, over time, are to be redesigned to increase access to parks, open space and the waterfront. There are two Green Connections in Visitacion Valley: one travels from the Candlestick Point State Recreation Area (CPSRA) through Executive Park, under Highway 101 via Blanken Avenue continuing across Bayshore Boulevard, continuing down Leland Avenue before crossing over to Sunnydale Avenue and travelling through the Sunnydale Housing Authority site (No. 12 - Lake Merced to Candlestick). Another Green Connection branches from Leland to travel through the Visitacion Valley Greenway up to Mendell before traveling through McLaren Park (No 23 – Crosstown Trail). Streetscape interventions within Visitacion Valley identified in the Green Connections Plan include, but are not limited to: a “Play Street” at the terminus of Leland and at the base of McLaren Park, a festival streetscape treatment on Leland Avenue in front of Visitacion Valley

Recreation Center and enhanced street crossings between the different segments of the Visitacion Valley Greenway.

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

In FY15, \$506K was programmed to provide cost estimating and further design work for the Green Connections. While most of the transportation streetscape funds have been programmed for a more general streetscape category, such funds could be spent on Green Connections if they are prioritized by the Visitacion Valley community and by the City. For FY17, IPIC recommends reallocating this amount to a more general “Pedestrian, Bicycle, and Streetscape” category to enable funding projects outside of Green Connections. Nonetheless, projects described here, could still be eligible for this funding.

Pedestrian, Bicycle, and Streetscape Improvements

DESCRIPTION

Planning, Recreation and Park, and MTA staff begun a community engagement process this past year to inform and involve the Visitacion Valley community in funding decisions. Through the initial meeting with the community, many ideas were proposed beyond those that had previously been proposed by staff. As such, staff will need to further analyze and vet potential projects for Visitacion Valley fee funding. Based on initial discussions with the community and the IPIC, projects could include, but would not be limited to: Green Connections improvements (discussed above), traffic calming at Bayshore and Arleta Avenue, enhanced pedestrian crossings on Bayshore Boulevard, Blanken tunnel improvements, enhanced pedestrian crossings at Harney Way in front of the State Candlestick Point Park, and transit stop streetscape improvements along the 8X and other Visitacion Valley MUNI lines.

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

Roughly \$3.1M is proposed to be spent for pedestrian, bicycle, and streetscape improvements between FY17 and FY21.

Bi-County Transportation Improvement

DESCRIPTION

The portion of the Transportation and Streetscape fund coming from the Schlage Lock development project are to go to transportation improvements that are called out in the Bi-County Transportation Study (February 2013). The Bi-County Study calls for a wide range of transportation improvements in both San Francisco and San Mateo counties that would serve development projects on both sides of the county-line. Such funds could go toward bus rapid transit improvements along Bayshore Boulevard and Geneva Boulevard and for near-term pedestrian improvements between Bayshore and the CalTrain station.

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

\$740,000 in transportation fee revenue is expected from Schlage Lock between FY17 and FY21 and would be available for these projects.

General Recreation and Open Space Improvements

DESCRIPTION

Several possible projects have been identified for Recreation and Open portion of the Visitacion Valley Fund through city staff's initial meeting with the local community. This year, "community facilities", which had been previously identified as a separate funding bucket, is now included under the broader Recreation and Open Space category. From community surveys and feedback to date, community members have prioritized the Visitacion Valley Playground, the McLaren Park Trail project and an enhanced Herz Playground. Improvements could also include connecting the Visitacion Valley Greenway, and/or further improvements to the Schlage Lock Office Building for community use.

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

Roughly \$4.2M is proposed to be spent for recreation and open space improvements between FY17 and FY21 outside of the Schlage Lock site.

Schlage Lock Recreation and Open Space Improvements

DESCRIPTION

The Schlage Lock development project includes two parks and an indoor community facility as part of its community benefits package outlined in the Schlage Lock Development Agreement. As part of the agreement, the developer was granted a fee waiver for the Recreation and Open Space portion of the fee in recognition of their obligation to provide these improvements.

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

Staff projects that \$870K in fees will be credited toward these on-site improvements between FY16 and FY20.

Childcare

DESCRIPTION

Planning Code Section 420 (Visitacion Valley Community Facilities and Infrastructure Fee and Fund) calls for the construction of new child care facilities to meet the needs of future residents and employees. Currently, no specific child care projects have been identified for impact fee funding. Planning staff expects the child care facilities to be furnished in one of two ways: (1) through in-kind improvements within developments as they are approved; or (2) through RFAs developed by the Human Services Agency, which will identify new opportunities for new child care facilities. (This is currently being done for the Market Octavia Plan.)

USE OF VISITACION VALLEY COMMUNITY FACILITIES AND INFRASTRUCTURE FEE AND FUND

Currently, about \$3.3M is allocated to child care between the years of FY17 and FY21.

Program Administration

DESCRIPTION

Implementation of the community improvements program requires: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy. The Visitacion Valley Nexus Study supports the use of impact fee funds for program administration and CAC

staffing. Where possible, the City relies on implementations strategies that rely on existing administrative processes and procedures.

USE OF IMPACT FEES

No more than 5% of impact fee revenue will support program administration costs.

Note: The "Priority Projects" are identified in a Memorandum of Understanding between the Planning Department and other implementing agencies that identify several infrastructure projects that are to be prioritized above all other projects. (Administrative Code Section 10E.2(c)) requires that eighty percent of funding in the transportation and recreation and open space funding categories respectively go to the Priority Projects until they are completed.

APPENDIX 5.

MO CAC AND EN CAC MOTIONS ENDORISING RESPECTIVE EXPENDITURE PLANS

1. **The IPIC Expenditure Plan.** Presentation by staff on the proposed IPIC Expenditure Plan, followed by discussion and action.

MOTION NO: 2015-11-02

ACTION: To approve the IPIC Expenditure Plan as presented by staff with the following two conditions:
(1) that prior to determining how to spend the \$300K in the Pedestrian Enhancement and Bicycle Fund in FY 17 (Line 33), SF Public Works is to come back to the CAC for approval; and (2) prior to spending funds for Child Care (Line 83), H.S.A is to come to the CAC for an update on how they plan to distribute the funds.

MOTION: Sedonaen

SECOND: Goldstein

AYES: Bass, Block, Boss, Bragg,
Elberling, Goldstein, Huie, Levy,
Lopez, Marti, Ongoco, Reis,
Sedonaen

NOES: [none]

ABSENT: Grande, Sofis