

File No. 110674

Committee Item No. 4

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date February 3, 2014

Board of Supervisors Meeting Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
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OTHER (Use back side if additional space is needed)

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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Annual Report</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>FY 2011-2012 Development Impact Fee Rpt</u> |
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Completed by: Andrea Ausberry Date January 30, 2014

Completed by: _____ Date _____



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 25, 2014
 TO: Planning Commission and Board of Supervisors
 FROM: Kearstin Dischinger, Kearstin@sfgov.org, 558-6284
 Adam Varat, Senior Planner

RE: Article 36 of the City Administrative Code: Interagency Plan
 Implementation Committee Annual Progress Report

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payment of a fee of \$80.82 for each required square foot of usable open space.

Designated Use of Funds. Fees collected are to be deposited into the Eastern Neighborhoods Public Benefits Fund. Fees are to be used for the purpose of acquiring, designing, and improving park land, park facilities, and other open space resources, which are expected to be used solely or in substantial part by persons who live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed Use districts.

Fees Collected. As of the end of FY 2011-12, no open space in-lieu fees had been collected for Eastern Neighborhood Mixed Use Districts.

Fees Expended. As no fees have been collected, no funds have been expended.

Attachment: Interagency Plan Implementation Committee (IPIC) Annual Report

~~Designated Use of Funds. Fees collected are to be deposited into the Balboa Park Community~~

~~Improvements Fund. Expenditures must be recommended by the Planning Commission, and approved by the Board of Supervisors. Planning Code 422.5(b) specifies that funds are to be used to design, engineer, acquire, and develop and improve streets, transit, parks, plazas and open space, and community facilities and services as defined in the Balboa Park Community Improvements Program. Funds may be used for childcare facilities that are not publicly owned or publicly accessible. Funds may also be used to commission economic analyses and to pay for administrative or legal costs. The Planning Code further specifies that fees collected should be deposited into specific accounts by improvement type:~~

- 38 percent of fees shall go towards streets
- 13 percent shall go towards transit
- 30 percent shall go towards parks, plazas and open space
- 19 percent shall go towards community facilities and other services.

Fees Collected. No fees have been collected since the fee was established in FY 2008-09. To date, there has been one in-kind agreement. In FY 2008-09, the developer of 1150 Ocean Avenue entered into an In-Kind Improvement Agreement with the City in lieu of paying a \$1,579,703 impact fee (Appendix A1-7). The developer will finance a public sidewalk easement at Brighton Avenue and will also finance the Lee Avenue Extension. These construction projects are pending.

Fees Expended. As no funds have been deposited into the Balboa Park Community Improvements Fund, no funds have been expended.

Interagency Plan Implementation Committee Annual Report

San Francisco Planning Department

Citywide Policy Planning



January 2014

2013 Highlights

This annual report describes the City's capital planning to support projected housing and job growth within the City's recently-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 the Planning Department projects roughly \$ 110 Million of impact fee revenue in five plan areas. 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.

~~Many projects that were entitled over the past couple years have begun construction and~~ used solely to acquire and develop public recreation and park facilities for use by the daytime population of the C-3 Use Districts. The Recreation and Park and Planning Commissions must hold a joint public hearing to elicit public comment prior to allocating monies in the Fund for acquisition of property for park use and/or for development of property for park use. The Recreation and Park Commission alone administers the development of the recreational and park facilities on any acquired property designated for park use by the Board of Supervisors, using the funds that have been allocated for that purpose.

Fees Collected. Since September 1985, \$11,309,746 in Downtown Park fees has been collected. For a list of fees collected by payer, see Appendix A1-8. A total of \$1,839,254 in interest has been earned on this fee revenue.

Fees Expended. In FY 2011-12, \$509,120 was expended from the Downtown Park Fund. To date, \$11,029,395 has been expended from the Fund. The year-end balance of the fund is \$2,119,605. After adjusting for reserves and designated fund balance, the unassigned year-end fund balance is \$531,084.

See Appendix A1-8 for expenditure detail by fiscal year. Across all projects that received funding from the Downtown Park Fund since FY 1997-98, Downtown Park fees have accounted for 95 percent of total project expenditures. The Union Square renovation and the construction of Victoria Manolo Draves Park have been completed. The Mid-Embarcadero Music Concourse, which was initiated following the demolition of the Embarcadero Freeway, has also been completed. Forty-three percent of the project was financed through the Downtown Park Fund. In FY 2011-12, \$180,209 was expended on the renovation of Sue Bierman Park and \$328,911 was expended on Union Square Plaza.

Updates and new content in the 2013 IPIC Annual Report include:

- **Updated capital plans.** Most projects recommended for impact fee funding over the next five years were included in the previous year IPIC recommendations. However, the proposed capital plans for each plan area offer refinements from last year's report based on revised fee projections, project readiness and additional community input.
- **New Plan Areas.**
 - The Transit Center District Plan (TCDP), adopted August 2012, includes a complete streetscape and open space plan and a number of plan specific funding sources, including two development impact fees and a proposed Community

include sculpture, bas-relief, murals, mosaics, decorative water features, tapestries or other artworks permanently affixed to the building or its grounds. Developers may pay a sum equivalent to the cost of the artwork in lieu of installing artwork.

Designated Use of Funds. Fees collected are to be deposited into the Public Artwork Trust Fund, which is administered by the Arts Commission. Ordinance 62-12 added Planning Code Section 429.5, which specifies that the Public Artwork Trust Fund shall be used by the Arts Commission within the C-3 District or within a half mile of the boundary of the C-3 District or, if the project is within another zoning district, within a half mile of the project boundary to enhance the visibility and quality of artworks in the public realm and to improve the public's access and enjoyment of the artworks in the public realm. The Board of Supervisors allows the Arts Commission to administer and expend the Public Artwork Trust Fund, and have the authority to prescribe rules and regulations governing the Fund.

Fees Collected. To date, \$145,920 of fee revenue has been collected and one in-kind improvement has been provided. The developer of One Polk Street opted to provide an in-kind improvement to the San Francisco Museum & Historical Society in lieu of paying \$329,768 in fees. For revenue and expenditure information, a list of fees collected by payer, as well as in-kind improvements detail, see Appendix A1-9.

Fees Expended. To date, \$45,000 has been expended from the fund.

Overview of IPIC

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, childcare centers, and libraries.

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.

Table 4 below); (2) pay a fee or; (3) a combination of (1) and (2). The Jobs-Housing Linkage Fee became effective in March 1996, but is predated by the Office Housing Production Program and the Office Affordable Housing Production Program. Therefore, this report includes revenue and expenditure details beginning in FY 1988-89.

Designated Use of Funds. Fees are to be deposited into the Citywide Affordable Housing Fund. Planning Code Section 413.10 specifies that this fee revenue is to solely be used to increase the supply of housing affordable to qualifying households. The program is administered by the Mayor's Office of Housing (MOH). No funds may be used to pay any administrative, general overhead, or similar expenses.

Fees Collected. In FY 2011-12, \$567,229 in Jobs-Housing Linkage fees were collected from the developers of 1190 Mission Street, 38 Dolores Street, 660-680 Alabama, 208 Utah, and 808 Brannan. Since FY 1988-89, \$56,791,248 in Jobs-Housing Linkage fees has been deposited into the Citywide Affordable Housing Fund, and \$12,735,030 in interest has been earned on the Citywide Affordable Housing Fund, which also includes Inclusionary Housing fees. Appendix A1-9 contains information on payors and fees collected when available. No developers have opted to provide onsite or offsite BMR units in lieu of paying the fee.

Fees Expended. Through the end of FY 2011-12, \$58,310,054 has been expended. In FY 2011-12, loan repayment funds were used to fund project expenditures. For each fiscal year, Appendix A1-10 includes the address at which affordable housing was created, the target demographic for that affordable housing, the number of units built (if known), the amount of funds expended and encumbered, and the status of the project. Note that since Jobs-Housing Linkage fees and Inclusionary Housing fees are both deposited into the Citywide Affordable Housing Fund because, as stipulated by Planning Code, both sources of funding can be used to finance eligible affordable housing projects. The Citywide Affordable Housing Fund also has

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 funds, and assessment districts such as Mello-Roos Districts. In addition to public revenue, Plan implementation may require 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

Development Impact Fees are legislated 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 the five-year period
- Some funds may go towards pre-development costs, but should lead to actual construction.
- Cannot overspend (cumulative revenues must exceed cumulative costs at any given time)
- Funded infrastructure projects must be within the respective plan areas
- Eastern Neighborhoods impact fees have the following additional criteria:
 - o 80% of must go towards Eastern Neighborhoods priority projects for the “Transportation” and “Open Space” funds until the priority projects within each respective fund are completed
 - o The Priority Projects require matches from partnering Agencies per the MOU

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](http://www.sf-planning.org/ftp/files/publications_reports/in_kind_policy_final_CPC_endorsed.pdf)

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 Library, the Human Services Agency (HAS), Mayor's Office of Finance, and Capital Planning Committee, among other agencies. With the adoption of the Transit Center District Plan in August 2012, the IPIC added two new members - the Transbay Joint Powers Authority (TJPA) and BART, to participate in TCDP-specific discussions.

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.
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

IPIC Budget Cycle Process

The IPIC began meeting in October 2007 to develop capital plans for each Area Plan based on the

IPIC's prioritization criteria.⁵ The IPIC meets annually to review and update the

Capital Plan with specific criteria to select a housing strategy, approve a new plan or update

responsible for developing, owning and operating the housing units. The plan is subject to

populations such as rely on various sources of funding that include the revenue from

funds will be provided. To the successful bidder, MOH then provides a 30-year, low-interest loan

with annual loan repayments sized according to the project's operating expenses and reserves.

Depending on the availability of non-City funding, MOH's share of the cost to build affordable

housing ranges from 25 percent to 50 percent of the total project cost. MOH places restrictions

Plan and recommendations for impact fee expenditure. This section briefly discusses IPIC process and coordination with the city budget cycle.

In July/August each year 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 grants. 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. 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.

Capital plans for each area are incorporated into the City's 10 Year Capital Plan⁶. The final IPIC recommendations are presented to the Capital Planning Committee, Planning Commission, and Land Use and Economic Development Committee of the Board of Supervisors. These hearings should be 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 during the next year before the next capital planning cycle.

IPIC 2013

In 2013, the IPIC reviewed the previous year's capital plans, coordinated on grants and other funding sources, and reviewed agencies' work programs as they relate to Area Plans, and updated impact fee revenue projections. Additionally the IPIC brought recommendations to and received feedback from the Market and Octavia and Eastern Neighborhoods Citizens Advisory

⁵ See Attachment 2 to review IPIC's prioritization criteria

⁶ http://www.sfgov.org/site/cpp_index.asp?id=39210

Designated Use of Funds. Inclusionary Housing fees are deposited into the Citywide Affordable Housing Fund, which is administered by MOH. Planning Code Section 415.5(f) specifies that funds are to be used to (1) increase the supply of housing affordable to qualifying households subject to the conditions in the Section; and (2) pay the expenses of MOH in connection with monitoring and administering compliance with the requirements of the Inclusionary Program. Ordinance 312-10 also indicates funds may also be used to provide assistance to low and moderate income homebuyers. Additionally, funds may be used to conduct follow-up studies. Monitoring and administrative expenses, excluding expenses associated with any follow-up studies, must be appropriated through the annual budget process or supplemental appropriation for MOH.

Fees Collected. In FY 2011-12, \$1,536,683 was collected from the developer at 1285 Sutter Street, 1591 Pacific Avenue (also known as 1946 Polk), 2299 Market Street, 38 Dolores Street (also known as 2001 Market). To date, \$50,321,468 in Inclusionary Housing fees has been deposited into the Citywide Affordable Housing Fund. In addition, many developers have opted to provide onsite BMR units in lieu of paying the fee. In FY 2011-12, the developers of 121 9th Street, 1301 Indiana Street, 1150 Ocean Avenue, and 178 Townsend Street provided 2, 4, 26, and 14 on-site ownership units, respectively and the developer of 299 Valencia Street provided four on-site rental units. To date, developers have provided 1,102 units. Information on fees collected and onsite BMR units provided by developer are given in Appendix A1-10 where available. Finally, a total of \$12,735,030 in interest has been earned on the Citywide Affordable Housing Fund, which also includes Jobs-Housing Linkage fees.

Fees Expended. No Inclusionary Housing Fees were expended in FY 2011-12. To date, \$48,717,426 has been spent. The table in Appendix A1-10 contains the most detailed data available on expenditures funded by Jobs-Housing Linkage fees and Inclusionary Housing fees. For each fiscal year, Appendix A1-10 includes the address at which affordable housing was created, the target demographic for that affordable housing, the number of units built (where possible), the amount of funds expended, and the status of the project. Note that since Inclusionary Housing and Jobs-Housing Linkage fees are both deposited into the Citywide

Committees to provide direction on the capital plans for the respective Area Plans. This report also includes capital plans for two new plan areas: Transit Center District, and Western SoMa (incorporated into the section on Eastern Neighborhoods). This report includes the IPIC's recommendations for development impact fee budgeting for FY2014/15 and FY2015/16, and forecasted impact fee expenditures through FY2018/19.

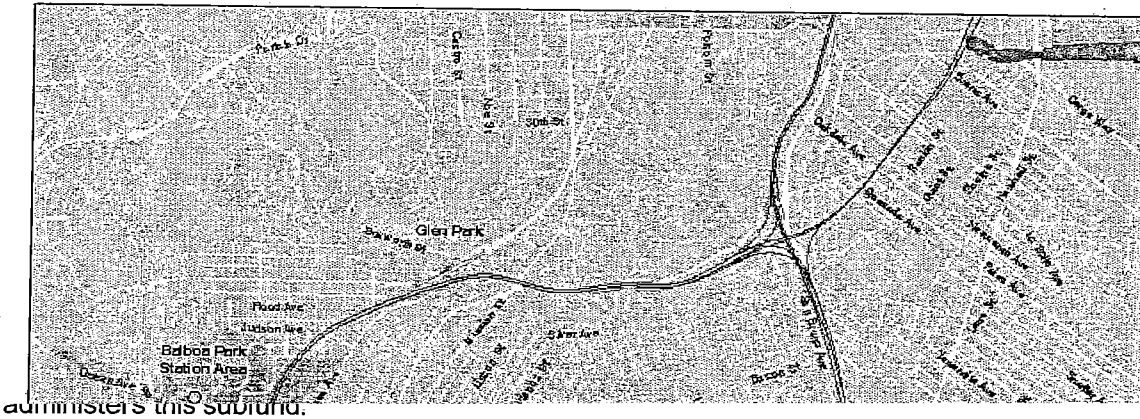
Area Plans: Summary Reports

The IPIC provides a forum for interagency coordination on infrastructure planning for Area Plans, including Rincon Hill, Market and Octavia, Balboa Park, Eastern Neighborhoods, Glen Park, Transit Center District, and Visitacion Valley. As these Plans come forward for adoption, they will include Community Improvements Programs, which will be incorporated into the work of the IPIC and Plan Implementation Group efforts.

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 traffic calming projects, addition of curb ramps, and sidewalk and street repairs is not discussed in this report. Through the work of the IPIC future routine maintenance and repair projects will be more closely coordinated with projects identified by the Area Plans.

Affordable Housing Fund, as stipulated by Planning Code, both sources of funding can be used to finance eligible affordable housing projects including funding the same project. The Citywide Affordable Housing Fund also has other sources of revenue including loan repayments.

MOH uses the Citywide Affordable Housing Fund, along with funding from federal and state agencies and private investors, to finance the development, rehabilitation, and purchase of affordable housing. To begin a project, MOH issues a competitive Notice of Funding Availability (NOFA) with specific criteria to select a housing developer, typically a non-profit corporation responsible for developing, owning and operating the housing units. The NOFAs target specific populations such as very low-income seniors or families and describe the terms under which funds will be provided. To the successful bidder, MOH then provides a 55-year, low-interest loan



administers this subfund.

Fees Collected. In FY 2011-12, \$1,372,542 in water capacity charges were collected. Since the capacity charge's establishment in 2007, \$3,691,372 has been collected and \$44,733 in interest has been earned. Appendix A1-14 shows a list of water capacity charges *and* wastewater capacity charges (which are described in the following section) collected by payer. Due to the large volume of water and wastewater capacity charge payers, payers are only listed in the appendix if their total water and wastewater capacity charge payment equaled or exceeded \$100,000. If fees were paid over multiple fiscal years, the payer is listed multiple times. The majority of large projects listed have not paid water capacity charges for two major reasons: (1) the water capacity charge became effective two years after the wastewater capacity charge; and (2) projects with existing water meters from the previous structure that are sufficient for the new large project are not subject to the water capacity charge and are granted a "Prior Use Credit."

Fees Expended. In FY 2011-12, \$2,008,605 in water capacity funds were expended on local water renewal and replacement projects. Of this, \$1,483,853 was spent at Kirkham & 20th, \$524,328 was spent at Harrison, 18th, and Cesar Chavez, and \$424 was spent at Laguna, Sutter, and Bay. At the end of FY 2011-12, the balance in the water capacity charge subfund was \$1,727,500.

Rincon Hill¹⁰

The Rincon Hill Plan, adopted in 2005, enabled over 2,350 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption over 700 units have been built¹¹, roughly 400 units are under construction¹², and over 1200 units have been entitled by the Planning Department. The Planning Department projects over \$14 million in impact fee revenue available for infrastructure impact fees over the next five years¹³.

The Rincon Hill Area includes two Plan generated sources of funding to help build plan-serving infrastructure: development impact fees and an Infrastructure Finance District (IFD). The Rincon

Fees Collected. Other than capacity charges collected by payer. Due to the large volume of water and wastewater capacity charge payers, payers are only listed in the appendix if their total water and wastewater capacity charge payment equaled or exceeded \$100,000. Note that if fees were paid over multiple fiscal years, the payer is listed multiple times.

Fees Expended. In FY 2011-12, \$4,179,703 in wastewater capacity funds were expended on various sewer repair and replacement projects, bringing total expenditures to \$21,176,862. For expenditures by project, see Appendix A1-14. The FY 2011-12 wastewater capacity charge subfund year-end balance was \$14,650,729.

Infrastructure Improvements

After adoption of the Rincon Hill Plan, the Planning Department drafted the Rincon Hill Streetscape Plan to implement the public improvements in the neighborhood. The infrastructure improvements in Rincon Hill include streetscape and open space projects as described below.

1) Streetscape Improvements

The Rincon Hill Plan identifies streetscape improvements for the entire street network of the area. The Rincon Hill Streetscape Plan further defines the streetscape improvements, including specific sidewalk dimensions and street furnishings, plantings, and materials. Portions of the streetscape improvements identified in the Rincon Hill Plan will be required as a part of condition of approvals¹⁵ for development projects. Other street frontage will be built...

A1-1. Rincon Hill Community Infrastructure Impact Fee

Summary Revenues & Expenditures

Fiscal Year	Beginning Year Balance		Fee Revenue Collected		Funds Expended		Year-End Balance (2)	Beg B
	Balance	0	0	0	0	0		
FY 2005-2006	0	0	0	0	0	0	0	
FY 2006-2007	0	0	0	0	0	0	0	4,3
FY 2007-2008	0	0	0	0	0	0	0	1,2
FY 2008-2009	0	0	2,750	0	0	0	2,750	1,2
FY 2009-2010	2,750	0	0	0	0	0	2,750	1
FY 2010-2011 (3)	2,750	589,626	589,626	0	589,626	0	2,750	1
FY 2011-2012 (4)	2,750	(17,174)	0	0	0	0	(14,424)	1
Total			575,202		589,626			

Notes:

- (1) Fee revenue held with CCSF is deposited into the same Fund as SOMA Community Stabilization Fund.
- (2) Year-end balance includes encumbrances. There were no encumbrances at the end of FY 2010-2011.
- (3) Fee revenue for FY 2010-2011 was 589,626, but was transferred to the SOMA Community Stabilization Fund. It is also included as a transfer in for the SOMA Community Stabilization Fund.
- (4) In FY 2011-12, \$17,174 was refunded due to a collection error in FY 2010-11 for the 333 were transferred to SOMA Community Stabilization Fund.

In-Kind improvements

Three blocks of streetscape improvements¹⁶ identified by both the Rincon Hill Plan and the Streetscape Master Plan have been completed through in-kind agreements with adjacent development projects. Many of the streetscape improvements¹⁷ proposed have a clear relationship to specific entitled development projects and therefore could be implemented through in-kind agreements with project sponsors, should the sponsors elect to pursue in-kind agreements, and should the Planning Commission grant approval. As of second half of 2013 the active In-Kind agreements include: improvements to Guy Place Street, Zeno Alley, and mid-block pedestrian pathway between Fremont and Beale Streets.

Market and Octavia¹⁸

The Market and Octavia Plan was adopted in the spring of 2008, enabling roughly 6,000

A1-1. Rincon Hill Community Infrastructure Im

Fees Collected by Payer	
Fiscal Year	Address
FY 2005-2006	One Rincon Hill (425 First Street)
FY 2005-2006	333 Fremont Street ⁽¹⁾
FY 2008-2009	One Rincon Hill (425 First Street)
FY 2010-2011	333 Harrison Street
FY 2011-2012	333 Harrison Street
Total	

Note:
⁽¹⁾ This \$196,142 in fee revenue was held in a separate escrow account in 2007, these funds, plus \$7,150 in earned interest, were transferred to the Community Stabilization Fund.

In-Kind Improvements		
Fiscal Year	Address	Fee Amount Waived
FY 2005-06	333 Fremont Street	573,000
FY 2008-09	One Rincon Hill (425 First Street)	1,100,000

Expenditure Detail for Funds Held with CCSF	
Fiscal Year	Project Title
FY 2010-11	Transfer Out to the South of Market Area Community Stabilization Fund

Controller's Office

of the proposed IPIC capital plan. Key projects include improvements to Octavia Boulevard intersections at Oak and Market Streets.

Additionally, \$1.5 million from the City's General Fund has been allocated for improvements to Upper Market intersections in FY2014. Additional funding for the Upper Market intersections, secured by the District Supervisor's office, comes from the Regional PDA Planning Program.

Projected Plan Area Revenue through FY2019			
Funding Source	FY2014 and prior	FY2015-2019	Total
Development Impact Fees	\$ 4,008,700	\$ 19,408,700	\$ 23,417,400
Central Freeway Parcel Sales	\$ 2,400,000	\$ 3,383,000	\$ 5,783,000
General Funds (General Fund TSIP)	\$ 1,500,000	-	\$ 1,500,000
Regional PDA Planning Program	\$ 100,000	-	\$ 100,000

A1-1. Rincon Hill Community In

Expenditure Detail for Func

Fiscal Year	Project Title
FY 2006-07	Transfer Out to the Area Community Str
	Guy Place Park & Appraisal and Purc
	Guy Place Park: F Acquisition for Park
	Guy Place Park: F Design Services
FY 2008-09	Guy Place Park: F Design Services
	Streetscape Imprc Harrison & First Str
Total	

Note:
 (1) This amount was returned to the de improvements provided.

Controller's Office

- o The Hayes and Fell Streets two-way project converted portions of each street between Van Ness and Gough to a two-way operation, and included reopening a crosswalk at the intersection of Hayes and Gough Streets. The project was implemented in fall 2011 and was funded in part by Market Octavia impact fees.
- o The SFCTA conducted the Central Freeway and Octavia Circulation Study, which examined local and regional transportation issues and needs in the Market and Octavia neighborhood since the completion of the Octavia Boulevard project. The Study, which

A1-2. South of Market Area Commu

Expenditure Detail for Funds Held

Project Name	FY
Inclusionary Housing Study	
Advertising for Public Hearing	
City Attorney Costs	
MOH Administrative Costs	
SFMTA/DPW Community Improvements	
333 Harrison Emerald Fund	
Grants to nonprofit organizations	
Total	

Notes:

- (1) Funds held with ABAG: \$350,000 has been e
- (2) The amounts displayed represent the fee am

Controller's Office

neighborhood. A 2014 pilot program will build on the City Administrator's existing Community Challenge Grant program.

Ongoing Infrastructure Projects

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

A1-3. Visitaci

Summary Re

Fiscal Year
FY 2005-2006
FY 2006-2007
FY 2007-2008
FY 2008-2009
FY 2009-2010
FY 2010-2011
FY 2011-2012
Total

Notes:

- (1) Prior years' report column. This report shows the funds w
- (2) Year-end balance 2011-2012.

Expenditure

Fiscal Year
FY 2010-11
FY 2011-12

Controller's Offi

- Re-establishing the Octavia right-of-way from Fulton Street to Golden Gate Avenue will reconnect the neighborhood street grid and increase access to the newly-renovated Hayward Park.
- Pedestrian amenities and greening at the Mission and Van Ness intersection will be implemented in conjunction with the Van Ness Bus Rapid Transit (BRT) project and the Transit Effectiveness Project (TEP), discussed in further detail below.

Projects funded by the proceeds from the former Central Freeway Parcels (does not include the original Central Freeway ancillary projects):

- Re-opening the closed crosswalk at the intersection of Fell and Gough Streets.
- Pedestrian safety improvements to the intersection of Oak and Octavia.
- Bicycle improvements at the intersection of Buchanan and Market.
- Pedestrian safety spot improvements at 20 intersections within a one-block radius of Octavia Blvd.
- Short-term bicycle improvements at the intersection of Page and Octavia.

Community Infrastructure Impact

Expenditure Detail			
Fiscal Year	Project Title	Fee Amount Expended	Prj. Expendit. All Sou.
FY 2009-2010	Permit tracking system programming costs (DBI workorder)	2,972	
FY 2011-2012	Implementing traffic changes for the Hayes 2-way street project (MTA workorder)	38,827	

Expenditures	Fee Revenue Collected	Interest Earned	Funds Expended	Year-End Balance ⁽¹⁾
	0	0	0	0
	29,330	0	0	29,330
	78,808	1,537	2,972	106,703
	113,882	1,814	0	222,400
	1,268,943	5,327	38,827	1,457,843
	1,490,963	8,678	41,799	

encumbrances. There were no encumbrances for this fund at the

Hayward	Fee Amount Collected
Golden Gate Avenue	29,330
Fell Street	74,288
Golden Gate Street	4,520
Octavia Street	86,474
Van Ness Street	6,640
Golden Gate Street	11,280
Octavia Street	2,560
Van Ness Street	2,560
Golden Gate Street	1,808
	2,560
Franklin Street	84,048
Golden Gate Street	10,559
Golden Gate Street	9,571
Golden Gate Street	4,606
Golden Gate Street	959,127
Octavia Street	201,032
	1,490,963

Eastern Neighborhoods

Central Waterfront, East SOMA, Western SOMA, Showplace Square/Potrero, & Mission¹⁹

The Eastern Neighborhoods Area Plans, adopted in early 2009, enable approximately additional 10,000 units of housing and 7,500 new jobs. Roughly 210 development projects of all sizes are in the approval pipeline, of which approximately 140 that are subject to EN Impact fees. The Planning Department projects approximately \$51.8 Million in impact fee revenue in the Plan Area over the next five years (FY 15 through 19).

Projected Impact Fee Revenue Over the Next Five Years	
Legislated Fee Expenditure by Category	
Housing ²⁰	\$ 6,014,000
Open Space	\$ 20,117,000
Transportation and Streetscape	\$ 25,838,000
Childcare	\$ 2,967,000
Library	\$ 644,000
Program Administration	\$ 2,316,000
Total	\$ 51,882,000

The Planning Code divides EN Infrastructure funds into four infrastructure expenditure categories shown in the table above. 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,

¹⁹ <http://www.sf-planning.org/index.aspx?page=1673>

²⁰ 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.

A1-6. Eastern Neighborhoods In

Summary Revenues & Expenditures

Fiscal Year	Beginning Year Balance	Fee Revenue Collected
FY 2008-2009	0	6,552
FY 2009-2010	6,552	331,454
FY 2010-2011	334,908	146,187
FY 2011-2012	481,095	134,924
Total		619,117

(1) Fund balance does not include interest earned.

Expenditure Detail

Fiscal Year	Project Title	F
FY 2009-2010	Permit tracking system programming costs (DBI workorder)	

In-Kind Improvements

Fiscal Year	Address	Fee Amount Waived
FY 2009-2010	178 Townsend/2235 3rd Street	1,915,560

Controller's Office

Completed Infrastructure Projects (impact fees and other sources).

Fees Collected by Payer	
Fiscal Year	Address
Prior to FY 1997-98	100 First Plaza
Prior to FY 1997-98	525 Market Street
Prior to FY 1997-98	2 Harrison Street
Prior to FY 1997-98	343 Sansome Street
Prior to FY 1997-98	235 Pine Street
Prior to FY 1997-98	600 California Street
FY 1997-1998	480 Sutter Street
FY 1999-2000	101 Second Street
FY 1999-2000	150 California Street
FY 2000-2001	300-342 Howard Street
FY 2000-2001	244-256 Front Street
FY 2001-2002	530-532 Folsom Street
FY 2001-2002	235 Second Street
FY 2001-2002	1320-1328 Mission Street
FY 2001-2002	51-67 Second Street
FY 2001-2002	663-665 Sutter Street
FY 2001-2002	560 Mission Street
FY 2001-2002	SF Redevelopment Agency
FY 2001-2002	Point Park - South Beach Pr
FY 2001-2002	200 California Street
FY 2002-2003	Foundry Square Association
FY 2004-2005	N/A
FY 2005-2006	49 Kearny Street
FY 2006-2007	835 Market Street
FY 2006-2007	400 Howard Street
FY 2006-2007	Refund for 530-532 Folsom S
FY 2008-2009	555 Mission Street
FY 2009-2010	N/A
FY 2009-2010	875-899 Howard Street
FY 2010-2011 (1)	725 Pine Street
FY 2011-2012	N/A
Total	

Note:

(1) The \$25,000 payment for Pine Street is now included in FY correction of an accounting error in FY 2006-07.

Interest	Funds	Year-End
Accrued	Expended (1)	Balance (2)
3,887	1,908,813	1,069,940
2,008	0	1,148,258
3,440	0	1,201,698
0,689	0	2,198,429
5,315	0	3,256,084
1,348	2,869,112	4,209,465
3,003	983,441	4,470,167
3,813	886,208	3,657,772
4,411	910,274	2,834,115
3,609	137,351	2,935,490
1,656	385,148	3,251,110
1,968	161,039	3,222,039
3,617	39,962	4,377,239
3,875	133,791	4,640,245
2,809	2,105,135	2,600,919
1,806	509,120	2,119,605
11,254	11,029,395	

branches or unexpended project

and fund balances, in FY 2011-12, the Thus, for FY 2011-12, the unassigned

the Street and reflects a correction of a but included in fee revenue collected 11 and not in FY 2006-07. Year- changed because of this correction.

were anticipated by the Plan, have been completed:

- 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),
- Potrero Hill Traffic Calming Study and Various Improvements. After undergoing a community process, SFMTA published a final traffic calming report that was issued December 2012. Some analyzed traffic calming has been installed including gateway islands on Mariposa at Vermont, while others are in process including traffic chicanes on 18th Street; others still are lined up for further design and planning including Crest of Hill treatments, 23rd Street and Mariposa gateway treatments, and 26th Street chicanes.
- 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. A road diet for Bryant Street between 26th Street and Cesar Chavez has been completed by DPW.
- 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

between 17th Street and Cesar Chavez with the most intensive improvements in front of General Hospital .

- Cesar Chavez Street Streetscape Improvements. Cesar Chavez Street is being improved with wider planting medians, bike lanes, corner bulb-outs featuring storm water features between Hampshire and Guerrero Streets. Construction is expected to be completed this winter.
- Crane Cove Park Crane Cove Park located within Pier 70 is currently undergoing community planning and design has been partially funded by the 2008 and 2012 Park Bonds. It is anticipated that completed park will include a variety of landscape and plaza areas, 1,000 feet of Bay shoreline opened, and views of the dry dock, skyline and Bay. Its current funding includes community planning, design and construction for Phase I.
- 2nd Street Redesign. 2nd Street between Market and King Streets is planned to be redesigned with robust Class I bike facilities and widened sidewalks. The project is fully funded and is currently going through environmental review.
- 24th Street Bart Plaza. The southwest 24th Street Bart Plaza is currently under construction and with an anticipated completion this winter.
- Phase II of the Soma Alley Improvements. As the second phase of the Soma Alley Streetscape Project DPW plans to improve 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. Construction is anticipated to begin winter 2014.

Transportation and Streetscape

In implementing the Eastern Neighborhoods transportation component, The *Eastern Neighborhoods Transportation Implementation Planning Study* (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 Transit Effectiveness Project (TEP) currently undergoing environmental study. The Folsom / Howard Street project is included in the environmental study for the Central Soma Plan (previously, the "Central Corridor Plan"). Impact fee revenue are proposed for environmental clearance of Folsom Street Streetscape Improvements and capital funding for 16th Street Streetscape

Fee Amo
Collec

at 85
45
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145
were erroneous
work fund.

Cal Year	Address
2004-2005	2351 Powell Street
2004-2005	1275 Fell Street
2006-2007	590 Castro Street

Address	Fee Amount	Waived	Descrip
San Fta			
Historic	329,768		

Project Expenditures, All Sources	Estimated % of Project Funded by Fees
N/A	N/A
N/A	N/A
85,772	99%
N/A	N/A

dependent appropriately within City Planning and Recreation

Open Space and Recreation Facilities

The Eastern Neighborhoods Implementation Document, including the open space nexus study, calls for the creation of a new park and the rehabilitation of an existing park in each of the 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*.²² 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 a 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 has been identified and conceptual designs developed. This park is fully funded through a State grant and impact fee funds.

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 planned to be realized through an in-kind agreement in association with a recently approved project at Daggett and 16th Street (aka Daggett Triangle).

This past year, the CAC also identified the rehabilitation of South Park as major project for impact fee spending. The CAC approved \$1.2M to support the multimillion dollar project. To further the park rehabilitation effort, Recreation and Park staff will create a robust park rehabilitation plan for the Eastern Neighborhoods Funds are also budgeted to begin an effort to acquire a site and build a new park in Soma.

Community Facilities

In implementing the community facilities component of the Eastern Neighborhoods plan, funds are allocated for child care and library program. 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. Impact fee revenues will provide funds equaling approximately 1% of EN collected

A1-9. D

Summ

Fiscal Y
FY 2004
FY 2005
FY 2006
FY 2007
FY 2008
FY 2009
FY 2010
FY 2011
Total

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Fiscal Y:
FY 2004
FY 2006

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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.
- The **Phelan Bus Loop project** 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, while creating a new public plaza. 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.

Ongoing infrastructure projects

- Short-term pedestrian improvements identified by the SFMTA in the **Balboa Park Pedestrian and Bicycle Connection Project** (completed in 2009) are funded by Safe Routes to Transit grants. Key recommendations that were recently constructed or are imminent include:
 - a new signal-protected pedestrian crossing of Ocean Avenue near I-280
 - pedestrian wayfinding signs
 - new traffic and pedestrian signals at the intersection of Geneva and Howth Avenues
- The **Balboa Park Station Capacity Study** (completed in 2012) included an engineering feasibility analysis and supporting studies of transportation proposals in the Balboa Park Station Area Plan and related station area plans. It refined the long-range vision for the hub, and developed short-range and mid-range improvements for design and implementation funding. Several of the recommended improvements are undergoing conceptual engineering through the Station Area and Plaza "Fast Track" Improvements project, including:
 - Geneva Avenue sidewalk widening
 - Ocean Avenue accessibility improvements
 - I-280/Ocean Avenue off-ramp flashing beacons
 - Pedestrian-scale lighting
 - Wayfinding signs

Consistent with other study recommendations, the SFMTA is participating with BART and other agencies to install real time transit arrival signs and shelter canopies at the Geneva transit plazas, to install an accessible boarding platform on San Jose Avenue, and to connect the new Westside Walkway to Muni light rail boarding areas via a pedestrian bridge over

Fiscal Year	Address	Fee amount
FY 2007-08	500 Pine St	500
	350 Bush St	125
	55 9th Str	400
FY 2009-10	611 Jones	047
FY 2010-11	660 Alabara	000
	1190 Missi	975
	38 Dolores	406
FY 2011-12	660-680 Al	015
	208 Utah	905
	808 Brantle	320
Total		639,412

Note: Information about payors has been redacted and may be incomplete.

the Muni Upper Yard satellite vehicle storage facility to a vibrant residential/retail transit village.

- The **Road Repaving and Street Safety Bond (Prop B)** includes \$960,000 for near-term construction of streetscape improvements on Ocean Avenue between Howth Street and Manor Drive. The project can address several priorities previously identified by community groups. Community engagement will help determine near-term improvements, as well as the longer-term designs to be included in the Ocean Avenue Street Design Project (see below). Construction of the near-term improvements is expected to be complete by mid-2015.

Ongoing Planning Efforts

- 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.
- Supervisor Yee's office, in coordination with DPW, Planning, the PUC and the Library completed two concept design alternatives of a new **Public Open Space** adjacent to the Ingleside Library. PUC earmarked \$100K for the initial design work. Supervisor Yee secured an additional \$100k in FY2013-14 for more detailed design work. Additional funding is necessary for construction, which is estimated to cost \$1.2 million.
- The San Francisco County Transportation Authority (SFCTA) began the **Balboa Park Circulation Study** in 2012. The study is analyzing circulation changes in the vicinity of the Balboa Park BART Station, including the potential for reconfiguring or closing redundant freeway on- and off-ramps. The Study will also make recommendations for circulation changes around the Balboa Park BART Station that would enhance transit reliability. Improvements will focus on the Station and adjacent I-280 interchange, with the following three objectives: reconfigure freeway access to alleviate conflicts with station access; rearrange station functions to improve access, such as relocating bus stops and kiss-and-ride locations; explore other transit improvements in the study area. The Study is expected to be complete by winter 2014.
- The Planning Department is currently seeking funding to study pedestrian and streetscape improvements along **Ocean Avenue, between San Jose and Phelan Avenues**. This segment of Ocean Avenue is a critical link between the Ocean Avenue commercial area, City College, Balboa Park Station, Balboa Park and the Excelsior Neighborhood. The Project would build on previous and current planning work to move conceptual ideas into fundable 30% designs.
- The **Ocean Avenue Street Design Project**, from Phelan Avenue to San Jose Avenue, will be coordinated with the outreach and near-term capital improvements of the

A1-10. Jobs-Housing Linkage Fees Co

Fiscal Year	Address
FY 1988-89	1-59 Harrison St.
	345 California St.
	345 California St. - 1 Hill
	345 California St. - Mand
FY 1989-90	12 Vistaview Ct./175 & 1E
	SilverView Terrace Lot #s
FY 1990-91	185 Berry St.
	235 Pine St.
FY 1992-93	600 California St.
	530 Chestnut St.
FY 1993-94	1075 Front St.
	2550, 2560, 2580-90 Geary
FY 1994-95	445 Burnett Avenue
	3330 Army Street
FY 1995-96	1545-63 Page St.
	401 Main St.
FY 1996-97	401 Main St.
	111 Chestnut/240 Lombard
FY 1997-98	401 Main St.
	254 Front St./ 275 Sacram
FY 1998-99	1438 Green St.
	650 / 690 Townsend St.
FY 1999-00	1438 Green St.
	Pier One Maritime
FY 1999-00	101 Second St.
	700 7th Street
	475 Brannan St.
	670-680 Second St.
	101 Valencia St.
	700-768 7th St.
	300-342 Howard St./199 F
	150 California St.
	1 Second, AKA 55 Second
	235 Second St.

Avenue. The project is expected to begin in early 2014 and take to take 18 months to complete.

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.

Visitation Valley

The Visitation Valley Community Facilities and Infrastructure Fee and Fund was established about nine years ago in anticipation of moderate to high density development at Executive Park (located immediately east of the Highway 101 at the southern San Francisco boarder) and in other areas within the Visitation Valley area. Unlike most other impact fee areas, Visitation Valley does not have comprehensive Area Plan. Portions of Visitation Valley are included in other plans; most notably, The Executive Park Subarea Plan and the Visitation Valley / Schlage Lock Redevelopment Plan. Expected development includes approximately 1,600 new units and approximately 70,000 of commercial space at Executive Park; and approximately 1,600 new units and supporting commercial space at the Schlage Lock site. Planning currently projects approximately \$9.1 million in revenues through the Visitation Valley fund over the next five years. Development of the Schlage Lock site could potentially generate additional revenues. The City has initiated a new planning process for this site to revise the development plan since recent

(State law eliminated the potential tax increment financing)

Using Linkage Fee & Inc	California	22nd Street	22nd Street	California	Van Ness Avenue	ownsend	Montgomery	Rincon Hill / 425 First Street	Front Street	th Park	olsom	Front Street	Minnesota	olsom	an Ness Ave (810, 816 & 826)	1327 7th Avenue	Minnesota	Minnesota	nsing	estick Cove - Building B	Bush Street	50 Fremont Street	Whome Place / 645 Howard Str	Van Ness Avenue / 1754 Clay	Ecker Place	Van Ness Avenue	Franklin Street	Van Ness Avenue / 1754 Clay	estick Cove - Building B	olsom	Washington Street	1327 7th Avenue	nsing	50 Fremont Street	1327 7th Avenue	Second Street	Van Ness Avenue / 1754 Clay	9th Avenue (301-313 Moraga A
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Projected Impact Fee Revenue Over the Next Five Years	
Legislated Fee Expenditure by Category	
Open Space and Recreation	\$ 2,089,000
Transportation	\$ 2,437,000
Childcare	\$ 1,915,000
Library	1,480,000
Community Facilities	783,000
Administration	\$443,000
Total	\$9,149,000

The Planning Code divides the Visitacion Valley impact fee funds into five infrastructure expenditure categories:

Transportation

Of the \$2.8M that is expected to be available for transportation spending between FY15 and FY 19, \$1.18M is allocated toward the Visitacion Valley Green Connections project. This project was identified as part of the citywide Green Connections plan which will better connect residents, workers, and visitors to open space and recreational opportunities. Currently the Planning Department is completing a conceptual design for the project through a community based planning process. The remaining \$1.7M is left unprogrammed in the latter years.

Open Space and Recreation

Much of the open space and recreation category is unprogrammed. Planning staff will continue to coordinate with Recreation and Park staff to better identify priority projects. The completion of the Executive Park trail to Bayview Hill Park along the southern slope of Bayview Hill Park is proposed for impact fee funding.

Child Care and Public Facilities

No specific child care or public facilities have been identified at this point and therefore proceeds are programmed on a proportional annual basis based on anticipated fee revenue. It is anticipated that these facilities may be provided through in-kind agreements as development occurs and developers program in these uses to their projects.

Visitacion Valley Branch Library

\$1.3M of Visitacion Valley Impact fees had been allocated to the completion of the Visitacion Valley Branch Library. Because these funds will take up the proportional allocation of Visitacion Valley...

City Affordable Housing Program (cont'd)

Fiscal Year	Address	Description	# of Units
FY 2005-06	333-355 01st Street	On-site Ownership Units	34
	2428 Bayshore	On-site Ownership Units	12
	501 Beale Street	On-site Ownership Units	16
	68 Clementina	On-site Ownership Units	2
	1168-1174 Folsom Street	On-site Rental Units	1
	6901 Geary Blvd.	On-site Rental Units	2
	8 Landers	On-site Ownership Units	1
	3184 Mission Street	On-site Ownership Units	2
	199 New Montgomery	On-site Ownership Units	18
	150 Powell Street	On-site Ownership Units	3
	1 Powell Street	On-site Rental Units	4
	201 Sansome	On-site Ownership Units	4
FY 2006-07	270-284 Valencia	On-site Ownership Units	5
	1725 Washington	On-site Ownership Units	3
	4343 03rd Street	On-site Ownership Units	2
	3000 23rd Street	On-site Rental Units	7
	328 Bay Street	On-site Ownership Units	2
	785-787 Brannan Street	On-site Rental Units	56
	520 Chestnut Street	On-site Ownership Units	2
	2815 Diamond	On-site Ownership Units	2
	950 Gliman	On-site Ownership Units	20
	525-527 Cough Street	On-site Ownership Units	3
	1277 Howard	On-site Ownership Units	2
	40-50 Lansing	On-site Ownership Units	10
FY 2007-08	2298 Lombard Street	On-site Ownership Units	1
	83 - 91 McAllister	On-site Ownership Units	6
	8 McLea Court	On-site Rental Units	3
	1905 Mission Street	On-site Ownership Units	3
	639 Missouri Street	On-site Ownership Units	7
	74 New Montgomery	On-site Ownership Units	11
	2351 Powell Street	On-site Rental Units	9
	2161 Sutter Street	On-site Rental Units	3
	675 Townsend	On-site Rental Units	15
	77 Bluxome	On-site Ownership Units	10
	301-501 Crescent Way	On-site Ownership Units	18
	30 Dore Street	On-site Rental Units	4
1275 Fell Street	On-site Ownership Units	8	
1828 Geneva Avenue	On-site Rental Units	6	
FY 2007-08 (cont.)	1234 Howard Street		
	410 Jessie Street		
	418-420 Jessie Street		
	2545 Judah Street		
	938-942 Market Street		
	1160 Mission Street		
	75 Moss Street		
	725 Pine Street		
	450 Rhode Island		
	566 South Van Ness Ave		
	1188 Sutter		
	177 Townsend		
750 Van Ness Avenue			
480 14th Street			
3620 19th Street			
3520 20th Street			
601 Alabama Street			
901 Bush Street			
436 Clementina			
168 Hyde			
601 King Street			
125 Mason			
2200 Mission Street			
55 Page			
1 Polk Street			
818 Van Ness Avenue			
638 19th Street			
2011 Bayshore Blvd.			
2101 Bryant			
3400 Cesar Chavez			
1355 Pacific Avenue			
77 Van Ness Avenue			
101 Executive Park			
2395 Lombard Street			
1167 Market Street			
5800 3rd Street (Phase 0)			
723 Taylor Street			
55 Trumbull Street			
9th Street			
Indiana Street			
Ocean Avenue			
Townsend Street			
Valencia Street			
Total			

Projects Complete

Projects that were anticipated by the initial Visitacion Valley Community Infrastructure Impact Fee legislation, which have been completed include:

Kelloch-Velasco Playground Rehabilitation. The Kelloch-Velasco Playground Rehabilitation project, which included revisions to the site plan, upgrades to the play equipment, a new gazebo-like structure, and landscaping improvements was completed November 2008.

Coffman Pool Rehabilitation. The Coffman Pool Rehabilitation, which included new reception area, public restrooms, locker rooms and outdoor patio, was completed and opened to the public in July 2008.

Leland Avenue Streetscape Improvements. The Leland Avenue Streetscape Improvements Project included: pedestrian lighting, new street trees and other plantings, corner bulb-outs at intersections, sidewalk paving, crosswalk improvements, street furniture, stormwater management facilities and public art between Bayshore Boulevard and Rutland Street was completed September 2010.

Attachment 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

A1-10. Jobs-Housing Linkage Fee & Inclusion

Inclusionary Housing Program: In-Lieu Affordable Housing		
Fiscal Year	Address	# of Units
FY 2002-03	600 Aniza Blvd.	17
	149 Fair Oaks	1
	855 Folsom Street	20
	81 Lansing	3
	1901 Van Ness Avenue	6
	3371 17th Street	2
	2922-32 24th Street	2
	901-933 Bayshore	4
	240 Bayshore Blvd.	4
	400 Beale Street	24
FY 2003-04	388 Beale Street	23
	1452 Bush Street	2
	101 Harrison Street	2
	1578 Indiana Street	2
	8100 Oceanview Terrace	2
	600 Portola	2
	1301 San Jose Avenue	3
	140 South Van Ness	23
	475 Tehama Street	1
	222 Valencia Street	1
FY 2004-05	900 Van Ness Avenue	3
	788 08th Street (#3)	1
	1131 43rd Avenue	1
	741 Clement St @ 9th	1
	470 Clementina	1
	1588 Dolores	1
	821 Folsom Street	8
	6900 Geary Blvd.	2
	985-986 Geneva Avenue	8
	333 Grant Street	2
FY 2004-05	1450 Greenwich Street	4
	342 Hayes	4
	348 Hyde Street	1
	2001 McAllister	13
	3294 Mission Street	3
	1099 Mississippi Street	1
	1800-1820 San Jose	2
	88 Townsend Street	13
	929 Vermont	1

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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

A1-10. Jobs-Housing Linkage Fee & Incentive

Expenditure Detail (1)		Jobs-Housing Linkage Fee Amount	Incentive Program Expended
Fiscal Year	Project Title / Address	Expended	Expended
	101 Valencia	50,000	0
	101 Valencia	2,020,000	0
	1200 Connecticut	188,080	0
	Hannett Hotel, 385 Eddy	728,435	0
FY1992-93	201 Turk St.	660,000	0
	Del Carlo Court, 3330 Army	382,900	0
	1200 Connecticut	75,822	0
	518 Minna	70,000	0
	570 Townsend	0	3,280,910
	1168 Howard St.	11,470,529	0
	150 Broadway	536,834	0
	145 Taylor	1,704,522	0
	1831 Hayes	2,587,253	0
	401 Bay Street	10,000,000	0
	145 Taylor	8,103,387	0
	Geneva Center	539,905	0
FY2006-07	De Long Street- Habitat for Community	282,055	0
	2948 16th Street	4,701,614	0
	660 Polk	204,118	3,887,754
	650 Eddy	0	1,574,463
	Arnett Watson Apartments - 650 Eddy	0	5,603,210
	1035 Mission	0	5,422,836
FY2007-08	275 10th Street- Bishop Swing	0	5,041,107
	149 Mason Street	3,618,328	1,876,131
	3575 Geary	2,184,179	4,947,988
	601 Alabama	0	4,784,743
	1251 Turk Street- Rosa Parks	0	5,000,000
FY2008-09	Arendt House - 850 Broderick	0	2,720,940
	44 MacAllister Civic Center Residence	1,340,471	4,254,815
	1652 Sunnydale Ave.	1,012,000	0
	1085 Connecticut	1,000,000	0
	4468-4468 Mission	268,008	0
FY2009-10	28th Avenue Apartments	0	0
	480 Ellis - The Arlington	0	0
	909 Howard	0	0
	Booker T. Washington - 800 Presidio	0	0
FY2010-2011	220 Golden Gate LP	3,561,613	0
	CHP Scott Street - Edward II	1,000,000	0
FY 1988-99 to	Administrative Expenditures	0	203,328
FY 2010-11			
FY 2011-2012			
(2)	N/A	0	0
Total		68,310,054	49,717,428

Notes:
 (1) Includes actual expenditures and encumbrances.
 (2) Project Expenditures. All Source only includes other sources of City funding. San Francisco
 (3) Project expenditures were funded by the loan repayment funds in FY 2011-12, not the fee

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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

Fees Collected by Payer	
Fiscal Year	Address
Prior to FY 1999-2000	Various
FY 1999-2000	945 Battery Street
	101 Second Street
	Embarcadero Center
	Embarcadero Center
	150 California Street
FY 2000-2001	1 Market Street
	244-256 Front Street
	235 Second Street
	Pier 1 Maritime
FY 2001-2002	160 King Street
	51-67 Second Street
	250 Brannan Street
	Mission Bay South Block
FY 2002-2003	299 Second Street - Marri
	475 Brannan Street
	500 California Street - Om
	500 Howard Street (Bldg 4
FY 2003-2004	405 Howard Street (Bldg 2
	700 Seventh Street / 601 S
FY 2004-2005	235 Second Street
FY 2006-2007	400 Howard Street (Bldg 1
	Mission Bay South Block
FY 2007-2008	888 Howard Street
FY 2008-2009	650 Townsend Street
FY 2009-2010	555 Mission Street
	875-899 Howard Street
FY 2010-2011	1500 Owens Street
	450 South Street
Total	

Fee		s & Expenditures	
Financing Year	Fee Revenue Collected	Interest Earned	Funds Expended
Balance	Year-End Balance (1)		
0	1,894,729	69,792	769,021
06,500	565,736	69,792	0
41,028	110,472	79,331	194,250
36,581	802,979	54,281	608,564
95,276	768,894	46,752	68,628
32,294	622,401	37,455	299,146
33,004	56,103	43,597	1,168,473
24,230	0	52,076	621,256
55,050	406,824	41,384	234,906
38,352	803,958	42,300	267,782
16,829	548,273	45,499	1,508,356
32,245	153,500	15,688	1,226,628
14,785	377,427	5,706	(571,749)
19,687	0	15,583	117,883
	7,111,296	619,216	6,503,144

Balance includes encumbrances. In FY 2011-12, \$553,866 was reserved as unassigned year-end balance for FY 2011-12 is \$673,501.
 Year-end fund balance reported in the December 2010 report assumes the Child Care Capital Fund. This transfer did not occur in FY 2009-2010.
 Year of funding was returned and \$230,468 was spent for a net return of \$71,749.
 Project expenditure was \$267,883, which was offset by \$150,000 refund of Fund.

projects, public and private, that have been approved during the report period, and shall also describe the steps taken regarding implementation of the various

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

A1-11. Child Care

Summary Revenue	Bi
Fiscal Year	
Prior to FY 1999-2000	
FY 1999-2000	1
FY 2000-2001	1
FY 2001-2002	1
FY 2002-2003	2
FY 2003-2004	2
FY 2004-2005	3
FY 2005-2006	2
FY 2006-2007	1
FY 2007-2008	1
FY 2008-2009	2
FY 2009-2010 ⁽²⁾	1
FY 2010-2011 ⁽³⁾	
FY 2011-2012 ⁽⁴⁾	1
Total	

Notes:

- (1) In this report, year-enc for encumbrances. Thus,
- (2) In FY 2009-2010, the y return of \$1,110,000 to the
- (3) In FY 2010-2011, 802, (negative expenditure) of
- (4) In FY 2011-2012, the p from Low Income Investm

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Attachment 2. IPIC *draft* project evaluation criteria:

1. Coordination with
 - a. Other public infrastructure improvements
 - b. Public agency work programs
 - c. New private development projects
2. Ability to operate and maintain asset
3. Ability to leverage funds
 - a. From state or regional resource
 - b. Match funding from local sources or agency budgets
 - c. New programming that could generate new revenue
4. Achieve key plan objective: transit oriented neighborhood
 - a. Mix of project type, scales, timelines
 - b. Supports new growth and development
5. Community Priority – CAC input

Attachment 3. IPIC Recommendations for Impact Fee Expenditure by Plan Area

A1-11. Child Care Fee (cont'd)

Child Care Fee Expenditure Detail, FY 2000-01 through FY 2011-12

Project Name	FY 2000-01	FY 2001-02
Low Income Investment Fund (HSA workorder): repair, renovation & development of child care programs (1)	194,250	608,564
Fee Amount Expended	194,250	608,564
Project Expenditures, All Sources	1,741,517	2,403,669
Estimated % of Project Funded by Fees	11%	25%
Southeast Facilities (HSA workorder): repair and renovation of four facilities in Bayview that house child care programs	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
SFSU Gateway to Quality: project to improve quality of childcare in San Francisco	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
Tide Center-Family Child Care Field Building: operation subsidy	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
South of Market Childcare: operation subsidy	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
Non-Recurring Expenditures (2)	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
Impact Development Fee Studies (CON workorder)	-	-
Fee Amount Expended	-	-
Project Expenditures, All Sources	-	-
Estimated % of Project Funded by Fees	-	-
Total	194,250	608,564
Project Expenditures, All Sources	1,741,517	2,403,669
Estimated % of Project Funded by Fees	11%	25%

Notes:

- (1) Beginning in FY 2002-03, the Human Services Agency has expended LIF funds through a work order with the City of San Francisco. Expenditures may include funds for prior year projects. As a result, the fee amount reported for FY 2004-05 exceeds the amount reported for FY 2004-05.
- (2) In FY 2004-05, expenditures included a \$421,369 transfer to the General Fund for Section 108 HUD loan payback. In FY 2008-09, expenditures included \$808,846 to close out the Child Care Loan Fund within the Child Care Fee Expenditure Detail. This subsidy pilot program authorized by SB 701. This subsidy pilot secured \$19,000,000.

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A1-13. Transit Impact Development Fee

Summary Revenues & Expenditures

Fiscal Year	Beginning Balance	Fee Revenue Collected (1)	Interest Earned
Prior to FY 1998-99	0	89,634,323	
FY 1998-99	57,477,154	749,725	3,112,10
FY 1999-00	56,388,111	5,515,492	3,097,04
FY 2000-01	60,357,437	2,945,978	3,207,31
FY 2001-02	57,462,935	7,879,767	2,497,16
FY 2002-03	49,726,762	4,023,552	1,159,14
FY 2003-04	44,341,765	1,344,207	868,12
FY 2004-05	36,533,423	928,449	721,00
FY 2005-06	32,014,264	1,161,809	1,045,32
FY 2006-07	23,149,116	1,980,198	978,02
FY 2007-08	14,949,211	889,475	807,99
FY 2008-09	15,841,608	4,513,011	426,24
FY 2009-10	14,165,794	1,849,047	171,61
FY 2010-11	1,978,737	1,048,049	47,46
FY 2011-12	2,503,566	1,691,289	25,87
Total		126,154,371	18,164,53

Notes:

- (1) Fee revenue collected includes installment interest payments.
- (2) Interest earned is the interest earned on TDF deposits in the City Tr
- (3) In this report, unassigned year-end balance is defined as year-end were no encumbrances at the end of FY 2011-2012. Thus, the unassigned 2011-2012 is \$2,335,160.

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1,000,000	3,450,000	10,000,000
5,000,000	2,470,000	12,000,000
10,000,000	4,020,000	15,000,000
15,000,000	5,000,000	18,000,000
20,000,000	6,000,000	21,000,000
25,000,000	7,000,000	24,000,000
30,000,000	8,000,000	27,000,000
35,000,000	9,000,000	30,000,000
40,000,000	1,000,000	33,000,000
45,000,000	2,000,000	36,000,000
50,000,000	3,000,000	39,000,000
55,000,000	4,000,000	42,000,000
60,000,000	5,000,000	45,000,000
65,000,000	6,000,000	48,000,000
70,000,000	7,000,000	51,000,000
75,000,000	8,000,000	54,000,000
80,000,000	9,000,000	57,000,000
85,000,000	10,000,000	60,000,000
90,000,000	11,000,000	63,000,000
95,000,000	12,000,000	66,000,000
1,000,000	13,000,000	69,000,000
5,000,000	14,000,000	72,000,000
10,000,000	15,000,000	75,000,000
15,000,000	16,000,000	78,000,000
20,000,000	17,000,000	81,000,000
25,000,000	18,000,000	84,000,000
30,000,000	19,000,000	87,000,000
35,000,000	20,000,000	90,000,000
40,000,000	21,000,000	93,000,000
45,000,000	22,000,000	96,000,000
50,000,000	23,000,000	99,000,000
55,000,000	24,000,000	102,000,000
60,000,000	25,000,000	105,000,000
65,000,000	26,000,000	108,000,000
70,000,000	27,000,000	111,000,000
75,000,000	28,000,000	114,000,000
80,000,000	29,000,000	117,000,000
85,000,000	30,000,000	120,000,000
90,000,000	31,000,000	123,000,000
95,000,000	32,000,000	126,000,000
1,000,000	33,000,000	129,000,000
5,000,000	34,000,000	132,000,000
10,000,000	35,000,000	135,000,000
15,000,000	36,000,000	138,000,000
20,000,000	37,000,000	141,000,000
25,000,000	38,000,000	144,000,000
30,000,000	39,000,000	147,000,000
35,000,000	40,000,000	150,000,000
40,000,000	41,000,000	153,000,000
45,000,000	42,000,000	156,000,000
50,000,000	43,000,000	159,000,000
55,000,000	44,000,000	162,000,000
60,000,000	45,000,000	165,000,000
65,000,000	46,000,000	168,000,000
70,000,000	47,000,000	171,000,000
75,000,000	48,000,000	174,000,000
80,000,000	49,000,000	177,000,000
85,000,000	50,000,000	180,000,000
90,000,000	51,000,000	183,000,000
95,000,000	52,000,000	186,000,000
1,000,000	53,000,000	189,000,000
5,000,000	54,000,000	192,000,000
10,000,000	55,000,000	195,000,000
15,000,000	56,000,000	198,000,000
20,000,000	57,000,000	201,000,000
25,000,000	58,000,000	204,000,000
30,000,000	59,000,000	207,000,000
35,000,000	60,000,000	210,000,000
40,000,000	61,000,000	213,000,000
45,000,000	62,000,000	216,000,000
50,000,000	63,000,000	219,000,000
55,000,000	64,000,000	222,000,000
60,000,000	65,000,000	225,000,000
65,000,000	66,000,000	228,000,000
70,000,000	67,000,000	231,000,000
75,000,000	68,000,000	234,000,000
80,000,000	69,000,000	237,000,000
85,000,000	70,000,000	240,000,000
90,000,000	71,000,000	243,000,000
95,000,000	72,000,000	246,000,000
1,000,000	73,000,000	249,000,000
5,000,000	74,000,000	252,000,000
10,000,000	75,000,000	255,000,000
15,000,000	76,000,000	258,000,000
20,000,000	77,000,000	261,000,000
25,000,000	78,000,000	264,000,000
30,000,000	79,000,000	267,000,000
35,000,000	80,000,000	270,000,000
40,000,000	81,000,000	273,000,000
45,000,000	82,000,000	276,000,000
50,000,000	83,000,000	279,000,000
55,000,000	84,000,000	282,000,000
60,000,000	85,000,000	285,000,000
65,000,000	86,000,000	288,000,000
70,000,000	87,000,000	291,000,000
75,000,000	88,000,000	294,000,000
80,000,000	89,000,000	297,000,000
85,000,000	90,000,000	300,000,000
90,000,000	91,000,000	303,000,000
95,000,000	92,000,000	306,000,000
1,000,000	93,000,000	309,000,000
5,000,000	94,000,000	312,000,000
10,000,000	95,000,000	315,000,000
15,000,000	96,000,000	318,000,000
20,000,000	97,000,000	321,000,000
25,000,000	98,000,000	324,000,000
30,000,000	99,000,000	327,000,000
35,000,000	100,000,000	330,000,000
40,000,000	101,000,000	333,000,000
45,000,000	102,000,000	336,000,000
50,000,000	103,000,000	339,000,000
55,000,000	104,000,000	342,000,000
60,000,000	105,000,000	345,000,000
65,000,000	106,000,000	348,000,000
70,000,000	107,000,000	351,000,000
75,000,000	108,000,000	354,000,000
80,000,000	109,000,000	357,000,000
85,000,000	110,000,000	360,000,000
90,000,000	111,000,000	363,000,000
95,000,000	112,000,000	366,000,000
1,000,000	113,000,000	369,000,000
5,000,000	114,000,000	372,000,000
10,000,000	115,000,000	375,000,000
15,000,000	116,000,000	378,000,000
20,000,000	117,000,000	381,000,000
25,000,000	118,000,000	384,000,000
30,000,000	119,000,000	387,000,000
35,000,000	120,000,000	390,000,000
40,000,000	121,000,000	393,000,000
45,000,000	122,000,000	396,000,000
50,000,000	123,000,000	399,000,000
55,000,000	124,000,000	402,000,000
60,000,000	125,000,000	405,000,000
65,000,000	126,000,000	408,000,000
70,000,000	127,000,000	411,000,000
75,000,000	128,000,000	414,000,000
80,000,000	129,000,000	417,000,000
85,000,000	130,000,000	420,000,000
90,000,000	131,000,000	423,000,000
95,000,000	132,000,000	426,000,000
1,000,000	133,000,000	429,000,000
5,000,000	134,000,000	432,000,000
10,000,000	135,000,000	435,000,000
15,000,000	136,000,000	438,000,000
20,000,000	137,000,000	441,000,000
25,000,000	138,000,000	444,000,000
30,000,000	139,000,000	447,000,000
35,000,000	140,000,000	450,000,000
40,000,000	141,000,000	453,000,000
45,000,000	142,000,000	456,000,000
50,000,000	143,000,000	459,000,000
55,000,000	144,000,000	462,000,000
60,000,000	145,000,000	465,000,000
65,000,000	146,000,000	468,000,000
70,000,000	147,000,000	471,000,000
75,000,000	148,000,000	474,000,000
80,000,000	149,000,000	477,000,000
85,000,000	150,000,000	480,000,000
90,000,000	151,000,000	483,000,000
95,000,000	152,000,000	486,000,000
1,000,000	153,000,000	489,000,000
5,000,000	154,000,000	492,000,000
10,000,000	155,000,000	495,000,000
15,000,000	156,000,000	498,000,000
20,000,000	157,000,000	501,000,000
25,000,000	158,000,000	504,000,000
30,000,000	159,000,000	507,000,000
35,000,000	160,000,000	510,000,000
40,000,000	161,000,000	513,000,000
45,000,000	162,000,000	516,000,000
50,000,000	163,000,000	519,000,000
55,000,000	164,000,000	522,000,000
60,000,000	165,000,000	525,000,000
65,000,000	166,000,000	528,000,000
70,000,000	167,000,000	531,000,000
75,000,000	168,000,000	534,000,000
80,000,000	169,000,000	537,000,000
85,000,000	170,000,000	540,000,000
90,000,000	171,000,000	543,000,000
95,000,000	172,000,000	546,000,000
1,000,000	173,000,000	549,000,000
5,000,000	174,000,000	552,000,000
10,000,000	175,000,000	555,000,000
15,000,000	176,000,000	558,000,000
20,000,000	177,000,000	561,000,000
25,000,000	178,000,000	564,000,000
30,000,000	179,000,000	567,000,000
35,000,000	180,000,000	570,000,000
40,000,000	181,000,000	573,000,000
45,000,000	182,000,000	576,000,000
50,000,000	183,000,000	579,000,000
55,000,000	184,000,000	582,000,000
60,000,000	185,000,000	585,000,000
65,000,00		

A1-13. Transit In

Fees Collected by

Fiscal Year	Address	
FY 1999-00	101 2nd	\$ 9,804,300
	1199 Bl	\$ 32,292,900
	126 Sol	\$ 32,832,400
	150 Cal	\$ 4,833,200
	199 Fre	\$ 1,042,900
	275 Sac	\$ 3,357,700
	616 Mir	\$ 74,387,100
	One Mis	\$ 84,055,400
	215 Fre	\$ 7,357,100
	475 Bre	\$ 197,100
FY 2000-01	601 Tow	\$ 33,492,900
	680 2nd	\$ 250,000
	1301 Se	\$ 300,000
	149 Blu	\$ 21,439,600
	35 Stan	\$ 845,000
	550 Kee	\$ 1,800,000
	650 Tow	\$ 500,000
	945 Batt	\$ 1,025,000
	945 BY	\$ 679,400
	1098 H	\$ 1,600,000
FY 2001-02	230-250	\$ 2,190,000
	319 11	\$ 3,104,500
	55 Mar	\$ 35,559,400
	60 Bri	\$ 2,420,000
	1301 Sa	\$ 1,840,000
	1328 Mi	\$ 1,300,000
	160 King	\$ 13,842,500
	235 2nd	\$ 854,000
	435 Pac	\$ 12,891,500
	560 Mis	\$ 4,831,200
FY 2002-03	560 Mis	\$ 1,915,600
	851 Var	\$ 2,919,600
	945 Batt	\$ 1,042,900
	Pier One	\$ 1,942,800
	1329 Mi	\$ 3,357,700
	1596 Ho	\$ 3,367,700
	181 Sou	\$ 76,394,100
	405 How	\$ 76,394,100
	500 How	\$ 76,394,100
	501 Fois	\$ 76,394,100

Controller's Office

Capacity Charges (cont'd)
100 or Greater

Fiscal Year	Address	Wastewater Fee Amount Collected	Water Fee Amount Collected	Wastewater Fee Amount Collected
FY 2007-2008 (cont.)	275 10th St.	886,708		351,86
	3575 Geary Blvd.	626,785		386,05
	5600 3rd St., Bldg. II	130,200		148,42
	1188 Mission St.	616,203		213,18
	5600 3rd St., Bldg. I	617,148		148,42
FY 2008-2009	1 Hawthorne St	312,480		102,16
	1411 Market St.	248,509		376,84
	1160 Mission St	216,234		342,47
	2101 & 2125 Bryant St	117,180		175,79
	829 Folsom St	234,258		169,48
	2949 18th St	204,707		280,64
	871 Turk St	165,738		263,00
	149 Mason St.	159,821		145,92
	601 King St	133,443		593,22
	77 Van Ness Ave	157,304		136,36
FY 2009-2010	318 Spear St	181,576		166,38
	1188 Mission St	210,924		213,18
	1 Hawthorne St	175,165		102,16
	701 Golden Gate Ave	102,817		260,40
	301 Mission St	278,628		994,38
FY 2010-2011	5600 3rd St	742,247		54,94
	1150 Ocean Ave	320,047		119,29
	2225 3rd Street	234,184		122,35
FY 2011-2012	333 Harrison Street	286,440		181,13
	1411 Market St.	216,910		130,51
	1190 Mission Street	171,864		188,13
	1411 Market St	154,774		507,35
	185 Channel St	294,885		207,05
	55 9th St	346,139		197,09
	333 Harrison St	256,037		181,13
	1190 Mission St	115,910		188,13

Wastewater Fee Amount Collected	Water Fee Amount Collected	Wastewater Fee Amount Collected	Water Fee Amount Collected
886,708		351,86	
626,785		386,05	
130,200		148,42	
616,203		213,18	
617,148		148,42	
312,480		102,16	
248,509		376,84	
216,234		342,47	
117,180		175,79	
234,258		169,48	
204,707		280,64	
165,738		263,00	
159,821		145,92	
133,443		593,22	
157,304		136,36	
181,576		166,38	
210,924		213,18	
175,165		102,16	
102,817		260,40	
278,628		994,38	
742,247		54,94	
320,047		119,29	
234,184		122,35	
286,440		181,13	
216,910		130,51	
171,864		188,13	
154,774		507,35	
294,885		207,05	
346,139		197,09	
256,037		181,13	
115,910		188,13	

Attachment 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. In 2012 Guy Place Park was acquired with \$3 Million of 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. Once the revenue for completion of this project becomes available, the next steps would include revisiting the Concept Plan with the community for any updates, followed by approval of site plans and construction. In FY14 \$500K of Rincon Hill impact fees

(a) Annual Citywide Development Fee and Development Impact Requirements Report. In coordination with the Development Fee Collection Unit at DBI and the Planning Director, the Controller shall issue a report within 180 days after the end of each fiscal year, that provides information on all development fees established in the San Francisco Planning Code collected during the prior fiscal year organized by development fee account and all cumulative monies collected over the life of each development fee account, as well as all monies expended. The report shall also provide information on the number of projects that elected to satisfy development impact requirements through the provision of "in-kind" physical improvements, including on-site and off-site BMR units, instead of paying development fees. The report shall also include any annual reporting information otherwise required pursuant to the California Mitigation Fee Act, Government Code 66001 et seq. The report shall be presented by the Planning Director to the Planning Commission and to the Land Use & Economic Development Committee of the Board of Supervisors. The Report shall also contain information on the Controller's annual construction cost inflation adjustments to development fees described in subsection (b) below, as well as information on MOH's separate adjustment of the Jobs-Housing Linkage and Inclusionary Affordable Housing fees described in Sections 413.6(b) and 415.5(b)(3).

(b) Annual Development Fee Infrastructure Construction Cost Inflation Adjustments. Prior to issuance of the Annual Citywide Development Fee and Development Impact Requirements Report referenced in subsection (a) above, the Controller shall review the amount of each development fee established in the San Francisco Planning Code and, with the exception of the Jobs-Housing Linkage Fee in Section 413 et seq. and the Inclusionary Affordable Housing Fee in Section 415 et seq., shall adjust the dollar amount of any development fee on an annual basis every January 1 based solely on the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Capital Planning Group and approved by the City's Capital Planning Committee no later than November 1 every year, without further action by the Board of Supervisors. The Annual Infrastructure Construction Cost Inflation Estimate shall be updated by the Capital Planning Group on an annual basis and no later November 1 every year, in consultation with the Capital Planning Committee, in order to establish a reasonable estimate of construction cost inflation for the next calendar year for a mix of public infrastructure and facilities in San Francisco. The Capital Planning Group may rely on past construction cost inflation data, market trends and a variety of national, state and local

Harrison Street currently has wide traffic lanes and narrow 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. Such improvements include narrowing all lanes, widening sidewalks on both sides from 8' to 12', bulb-outs on all intersections except on South West Corner of Fremont Street, concrete paving, and planting trees. Harrison Street functions as the major Street in Rincon Hill connecting the neighborhood to the water front as well as serving as the main entrance and exit to and from the freeway. The IPIC has identified improvements to Harrison Street as the highest priority for infrastructure improvements for this Area Plan.

Use of Rincon Hill Infrastructure Funds

In FY15 Rincon Hill Impact Fees will fund engineering and design of Harrison Street improvements from Essex Street to Embarcadero. Construction on Harrison Street is proposed to start in FY15 only for the stretch of Essex Street to First Street and would complete in FY16 with approximately additional Rincon Hill funds.

▪ 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 would include widening sidewalks to 15', adding a southbound bike line, reconfiguring traffic lanes, and providing bulb-outs.

Use of Rincon Hill Infrastructure Funds

In FY16 improvements on the west side of Fremont Street will be completed through the proposed project at 340 Fremont Street, both through conditions of approval and a potential in-kind agreement with the developers. On the east side, improvements would be completed through conditions of approval of three pipeline development projects.

▪ 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.

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 will be widened to 31'6" and the eastern sidewalk will be 15' wide. There will be one traffic lane in each direction and parallel curbside parking on both sides. Bulb outs on each corner are proposed except for the northern intersection with Harrison Street. Additional bulb out will be placed mid-block south of Folsom Street to create a mid-block crossing. Completion of Spear Living Street has been identified as a priority for the Rincon Hill Area Plan.

Use of Rincon Hill Infrastructure Funds

In FY 15 will fund engineering and design of Spear Living Street and construction will be funded in FY16.

Main Living Street (Folsom to Bryant)

The linear park on Main Street will be on the west side widened to 28'6" and the east side will be 15' wide. There will be one traffic lane each direction and parallel curbside parking on both sides. New bulb outs will be located 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 will also be created south of Harrison Street to allow pedestrians to cross safely.

Use of Rincon Hill Infrastructure Funds

Rincon Hill impact fee will fund engineering and design of Main Living Street in FY 15 and 16 and fund construction in FY 17 and 18 for construction.

Beale Living Street (Folsom to Bryant)

The linear park on Beale Street will be on the east sidewalk widened to 26 feet. There will be one traffic lane each direction, a southbound bicycle lane, and parallel curbside parking on both sides. New bulb outs will be located at all corners except on the southwest of Folsom street and northwest of Bryant Street. A mid-block crosswalk and bulb outs will also be created south of Folsom Street to allow pedestrians to cross safely.

Use of Rincon Hill Infrastructure Funds
 Article 2.5 (commencing with Section 65004) of Chapter 4, or fees collected pursuant to agreements with redevelopment agencies that provide for the redevelopment of property in furtherance or for the benefit of a redevelopment project for which a redevelopment plan has been adopted pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).
 (c) "Local agency" means a county, city, whether general law or chartered, city and county, school district, special district, authority, agency, any other municipal public corporation or district, or other political subdivision of the state.
 (d) "Public facilities" includes public improvements, public services, and community amenities.

66000.5.

- (a) This chapter, Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020) shall be known and may be cited as the Mitigation Fee Act.
 (b) Any action brought in the superior court relating to the Mitigation Fee Act may be subject to a mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030).

66001.

- (a) In any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency, the local agency shall do all of the following:
 (1) Identify the purpose of the fee.
 (2) Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.
 (3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

Appendix -- Eastern Neighborhoods Area Plan Ongoing and Proposed Projects

IMPACT FEE FUNDED PROJECTS – TRANSPORTATION AND STREETScape

▪ Folsom 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. ¹

Use of Eastern Neighborhoods Infrastructure Funds

Further design development and cost estimating is needed. Roughly \$21 Million is planned for further planning, design and construction between the years of FY 17 through 19. 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.

▪ 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 or the public facility or portion of the public

facility attributable to the development on which the fee is imposed.

(c) Upon receipt of a fee subject to this section, the local agency shall deposit, invest, account for, and expend the fees pursuant to Section 66006.

(d)

(1) For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:

(A) Identify the purpose to which the fee is to be put.

(B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

(C) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).

(D) Designate the approximate dates on which the funding referred to in

central running transit lanes, widened sidewalks and other streetscape amenities. 16th Street has been incorporated into SFMTA's Transit Effectiveness Project, currently under environmental review. The 16th Street is a "Priority Projects" for EN implementation.

Use of Eastern Neighborhoods Infrastructure Funds

The 16th Street Project (including proposed streetscape improvements) is incorporated into the TEP Project and its CEQA analysis. In FY 14 \$845,000 was allocated to help fund a conceptual engineering report (CER), which is a key first step to planning this complex project. An additional \$300,000 is proposed from EN fees to pay for additional pre-construction costs. MTA has indicated that funding 16th Street and the 22-Fillmore will be incorporated into a larger financing plan to pay for many of the TEP Rapid Transit and other high-priority projects. Therefore, no EN Infrastructure Funds are currently planned for construction.

▪ **Mission Mercado**

Description

The Planning and Public Works Departments are currently in the final design stages of the Mission Mercado Plaza project on Bartlett Street between 21st and 22nd Streets. The Mission Mercado 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. However, the vision is to create a unique space not only for the Mission Mercado Community Market, but other possible community uses and events. Improvements include widened sidewalk and single-surface treatments, landscaping, seating and lighting. Permanent vertical elements including gateways, and marketplace pergolas are also proposed to provide a special sense of place specifically tailored to the space's use as a market.

Use of Eastern Neighborhoods Infrastructure Funds

Of the \$2,000,000 budget for the improvements, \$500,000 would come from the Eastern Neighborhoods Impact fees by way of an in-kind agreement with Oyster Development, the developer of the New Mission Theater project which borders Bartlett Street to its west. The

- (3) Facilities for the collection, treatment, reclamation, and disposal of sewage.
- (4) Facilities for the collection and disposal of storm waters and for flood control purposes.
- (5) Facilities for the generation of electricity and the distribution of gas and electricity.
- (6) Transportation and transit facilities, including but not limited to streets and supporting improvements, roads, overpasses, bridges, harbors, ports, airports, and related facilities.
- (7) Parks and recreation facilities.
- (8) Any other capital project identified in the capital facilities plan adopted pursuant to Section 66002.

66003. Sections 66001 and 66002 do not apply to a fee imposed pursuant to a reimbursement agreement by and between a local agency and a property owner or developer for that portion of the cost of a public facility paid by the property owner or developer which exceeds the need for the public facility attributable to and reasonably related to the development. This chapter shall become operative on January 1, 1989.

66004. The establishment or increase of any fee pursuant to this chapter shall be subject to the requirements of Section 66018

- **Ringold Alley**

Description

Ringold Alley between 8th Street and 9th Street is proposed to be improved as a shared public way with enhanced lighting, landscaping, 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 \$2.1M project by way of in-kind agreement with developer of the project at 8th and Harrison Street.

- **Community Challenge Grant**

Description

The Eastern Neighborhoods Community Challenge Grant Program will be 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.

Use of Impact Fees

The IPIC proposes budgeting impact fees for this program in FY 14 through FY 19. The first year of the program will be a pilot project with a limited amount of funding, in later years the program is funded for \$200,000 which could fund multiple smaller projects or one larger project.

22nd Street Green Connections

Description

The Planning Department is completing its Green Connections project, 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, have 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.

Use of Eastern Neighborhood Infrastructure Funds

\$150,000 is allocated for 22nd Street in FY 15 to pay for the next step in developing plans and cost estimating. \$2M is allocated for construction in FY 16.

~~Redevelopment Enhancement Fund~~

generation associated with such housing developments in comparison with housing developments without these characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with these characteristics, would not generate fewer automobile trips than a housing development without those characteristics:

- (1) The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
 - (2) Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
 - (3) The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.
- (b) If a housing development does not satisfy the characteristics in subdivision (a), the local agency may charge a fee that is proportional to the estimated rate of automobile trip generation associated with the housing development.
- (c) As used in this section, "housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.
- (d) For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1. "Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development.
- (e) This section shall become operative on January 1, 2011.

66006.

- (a) If a local agency requires the payment of a fee specified in subdivision (c) in connection with the approval of a development project, the local agency receiving the fee shall deposit it with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected. Any interest income earned by moneys in the capital facilities

~~revenues for local capital facilities created in that account or fund and shall be expended only~~

demonstration garden, outdoor amphitheater and seating, among other amenities. The park is fully funded and designed. Construction is anticipated to start in [2015] after the Public Utilities Commission completes an underground cistern that is needed to the 17th and Folsom Street Park is a priority project for EN implementation.

Use of Eastern Neighborhoods Infrastructure Funds

Impact fee funds will contribute a total of \$2,420,000 to the 17th Street and Folsom Street Park. One million dollars have been allocated for FY 13 and \$300,000 in FY 14. The remainder of the total \$2,420,000, or \$1,120,000 is programmed for FY 15.

▪ **Daggett Triangle 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 was recommended 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.

Use of Eastern Neighborhoods Infrastructure Funds

The EN CAC and IPIC have programmed \$1,880,000 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 FY 15, therefore the \$1,880,000 value of the fee waiver will ~~account or funds shall also be deposited in that account or fund and shall be expended only~~ for the purpose for which the fee was originally collected.

(b)

(1) For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

- (A) A brief description of the type of fee in the account or fund.
- (B) The amount of the fee.
- (C) The beginning and ending balance of the account or fund.
- (D) The amount of the fees collected and the interest earned.
- (E) An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.

▪ Eastern Neighborhood Rehabilitation Park Program

Description

The Eastern Neighborhoods Implementation Plan calls for at least one park in each of the neighborhoods to be rehabilitated. Recreation and Park staff has identified six possible parking including Gene Friend Park, Jackson Playground, Potrero Recreation Center, Fallen Bridge Park, Esprit Park, and Mission Recreation Center as possible rehabilitation projects. Recreation and Park staff is currently working on proposed rehabilitation cost estimates for these parks for Planning staff, CAC, and community review and approval. Recreation and Park staff expect to have a completed Eastern Neighborhoods Park Rehabilitation Program by March 2014.

Use of Eastern Neighborhood Infrastructure Funds

IPIC proposes to spend about \$7,200,000 on park rehabilitation projects (not including South Park) between FY 15 and 19, with \$658,000 being made available in FY 15 for initial pre-construction costs including, but not limited to planning, design, and cost estimating and some possible initial construction projects.

▪ New Park 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. For the next park project, Recreation and Park, Planning and OEWD staff plan to collaborate to identify a site in South of Market and begin pre-construction including suitability analysis and site acquisition. The team will consider previous work done by the Planning Department in preparing the Central Soma Plan, and the East Soma Plan; by the District Six Open Space Task Force, and the Western Soma Task Force.

Use of Eastern Neighborhood Infrastructure Funds

IPIC proposes to spend roughly \$8,450,000 on new parks between FY 15 and FY 19, with an initial amount of \$300,000 for FY 15.

- 66006.5. The Legislative Body may establish a reasonable annual charge for sending notices based on the estimated cost of providing the service.
- (c) For purposes of this section, "fee" means any fee imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements within the meaning of subdivision (b) of Section 66000, and that is imposed by the local agency as a condition of approving the development project.
- (d) Any person may request an audit of any local agency fee or charge that is subject to Section 66023, including fees or charges of school districts, in accordance with that section.
- (e) The Legislature finds and declares that untimely or improper allocation of development fees hinders economic growth and is, therefore, a matter of statewide interest and concern. It is, therefore, the intent of the Legislature that this section shall supersede all conflicting local laws and shall apply in charter cities.
- (f) At the time the local agency imposes a fee for public improvements on a specific development project, it shall identify the public improvement that the fee will be used to finance.

66006.5.

- (a) A city or county which imposes an assessment, fee, or charge, other than a tax for

IMPACT FEE FUNDED PROJECTS – LIBRARY

Description

An increase in residential population adds to the need for library programming in the City of San Francisco. New facilities such as those identified in the Branch Library Improvement Program and related materials are needed to support new growth.

Use of Impact Fees

In FY2015 up to \$712,900 have been allocated for Library program.

▪ 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 4% of impact fee revenue be devoted to program administration costs.

Appendix - Market Octavia Plan Area Ongoing and Proposed Projects

IMPACT FEE FUNDED PROJECTS – TRANSPORTATION AND STREETScape

▪ **Pedestrian Improvements to Upper Market Street Intersections**

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.²⁴ 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 SFMTA 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 SFMTA in 2013.

In fall 2013, the Market Octavia CAC made identified intersections to be prioritized for any fees or charges on a residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges, notwithstanding any other provision of law, until the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. However, utility service fees may be collected at the time an application for utility service is received. If the residential development contains more than one dwelling, the local agency may determine whether the fees or charges shall be paid on a pro rata basis for each dwelling when it receives its final inspection or certificate of occupancy, whichever occurs first; on a pro rata basis when a certain percentage of the dwellings have received their final inspection or certificate of occupancy, whichever occurs first; or on a lump-sum basis when the first dwelling in the development receives its final inspection or certificate of occupancy, whichever occurs first.

(b)

(1) Notwithstanding subdivision (a), the local agency may require the payment of those fees or charges at an earlier time if (A) the local agency determines that the fees or charges will be collected for public improvements or facilities for which an account has been established and funds appropriated and for which the local agency has adopted a proposed construction schedule or plan prior to final inspection or issuance of the certificate of occupancy or (B) the fees or charges are to reimburse the local agency for expenditures previously made. "Appropriated," as used in this subdivision, means authorization by the governing body of the local agency for which the fee is collected to make expenditures and incur obligations for specific purposes.

(2)

(A) Paragraph (1) does not apply to units reserved for occupancy by lower income households included in a residential development proposed by a nonprofit housing developer in which at least 49 percent of the total units are reserved for occupancy by lower income households, as defined in Section 50079.5 of the Health and Safety Code, at an affordable rent, as defined in Section 50053 of the Health and Safety Code. In addition to the contract that may be required under subdivision (c), a city, county, or city and county may require the posting of a performance bond or a letter of credit from a federally insured, recognized depository institution to guarantee payment of any fees or charges that

are subject to this paragraph. Fees and charges exempted from paragraph (1) under 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

The City anticipates moving forward with more detailed design of selected intersections in the coming year, with implementation in FY2015.

In addition to the above intersections, the IPIC recommends that impact fees be used to

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 proposed for 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.

▪ Pedestrian and Bicycle Project Enhancement Fund

Description

The Market and Octavia Plan calls for pedestrian and bicycle safety improvements on key streets throughout the Plan Area. The proposed Pedestrian and Bicycle Enhancement Fund will set aside funding to enhance ongoing infrastructure projects that may not otherwise include pedestrian or bicycle improvements. This fund will enable funds to be nimbly allocated when opportunities or

~~this paragraph shall become immediately due and payable when the residential development no longer meets the requirements of this paragraph.~~

(B) The exception provided in subparagraph (A) does not apply to fees and charges levied pursuant to Chapter 6 (commencing with Section 17620) of Part 10.5 of Division 1 of Title 1 of the Education Code.

(c)

(1) If any fee or charge specified in subdivision (a) is not fully paid prior to issuance of a building permit for construction of any portion of the residential development encumbered thereby, the local agency issuing the building permit may require the property owner, or lessee if the lessee's interest appears of record, as a condition of issuance of the building permit, to execute a contract to pay the fee or charge, or applicable portion thereof, within the time specified in subdivision (a). If the fee or charge is prorated pursuant to subdivision (a), the obligation under the contract shall be similarly prorated.

(2) The obligation to pay the fee or charge shall inure to the benefit of, and be enforceable by, the local agency that imposed the fee or charge, regardless of whether it

provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. The park will be surrounded by several housing opportunity sites and would be accessed via a unique network of mid-block alleys designed as "living street" spaces, in accordance with policies for residential alleys outlined in Element 3 of the Neighborhood Plan. The BART vent shaft, rather than a hindrance, could be the site of a central wind driven, kinetic sculpture. Future housing developments offer the opportunity for public-private partnerships to oversee the park's maintenance.

Use of Impact Fees

Impact funds are proposed to develop a conceptual and strategic plan for Brady Park in FY2015 and FY2016. Funds for project implementation are recommended for FY2018.

IMPACT FEE FUNDED PROJECTS - GREENING

▪ Street Tree Plantings Program

Description

The Market and Octavia Street Tree Planting Program will fund community-maintained street trees in the Plan Area, similar to the existing programs managed by Friends of the Urban Forest (FUF). DPW will manage the program in coordination with FUF.

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.

▪ Patricia's Green Rotating Art Project - Arts Commission

Description

The focal point of the Patricia's Green Open Space, which has become a focal point 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 are budgeted for this project in FY2014, and the IPIC proposes continuing funds in FY2015 and future years.

- **Market Street Greening (10th to Octavia) - with Better Market Street**

Description

The Market and Octavia Plan calls for streetscape improvements and greening on key streets in Plan Area, especially Market Street, considered to be San Francisco's civic backbone. The Better Market Street project envisions a new Market Street that is more beautiful and green; 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.

Use of Impact Fees

The IPIC proposes budgeting impact fee funds for project design and development in FY2016, to support the portion of the project that falls within the Plan Area (10th Street to Octavia Blvd).

- **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. Unlike other proposed community matching programs, a program does not currently exist for living alleyways. With funding from a CalTrans Community-Based Transportation Planning grant, the Planning Department is currently developing this program and will study issues around capital and maintenance responsibilities, acceptable standards of design, and mid-block crossings to create a network of alleys.

Use of Impact Fees

The IPIC proposes budgeting impact fee funds annually from FY2015 to FY2018 to fund a community challenge program for the implementation of living alleyways. The Market and Octavia Living Alleyway and Pedestrian Plan will inform and develop this program.

- **Greening at Van Ness and Mission - with Van Ness BRT**

Description

The intersection of Van Ness and Mission was identified in the Market Octavia Plan as a high priority for pedestrian improvements, including enhanced greening. This intersection is overlapped by many larger transportation and streetscape improvement projects: the Van Ness BRT, the Transportation Effectiveness Project, the Mission Streetscape Design project, and a proposed bicycle connection. 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 FY2016 for design and pre-development costs associated with a greening project at Mission and Van Ness.

▪ **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. A portion of the right-of-way could potentially serve as a new location for the Hayes Valley Farm, which would enable the farm to continue to provide local food-based education and community building programs.

Use of Impact Fees

The IPIC proposes budgeting impact fee funds in FY2015 to develop a conceptual plan with the community for re-establishing the Octavia Boulevard right of way. In later years additional funds are forecasted for capital costs.

▪ **Streetscape Greening Enhancement Fund**

Description

The Market and Octavia Plan calls for streetscape improvements and greening on key streets throughout the Plan Area. The proposed Streetscape Greening Enhancement Fund will set aside funding to enhance ongoing infrastructure projects that may not otherwise include greening improvements. This fund will enable funds to be nimbly allocated when opportunities or particular needs arise. The fund will thus take advantage of the efficiencies that come with conducting these improvements alongside larger improvement projects.

Use of Impact Fees

The IPIC proposes impact fee funds for the Streetscape Greening Enhancement Fund beginning in FY2015, and continuing through FY2019.

- **Page Street Green Connection – Greening Component**

See the Page Street project description in the Transportation and Streetscape section above.

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 develop new facilities.

- **Library**

Description

An increase in residential population adds to the need for library programming in the City of San Francisco. New facilities such as those identified in the Branch Library Improvement Program and related materials are needed to support new growth.

Use of Impact Fees

The IPIC proposes funding the purchase of library materials in FY2015.

- **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 implementations strategies that rely on existing administrative processes and procedures.

Use of Impact Fees

The IPIC proposes that 6% of impact fee revenue be devoted to program administration costs.

NON-IMPACT FEE REVENUE**▪ Pedestrian Improvements to Upper Market Intersections**

See the Upper Market Intersections project description in the Transportation and Streetscape section above.

▪ Re-open Fell and Gough Crosswalk**Description**

The SFMTA has proposed re-opening the closed crosswalk at the intersection of Fell and Gough Streets to restore connectivity along the Gough Street corridor and facilitate the seamless pedestrian network envisioned by the Market Octavia Plan. Construction on the project is anticipated to start in late 2013.

Use of Impact Fees

This project is one of the short-term projects to be funded through the proceeds of the Central Freeway Parcel sales and was approved by the Board of Supervisors in summer 2013.

▪ Pedestrian Safety Spot Improvements**Description**

The Market Octavia Plan calls for a variety of pedestrian safety improvements throughout the Plan Area. The pedestrian safety spot improvements project will make improvements at 20 intersections within a one-block radius of Octavia Blvd. Specific improvements include: adding red zones at all approaches to increase visibility, converting all standard crosswalks to continental crosswalks, and upgrading signal timing to accommodate walking speed standards.

Use of Impact Fees

▪ Oak and Octavia Intersection Improvements

Description

The intersection of Oak and Octavia is called out in the Market Octavia Plan as an important intersection for pedestrian-priority improvements. Currently, freeway-bound traffic turning onto Octavia creates an unfriendly environment for pedestrians. The improvements to Oak and Octavia are proposed in two phases. A first, temporary phase will install safe-hit posts and median work in the block of Oak between Laguna and Octavia. A second, permanent phase will create an additional block-long right turn lane, widen the sidewalk on the north side of Oak, extend pedestrian refuges, and change parking layout.

Use of Impact Fees

The temporary portion of this project is one of the short-term projects to be funded through the proceeds of the Central Freeway Parcel sales and was approved by the Board of Supervisors in summer 2013. The IPIC proposes that additional Central Freeway parcel sales funds be allocated for long-term improvements in FY2015. The curb work on the north side of Oak Street is funded as part of a private development project.

▪ Buchanan and Market Intersection Improvements

Description

The intersection of Buchanan and Market Street is the junction of two major bicycle routes: Market Street, and the Duboce Ave connection to the "wiggles", called out in both the San Francisco Bicycle Plan and the Market Octavia Plan. Improvements at this intersection would include crosswalk and bike marking treatments to assist cyclists and pedestrians in crossing Buchanan and Market Streets at the east of the of the Duboce Avenue bike path and sidewalk.

Use of Impact Fees

This project is one of the short-term projects to be funded through the proceeds of the Central Freeway Parcel sales and was approved by the Board of Supervisors in summer 2013.

• Right Turn Prohibition Camera

See "Market and Octavia Intersection Improvements" below.

- **Gough Street Pedestrian Countdown Signals**

See "Pedestrian Improvements to Franking and Gough Street Intersections" in the Transportation and Streetscape section above.

- **Page and Octavia Short-term Improvements**

Description

The intersection of Page and Octavia forms the junction of two bicycle routes called out in both the San Francisco Bicycle Plan and the Market Octavia Plan. Improvements at this intersection would include bike boxes and striping changes to facilitate cyclist movement through the intersection. This project was proposed by the Market Octavia CAC.

Use of Impact Fees

This project is one of the short-term projects to be funded through the proceeds of the Central Freeway Parcel sales and was approved by the Board of Supervisors in summer 2013.

- **Market and Octavia Intersection Improvements**

Description

The intersection of Market and Octavia Streets, where the Central Freeway ends, is called out in the Market Octavia Plan as high priority intersection for pedestrian and bicycle safety improvements. Proposed improvements, designed to calm traffic and signal to drivers that they are entering a mixed-mode intersection, include additional greening, realigning the bike connections and creating bike buffers, extending sidewalks into the Central Freeway, and adding a planted median in place of the left turn lane on the east side of Market Street.

Additionally, a right turn camera for eastbound traffic has been proposed as a short-term improvement to address bicycle safety. Although the CAC did not recommend a right-turn camera, illegal right turns at this intersection have been an ongoing issue, and the MTA strongly recommended this measure as a way to further enhance bicycle safety at this critical intersection.

Use of Impact Fees

The IPIC proposes that funds from the sale of the Central Freeway Parcels be used to fund the long-term intersection improvements in FY2015. The right-turn camera is one of the short-term projects to be funded through the proceeds of the Central Freeway Parcel sales and was approved by the Board of Supervisors in summer 2013.

▪ 5 Fulton Improvements

Description

As part of the Transit Effectiveness Project, the SFMTA is proposing a pilot project along the 5-Fulton corridor that will introduce limited-stop service to provide quicker trips and will increase frequency to reduce crowding. The TEP will also implement various streetscape and bus stop improvements to improve safety, reliability, and travel time.

Use of Impact Fees

The IPIC proposes that remaining funds from the sale of the Central Freeway Parcels be used to fund the 5-Fulton TEP project. Funds for this project will be available as parcels are sold, estimated for FY2015 through FY2019.

Appendix – Visitacion Valley Ongoing and Proposed Projects

▪ Green Connections through Visitacion Valley

Description

The Planning Department is about to complete its second phase of the Green Connections Project. The Green Connections Project is a Citywide effort to identify a network of existing streets and paths that will increase access to parks, open space and the waterfront; streets and paths designated as Green Connectors will be designed to emphasize their role as connecting community amenities and recreational opportunities. Originally, a Green Connector is envisioned to travel 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. This past year, the Visitacion Valley Green Connections project was refined through working with the PUC and MTA and finding synergies between this project and the Transit Efficiency Project for the Muni 8 and 8X lines, and with the PUCs stormwater management project in the same areas. Key features of the Green Connections include bulbouts throughout the path on Leland Avenue, a "Play Street" at the terminus of Leland and at the base of McLaren Park, a festival streetscape treatment in front of, potentially enhanced streetscape improvements for the planned Muni 8 and 8X along Sunnydale, and enhanced street crossings between the different segments of the Visitacion Valley Greenway.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

At this point, approximately \$1.2M is being programmed for this project between FYs 15 and 19. Exact funding needs from the Fund may be adjusted in following years based on the needs of the Green Connections projects vis-à-vis other potential spending projects and other revenue sources. Note that this amount assumes that about \$300K currently allocated to undergrounding utilities for Leland Avenue could be reallocated to Green Connections.

▪ Completion of Executive Park - Bayview Park Hill Trail

Description

Development at Executive Park has long envisioned a trail through the Executive Park Open Space located on the southern slope of Bayview Hill (held privately, but kept free of development per conditions of approval) from the new Executive Park street grid up to Bayview Hill Park. The hillside trail currently goes half way up the slope. The proposal is to complete the trail to connect to Bayview Hill Park. This proposal is very preliminary. Recreation and Park staff have indicated interest in pursuing the project; however, Recreation and Park staff, Planning staff,

community members, and the property owners have yet to engage to fully design and schedule the improvements.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

At this point, approximately \$182,600 is being proposed for this effort. This amount and project scope may be adjusted in later years as the project's costs and feasibility is further known.

▪ **Childcare**

Description

The Visitacion Valley Nexus Study supported the creation of new child care space. Currently, funds for child care unprogrammed. It is anticipated that portions or all of the child care program could be satisfied through in-kind agreements when development happens. Alternatively, the child care could be satisfied through providing funds to the Department of Children, Youth, and their Families to help fund new child care in Visitacion Valley.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Currently, about \$2.2M is allocated to child care between the years of FY15 and FY19 as determined by the Planning Code's proportional allocation of total fee spending.

▪ **Community Facilities**

Description

The Visitacion Valley Nexus Study supported the creation of a new community center in Visitacion Valley. Currently, there are no plans for use of this portion of the fund. Such a center could potentially be met through an in-kind agreement with new construction.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

\$931,700 is currently allocated between FY 15 and FY19 for community facilities as determined by the Planning Code's proportional allocation of total fee spending.

▪ **The Visitacion Valley Branch Library**

Description

The new Visitacion Valley Library was completed in July 2011. This new branch features just under 10,000 square feet of interior space and an outdoor patio. While most of the this new facility was paid for through a 2000 Library Improvement Bond, additional funds were needed. Through legislation adopted in 2009 funds from the Visitacion Valley Community Facilities and Infrastructure fund were allocated toward the project.

Use of Impact Fees

This past year \$1,327,700 was transferred from the Visitacion Valley impact fee fund to San Francisco Library' Library Branch Improvement Program (BLIP) for the new construction.

▪ Library Program**Description**

An increase in residential population adds to the need for library programming in the City of San Francisco. New facilities such as those identified in the Branch Library Improvement Program and related materials are needed to support new growth.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Between FY 15 and FY19 \$317,800 is allocated for library program.

▪ 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.

Visitacion Valley**▪ Green Connections through Visitacion Valley****Description**

The Planning Department is about to complete its second phase of the Green Connections Project. The Green Connections Project is a Citywide effort to identify a network of existing streets and paths that will increase access to parks, open space and the waterfront; streets and paths designated as Green Connectors will be designed to emphasize their role as connecting community amenities and recreational opportunities. Originally, a Green Connector is

envisioned to travel 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. This past year, the Visitacion Valley Green Connections project was refined through working with the PUC and MTA and finding synergies between this project and the Transit Efficiency Project for the Muni 8 and 8X lines, and with the PUCs stormwater management project in the same areas. Key features of the Green Connections include bulbouts throughout the path on Leland Avenue, a "Play Street" at the terminus of Leland and at the base of McLaren Park, a festival streetscape treatment in front of, potentially enhanced streetscape improvements for the planned Muni 8 and 8X along Sunnydale, and enhanced street crossings between the different segments of the Visitacion Valley Greenway.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Approximately \$1.2M is being programmed for this project between FYs 15 and 19. Note that this amount assumes that about \$300K currently allocated to undergrounding utilities for Leland Avenue could be reallocated to Green Connections.

▪ Completion of Executive Park - Bayview Park Hill Trail

Description

Development at Executive Park has long envisioned a trail through the Executive Park Open Space located on the southern slope of Bayview Hill (held privately, but kept free of development per conditions of approval) from the new Executive Park street grid up to Bayview Hill Park. The hillside trail currently goes half way up the slope. The proposal is to complete the trail to connect to Bayview Hill Park. This proposal is very preliminary. Recreation and Park staff have indicated interest in pursuing the project; however, Recreation and Park staff, Planning staff, community members, and the property owners have yet to engage to fully design and schedule the improvements.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Approximately \$182,600 is being proposed for this effort.

▪ Child Care

Description

The Visitacion Valley Nexus Study supported the creation of new child care space. Currently, funds for child care unprogrammed. It is anticipated that portions or all of the child care program could be satisfied through in-kind agreements when development happens.

Alternatively, the child care could be satisfied through providing funds to the Department of Children, Youth, and their Families to help fund new child care in Visitacion Valley.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

About \$2.2M is allocated to child care between the years of FY15 and FY19.

- **Community Facilities**

Description

The Visitacion Valley Nexus Study supported the creation of a new community center in Visitacion Valley. Currently, there are no plans for use of this portion of the fund. Such a center could potentially be met through an in-kind agreement with new construction.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Between FY 15 and FY19 \$931,700 is currently allocated.

- **The Visitacion Valley Branch Library**

Description

The new Visitacion Valley Library was completed in July 2011. This new branch features just under 10,000 square feet of interior space and an outdoor patio. While most of this new facility was paid for through a 2000 Library Improvement Bond, additional funds were needed. Through legislation adopted in 2009 funds from the Visitacion Valley Community Facilities and Infrastructure fund were allocated toward the project.

Use of Impact Fees

This past year \$1,327,700 was transferred from the Visitacion Valley impact fee fund to San Francisco Library' Library Branch Improvement Program (BLIP) for the new construction.

- **Library Program**

Description

Beyond the use of Visitacion Valley funds for construction of the new library, additional funds are allocated to library material for the Visitacion Valley branch library, as supported by the Visitacion Valley Nexus Study.

Use of Visitacion Valley Community Facilities and Infrastructure Fee and Fund

Between FY 15 and FY19 \$317,800 is allocated for library program.

▪ 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 Visitation 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 be devoted to program administration costs.

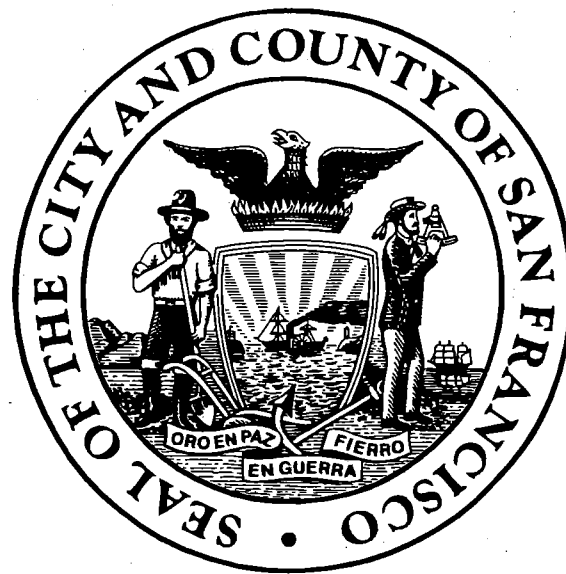
¹The "Priority Projects" are identified in a Memorandum of Understanding between the Planning Department and other implementing agencies that identify several infrastructure projects that are to be prioritized above all other projects. (Administrative Code Section 10E.2(c)) requires that eighty percent of funding in the transportation and recreation and open space funding categories respectively go to the Priority Projects until they are completed.

**Attachment: Interagency Plan Implementation Committee –
Transit Center District Plan**

Transit Center District Plan
Interagency Plan
Implementation Committee

San Francisco Planning Department

Citywide Policy Planning



January 2014

Transit Center District ¹

The Transit Center District Plan, adopted in 2012, would enable about 4,800² 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 Downtown Rail Extension project which would move the Caltrain and eventually High Speed Rail terminus to the Transbay Terminal. 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 3070 units and \$2.4 million square footage of commercial space have been entitled by the Planning Department³. 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 (Mello-Roos), to help fund the DTX as well as the streetscape and open space improvements. The Transbay CFD will include 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)⁴.

The City is in the process of establishing the Mello-Roos District which requires approval from the Board of Supervisors and property owners' vote. The Mello-Roos District is anticipated to be legislated in 2014 – the final taxation rates and methodology, and projected revenues are still under discussion. As a result, for the purpose of the TCDP Infrastructure Plan this year, the IPIC focused on expenditures for impact fee revenues over the next two years. Once the CFD is established, the IPIC will develop a five-year infrastructure plan similar to other area plans including both impact fee and Mello-Roos tax revenues.

The Planning Department projects nearly \$24 million in impact fee revenues available for infrastructure impact fees in the Transit Center District over the next two years. Over \$6 million of these impact fees are open space impact fees set aside for open space improvement projects, and the other \$17.5 million are transportation impact fees set aside for transit as well as streetscape improvements.

FY14-16	
Open Space Impact Fees	\$ 6,300,000
Transportation Impact Fees	\$ 17,628,000
TOTAL TCDP Revenues	\$23,928,000

Infrastructure Improvements

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

¹ http://www.sf-planning.org/ftp/CDG/CDG_transit_center.htm

² About 3,330 of these units are within the Transbay Redevelopment Area and the other 1400 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.

³ Most of the proposed units (3030) and about 700K Sq. Ft office space are within the Transbay Redevelopment Area and are not subject to impact fees.

⁴ The CFD will include the properties within the Transbay Redevelopment Area.

these projects. In the next two 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. In the next two years about \$3.2 million of transportation impact fees will be used for designing the DTX.
- 2) **TCDP Streetscape Plan:** The Planning Department in coordination with DPW and MTA will create a Streetscape Plan including conceptual design plans for streetscape improvements in the area. 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. The Transbay infrastructure plan allocates \$1.3 million in transportation impact fees over the next two years to fund the Streetscape Plan.
- 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 which would receive about \$7.5 million of the transportation impact fee revenues in the next two years. Based on current information about opportunities to coordinate with new development and ongoing infrastructure projects, priority streets for FY15 and FY16 include (Spear Street, Mission Street, Howard Street, Fremont Street, Folsom Street (Outside of Zone 1), First Street and Natoma Street West of 2nd Street). The TCDP Streetscape plan may make amendments to this list.
- 4) **Chinatown Open Space improvement:** Open space impact fee revenues in the next two years would fund open space improvements for Chinatown open spaces, as listed in the TCDP implementation document. Within the next two years, about \$3.6M 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. The goal of the Portsmouth Square Area Project is to create an enhanced public space and streetscape. The Project Area will consider Portsmouth Square as well as its connection to surrounding streets, incorporating a buffer on all four sides of the Square and Kearny Street from Columbus to California Streets. Additional elements that require detailed examination within the study area include: The pedestrian bridge connecting the Square to the Chinese Culture Center of San Francisco, and the Portsmouth Square Parking Garage, a four-level underground parking garage located beneath the Square.
- 5) **Central Subway Open Space.** The open space impact fees would help fund the Central Subway rooftop park. In total, about \$850K in open space impact fees will be allocated to Chinatown Open space improvements in the next two years. This project would develop a conceptual design for the non-subway, above grade space and will develop a park that meets community needs.

- 6) **Casual Carpool:** Funding for analysis and construction of a potential permanent site for the casual carpool evening pick-up location. The evening pick-up is currently located on the west side of Spear Street, between Folsom and Howard Streets, but will need to move in 2014 due to the development of the adjacent site, which is controlled by the Office of Community Investment and Infrastructure. The current site of the Temporary Terminal has been discussed as a permanent location for casual carpool, after the Transbay Transit Center is completed in 2017. However, other locations within the area, such as the east side of Beale Street between Mission and Market, have also been discussed. This funding will enable SFMTA, along with other local agencies, to analyze possible locations for casual carpool and fund any relocation and construction costs to move casual carpool from its current location.

- 7) **Transit Delay Mitigation.** Within the next two years \$100K of transportation impact fees is allocated to pay for purchase of new transit vehicles to mitigate transportation impacts attributable to increased Project Area congestion.

- 8) **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 costs 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

TCDP Infrastructure Plan- Impact Fees				
		2013-14	2014-15	2015-16
Revenues				
<u>Projected Impact Fees</u>				
Open Space Impact Fees		\$ 652,622	\$ 3,036,503	\$ 2,610,000
Transportation Impact Fees		\$ 1,882,044	\$ 8,217,785	\$ 7,528,000
Total impact fees		\$ 2,534,666	\$ 11,254,288	\$ 10,138,000
Expenditures				
	Agency	2014	2015	2016
<u>Streetscape and Pedestrian</u>				
Transit Center Streetscape Plan	DPW/Planning/SFMTA	\$ 300,000	\$ 1,000,000	
Streetscape Design and Construction	DPW		\$ 1,300,000	\$ 6,000,000
Casual Carpool	SFMTA		\$ 50,000	\$ 200,000
Transit Delay Mitigation	SFMTA		\$ 100,000	
<i>Mid-Block Crossings(In-kind portion Transit Tower)</i>	In-Kind		\$ 200,000	
<i>Natoma (In-kind Transit Tower)</i>	In-kind		\$ 2,200,000	
<u>Downtown Rail Extension</u>				
<i>Phase I - Trainbox (In-kind portion from Transit Tower)</i>	In-kind		\$ 3,040,000	
Phase II - Design	TJPA		\$ 1,900,000	\$ 1,350,000
Total Transportation		\$ 300,000	\$ 9,790,000	\$ 7,550,000
<u>Open Space</u>				
City Park			\$ 100,000	
<i>(In-kind portion from Transit Tower)</i>	In-kind		\$ 1,700,000	
Improvements to Downtown/Chinatown Parks Outside Plan Area				
Central Subway Open Space	SFMTA	\$ 500,000	\$ 800,000	\$ 2,300,000
Improvements to Portsmouth Square	DCP/RPD		\$ 500,000	\$ 350,000
Total Open Space		\$ 500,000	\$ 3,100,000	\$ 2,650,000
Total Expenditures		\$ 800,000	\$ 12,890,000	\$ 10,200,000
Program Balance after Impact Fees ('000)				
Baseline Scenario		2014	2015	2016
Annual Program Balance		1,735	(1,636)	(62)
Cumulative Program Balance		1,735	99	37
** Includes: Development open space and streetscape requirements (Sections 138 and 138.1); Downtown open space Fee (Section 412); and federal funding grants for DTX				
** Net Funding Needed: The available sources are Impact Fees, CFD, and TIF.				
Amounts in red are the In-Kind agreement project break down for Transit Tower.				

Transbay Transit Center Plan

I. Streetscape and Pedestrian Improvements

Transit Center Streetscape Plan.

The Transit Center District Plan provides for streetscape and open space improvements within the Plan area between Mission and Harrison Streets, and Spear and Second Streets. These improvements include new public streets, alleys, rights of way, sidewalks, parks and other public improvements. According to the SFMTA presentation to the November 18, 2013 Capital Planning Committee, streetscape projects in the Transit Center District are estimated to cost \$24 million over the next two years; completion of the proposed streetscape plan is necessary prior to commencing detailed streetscape project work.

Primary Streets (Mission, Howard, Folsom, Fremont, 1st, 2nd, New Montgomery)

Improve existing primary streets in the Transit Center District, including Mission, Howard, Folsom, Fremont, 1st, 2nd, and New Montgomery Streets. Improvements would include sidewalk widening to accommodate additional pedestrian traffic from new development and the Transbay Transit Center, pedestrian and streetscape amenities, bicycle facilities, transit upgrades such as dedicated transit lanes, boarding islands, enhanced shelters and curb extensions to serve transit stops, and roadway circulation, parking, and loading changes. Recommended changes to Primary Streets would be informed by traffic studies.

Living Streets (Beale, Main, and Spear Streets North of Folsom to Market Street)

Improve Beale, Main, and Spear Streets from Folsom Street to Market Street by significantly expanding the sidewalk on one side of each street to approximately 30 feet and reducing the number of traffic lanes to one lane in either direction. Beale and Main Streets would feature a bike lane in the direction of traffic. Within the widened sidewalks, the Living Streets would include linear park space along the length of each block and provide additional open space and pedestrian amenities. The enhancements would include pedestrian amenities, street trees and landscaping, pedestrian lighting, street furniture, pocket parks, active uses, and curb extensions.

Alleys (Stevenson, Jessie, Minna, Natoma, Tehama, Clementina Street)

Improve Stevenson, Jessie, Minna, Natoma, Tehama, Clementina Streets and other alleys within the project area. Alley improvements would include a variety of pedestrian improvements, including sidewalk widening, landscaping, pedestrian lighting, and street furniture, and potential redesign as single-surface shared pedestrian/vehicle ways.

Fremont/Folsom Freeway Off-Ramp Realignment

Realign the Fremont/Folsom Bay Bridge off-ramp so that it creates a "T" intersection with Fremont Street. This would enhance the safety of pedestrians crossing the off-ramp by standardizing the alignment of the off-ramp and improve the conditions along Folsom Street, planned as a major pedestrian boulevard.

Mid-block Crossings

Analyze and build new crosswalks at various mid-block locations in the Project Area. Mid-block crosswalks would include crosswalk striping at a minimum. They may also include new traffic signals, curb extensions, and other pedestrian safety features as appropriate.

Signalization

Upgrade or install traffic signals at approximately 25 intersections in the Project Area. Traffic signal upgrades would be done in conjunction with overall circulation and street improvements in the Project Area.

Shaw Plaza

Create a pedestrian-only open space that would primarily function as a through connection from Mission Street to the Transbay Transit Center. The plaza would include decorative paving, landscaping, signage, curb ramps, lighting, and drainage improvements.

Natoma Street

Create a pedestrian plaza and link to the Transit Center between 1st and 2nd Streets. The western two-thirds of Natoma Street between First and Second Streets would be closed to vehicles. Service vehicles and deliveries may be able to access this portion of Natoma Street during night and early morning hours before peak transit and retail times. The eastern one-third of Natoma Street (nearest to First Street) would remain open to vehicles to maintain access to parking and loading for existing buildings on the north side of Howard Street. The pedestrian space would include a new curbless single-surface space including decorative paving, pedestrian lighting, landscaping, and street furniture.

Casual Carpool waiting area improvements

Improve drop-off and pick-up zones at casual carpool locations in the Project Area, including sufficient sidewalk waiting and passenger-loading/unloading space and amenities, including shelters, seating, informational signage and other supportive services.

II. Transit and Other Transportation

Transit Delay Mitigation

Pay for the purchase of new transit vehicles to mitigate transportation impacts attributable to increased Project Area congestion.

BART Station Capacity

Enhance capacity constraints at Embarcadero and Montgomery Stations regarding crowding on platforms, vertical circulation, and the "dwell time" required for trains to load and unload passengers, which would be exacerbated by the additional transit riders brought on by new development and the Transbay Transit Center. Potential capacity enhancement measures could include additional vertical circulation (e.g. stairwells, escalators, and elevators), additional fare gates, improvements to the train control system to allow for more frequent service, platform edge doors, and better real-time public information displays on train arrivals at concourse and street levels.

Congestion Charging Pilot

Develop capital improvements relating to a congestion charging pilot program, potentially including fare booths, signals, electronic monitoring equipment, and the like. Conduct necessary analyses to inform the appropriate triggers, mechanisms, and capital improvements required for a congestion pricing pilot program to manage traffic volumes entering and exiting the Project Area.

Underground Pedestrian Connector

Create an underground pedestrian tunnel connecting the Transbay Transit Center with the Embarcadero BART/Muni Metro Station, increasing circulation space available for pedestrians and creating a seamless link between the two transit stations.

Downtown Rail Extension (Phase II of the Transbay Transit Center)

Extend the CalTrain rail tracks 1.3 miles underground from the existing terminus at 4th and King Streets to the new Transbay Transit Center to accommodate Caltrain and California High Speed Rail. The underground extension will

run under Townsend and Second Streets. The funding would pay for a portion of planning, engineering, right-of-way acquisition, and construction of the rail extension.

III. Public Open space

City Park

Create a 5.4-acre public open space on the roof of the Transbay Transit Center. The park would be open during standard hours. It would include space for passive and active uses, education experiences, special events, and habitat for wildlife.

City Park Connections

Provide connections to the Transbay Transit Center's City Park from adjacent private buildings or from public streets and plazas. Connections could include sky bridges, or connections from ground level to park level, such as elevators, escalators, or funiculars. Connections would be required to be publicly accessible during standard hours so that members of the public could easily access City Park.

2nd and Howard Public Plaza

Create a 0.5-acre open space at the corner of 2nd and Howard Streets, on a grouping of parcels located on top of the future train tunnel. The open space would serve as a major access point to the adjacent Transbay Transit Center, including featuring a possible connection to the elevated City Park on the roof of the Transit Center. The open space design would be determined through a public design process.

Transbay Park

Transbay Park would be a new 1.1-acre park, located between Main, Beale, Tehama, and Clementina Streets. The Park would provide a mix of active and passive recreation spaces.

Chinatown Open Space improvements: Open space impact fee revenues in the next two years would fund open space improvements for Chinatown open spaces, as listed in the TCDP implementation document. These improvements include enhancements to Portsmouth Square, currently the subject of a planning study. The goal of the Portsmouth Square Area Project is to create an enhanced public space and streetscape. The Project Area will consider Portsmouth Square as well as its connection to surrounding streets, incorporating a buffer on all four sides of the Square and Kearny Street from Columbus to California Streets. Additional elements that require detailed examination within the study area include: The pedestrian bridge connecting the Square to the Chinese Culture Center of San Francisco, and the Portsmouth Square Parking Garage, a four-level underground parking garage located beneath the Square.

Central Subway Open Space. The open space impact fees would help fund the Central Subway rooftop park. In total, about \$850K in open space impact fees will be allocated to Chinatown Open space improvements in the next two years.

Other Downtown Open Space Improvements

Improvements to multiple public open spaces in Downtown, whose use would be increased by new development in the Project Area. Specific locations for open space improvements have not been identified yet.

Mission Square

Public plaza at the entrance to the new Transbay Transit Center at the corner of Fremont and Mission Streets. The plaza would create passive open space and circulation space for people entering and exiting the Transit Center and the adjacent Transit Tower development.

Oscar Park

Oscar Park would be a new system of open spaces, built adjacent to and under the Bay Bridge off-ramps and bus ramps to the Transbay Transit Center, between Harrison, Howard, First, and Second Streets. The Park would provide a mix of active and passive recreation spaces.

Ausberry, Andrea

From: Power, Andres
Sent: Thursday, January 23, 2014 8:45 AM
To: Rodgers, AnMarie
Cc: Ausberry, Andrea; Dischinger, Kearstin
Subject: Re: Sponsor Removal - File No. 110674

Please ass supervisor wiener as the sponsor. Thanks

Andres Power
Office of Supervisor Scott Wiener
District 8

.mobile.

On Jan 22, 2014, at 3:48 PM, "Rodgers, AnMarie" <anmarie.rodgers@sfgov.org> wrote:

Hi Andrea,

I believe that Supe. Wiener would like to sign on as sponsor for this item and schedule it at land use.

Andres,
Can you confirm?

AnMarie

Please excuse the brevity of this response and any typos therein. This note was sent from a phone.

Begin forwarded message:

From: "Pagoulatos, Nickolas" <nickolas.pagoulatos@sfgov.org>
Date: January 22, 2014 at 3:18:55 PM PST
To: "Ausberry, Andrea" <andrea.ausberry@sfgov.org>
Cc: "Rodgers, AnMarie" <anmarie.rodgers@sfgov.org>
Subject: RE: Sponsor Removal - File No. 110674

Hi Andrea,

This response will confirm that Supervisor Mar wishes to be removed as the sponsor for file No. 110674. Thank you.

Nick Pagoulatos
Legislative Assistant to Supervisor Eric Mar
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Direct: (415) 554-7412
Fax: (415) 554-7415
Internship position at Supervisor Mar's office:
<http://www.sfbos.org/index.aspx?page=12209>

From: Ausberry, Andrea
Sent: Wednesday, January 22, 2014 3:08 PM
To: Pagoulatos, Nickolas
Subject: Sponsor Removal - File No. 110674

Nick,

I was informed we need documentation for inclusion of the file for removal of Supervisor Mar as Sponsor.

A reply to this email will suffice.

Best,

Andrea S. Ausberry

Assistant Clerk

Land Use and Economic Development Committee

San Francisco Board of Supervisors

Office 415.554.4442

Website | <http://www.sfbos.org/>

Follow Us! | [Twitter](#)

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Ausberry, Andrea

From: Pagoulatos, Nickolas
Sent: Wednesday, January 22, 2014 3:19 PM
To: Ausberry, Andrea
Cc: Rodgers, AnMarie
Subject: RE: Sponsor Removal - File No. 110674

Hi Andrea,

This response will confirm that Supervisor Mar wishes to be removed as the sponsor for file No. 110674. Thank you.

Nick Pagoulatos
Legislative Assistant to Supervisor Eric Mar
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Direct: (415) 554-7412
Fax: (415) 554-7415
Internship position at Supervisor Mar's office:
<http://www.sfbos.org/index.aspx?page=12209>

From: Ausberry, Andrea
Sent: Wednesday, January 22, 2014 3:08 PM
To: Pagoulatos, Nickolas
Subject: Sponsor Removal - File No. 110674

Nick,

I was informed we need documentation for inclusion of the file for removal of Supervisor Mar as Sponsor.

A reply to this email will suffice.

Best,

Andrea S. Ausberry
Assistant Clerk
Land Use and Economic Development Committee
San Francisco Board of Supervisors
Office 415.554.4442
Website | <http://www.sfbos.org/>
Follow Us! | [Twitter](#)

Complete a Board of Supervisors Customer Service Satisfaction form by clicking [HERE](#)



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: November 1, 2012
TO: Planning Commission and Board of Supervisors
FROM: Kearstin Dischinger, Kearstin@sfgov.org, 558-6284
Adam Varat, Senior Planner
RE: Article 36 of the City Administrative Code: Interagency Plan Implementation Committee Annual Progress Report

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Suite 400
San Francisco,
CA 94103-2479

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415.558.6409

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415.558.6377

Area Plan Implementation

The Planning Department's Plan Implementation 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
- Tracks and coordinates specific capital projects with other agencies to ensure their 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

Interagency Plan Implementation Committee (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.

1. Attachment: Interagency Plan Implementation Committee (IPIC) Annual Report

Memo

March 2010

Interagency Plan Implementation Committee Progress Report

1. Interagency Plan Implementation Committee (IPIC) Annual Report

Interagency Plan Implementation Committee Annual Report

San Francisco Planning Department

Citywide Policy Planning



November 2012

2012 Highlights

This annual report describes the City's process for completing capital plans to support projected housing and job growth, especially in 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 the Planning Department projects \$63 Million of impact fee revenue in five plan areas. This year the Planning Department made major refinements to the methodology used to project development impact fee revenues. Accordingly impact fee revenues vary from those reported last year. Should the fee deferral program sunset in May 2013, the revenue projections will increase for the five year planning period.

	Budgeted		Forecasted			TOTAL FY14-18
	FY 14	FY 15	FY 16	FY 17	FY 18	
Rincon Hill	\$ 1,280,300	\$ 5,202,200	\$ 5,121,400	\$ 220,100	\$ -	\$ 11,824,000
Market and Octavia	\$ 347,200	\$ 2,304,800	\$ 4,514,700	\$ 4,065,600	\$ 6,494,400	\$ 17,726,700
Eastern Neighborhoods	\$ 725,200	\$ 10,783,100	\$ 1,112,200	\$ 8,937,100	\$ 3,804,400	\$ 25,362,000
Balboa Park	\$ 2,000	\$ 194,000	\$ -	\$ 40,000	\$ 262,000	\$ 496,000
Visitation Valley	\$ 302,000	\$ 840,000	\$ 824,200	\$ 1,492,200	\$ 4,320,600	\$ 7,779,000
Total	\$ 2,656,700	\$ 19,324,100	\$ 11,572,500	\$ 14,755,000	\$ 14,881,400	\$ 63,187,700

The proposed capital plans for each area offer refinements from the previous year based on revised fee projections, project readiness and CAC input. Most projects recommended for impact fee funding over the next five years were included in the previous year IPIC recommendations.

The Planning Department secured grants to further develop infrastructure identified in the area plans including a Market and Octavia Living Alleyway and Pedestrian Network planning grant and a Mission Street planning grant.

Two New Area Plans are included in the IPIC report this year: Glen Park and the Transit Center District Plan. Glen Park includes a number of major transportation projects, however does not include a development impact fee. The recently adopted Transit Center District Plan includes a complete streetscape and open space plan and a number of plan specific funding sources, including two development impact fees. The IPIC will begin discussions of this plan in 2013.

The IPIC continues to discuss potential funding sources to complete the area plan infrastructure projects. The Eastern Neighborhoods CAC made several resolutions requesting the City further investigate additional funding, including Infrastructure Finance Districts. This year IPIC has engaged the Capital Planning Committee, OEWD, and the Mayor's office to identify potential funding solutions.

Overview of IPIC

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, Balboa Park, Eastern Neighborhoods: SoMa, Mission, Showplace Square/Potrero Hill, and Central Waterfront, Visitacion Valley
- New this year: 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, childcare centers, and libraries.

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 such as the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Works (DPW), Recreation and Parks Department, Human Services Agency (HSA), and the San Francisco Public Library 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 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

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

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 and general funds. In addition to public revenue, Plan implementation may require 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

Development Impact Fees are legislated 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 the five-year period
- Some funds may go towards pre-development costs, but should lead to actual construction.
- Cannot overspend (cumulative revenues must exceed cumulative costs at any given time)
- Funded infrastructure projects must be within the respective plan areas
- Eastern Neighborhoods impact fees have the following additional criteria:
 - o 80% of must go towards Eastern Neighborhoods priority projects for the “Transportation” and “Open Space” funds until the priority projects within each respective fund are completed
 - o The Priority Projects require matches from partnering Agencies per the MOU

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

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 Library, the Human Services Agency (HAS), 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.
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

IPIC Budget Cycle Process

The IPIC began meeting in October 2007 to develop capital plans for each Area Plan based on the IPIC's prioritization criteria.⁵ The IPIC meets annually to update the capital plans for each Area Plan and recommendations for impact fee expenditure. This section briefly discusses IPIC process and coordination with the city budget cycle.

³ Article 36.2, Administrative Code

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

⁵ See Attachment 2 to review IPIC's prioritization criteria

In July/August each year 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 grants. 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. 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.

Capital plans for each area are incorporated into the City's 10 Year Capital Plan⁶, starting with the FY2008-2017 plan. The final IPIC recommendations are presented to the Capital Planning Committee, Planning Commission, and Land Use Committee. These hearings should be 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 during the next year before the next capital planning cycle.

IPIC 2012

In 2012, the IPIC reviewed the previous year's capital plans, coordinated on grants and other funding sources, and reviewed agencies' work programs as they relate to Area Plans, and updated impact fee revenue projections. Additionally the IPIC brought recommendations to and received feedback from the Market and Octavia and Eastern Neighborhoods Citizens Advisory Committees to provide direction on the capital plans for the respective Area Plans. This report includes the IPIC's recommendations for development impact fee budgeting for FY2013/14 and FY2014/15, and forecasted impact fee expenditures through FY2017/18.

⁶ http://www.sfgov.org/site/cpp_index.asp?id=39210

Area Plans: Summary Reports

The IPIC provides a forum for interagency coordination on infrastructure planning for Area Plans, including Rincon Hill, Market and Octavia, Balboa Park, Eastern Neighborhoods, Glen Park, and Transit Center District. Additionally the IPIC provides a forum for interagency coordination around current planning efforts including Japantown⁷, Central Corridor⁸, and Western SOMA.⁹ As these Plans come forward for adoption, they will include Community Improvements Programs, which will be incorporated into the work of the IPIC and Plan Implementation Group efforts.

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. Routine city projects and maintenance work, including traffic calming projects, addition of curb ramps, and sidewalk and street repairs is not discussed in this report. Through the work of the IPIC future routine maintenance and repair projects will be more closely coordinated with projects identified by the Area Plans.

Each impact fee program directs a prescribed amount of funding to various expenditure categories.¹⁰ The following sections include five-year revenue projections for each area plan by expenditure category, and expenditure recommendations.

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 Inventory¹¹ and quarterly as part of the Pipeline Report¹²

The maps on the following pages show pipeline development projects and impact fee funded infrastructure projects that have a geographically specific location. Some impact fees are budgeted for infrastructure programs, such as Street tree plantings, community challenge programs, and greening funds that are not shown as a specific location has not been identified. Further it should be noted that non-impact fee funded infrastructure projects are not shown on these maps.

⁷ <http://www.sf-planning.org/index.aspx?page=1692>

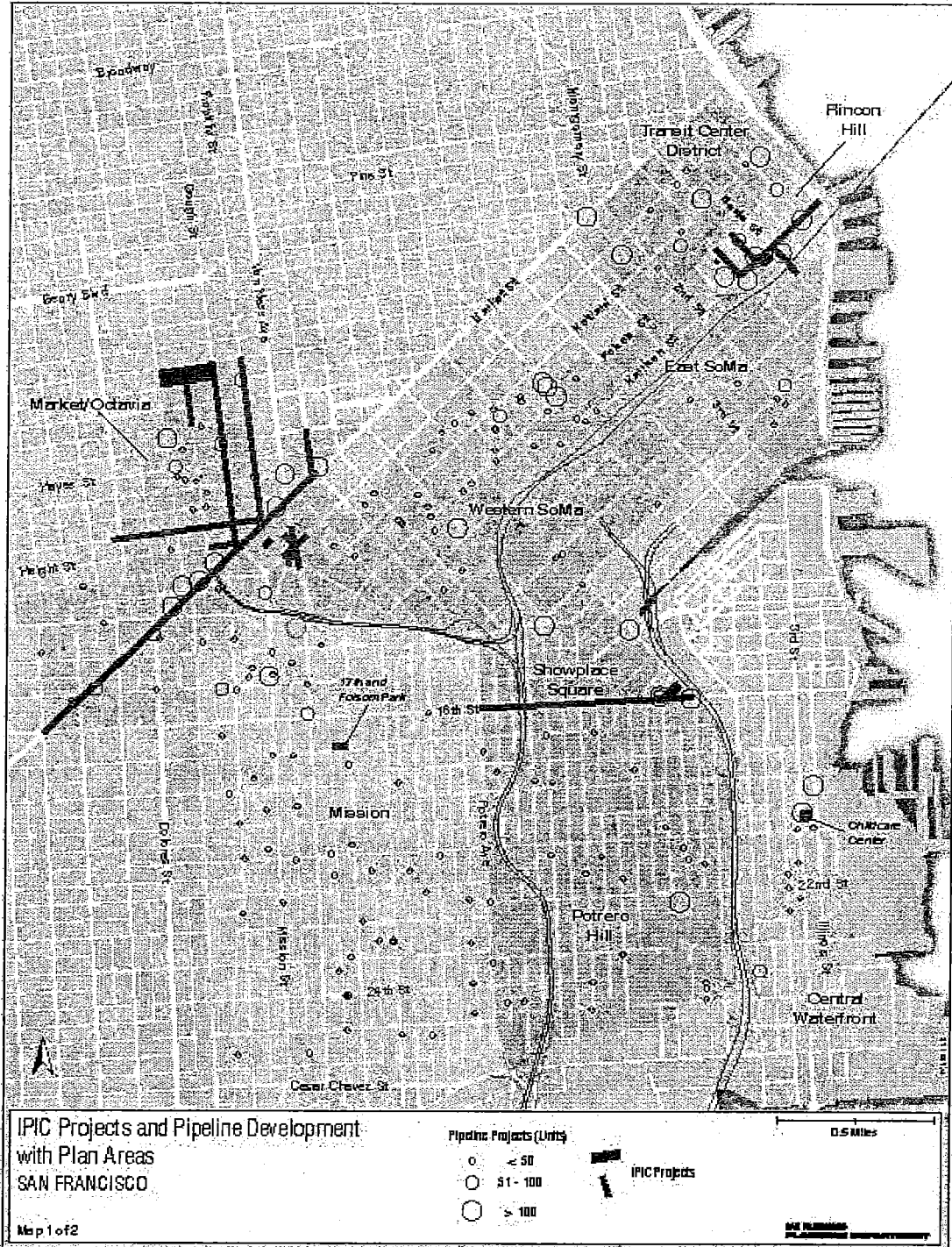
⁸ <http://www.sf-planning.org/index.aspx?page=2557>

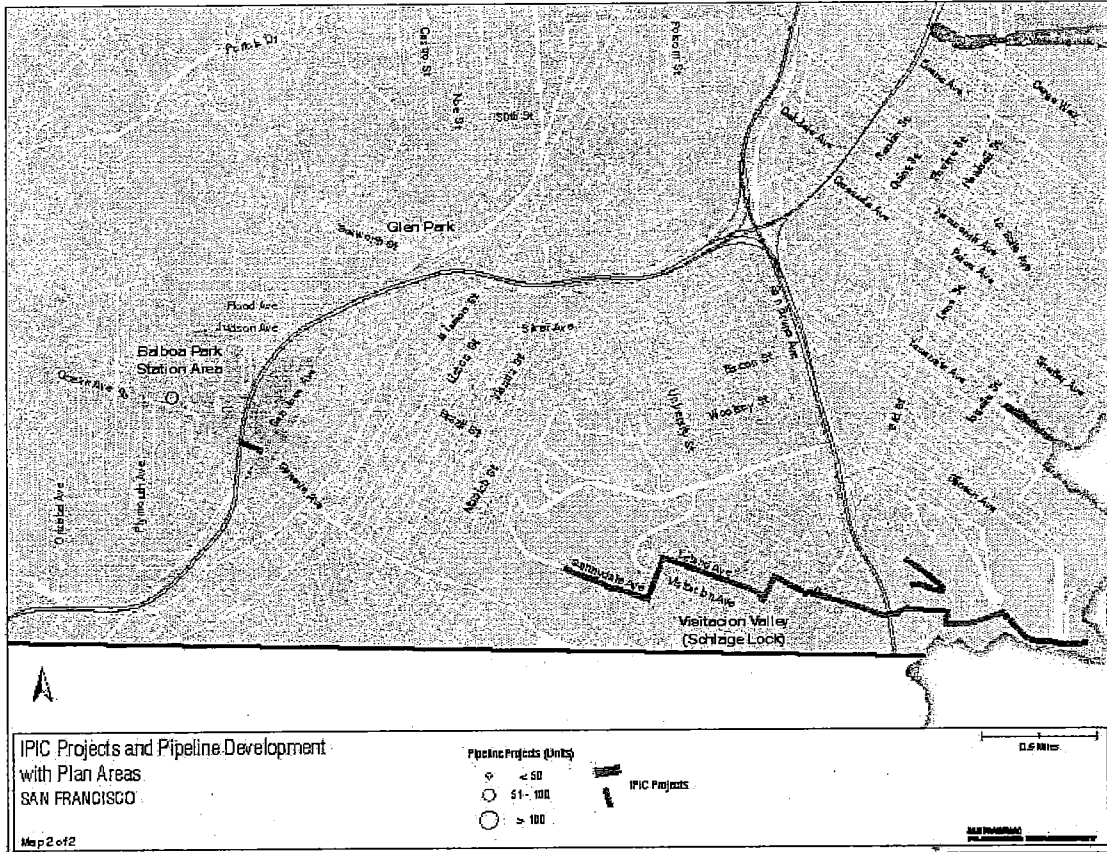
⁹ <http://www.sf-planning.org/index.aspx?page=1895>

¹⁰ Legislation enabling each impact fee dictates expenditure by infrastructure category see various sections of Article four in the Planning Code. The IPIC recommended capital plans meet these expenditure requirements on a five year basis.

¹¹ http://www.sf-planning.org/index.aspx?page=1663#housing_inventory

¹² <http://www.sf-planning.org/index.aspx?page=1691>





Rincon Hill¹³

The Rincon Hill Plan, adopted in 2005, enabled over 2,350 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption roughly 400 units have been built¹⁴, 400 units are under construction¹⁵, and roughly 1,500 units are entitled by the Planning Department. In addition, not technically within the Rincon Hill Area Plan boundary but directly adjacent, there have been 650 new units constructed¹⁶ and another 285 units are entitled by the Planning Department¹⁷.

Projected Impact Fee Revenue Over the Next Five Years	
25% Transfer to SoMa Stabilization Fund	\$ 3,941,400
TOTAL INFRASTRUCTURE	\$ 11,824,000
Total RH Impact Fee Revenue	\$ 15,765,400

Over the next five years, it is anticipated that these projects would move forward with construction and generate roughly \$11.8 million of impact fees for infrastructure improvements in Rincon Hill Area.¹⁸

Infrastructure Improvements

After adoption of the Rincon Hill Plan, the Planning Department drafted the Rincon Hill Streetscape Master Plan to implement the public improvements in the neighborhood. The infrastructure improvements in Rincon Hill include streetscape and open space projects as described below.

Streetscape Improvements

The Rincon Hill Plan identifies streetscape improvements for the entire street network of the area. The Rincon Hill Streetscape Master Plan further specifies what such improvements would include: widening sidewalks, creating bulb-outs, planting trees, and repaving. While small portions of streetscape improvements will be required as a part of condition of approvals¹⁹ for

¹³ <http://www.sf-planning.org/index.aspx?page=1665>

¹⁴ One Rincon Phase I (388 units)

¹⁵ 333 Harrison Street (308 units) and 333 Fremont Street (88 units)

¹⁶ Infinity Project (650 units) on Spear

¹⁷ 201 Folsom Street

¹⁸ These projects will generate about \$18.5 million, 25% of which (\$5.5 million) will be transferred to the SOMA Stabilization Fund.

¹⁹ Planning Code Section 138.1 (d) requires the street fronting any side of subject lot to be improved according to the Rincon Hill Better Streets Plan. Section 135 also allows project sponsors to fulfill portions of their open space requirements by providing streetscape improvements on adjacent streets.

projects, most will need the impact fee revenues for completion. Three blocks of streetscape improvements²⁰ identified by both the Rincon Hill Plan and Streetscape Master Plan have already been completed through in-kind agreements with development projects. Many of the remaining streetscape improvements²¹ proposed have a clear relationship to specific entitled development projects and therefore could be implemented through in-kind agreements with project sponsors, should the sponsors elect to pursue in-kind agreements, and should the Planning Commission grant approval. The Planning Department is currently reviewing an in-kind agreement application to implement a portion of the Rincon Hill Streetscape plan adjacent to 45 Lansing Street.

Open Space Projects

There are two ongoing open space projects in the Rincon Hill plan area:

Guy Place Park. Development impact fee revenue enabled the City to acquire land for and complete a conceptual design of Guy Place Park, located on Guy Place Avenue adjacent to First Street. This site was identified as a potential park site in the Rincon Hill Area Plan. The IPIC in 2012 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. Within the next five years, the impact fee revenues are anticipated to fund construction of this park. When funding becomes available, the City may undertake a community process to review the conceptual design that was developed in 2008, before initiating construction.

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. In the early winter 2011 the Planning Commission approved a \$1.5 Million in-kind agreement for the partial construction of the Rincon Hill Park, pending more detailed coordination on the design, purchase, and maintenance agreements with the City. The City continues to work with the project sponsor towards the development and implementation of this park. Currently the community is working to establish a community benefits district (CBD) that could fund the maintenance and operations of the park.

The Rincon Hill Infrastructure impact fees are projected to fund the majority of the Area Plan's proposed infrastructure in the next five years. However additional funding is necessary to complete the proposed infrastructure plan. Potential funding sources include the recently established Rincon Hill Infrastructure Finance District.

²⁰ Spear Street (Folsom to Harrison), First Street (Harrison to end), and Harrison Street (south side, First to Fremont)

²¹ Main, Beal and Spear Living Street (except for portions already done), Fremont Street (east side, Folsom to Harrison), First Street (Harrison to Folsom Street),

Market and Octavia²²

The Market and Octavia Plan was adopted in the spring of 2008, enabling roughly 6,000 additional housing units. Many development projects have been entitled by the Planning Department since plan adoption, several of which have broken ground in the past year.²³ The Planning Department projects over \$17.5 million in impact fee revenue in the Plan Area over the next five years.

Projected Impact Fee Revenue, FY2014-2018		
Legislated Fee Expenditure Category		
Transportation	30%	\$ 5,318,100
Open Space and Recreation	21%	\$ 3,762,400
Greening	36%	\$ 6,092,400
Child Care	7%	\$ 1,446,800
Library	1%	\$ 156,800
Admin	6%	\$ 950,200
TOTAL		\$ 17,726,700

The Market and Octavia CAC

The Market and Octavia CAC meets on a monthly basis. It is comprised of 9 members of the public appointed by the Board of Supervisors or Mayor. In September 2012 the Market and Octavia CAC passed a resolution in support of the proposed IPIC capital plan for Market and Octavia infrastructure funds.

Recently completed infrastructure projects

A number of infrastructure projects have been completed in preparation for the area's 6,000 new residents, including the signature Octavia Boulevard project.

- o Improvements to Stevenson, McCoppin Street, and parts of Valencia Street and alley improvements to Pearl, Elgin, Stevenson and parts of Jessie Street - Construction was completed in Fall 2012.
- o The MTA led a comprehensive transit and pedestrian project at the intersection of *Church and Duboce Streets*, consistent with the Market and Octavia Plan. The project includes re-railing, repaving, streetlight upgrades, pedestrian bulb outs at corners, expanded boarding islands and some greening. Construction began in Summer 2011; the project is scheduled for completion in Spring of 2013. *This project does not rely on impact fees.*

²² <http://www.sf-planning.org/index.aspx?page=1713>

²³ Refer to the San Francisco Planning Department's quarterly pipeline report for an overview of specific development projects. <http://www.sf-planning.org/index.aspx?page=1691> <http://www.sf-planning.org/index.aspx?page=1691>

- The City recently made major capital improvements to Hayes Valley Playground, Duboce Park, and Koshland Park. Duboce Park also recently received a youth play area as part of the Community Opportunities program.
- The *Hayes and Fell Streets two way project*, converted portions of each street between Van Ness and Gough to a two-way operation, as called for in the Market and Octavia plan and the Transit Effectiveness Project (TEP). This SFMTA and Planning project was fully implemented in Fall 2011, funded in part by Market and Octavia Impact Fees.
- The SFCTA conducted the *Central Freeway and Octavia Circulation Study*, which is examined local and regional transportation issues and needs in the Market and Octavia neighborhood since the completion of the Octavia Boulevard project. The Study, which was approved by the SFCTA board in Fall 2012, developed a limited set of near-term priority projects, including pedestrian and traffic operations improvements and recommends a strategic framework for addressing circulation needs in the area, centered on managing travel demand, shifting trips to transit and non-motorized modes, and improving safety and livability.
- Some bicycle projects have been completed since the plan adoption including:
 - Green lane markings and sharrows on parts of 'the wiggle' bicycle route, including Duboce Street.
 - A bicycle lane and greening improvements on McCoppin Street between Valencia and Otis (see Ongoing Infrastructure Projects).
 - A bicycle lane on Otis Street between Van Ness and Gough Streets.
 - Bicycle improvements to Market Street, including green boxes, green lanes, and reconfiguration of bicycle and vehicle patterns between Van Ness and 8th Streets.
 - Enhancement of bicyclist protection on Market at Octavia Street.
 - Bicycle lanes on 17th Street.
- *Octavia Boulevard and Patricia's Green*, in Hayes Valley.

Ongoing Infrastructure Projects

Many improvements proposed by the Market and Octavia Plan require further refinement and community stewardship. The projects discussed below are proposed to help implement the Market and Octavia Plan, through new project ideas generated through the work of the IPIC and the CAC. All the projects discussed below are ongoing programs that encourage community stewardship.

Additionally, progress has been made on the planning and development of a number of transportation projects and open space projects, described below. Many of these projects will utilize impact fee revenue. However, the majority of funding for ongoing infrastructure projects rely heavily on other public funding sources.

Streetscape and Transportation

- DPW, in coordination with SFCTA, has begun implementing a number of infrastructure projects ancillary to the Octavia Boulevard. The projects were selected by the Central Freeway Community Advisory Committee, including the McCoppin Square new open space, traffic calming on key streets, and a new skate park below the freeway. Sale of one freeway parcel has enabled the City to move forward with key projects including:
 - Construction of a skatepark underneath the raised Central Freeway structure – Construction expected Spring 2013 to Fall 2013
 - New park at the end of McCoppin Street, near Octavia - Construction expected winter 2013 to Spring 2014

- The Haight and Market Streets transit and pedestrian project was identified by the Market and Octavia Plan and the Transit Effectiveness Project (TEP), as a key transit improvement. The project will return the Haight Street buses to Haight Street between Octavia and Market Streets, add pedestrian signals and pedestrian bulb-outs, and enhance the crosswalks at the Market and Haight intersection. The project is currently undergoing environmental review and advanced engineering. Construction is anticipated to start in 2014. This project is funded mostly through an MTA and Planning secured a TLC grant, Prop K funds, and impact fee funds.

- 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 and the MTA have recommended a Locally Preferred Alternative for the project, and the Final Environmental Impact Statement/Environmental Impact Report is expected to be approved in Fall 2012. . The SFCTA has secured some funding and is working with SFMTA toward project completion as early as 2016. Impact fee funds are forecasted to complete streetscape and pedestrian amenities along the Franklin and Gough Streets corridor, and greening at the Mission and Van Ness intersection.

- The Planning Department developed conceptual designs for pedestrian improvements at a number of Market Street intersections, as part of the Upper Market Community Plan.²⁴ These designs advance the implementation of proposed pedestrian improvements in the Plan Area. Implementation of some of these projects could be implemented in concert with pending development projects. A small amount of impact fee funding is budgeted for scoping proposed improvements to these intersections in FY2012/13. A larger pool of impact fee revenue is budgeted for FY2013/14 and later years for implementing improvements to a number of the intersections identified in the Upper Market Plan, including Market and Dolores; Market, Noe, and 16th; Market, Church, and 14th; and Buchanan and Market, pending the outcomes of the pedestrian scoping work.

- The San Francisco Bicycle Plan identifies a number of bicycle improvements for the plan area, consistent with the Market and Octavia Plan. MTA's recent update of the plan included detailed design for major bicycle improvements along identified bike routes. Other upcoming

²⁴ <http://www.sf-planning.org/index.aspx?page=1697>

projects include: Polk Street contra flow lane and additional Market Street improvements, including a bicycle bay at Market and Valencia. *The majority of these improvements are funded through public funds secured by SFMTA, including a grant to complete the Polk Street contraflow lane. The IPIC recommends budgeting impact fees in FY2013/14 to contribute to the local match required to secure the Polk Street grant.*

- *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 through this measure. Impact Fee funding is budgeted for FY2012/13 to add additional pedestrian improvements to intersections on these streets as they undergo repaving.*
- *An in-kind agreement for improvements to the intersection of Dolores and Market Street is in process. These in-kind improvements satisfy a portion of the impact fee funds that the project would otherwise have paid, taking advantage of efficiencies gained by building community improvements as part of a larger construction project. Construction is expected to be complete in 2014.*
- *The Market and Octavia Community Opportunities Program will be modeled after the Recreation and parks Department's existing Community Opportunities program, encouraging community members to propose improvements to parks in their area. This program was proposed by the MO CAC. The IPIC proposes budgeting impact fees for this program in FY2013/14, and forecast additional impact fee funds in future years.*
- *The Market and Octavia Street Tree Planting Program will fund community maintained street trees in the plan area, similar to the existing programs managed by Friends of the Urban Forest (FUF). The IPIC proposes budgeting impact fees for this program in FY2013/14, and forecast additional impact fee funds in future years.*
- *A two proposed Funds, a Pedestrian and Bicycle Enhancement Fund and a Streetscape Greening Enhancement Fund, will set aside funding to enhance street projects that may not otherwise include pedestrian or greening improvements. The funds will thus take advantage of the efficiencies that come with conducting these improvements alongside larger construction projects. The IPIC proposes impact fee funds for both programs in future years.*
- *The Market and Octavia Living Alleyway Program will fund a matching program for living alleyways in the plan area. Unlike the other proposed community matching programs, a program does not currently exist for living alleyways. There are some examples of public private partnerships for the completion of living alleys, including some alleys in Noe Valley and SoMa. The Planning Department recently received a CalTrans Community-Based Transportation Planning grant to develop this program, including addressing issues around capital and maintenance responsibilities and acceptable standards of design. The IPIC forecasts impact fee funds for implementing this program in future years.*
- *Enhancements to Page Street will improve the bicycle and pedestrian infrastructure along the street, including landscaping and greening. Page Street is called out in both the Market Octavia Plan, in the City's Green Connections Program, and the Octavia Boulevard Circulation Study as a high priority for pedestrian and bicycle improvements. The IPIC forecasts impact fee funds for the implementation of this project in future years.*

- The *Better Market Street* project is a multi-agency effort to improve mobility and the public realm along Market Street from the Embarcadero to Octavia Blvd. *The IPIC proposes budgeting impact fee funds for project development in FY2013/14, as well as additional funds for project implementation in future years, to support the portion of the project that falls within the Plan Area.*
- The Market Octavia Plan calls for *re-establishing the Octavia right-of-way to Golden Gate Avenue, the street to which it originally extended prior to the land assembly projects of the 1960s and 1970s.* This project would dovetail with the proposed renovations to Hayward Park by providing increased access to the park from the south. *The IPIC proposes impact fee funds for both an initial feasibility study and for project implementation in future years.*

Open Space

There are 6 existing parks in the plan area, of which Hayward Park has the highest renovation and capital needs. Patricia's Green was recently constructed. There are two parks proposed for construction by the Market and Octavia Plan – McCoppin Square is slated for construction in 2012/13; and Brady Park which could be built in coordination with redevelopment of the surrounding lots.

- A *renovation of Hayward Park* is proposed in coordination with the next Park and Open Space Bond. An evaluation of the existing conditions indicates that capital investments on the order of \$11 to 15 Million are necessary to improve Hayward Park. The exact scope of improvements is unknown. *The IPIC recommends budgeting impact fee funds in FY2014/15 to develop a clear scope for the renovation of the park, and forecasts matching bond revenue with future impact fee revenue.*
- The focal point of the Patricia's Green Open Space 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 IPIC proposed budgeting impact fee funds for this project in FY2013/14, and forecasts additional funds in future years.*
- The Market Octavia Plan proposes a new park within the block bounded by Market, 12th, Otis, and Gough Streets. *Brady Park* will take advantage underutilized parcels within the center of the block as well as a unique network of alleys that connect these parcels to the streets that surround the block. *The IPIC proposes impact fee funds for both an initial feasibility study and for project implementation in later years.*

Eastern Neighborhoods: Central Waterfront, East SOMA, Showplace Square/Potrero, & Mission²⁵

The Eastern Neighborhoods Area Plans, adopted in early 2009, enable approximately additional 10,000 units of housing and 7,500 new jobs. Roughly 140 development projects of all sizes are in the approval pipeline, of which approximately 100 that are subject to EN Impact fees. The Planning Department projects approximately \$25.4 Million in impact fee revenue in the Plan Area over the next five years (FY 14 through 18).

Projected Impact Fee Revenue Over the Next Five Years	
Legislated Fee Expenditure by Category	
Housing ²⁶	\$ 4,597,100
Open Space	\$ 10,772,500
Transportation and Streetscape	\$ 7,335,200
Childcare	\$ 1,373,200
Library	\$ 269,800
Program Administration	\$ 1,014,700
Total	\$ 25,362,000

The Planning Code divides EN Infrastructure funds into four infrastructure expenditure categories shown in the table above. 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,
- Showplace Square Open Space Plan and open space.

²⁵ <http://www.sf-planning.org/index.aspx?page=1673>

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.

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.

EN Citizen Advisory Committee

The *Eastern Neighborhoods Citizens Advisory Committee (CAC)*²⁷ 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 focused on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Participation in the community improvements plan implementation is central to the CAC's role. This past year, the CAC has focused on expenditure of the EN impact fees. The CAC through a series of three meetings considered the wide universe of capital projects identified in the Eastern Neighborhoods, through both Planning Department and other Agency efforts, and how to best spend money not allocated to the priority projects discussed above. The CAC decided for the immediate two fiscal years to dedicate most of the funds to the priority projects. In September 2012 the Eastern Neighborhoods CAC voted to support the IPIC's Capital Plan.

Transportation and Streetscape

In implementing the Eastern Neighborhoods transportation component, The *Eastern Neighborhoods Transportation Implementation Planning Study (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 Transit Effectiveness Project (TEP) currently undergoing environmental study. The Folsom / Howard Street project is anticipated to be included in the environmental study for the Central Corridor Plan. Engineering, design phase for the 7th and 8th Street Project will be incorporated in the MTA's five-year capital improvement plan (CIP). Impact fee revenue are proposed for environmental clearance of Folsom Street Streetscape Improvements and capital funding for 16th Street Streetscape Improvements and the Muni Bus Line 22 transportation improvements.

An In-Kind Agreement for improvements to Clementina alley between 6th and 5th Streets was approved. Roughly 20-percent of the transportation EN funds are unprogrammed between the years FY 16 and 18 to enable flexibility for coordination with future opportunities which could

²⁷ EN CAC website: encac.sfplanning.org

fulfill EN Plan transportation goals but have not yet been identified, such as in-kind pedestrian improvements or other pedestrian amenities.

Mission District Streetscape Plan

In furthering both transportation and open space Mission Area Plan goals, the Mission Streetscape Plan was adopted Spring 2010. The Plan includes an overall design framework to improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable storm water management. The project includes 28 specific designs for locations throughout the neighborhood; several of these projects have secured funding (outside of the EN impact fee funds) and are currently undergoing implementation:

- The City was awarded a \$2.3 Million TLC grant for pedestrian amenities and plaza upgrade at the 24th Street Bart Station. Design and engineering are underway.
- The Mission Community Market started in the spring of 2010, and has opened again for the 2011 and 2012 market seasons.
- Folsom Street (19th to Cesar Chavez) \$1.6 Million dollar TLC grant road diet are partially funded for implementation. Design and engineering are underway.
- Mission and Capp plaza is being built as part of the Cesar Chavez plan.
- The SFMTA has secured funding to build Phase I of the Bryant Street project, including lane reductions, traffic calming, greening and installation of new planted medians between Cesar Chavez and 26th streets. Under construction.

Open Space and Recreation Facilities

The Eastern Neighborhoods Implementation Document, including the open space nexus study, calls for the creation of a new park and the rehabilitation of an existing park in each of the four 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*.²⁸ 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 a 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 has been identified and conceptual designs developed. This park is fully funded through a State grant and impact fee funds.

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 planned to be realized through an in-kind agreement in association with a

²⁸ showplace.sfplanning.org

D5. Payment in Case of Variance or Exception For Required Open Space

Background. Planning Code Section 329 requires large⁴ projects proposed in Eastern Neighborhoods Mixed Use Districts to be reviewed directly by the Planning Commission. These large projects may seek specific exceptions, including an exception from residential usable open space requirements, and instead pay a fee. In circumstances where such exception is granted, a fee of \$347.76 can be paid for each square foot of usable open space not provided pursuant to that exception. Eastern Neighborhoods Mixed Use District projects are also subject to this \$347.76 fee should a variance from usable open space requirements for residential uses be granted by the Zoning Administrator.

Ordinance 182-12, effective September 7, 2012, amended the code to add Planning Code Section 427(b). In circumstances where such exception is granted, C-3-O(SD) District is subject to a fee of \$1,410 for each square foot of usable open space not provided if a variance is granted by the Zoning Administrator to reduce the amount of open space required.

Designated Use of Funds. Fees collected from Eastern Neighborhoods Mixed Use Districts are to be deposited into the Eastern Neighborhoods Public Benefits Fund. Fees are to be used for the purpose of acquiring, designing, and improving park land, park facilities, and other open space resources, which are expected to be used solely or in substantial part by persons who live, work, shop or otherwise do business in the Eastern Neighborhoods Mixed Use districts.

Fees collected from C-3-O(SD) District are to be deposited into the Transit Center District Open Space Fund and are to be used for the purpose of acquiring, designing, and improving public open space, recreational facilities, and other open space resources, which is expected to be used solely or in substantial part by persons who live, work, shop or otherwise do business in the Transit Center District.

Fees Collected. As of the end of FY 2011-12, no open space in-lieu fees had been collected for Eastern Neighborhood Mixed Use Districts.

Fees Expended. As no fees have been collected, no funds have been expended.

⁴ The Code defines large to be: (1) construction of a new building or addition to an existing building that exceeds 75 feet in height; (2) projects involving a net addition or new construction of more than 25,000 gross square feet; or (3) effective November 3, 2011 (with the adoption of Ordinance 196-11), a project that includes a vertical addition to an existing building with a height of 75 feet or less that results in a total building height greater than 75 feet. The Code no longer defines Projects having 200 or more linear feet of contiguous street frontage on any public right of way as large.

E. City Area: Balboa Park

E1. Balboa Park Community Infrastructure Impact Fee

Background. The Balboa Park Community Infrastructure Impact Fee was established in April 2009 to enable the City to provide necessary public infrastructure to new residents while increasing neighborhood livability and investment in the district. The fee applies to any development project located in the Balboa Park Community Improvements Program Area. The fee is \$8.51 per net addition of gross square feet for residential use projects and \$1.60 per net addition of gross square feet for non-residential use projects. Different fees are applied if use of a space is changed or replaced as follows:

- Non-residential to residential: \$6.91 per gross square foot
- PDR to residential: \$7.71 per gross square foot
- PDR to non-residential: \$0.80 per gross square foot

Developers may also opt to provide an in-kind improvement in lieu of paying the impact fee, subject to Planning Commission approval.

Area Plan Implementation

The Planning Department's Plan Implementation 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

Interagency Plan Implementation Committee (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.

1. Attachment: Interagency Plan Implementation Committee (IPIC) Annual Report
2. Attachment: Interagency Plan Implementation Committee – Transit Center District Plan

F. C-3 Districts (Downtown)

F1. Downtown Park Fee

Description. The Downtown Park Fee was created in September 1985 to address the need for additional public park and recreation facilities in the downtown districts. In FY 2011-12, the fee was set at \$2.13 per gross square foot on office development projects in the C-3 districts. Developers do not have the option to provide an in-kind improvement in lieu of paying this fee.

Designated Use of Funds. Fees collected are to be deposited into the Downtown Park Fund, which is administered jointly by the Recreation and Park Commission and the Planning Commission. Planning Code Section 412.5 specifies that the Downtown Park Fund shall be

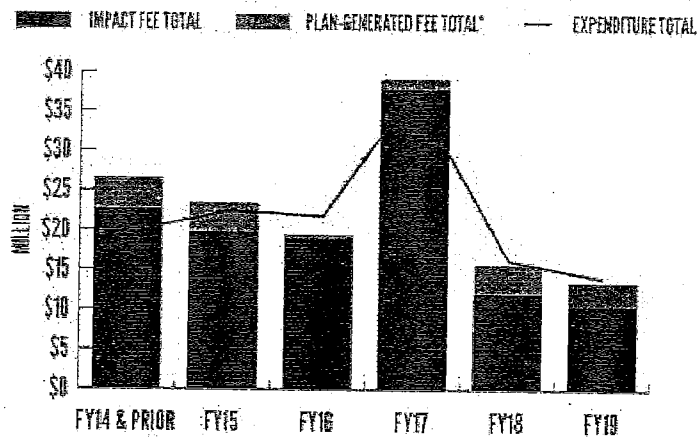
F2. Downtown C-3 Artwork

Background. Since September 1985, new buildings or additions to existing buildings exceeding 25,000 square feet in the downtown C-3 District have been required to install works of art costing an amount equal to one percent of the construction cost of the building or addition. The art must be clearly visible from the public sidewalk or on the site of the open-space feature required by Planning Code Section 13B. Developers may also seek approval to install artwork on new projects have begun the entitlement process. Accordingly impact fee revenues are higher than those reported last year. For example impact fee revenue projections for FY 15 rose approximately 13 percent.

	FY14 and PRIOR	FY15	FY16	FY17	FY18	FY19	TOTAL FY 15-19	Percent of Total
Rincon Hill	9,505,000	5,368,000	9,736,000	1,608,000	1,356,000	4,126,000	23,245,000	21%
Market and Octavia	5,757,000	6,639,000	8,344,000	2,569,000	4,223,000	2,226,000	23,822,000	22%
Vis Valley	1,403,000	508,000	435,000	2,825,000	4,195,000	1,389,000	9,170,000	8%
Eastern Neighborhoods	4,563,000	9,708,000	4,007,000	30,650,000	4,213,000	5,148,000	53,726,000	49%
Total	21,228,000	22,224,000	22,523,000	37,652,000	13,988,000	12,888,000	109,963,000	100%

On average, across all the plan areas we anticipate roughly \$20 Million, however we anticipate a spike in revenue in 2017 due to the projected completion of several large projects.

REVENUES & PROJECT EXPENDITURES (FY09-19)



*FUNDS FROM RINCON HILL INFRASTRUCTURE FINANCE DISTRICT AND CENTRAL FREEWAY PARCEL SALES

G. Citywide

G1. Affordable Housing – Jobs-Housing Linkage Fee

Description. The Jobs-Housing Linkage Fee applies to any development project, with some exceptions, that increases the total amount of any combination of the following uses by 25,000 or more gross square feet: entertainment, hotel, office, research and development, retail, Integrated PDR (Production, Distribution and Repair) and Small Enterprise Workspace. Prior to issuance of a building or site permit, the developer must elect to: (1) contribute a sum of land of value at least equivalent to the fee or use the funds or land to construct housing units (see Facilities (Melo-Roos) District. This year the Department will generate a supplemental IPIC report which will cover the TCDP for FY15 and FY16.

- The Glen Park Community Plan, adopted February 2012, includes a number of major transportation projects, however does not include a development impact fee.
- The Western SoMa Community Plan, adopted February 2013, has been incorporated into the section on Eastern Neighborhoods.
- **Consideration of new funding sources.** The IPIC includes discussion, coordination, and programming of a number of new funding sources, including:
 - Rincon Hill Infrastructure Finance District (IFD) Funds
 - Octavia Boulevard parcel sales (Market and Octavia Plan)
 - General Funds identified in the 2013 10-year Capital Plan to pay for growth-serving infrastructure in plan areas (TSIP).

The IPIC continues to discuss potential funding sources to complete the area plan infrastructure projects. The Eastern Neighborhoods CAC made several resolutions requesting the City further investigate additional funding, including Infrastructure Finance Districts and other mechanisms. This year IPIC has engaged the Capital Planning Committee, OEWD, and the Mayor's office to identify potential funding solutions, which resulted in the TSIP.

on the deed of trust to ensure the property remains affordable to low-income residents in the long-term.

Table 4. Formulas to Determine Number of Housing Units to Construct

Net Addition Gross Sq. Ft. Entertainment Space	x .000140=Housing Units
Net Addition Gross Sq. Ft. Hotel Space	x .0001100=Housing Units
Net Addition Gross Sq. Ft. Office Space	x .000270=Housing Units
Net Addition Gross Sq. Ft. R&D Space	x .000200=Housing Units
Net Addition Gross Sq. Ft. Retail Space	x .000140=Housing Units

G2. Inclusionary Affordable Housing Program

Background. The Affordable Housing (Inclusionary) Program requirements became effective in April 2002. They apply to any housing project that consists of five or more units where an individual project or a phased project is to be undertaken and where the total undertaking comprises a project with five or more units, even if the development is on separate but adjacent lots. Developers must either pay a fee or build affordable housing units on- or off-site of the principal development. The amount of the fee is determined by the Mayor's Office of Housing

~~(1) The amount of the fee is determined by the Mayor's Office of Housing in Planning Code Section 415.7(c)~~

³ Article 36.2, Administrative Code

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

with annual loan repayments sized according to the project's operating expenses and reserves. Depending on the availability of non-City funding, MOH's share of the cost to build affordable housing ranges from 25 percent to 50 percent of the total project cost. MOH places restrictions on the deed of trust to ensure the property remains affordable to low-income residents in the long-term.

G3. Child Care Fee

Description. The Child Care Fee, which became effective in September 1985, is imposed on office and hotel development projects proposing the net addition of 50,000 or more gross square feet of office or hotel space. There are six compliance options:

1. provide a child care facility on the premises of the development;
2. provide, singly or in conjunction with other development projects within a half-mile, a child care facility on another developer's project premises;
3. provide a child care facility within one mile of the development project, either singly or in conjunction with other developers within a half-mile;



4. pay an in-lieu fee equal to \$1.06 per additional square foot of office or hotel space;
5. combine the in-lieu fee with the construction of a child care facility on or near the premises;
6. enter into an arrangement with a non-profit organization that will in turn provide the child care facility.

For additional details on how developers may comply with the Child Care Fee see Planning Code Section 414.

Designated Use of Funds. Collected in-lieu fees are to be deposited into the Child Care Capital Fund, administered by the Director of Planning. Planning Code Section 414.14 specifies that funds are to be used to increase and/or improve the supply of child care facilities affordable to households of low and moderate income. Funds may also be used to finance a nexus study pertaining to the Child Care Fee.

Fees Collected. No fee revenue was collected in FY 2011-12. Since the Child Care Fee's establishment in 1985, \$7,111,296 in fees has been collected and \$619,216 in interest has been earned. For a list of fee payers since FY 1999-00, see Appendix A1-11.

Fees Expended. In FY 2011-12, \$267,883 was spent on the Low Income Investment Fund (LIIF) Child Care Facilities Fund which contracts with the City to administer facilities support in early care and education, including the administration of capital funding for repair, renovation, expansion and development of various child care facilities in San Francisco, particularly those serving children ages 0-5. For example, \$81,155 in grants were given to repair thirteen existing licensed facilities. Also, \$15,000 in grants was spent to expand Mariela Santillan FFC and Angelia J Green FFC. Finally, the Booker T. Washington Community Service Center and Nihonmachi Little Friends – 1834 Sutter received a total \$40,000 in grants. A total of \$6,503,144 has been expended from the Child Care Capital Fund since 1985.

Of the amount expended since FY 2000-01, over half (\$3,721,894) have been spent as part of the

For expenditure detail by fiscal year, see Appendix A1-11. The appendix also includes information on total project expenditures and the percent of each project that was funded through Child Care fees.

G4. Street Trees, In-Lieu Fee

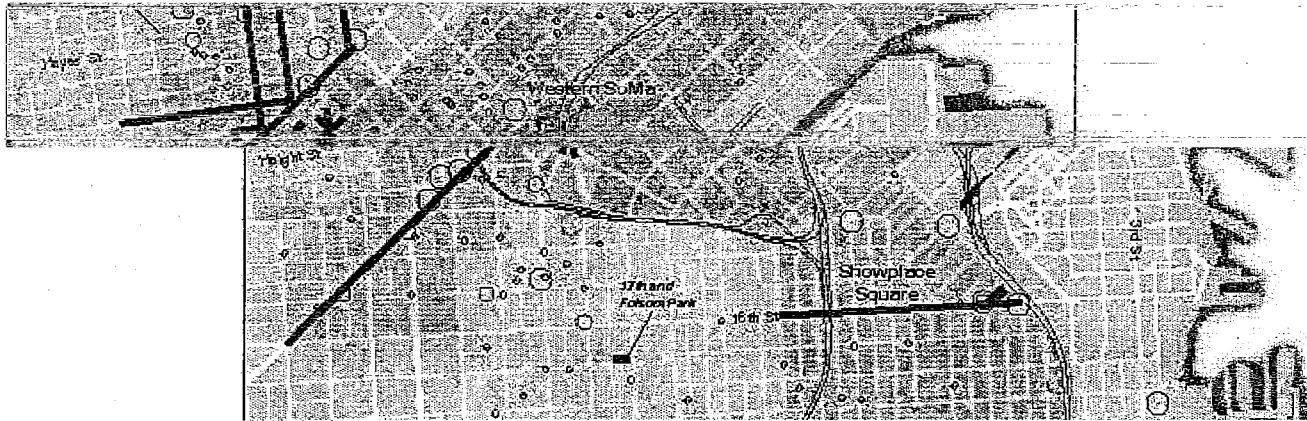
Background. Planning Code Section 138.1, which became effective in September 1985, requires developers or owners to install street trees under the following conditions: (1) construction of a new building; (2) relocation of a building; (3) the addition of gross floor area equals or exceeds 20 percent of the gross floor area of an existing building; (4) the addition of a new dwelling unit, a garage, or additional parking; or (5) paving or repaving more than 200 square feet of the front setback. The street trees installed shall be a minimum of one 24-inch box tree for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. In cases where the Department of Public Works does not approve the installation of trees due to inadequate sidewalk width, interference with utilities, or other reasons, the developer may pay an in-lieu fee equal to \$1,715 for each missed street tree.⁵

Designated Use of Funds. In-lieu fees are to be deposited into the Adopt-A-Tree Fund, which was created by Administrative Code Section 10.100-227 to offset the loss of street trees, significant trees, and landmark trees due to removal, destruction, or death. The In-Lieu Planting Program, which is funded via the Adopt-A-Tree Fund, is intended to compensate for the loss of trees required to be planted by Planning Code Section 428.

Fees Collected. In FY 2011-12, \$100,723 of fee revenue was collected. For a complete list of payers, see Appendix A1-12.

Fees Expended. All \$100,723 of fees collected in FY 2011-12 were expended on tree planting and maintenance.

⁵ The fee is set at the City's cost to plant and water a tree for three years (see Public Works Code, Article 16, Section 802(h)).



G5. Transit Impact Development Fee

Background. The Transit Impact Development Fee (TIDF), which became effective in 1981, was enacted to allow the San Francisco Municipal Railway (MUNI) to support transit service as new office development projects were built in the downtown commercial district of the City. In a 2004 update, the TIDF was expanded from one that was levied only on office uses in the greater downtown area to one that is levied on all non-residential uses City wide above 3,000 square feet.

The fee is imposed on all new non-residential development, with some exemptions. The current inflation-adjusted fee of \$12.06 per gross square foot is imposed for the following categories of economic activity: cultural, institution, and education; management, information, and professional services; medical and health services; and retail and entertainment. Production, distribution and repair and visitor services activities are charged the inflation-adjusted fee of \$9.65 per gross square foot of new development. Developers do not have the option of providing an in-kind improvement in lieu of paying the fee. Beginning July 1, 2010, developers no longer had the option of paying the fee in installments with interest. However, developers did have the option of deferring the fee under the Fee Deferral Program (see introduction for program details).

Designated Use of Funds. Collected fees are to be held in trust under Section 66006 of the Mitigation Fee Act and are to be distributed according to the fiscal and budgetary provisions of the San Francisco Charter and the Mitigation Fee Act. TIDF funds may be used to increase revenue service hours reasonably necessary to mitigate the impacts of new non-residential development on public transit and maintain the applicable base service standard, including, but not limited to: capital costs associated with establishing new transit routes, expanding transit routes, and increasing service on existing transit routes, including, but not limited to procurement of related items such as rolling stock, and design and construction of bus shelters, stations, tracks, and overhead wires; operation and maintenance of rolling stock associated with new or expanded transit routes or increases in service on existing routes; capital or operating costs required to add revenue service hours to existing routes; and related overhead costs. TIDF funds may also be used for all costs required to administer, enforce, or defend the ordinance.

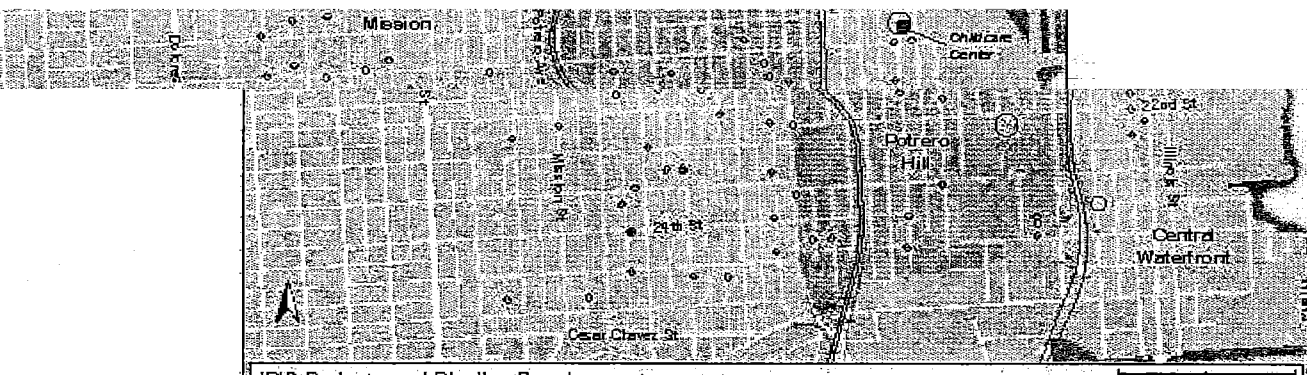


Table 5. Fees Expended, FY 1998-99 through FY 2011-12

Project / Spending Area	Fees Expended
Islais Creek Woods Annex (Bus Yard)	1,240,000
Light Rail Vehicle Purchase Phase II	9,810,639
Automatic Train Control System	2,473,375
Operating and Maintenance Support for Transit Service	93,861,045
Administration and Enforcement	2,441,519
Total	109,826,578

At the end of FY2011-12, \$2,335,160 in funds remained. For expenditures by fiscal year, see Appendix A1-13.

G6. Water Capacity Charge

Background. The Water Capacity Charge, which became effective in July 2007, is imposed on any customer requesting a new connection to the water distribution system, or requiring additional capacity as a result of any addition, improvement, modification or change in use of an existing connection that increases demand on the water distribution system. See San Francisco Public Utilities Commission Resolution No. 07-0099 for the effective fee schedule.

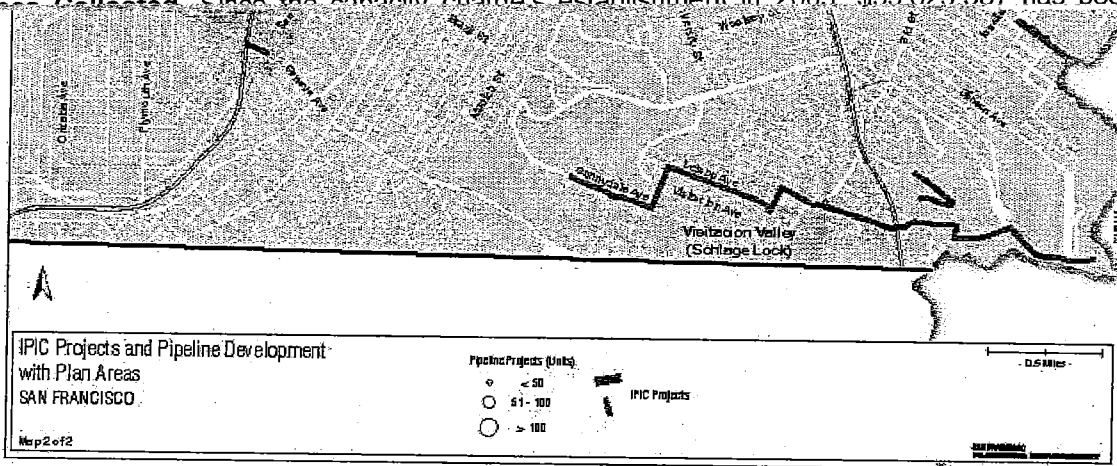
Designated Use of Funds. Water capacity charges are deposited into their own subfund within the Water Enterprise and are managed consistently with the California Government Code Section 66013 and San Francisco Chapter Section 8B.125. The Public Utilities Commission administers this subfund.

G7. Wastewater Capacity Charge

Background. The Wastewater Capacity Charge, which first became effective in July 2005, is imposed on any customer requesting a new connection to the sewer system, or requiring additional capacity as a result of any addition, improvement, modification or change in use of an existing connection to the sewer system. See San Francisco Public Utilities Commission Resolution No. 07-0100 for the effective fee schedule.

Designated Use of Funds. Wastewater capacity charges are deposited into their own subfund within the Wastewater Enterprise and are managed consistently with the California Government Code Section 66013 and San Francisco Chapter Section 8B.125. The Public Utilities Commission administers this subfund.

Fees Collected. Since the capacity charge's establishment in 2005, \$35,625,357 has been



Appendix A1. Development Impact Fee Revenue & Expenditure Detail

Improvements Fund			
Funds Held with ABAG			
Planning Year	Fee Revenue Collected	Funds Expended	Year-End Balance (2)
0	4,332,274	0	4,332,274
2,274	0	3,066,335	1,265,939
5,939	0	0	1,265,939
5,939	0	1,131,500	134,439
4,439	0	0	134,439
4,439	0	0	134,439
4,439	0	0	134,439
	4,332,274	4,197,835	

ation Fees. See A 1-2 for interest earned within this Fund.
 y 2011-2012.
 y Stabilization Fund and thus is shown as an expenditure.
 -arrison project. The refund occurred after the revenues

Rincon Hill IFD will capture by a portion of the tax increment that transfers to the General Fund of the

City and County of San Francisco annually. This IFD is comprised of 10 properties within the Rincon Hill Area Plan. The 2010 Financing Plan study¹⁴ anticipated about \$16 million of the infrastructure improvements to be funded by the IFD.

The Planning Department projects about \$8.7 million in IFD revenue over the next five years and an additional \$2.1 million in 2020 to be used for the infrastructure improvements, which will be lower than the original projection for use of IFD funds. These funds are anticipated on a pay as you go basis – meaning as the revenue is generated it will be spent, we do not anticipate issuing bonds.

Projected Impact Fee Revenue, FY2014-2018	
Impact Fee Revenues for Infrastructure	\$ 14,432,000
IFD Revenues	\$ 8,722,000
TOTAL RH Revenues	\$ 22,958,700

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 Community 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 in SOMA. As of second half of 2013, \$1,955,603 has been transferred to satisfy the \$6 million requirement. It is anticipated that this transfer will be fully completed in the next five years.

¹⁰ <http://www.sf-planning.org/index.aspx?page=1665>

¹¹ One Rincon Phase I (388 units) and 333 Harrison Street (308 units)

¹² 333 Fremont Street (88 units) and One Rincon Phase II (298 units)

¹³ Impact fee revenues for these projects would actually generate about \$19 million, 25% of which would be transferred to the SOMA Stabilization Fund.

¹⁴ Infrastructure Financing Plan, Prepared by Kesar Martson Associates, Inc. December 2010

Impact Fee (cont'd)

Fee Amount Collected
4,332,274
196,142
2,750
589,626
(17,174)
5,103,618

Amount in January to the SOMA

Description	Status
Mid-Block Pedestrian Path	Not Started
Harrison and First Street Streetscape Improvements	Complete

Fee Amount Expended	Project % of Project Expenditures, All Sources	Estimated % of Project Funded by Fees
589,626	589,626	100%

For street frontages will be built using impact fee and IFD revenues. For a detailed description of all the improvements see the appendix.

2) Open space projects

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, now called Emerald Park, is fully completed and open to the public.

Guy Place Park. Guy Place Park will be located on a small vacant lot adjacent to Guy Place near First Street. This site was identified as a potential park site in the Rincon Hill Area Plan. In 2006, the City used development impact fee revenue to acquire the parcel. Subsequently, the City completed a conceptual design for the park.

The IPIC in 2012 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. This report projects full funding for the park's construction for FY15. Once funding becomes available, the City will undertake a community process to review the conceptual design that was developed in 2008, before moving forward for design and construction.

The Rincon Hill Infrastructure impact fees are projected to completely fund the proposed improvements in the Rincon Hill Streetscape Master Plan.

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. While initially imagined as an in-kind agreement, ultimately the Emerald Fund, developers of 333 Harrison Street, elected to provide the City a lifetime public easement to the park without utilizing impact fee funds. Maintenance will be completed by the property owners or their designees. In August

Structure Impact Fee (cont'd)

Held with ABAG

	Fee Amount Expended	Project Expenditures, All Sources	Estimated % of Project Funded by Fees
South of Market Rezoning Fund	1,169,835	1,169,835	100%
Udall's Union: Home Negotiation	25,000	25,000	100%
Home Property	1,811,500	1,811,500	100%
Recreation & Park	60,000	60,000	100%
Recreation & Park	31,500	31,500	100%
Entitlements: (1)	1,100,000	1,100,000	100%
	4,197,835	4,197,835	100%

per of One Rincon Hill (425 First Street) for the value of the in-kind

additional housing units. Many of these units are already underway: as of the second quarter of 2013, nearly 20 development projects, totaling 1,400 units, were either under construction or fully entitled and permitted. Another two dozen development projects, totaling over 1,000 units, are seeking entitlements or permits. As a result of these and anticipated future projects, the Planning Department projects over \$19 million in impact fee revenue in the Plan Area over the next five years.

Projected Impact Fee Revenue, FY2015-2019		
Legislated Fee Expenditure Category		
Transportation	30%	\$ 5,821,000
Open Space and Recreation	21%	\$ 4,115,600
Greening	36%	\$ 6,678,500
Child Care	7%	\$ 1,580,000
Library	1%	\$ 171,300
Admin	6%	\$ 1,042,300
TOTAL		\$ 19,408,700

In addition to impact fee revenue, other funding sources have been identified for Plan Area

A1-2. South of Market Area Community Stabilization Fee

Summary Revenues & Expenditures

Funds Held with CCSF										Funds Held with ABAG									
Fiscal Year	Beginning Year Balance	Fee Revenue Collected	Interest Earned	Transfers Into Fund	Transfers Out of Fund	Funds Expended	Year-End Balance (1)	Beginning Year Balance	Fee Revenue Collected	Interest Earned	Transfers Into Fund	Transfers Out of Fund	Funds Expended (7)	Year-End Balance					
FY 2005-06 (2)	0	98,471	1,137	0	0	0	99,608	0	0	0	1,169,835	0	0	1,169,835					
FY 2006-07 (3)	99,608	0	7,752	203,292	85,614	225,038		1,169,835	0	56,262	0	0	0	1,228,097					
FY 2007-08	225,038	0	8,618	0	192,452	41,204		1,226,097	0	41,385	0	0	0	1,267,482					
FY 2008-09	41,204	67,324	1,084	0	185,596	(76,004)		1,267,482	0	7,279	0	0	0	1,274,761					
FY 2009-10 (4)	(76,004)	4,962,933	32,543	350,000	102,090	5,167,382		1,274,761	0	169	0	350,000	0	924,930					
FY 2010-11 (5)	5,167,382	2,807,128	54,871	589,626	3,749,181	4,869,826		924,930	0	31	0	0	0	924,961					
FY 2011-12 (6)	4,869,826	(81,761)	52,079		565,121	4,275,023		924,961	0	47	0	0	0	925,008					
Total		7,854,095	158,064	1,142,918	4,880,054			0	105,173	1,169,835	350,000	0	0	0					

Notes:

- (1) Year-end balance includes encumbrances. There was \$924,124 of encumbrances at the end of FY 2011-12. Thus, the unassigned year-end balance for FY 2011-12 is \$3,350,899.
- (2) \$1,169,835 from the Rincon Hill ABAG account was transferred to the SOMA Stabilization ABAG Account in FY 2005-06. Because the \$1,169,835 was not collected as a SOMA Community Stabilization Impact Fee, it is not included in the Fee Payer table below.
- (3) In FY 2006-07, \$203,292 (\$196,142 in Rincon Hill Community Infrastructure Impact Fees plus \$7,150 in earned interest) was transferred to the CCSF SOMA Fund. Because the \$203,292 was not collected as a SOMA Community Stabilization Impact Fee, it is not included in the Fee Payer table below.
- (4) In FY 2009-10, \$350,000 was transferred from the SOMA Stabilization ABAG Account. Since the \$350,000 was not collected as a SOMA Community Stabilization Impact Fee, it is not included in the Fee Payer Table.
- (5) This transfer into the fund in FY 2010-11 was from the Rincon Hill Community Improvements Fund. It is also included as an expenditure in Table A1 Rincon Hill Community Improvements Fund.
- (6) In FY 2011-12, \$81,761 was refunded due to a collection error in FY 2010-11 for the 333 Harrison project.
- (7) Funds held by ABAG are transferred to CCSF and expended.

Fees Collected by Payer

Fiscal Year	Address	Fee Amount Collected
FY 2005-2006	425 First Street	98,471
FY 2008-2009	45 Lansing Street	67,262
FY 2008-2009	425 First Street	62
FY 2009-2010	425 First Street	4,962,933
FY 2010-2011	333 Harrison Street	2,807,128
FY 2011-2012	333 Harrison Street	(81,761)
Total		7,854,095

City Stabilization Fee (cont'd)

with CCSF (1)(2)

	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Total
000	110,000	0	0	0	0	150,000
0	0	0	264	0	0	264
0	0	0	4,694	22,638	1,826	29,158
614	82,452	185,596	101,116	113,081	158,883	686,742
0	0	0	0	56,844	10,880	67,724
0	0	0	0	2,762,000	0	2,762,000
0	0	0	0	794,618	393,531	1,188,149
614	192,452	185,596	106,074	3,749,181	565,121	4,884,038

numbered for a mid-block crossing at Folsom and Russ Streets. To date, \$67,724 has been expended. expended.

TOTAL						\$ 30,800,400
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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 comprised of 9 members of the public, appointed by the Board of Supervisors or the Mayor.

In June 2013, the Market Octavia CAC made recommendations for short-term projects to be funded by the sale of the former Central Freeway parcels. In September 2013, the CAC passed a resolution in support of the proposed IPIC capital plan for Market and Octavia infrastructure funds. In addition to expressing support for the proposed expenditure plan, the CAC identified high-priority projects to be moved forward if funds become available earlier than anticipated, and recommended that the proceeds from the Central Freeway parcel sales be used to mitigate the continuing impacts of the Central Freeway teardown. Both resolutions, including CAC notes, can be found in the appendix of this report.

Completed infrastructure projects

A number of infrastructure projects consistent with the Market Octavia Plan have been completed in preparation for the area's 6,000 new residents, including the signature Octavia

San Valley Community Facilities and Infrastructure Fee

Revenues & Expenditures				
Beginning Year Balance	Fee Revenue Collected	Interest Earned	Funds Expended (1)	Year-End Balance (2)
0	0	0	0	0
0	0	0	0	0
0	110,632	2,343	0	112,975
112,975	94,934	2,920	0	210,829
210,829	1,133,830	7,264	0	1,351,923
1,351,923	76,593	14,288	6,408	1,436,396
1,436,396	100,940	16,528	83	1,553,781
	1,516,929	43,343		6,491

Items shown transfers within the subfund 2S NDF VVF in the Funds Expended shows only actual expenditures from the subfund made by the departments to be transferred.

This includes encumbrances. There were no encumbrances at the end of FY

Detail	Fee Amount Expended	Project Expenditures, All Sources	Estimated % of Project Funded by Fees
Utility Undergrounding on section of Leland Avenue from Bayshore Boulevard to Delta Street	6,408	N/A	N/A
Utility Undergrounding on section of Leland Avenue from Bayshore Boulevard to Delta Street	83	N/A	N/A

- was approved by the SFCTA board in Fall 2012, developed a limited set of near-term priority projects and recommended a strategic framework for addressing circulation needs in the area.
- o Several bicycle projects have been completed, including:
 - o Green lane markings and sharrows on parts of 'the wiggles' bicycle route, including Duboce Street.
 - o A bicycle lane and greening improvements on McCoppin Street between Valencia and Otis.
 - o A bicycle lane on Otis Street between South Van Ness and Gough Streets.
 - o Bicycle improvements to Market Street, including green boxes, green lanes,

A1-3. Visitation Valley Community Facilities & Infrastructure Fee (cont'd)

Fees Collected by Payer		Fee Amount Collected
Fiscal Year	Address	
FY 2007-2008	Building 3 - Candlestick Cove Townhome	14,885
FY 2007-2008	Building 4 - Candlestick Cove Townhome	14,885
FY 2007-2008	Building 7 - Candlestick Cove Townhome	21,794
FY 2007-2008	Building 23 - Candlestick Cove Townhome	20,392
FY 2007-2008	Building 25 - Candlestick Cove Townhome	20,392
FY 2007-2008	Building 26 - Candlestick Cove Townhome	18,283
FY 2008-2009	Building 3 - Candlestick Cove Townhome	14,885
FY 2008-2009	Building 4 - Candlestick Cove Townhome	14,885
FY 2008-2009	Building 5 - Candlestick Cove Townhome	26,488
FY 2008-2009	Building 23 - Candlestick Cove Townhome	20,392
FY 2008-2009	Building 26 - Candlestick Cove Townhome	18,283
FY 2009-2010	Building 6 - Candlestick Cove Townhome	25,584
FY 2009-2010	Building 8 - Candlestick Cove Townhome	25,584
FY 2009-2010	Building 24 - Candlestick Cove Townhome	16,554
FY 2009-2010	Building 22 - Candlestick Cove Townhome	31,508
FY 2009-2010	Building 15 - Candlestick Cove Townhome	19,178
FY 2009-2010	Bayside Vista Condominium Homes (1)	209,096
FY 2010-2011	113 Diamond Cove	15,692
FY 2010-2011	101 Executive Park Blvd.	60,900
FY 2011-2012	101 Executive Park Blvd.	59,080
FY 2011-2012	100 Diamond Cove	8,769
FY 2011-2012	113 Diamond Cove	15,692
FY 2011-2012	201 Diamond Cove	7,533
FY 2011-2012	213 Diamond Cove	2,825
FY 2011-2012	112 Diamond Cove	7,041

Notes:
 (1) Bayside Vista Condominium Homes brought a suit against the City contesting payment of the Visitation Valley Fee. An agreement was reached to pay roughly half of the owed impact fees, and the City received \$217,808 in settlement payments. \$209,096 went to the Visitation Valley Community Facilities and Infrastructure Fund and the remaining \$8,712 went to DBI to cover administrative costs associated with the suit.

Controller's Office

A1-4. Market & Octavia Community Housing Fee

Summary Revenues & Expenditures

Fiscal Year	Beginning Year Balance	Fee Revenue Collected	Interest Earned	Funds Expended	Year-End Balance
FY 2011-12	0	97,715	0	0	97,715
Total		97,715	0	0	97,715

Fees Collected by Payer

Fiscal Year	Address	Fee Amount Collected
FY 2011-12	299 Valencia Street	97,715
Total		97,715

Project Name	Estimated % of Project Funded by Fees
N/A	N/A
N/A	N/A

detailed project information for projects included in the 2013 IPIC capital plan can be found in the Appendix.

Streetscape and Transportation

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.

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

- The Haight Street two-way project will return buses to Haight Street between Octavia and Market and will add pedestrian amenities at the Market/Haight/Gough intersection.
- The Polk Street contra flow lane will create a northbound bike facility on the one-way portion of Polk between Market and Grove.
- Pedestrian safety improvements to Franking and Gough Streets will add bulbouts along these streets in conjunction with their repaving.
- An in-kind agreement at Dolores and Market Street provides a safer crossings and public realm improvements.
- The Market Octavia Street Tree Planting Program will fund community maintained street trees in the Plan Area.
- Two proposed Funds, a Pedestrian and Bicycle Enhancement Fund and a Streetscape Greening Enhancement Fund, will set aside funding to enhance street projects that may not otherwise include pedestrian safety or greening components.
- Enhancements to Page Street, including landscaping and greening, will improve the bicycle and pedestrian infrastructure along this "Green Connection."
- The Better Market Street project is a multi-agency effort that will improve mobility and the public realm along Market Street from the Embarcadero to Octavia Blvd. The project is currently undergoing environmental review.

- A number of pedestrian and bicycle safety improvements at the intersection of Market and Octavia.
- The Transit Effectiveness Project (TEP) is an ongoing program that aims to improve transit service in key corridors. As part of this project, the MTA will implement various streetscape and bus stop improvements to improve safety, reliability, and travel time along the 5-Fulton corridor.

Additional projects from other sources include:

- 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, discussed above, the SFMTA has included Muni's 14-Mission corridor in the TEP'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 the TEP by working with the local community to create designs that will enhance neighborhood identity and improve pedestrian access on Mission Street.
- 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.

A1-7. Balboa Park Community Infrastructure Impact Fee

Summary Revenues & Expenditures: No fees have been collected or expended.

In-Kind Improvements

Fiscal Year	Address	Fee Amount Waived	Description	Status
FY 2008-2009	1150 Ocean Avenue	1,579,703	1) Public sidewalk easement at Brighton Avenue and 2) Lee Avenue Extension	pending

Fee Amount Collected
772,326
101,450
627,000
306,230
295,000
442,860
16,310
552,496
353,546
775,040
117,300
91,888
358,292
7,371
566,602
79,010
1,157,280
on
1,400,000
702
1,134,140
112,206
25,117
98,200
483,992
(33,080)
1,096,546
39,922
307,000
25,000
0
11,309,746

-11 to reflect the

- 16th Street Transit Improvements,
- 17th Street / Folsom Street Park,
- Showplace Square Open Space Plan and open space.

EN Citizen Advisory Committee

The *Eastern Neighborhoods Citizens Advisory Committee (CAC)*²¹ 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 focused on implementation of the Eastern Neighborhoods Implementation Program and priority projects. Participation in the community improvements plan implementation is central to the CAC's role. This past year, the CAC has focused on expenditure of the EN impact fees, with a particular focus on identifying new parks and open space projects. In October 2013 the Eastern Neighborhoods CAC voted to support the IPIC's Capital Plan. The CAC continued to voice interest in finding other funding sources to pay for infrastructure improvements as a way to fill the gap between what could be paid for through impact fees and the expected cost of improvements.

Other Funding Mechanisms

The Eastern Neighborhoods Implementation Document, which laid out the general parameters for capital improvements in association with the Eastern Neighborhoods rezoning always assumed that funds from impact fees could only pay for roughly 30 percent of the improvements. The CAC has long expressed a desire to identify strategies in finding ways to fund the rest of the planned capital improvements. While initially held out as a possible source of revenue, Infrastructure Finance Districts, a way to recapture property tax revenue within a defined geographic boundary for specific projects, is not a desired funding source because of its lack of budgetary flexibility, high administrative costs, and lack of a track record .

The CAC has been briefed by Capital Planning staff on other possible revenue sources. The City's FY14–FY23 Capital Plan included a "Transportation and Streets Infrastructure Package" (or TSIP) set of revenue sources that could, amongst other goals, pay for transportation infrastructure projects in growth areas, such as the Eastern Neighborhood; such a revenue source could begin to fill the known capital improvement funding gap. Specifically, TSIP set aside \$5M in FY14 for such projects.

Further the Mayor has appointed a Transportation Task Force, to weigh and prioritize the full range of the City's transportation needs, and a propose ways to fund them. The Task Force is expected to publish their recommendations in November. The CAC is anxious to continue their engagement with City staff in forwarding those recommendations of the Mayor's Task Force, or other possible strategies.

A1-8. Downtown Park Fee (cont'd)

Expenditure Detail, FY 2001-02 through FY 2011-12

Project Name	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-2011	FY 2011-2012	Total
Mid-	469,112	83,441	(83,441)					4,142	34,035	8,746		516,035
Embarcadero Music	1,148,478	83,441	(83,441)					4,142	34,035	8,746		1,195,401
Concourse (status: complete)	41%	100%	100%					100%	100%	100%		43%
Union Square Renovation (1) (status: complete)	N/A	N/A	N/A									N/A
Renovation of Sue Bierman Park (status: in progress)	N/A	N/A	69,649	4,848	2,145	151,908	42,066	35,820	30,571	1,153,024	180,209	1,670,240
Audits (Office of the Controller)			69,649	4,848	2,145	151,908	42,066	35,820	30,571	1,153,024	180,209	1,670,240
City & County of San Francisco Impact Fee Study			100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Construction of Victoria Manolo Draves Park (status: complete)												
Other (2)			900,000	900,000					69,185	943,365	328,911	3,141,461
Total	2,869,112	983,441	886,208	910,274	137,351	385,148	161,039	39,962	133,791	2,105,135	509,120	9,120,582
	1,148,478	83,441	886,208	910,274	1,805,636	1,694,491	293,729	39,962	133,791	2,105,135	509,120	9,600,266
	250%	1179%	100%	100%	8%	23%	55%	100%	100%	100%	100%	95%

Notes:

(1) The Union Square renovation also received significant funding from debt financing that was issued in 2002 by the Union Square Garage.

(2) Other expenditures include: an offset of debt service from the Union Square Renovation (\$900,000 in FY 2003-04, \$900,000 in FY 2004-05, and \$800,000 in FY 2010-11) and ADA remediation at Union Square (\$69,185 in FY 2009-10, \$143,365 in FY 2010-11, and \$328,911 in FY 2011-12).

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Improvements includes various pedestrian, bicycle, bus, and streetscape improvements

Table Housing Program

Missionary Program Fees ⁽¹⁾		Sum of Fees Deposited into Citywide Affordable Housing Fund ⁽²⁾			
Revenue Collected	Funds Expended	Beginning Balance	Interest Earned	Interest Expended	Year-End Balance
0		0			0
		(50,000)			(50,000)
		(2,070,000)			(2,070,000)
		(4,103,237)			(4,103,237)
		(4,173,237)			(4,173,237)
		(2,763,995)			(2,763,995)
		(2,518,858)			(2,518,858)
		(2,498,088)			(2,498,088)
		(1,498,088)			(1,498,088)
		1,263,736			1,263,736
		1,707,389			1,707,389
		12,461,283			12,461,283
		14,064,774			14,064,774
		14,064,774			14,064,774
	0	15,272,217			15,272,217
	0	6,231,628			6,231,628
	0	(2,256,409)			(2,256,409)
	0	4,743,123			4,743,123
26,146	0	35,807,414	1,803,503	0	35,807,414
38,537	19,779,273	17,494,101	4,888,564	0	17,494,101
38,697	16,759,070	44,971,059	5,182,100	0	44,971,059
35,039	11,975,755	27,401,885	530,030	5,144,295	27,401,885
11,004	203,328	9,764,513	196,698	5,046,902	9,764,513
37,448	0	391,022	134,135	0	391,022
36,683	0				
21,468	48,717,426	12,735,030	10,191,197		

fees to the San Francisco library program.

ie collected because \$2 million of unspent interest is reflected in the interest earned column.
 Missionary Program Fees.
 h deposited into the Citywide Affordable Housing Fund. The Citywide Affordable Housing Fund
 including loan repayments and gift deposits
 elopers that did not move forward with their projects.
 es over the course of all prior fiscal years.
 ation from FY 2006-07.
 as, not fee revenues.

Balboa Park²³

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.

²² showplace.sfplanning.org

²³ <http://www.sf-planning.org/index.aspx?page=1748>

Fee Amount
664,972
5,153,720
(3,998,808)
North of Market (PC Sec 263.7) (8,775)
Street 15,878
St. 12,569
na 21,242
80,374
414,222
36,823
56,342,453

provided when data were available. The list of payors

57.

the northern side of Brighton Avenue to City College property, were constructed in

visionary Affordable Housing Program (cont'd)

Fee Amount Collected	Fee Amount Collected
959,411	811,431
134,875	294,446
884,476	158,533
134,875	272,273
524,685	49,713,588
1,079,243	
1,259,090	
329,780	
11,026,146	
1,528,840	
1,131,744	
3,778,117	
172,147	
3,669,130	
1,780,590	
1,041,798	
173,633	
424,546	
424,546	
8,385,485	
3,720,395	
916,862	
11,412,791	
5,577,916	
2,698,706	
1,234,108	
1,309,006	
1,208,849	
(133,994)	
500,124	
787,580	
1,404,079	
(173,633)	
(8,385,485)	
(11,412,791)	
173,633	
992,866	
(2,564,712)	
67,448	

Fiscal Year	Address	Fee Amount Collected
	1285 Sutter St.	811,431
	1591 Pacific Ave. (AKA 1946 Polk)	294,446
	2299 Market St.	158,533
	38 Dolores St. (AKA 2001 Market)	272,273
Total		49,713,588

Note: Information about payors has been provided when data were available. The list of payors may be incomplete.

...the sidewalk and tree-trim capital improvements of the Streets Bond project and the findings of the SFCTA Balboa Park Circulation Study. \$342,000 of PDA planning funds are dedicated to this planning process, which will be led by the Planning Department. The project will develop an implementable 30% concept design, cost estimate and phasing plan for pedestrian and streetscape improvements to this segment of Ocean

description	# of Units
-site Ownership Units	2
-site Ownership Units	2
-site Rental Units	3
-site Rental Units	2
-site Ownership Units	13
-site Ownership Units	29
-site Ownership Units	1
-site Ownership Units	2
-site Ownership Units	20
-site Ownership Units	4
-site Ownership Units	1
-site Ownership Units	24
-site Ownership Units	16
-site Ownership Units	1
-site Ownership Units	5
-site Ownership Units	1
-site Ownership Units	21
-site Ownership Units	5
-site Rental Units	3
-site Ownership Units	3
-site Ownership Units	170
-site Rental Units	81
-site Ownership Units	3
-site Ownership Units	17
-site Rental Units	9
-site Ownership Units	2
-site Ownership Units	2
-site Ownership Units	6
-site Ownership Units	9
-site Ownership Units	2
-site Ownership Units	6
-site Ownership Units	16
-site Ownership Units	1
-site Rental Units	12
-site Ownership Units	17
-site Ownership Units	1
-site Rental Units	2
-site Ownership Units	2
-site Ownership Units	4
-site Ownership Units	26
-site Ownership Units	14
-site Rental Units	4
	1,102

Voluntary Affordable Housing Program (cont'd)

Interest Amount Expended	Project Expenditures, All Sources (2)	Estimated % of Project Funded by Fees	Description	Estimated Construction Start Date
0	N/A	N/A	Affordable Homeownership Housing	Completed
0	N/A	N/A	Affordable Homeownership Housing	Completed
0	1,339,714	14%	Affordable Housing for Low-Income Families	Completed
0	805,674	80%	Affordable Housing for Homeless Individuals	Completed
0	2,000,000	33%	Affordable Housing for Low-Income Families	Completed
0	1,084,700	35%	Affordable Housing for Low-Income Families	Completed
0	0	N/A	Affordable Housing for Low-Income Families	Completed
0	70,000	100%	Affordable Housing for Low-Income Families	Completed
0	3,250,810	100%	Affordable Housing for Low-Income and Homeless Families	Project cancelled
0	25,959,134	44%	New construction, 73 units; Affordable Housing for Low-Income Families	Completed
0	29,350,000	2%	New construction, 81 units; Affordable Housing for Low-Income Families	Completed
0	4,248,291	61%	New construction, 70 beds; Affordable Transitional Housing for Homeless Families	Completed
0	10,000,000	100%	New construction, 112 units; Affordable Housing for Low-Income Families	Completed
0	10,226,840	79%	New construction, 67 units; Affordable Housing for Low-Income Families	Completed
0	30,385,735	2%	New construction, 101 units; Affordable Housing for Low-Income Families	Completed
0	282,055	100%	New construction, 12 single-family homes; Affordable Housing for Low-Income Households	Completed
0	4,701,614	100%	New construction, 93 units; Affordable Housing for Low-Income Seniors & Homeless Families	Completed
0	15,627,284	26%	New construction, 110 units; Affordable Housing for Low-Income Seniors	Completed
0	N/A	N/A	New construction, 63 units; Affordable Supportive Housing for Homeless	Completed
0	32,529,145	17%	New construction, 83 units; Affordable Supportive Housing for Homeless	Completed
277,064	5,700,000	100%	New construction, 78 units; Affordable Housing for Low-Income Families	2014
0	26,631,525	19%	New construction, 134 units; Affordable Housing for Homeless	12/1/2007
0	26,619,365	21%	New construction, 56 units; Affordable Housing for Homeless	6/7/2008
0	42,024,761	17%	New construction, 150 units; Affordable Housing for Low-Income Seniors	9/7/2008
0	8,788,053	71%	New construction, 34 units; Affordable Homeownership Housing	Completed
0	5,512,000	91%	New construction, 100 units; Affordable Housing for Low-Income Seniors	TBD
0	27,099,897	10%	New construction, 46 units; Affordable Housing for Homeless Seniors	Completed
0	10,334,593	54%	Rehab., 212 units; Affordable Housing for Homeless	Completed
0	4,411,886	23%	TBD; HOPE SF Site	TBD
0	2,962,800	34%	TBD; HOPE SF Site	TBD
0	258,009	100%	Acquisition Rehab., 3 units; Affordable Housing for Low-Income Families	Completed
1,899,027	7,523,218	23%	New construction, 20 units; Affordable Housing for Homeless Adults	3/7/2010
1,300,000	5,421,963	24%	Rehab., 172 units; Affordable Housing for Low-Income and Homeless Individuals	Completed
0	4,728,783	34%	New construction, 150 units; Affordable Housing for Low-Income Families	2014
788,484	788,484	100%	Predevelopment of affordable housing for low-income family and youth	Fall 2011
4,258,418	20,400,000	38%	174 units for formerly homeless adults	Fall 2009
0	4,416,508	23%	Predevelopment of 24 units of affordable housing for transition-age youth	Summer 2011
57,610	0	N/A		N/A
0	0	N/A		
1,191,187	373,632,431			

no Redevelopment Agency funding is net included. revenues.

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

Fee Amount Collected
1,894,729
52,715
276,248
21,000
39,000
176,773
51,822
58,650
179,146
76,418
150,574
283,301
113,540
285,154
239,550
Courtyard Hotel
63,500
tel
54,020
t & Howard
126,670
t & Howard
348,751
Townsend St
273,650
56,103
t & Howard
241,996
parcel 1, Lot 7
164,828
428,807
375,151
548,273
153,500
158,214
219,213
7,111,296

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 or 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

	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Total
	298,146	777,104	540,000	114,766	158,055	300,000	163,000	230,488	267,883	3,721,894
	620,113	613,768	724,867	1,148,566	2,060,932	2,252,384	923,012	255,316	370,717	13,120,861
	48%	127%	74%	10%	8%	13%	18%	90%	72%	28%
	-	-	-	-	100,000	-	-	-	-	100,000
	-	-	-	-	302,930	205,542	94,988	-	-	603,460
	-	-	-	-	33%	0%	0%	-	-	17%
	-	40,000	40,000	40,000	-	-	-	-	-	120,000
	-	759,038	2,318,803	2,070,952	-	-	-	-	-	5,146,793
	-	5%	2%	2%	-	-	-	-	-	2%
	-	-	-	-	-	101,546	58,384	-	-	160,030
	-	-	-	-	-	177,297	145,357	-	-	322,654
	-	-	-	-	-	57%	40%	-	-	50%
	-	-	-	-	-	77,703	58,244	-	-	135,947
	-	-	-	-	-	139,335	115,079	-	-	254,414
	-	-	-	-	-	56%	51%	-	-	53%
	-	351,369	-	-	-	1,029,008	-	-	-	1,380,377
	-	351,369	-	-	-	1,094,196	-	-	-	1,445,565
	-	100%	-	-	-	94%	-	-	-	95%
	-	-	41,255	80,140	9,726	-	-	-	-	131,122
	-	-	41,256	80,140	9,726	-	-	-	-	131,122
	-	-	100%	100%	100%	-	-	-	-	100%
	298,146	1,168,473	621,255	234,906	267,781	1,508,357	279,628	230,488	267,883	5,749,370
	620,113	1,724,175	3,084,926	3,299,658	2,373,588	3,868,754	1,284,495	255,316	370,717	21,026,869
	48%	68%	20%	7%	11%	39%	22%	90%	72%	27%

it of Children, Youth & their Families (DCYF). Due to a lag in billings across departments, the Fee Amount
 it Expenditures, All Sources.
 by a \$70,000 refund from the Low Income Investment Fund (LISA workorder).
 id, \$220,000 to fund an Early Literacy Initiative Coordinator position at Jumpstart, and \$162 in funding
 funding in FY 2008-09.

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.

A1-12. Street Trees, In-Lieu Fee

Summary Revenues & Expenditures

Fiscal Year	Beginning		Interest Earned	Funds Expended	Year-End Balance
	Year Balance	Year Revenue Collected			
FY 2010-11	0	73,252	0	73,252	0
FY 2011-12	0	100,723	0	100,723	0
Total	0	173,975	0	173,975	0

Note:

No fee revenue was collected or expended prior to FY 2010-11.

Street Trees, In-Lieu Fee Expenditure Detail

Fiscal Year	Project Title	Fee Amount Expended	Project Expenditures, All Sources	Estimated % of Project Funded by Fees
2010-11	Tree planting and maintenance	73,252	244,091	30.0%
2011-12	Tree planting and maintenance	100,723	308,542	32.6%

Rincon Hill
 FY15 to FY19 - IPIC Recommendation

REVENUE

1	Impact Fee Total			
2	Infrastructure Finance District - pay as you go			
3	TOTAL			

EXPENDITURES

4	Transportation and Streetscape Total			
5	Beale Living Street (Harrison to Bryant)	DPW		
6	Beale Living Street (Folsom to Harrison)	DPW		
7	Main Living Street (Folsom to Harrison)	DPW		
8	Main Living Street (Harrison to Bryant)	DPW		
9	Spear Living Street (Harrison to Bryant)	DPW		
10	Harrison (Fol to Fremont)	DPW		
11	Harrison (Eastmont to Eastmont)	DPW		
12	Harrison (Eastmont to Eastmont)	DPW		
13	Harrison (Eastmont to Eastmont)	DPW		
14	Zero Alley Improvements (Potential In-kind)	In-kind		
15	First Street (Folsom to Harrison)	DPW		
16	First Street (Folsom to Harrison)	DPW		
17	First Street (Folsom to Harrison)	DPW		
18	Gay Place Street - Harrison (East to First North Side) (In-kind)	In-kind		
19	Gay Place Street - Harrison (East to First North Side) (In-kind)	In-kind		
20	Gay Place Street - Harrison (East to First North Side) (In-kind)	In-kind		
21	Gay Place Street - Harrison (East to First North Side) (In-kind)	In-kind		
22	DPW Streetscape Cost Estimates	DPW		
23	Recreation and Open Space Total			
24	Gay Place Park - Design and Construct	RPD		
25	Library Total			
26	Library Materials	Library		
27	Library Materials	Library		
28	Library Materials	Library		
29	Library Materials	Library		
30	Library Materials	Library		
31	Transfer of One Rincon Ave to SOMA Stabilization	MDH		
32	Program Administration	MDH		
33	Program Administration	MDH		
34	Impact Fee Expenditure Total			

SURPLUS (DEFICIT)

35	Impact Fee Expenditure Total			
36	Impact Fee Expenditure Total			
37	Impact Fee Expenditure Total			
38	Impact Fee Expenditure Total			
39	Impact Fee Expenditure Total			

st	Funds Expended	Year-End Balance (3)
0	32,157,169	57,477,154
0	4,950,958	56,388,111
0	4,643,206	60,357,437
0	9,047,790	57,462,935
1	18,113,104	49,726,762
2	10,567,690	44,341,765
3	10,020,677	36,533,423
4	6,168,613	32,014,264
5	11,072,282	23,149,116
6	11,158,131	14,949,211
7	805,075	15,841,608
8	6,615,073	14,165,794
9	14,207,719	1,978,737
0	570,686	2,503,566
1	1,885,574	2,335,160
2	141,983,747	

asury.
 balance less encumbrances. There
 ed year-end balance for FY

A1-13. Transit Impact Development Fee (cont'd)

Transit Impact Development Fee Expenditure Detail, FY 1998-99 through FY 2011-12

Fiscal Year	Islands Creek Woods Annex (Bus Yard)	Light Rail Vehicle Purchase Phase II	Automatic Train Control System	Operating and Maintenance Support for Transit Service	Administration and Enforcement	Total
FY 1998-99	498,715	0	0	4,426,728	25,515	4,950,958
FY 1999-00	147,235	0	0	4,423,994	71,977	4,643,206
FY 2000-01	0	0	0	8,946,645	101,145	9,047,790
FY 2001-02	0	7,502,636	0	10,457,344	153,124	18,113,104
FY 2002-03	0	0	0	10,457,344	110,346	10,567,690
FY 2003-04	0	0	0	9,880,743	139,934	10,020,677
FY 2004-05	0	(3,869,623)	0	9,880,743	157,493	6,168,613
FY 2005-06	0	1,037,169	0	9,880,743	154,370	11,072,282
FY 2006-07	0	0	1,144,557	9,880,743	132,831	11,158,131
FY 2007-08	0	0	646,210	0	158,865	805,075
FY 2008-09	0	0	612,000	5,709,680	293,393	6,615,073
FY 2009-10	0	4,054,736	9,729	9,635,699	507,555	14,207,719
FY 2010-11	0	0	18,358	251,652	300,676	570,686
FY 2011-12	594,050	1,085,721	42,521	28,987	134,295	1,885,574
Total	1,240,000	9,810,639	2,473,375	93,861,045	2,441,519	109,826,578

Note:

The Transit Impact Development Fee was established in 1981; however, this report only includes expenditure detail since FY 1998-99.

er Capacity Charges

Expenditures		Fee		Interest Earned		Funds Expended		Year-End Balance (1)	
		Revenue Collected	Revenue Collected	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
2,964.5	6,014,100	3,104.5	9,091,129	0	9,091,129	0	0	0	9,091,129
3,104.5	25,837,900	10,245.0	6,298,294	0	0	0	0	0	15,389,423
10,245.0	20,116,600	1,877.5	8,637,408	15,389,423	8,637,408	2,208	2,208	0	21,403,540
1,877.5	2,987,200	844,200	3,754,841	21,403,540	3,754,841	5,260	11,997,159	13,166,482	13,166,482
844,200	2,315,900	152,200	5,544,173	13,166,482	5,544,173	119,776	4,179,703	14,650,729	14,650,729
2,315,900	15,000,000	0	202,232	35,625,357	202,232	21,176,862			
15,000,000	1,500,000	0	840,883	10,312	0	1,450,300			
1,500,000	1,500,000	0	840,883	69,115	0	2,319,415			
69,115	72,542	44,148	2,008,605	1,727,500	44,733	2,008,605			
44,148	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			
1,727,500	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			

as encumbrances. There were no encumbrances at the end year-end balance for FY 2011-12 is \$1,727,500.

Expenditures		Fee		Interest Earned		Funds Expended		Year-End Balance (1)	
		Revenue Collected	Revenue Collected	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
2,964.5	6,014,100	3,104.5	9,091,129	0	9,091,129	0	0	0	9,091,129
3,104.5	25,837,900	10,245.0	6,298,294	0	0	0	0	0	15,389,423
10,245.0	20,116,600	1,877.5	8,637,408	15,389,423	8,637,408	2,208	2,208	0	21,403,540
1,877.5	2,987,200	844,200	3,754,841	21,403,540	3,754,841	5,260	11,997,159	13,166,482	13,166,482
844,200	2,315,900	152,200	5,544,173	13,166,482	5,544,173	119,776	4,179,703	14,650,729	14,650,729
2,315,900	15,000,000	0	202,232	35,625,357	202,232	21,176,862			
15,000,000	1,500,000	0	840,883	10,312	0	1,450,300			
1,500,000	1,500,000	0	840,883	69,115	0	2,319,415			
69,115	72,542	44,148	2,008,605	1,727,500	44,733	2,008,605			
44,148	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			
1,727,500	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			

as encumbrances. There were no encumbrances at the end year-end balance for FY 2011-12 is \$1,727,500.

Expenditures		Fee		Interest Earned		Funds Expended		Year-End Balance (1)	
		Revenue Collected	Revenue Collected	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
2,964.5	6,014,100	3,104.5	9,091,129	0	9,091,129	0	0	0	9,091,129
3,104.5	25,837,900	10,245.0	6,298,294	0	0	0	0	0	15,389,423
10,245.0	20,116,600	1,877.5	8,637,408	15,389,423	8,637,408	2,208	2,208	0	21,403,540
1,877.5	2,987,200	844,200	3,754,841	21,403,540	3,754,841	5,260	11,997,159	13,166,482	13,166,482
844,200	2,315,900	152,200	5,544,173	13,166,482	5,544,173	119,776	4,179,703	14,650,729	14,650,729
2,315,900	15,000,000	0	202,232	35,625,357	202,232	21,176,862			
15,000,000	1,500,000	0	840,883	10,312	0	1,450,300			
1,500,000	1,500,000	0	840,883	69,115	0	2,319,415			
69,115	72,542	44,148	2,008,605	1,727,500	44,733	2,008,605			
44,148	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			
1,727,500	165,351,800	165,351,800	1,727,500	1,727,500	44,733	2,008,605			

Wastewater Summary Revenues & Expenditures

Fiscal Year	Beginning Year Balance	Revenue Collected	Interest Earned	Funds Expended	Year-End Balance (1)
FY 2006-2007	0	9,091,129	0	0	9,091,129
FY 2007-2008	9,091,129	6,298,294	0	0	15,389,423
FY 2008-2009	15,389,423	8,637,408	74,988	5,000,000	19,101,819
FY 2009-2010	19,101,819	2,299,512	2,208	0	21,403,540
FY 2010-2011	21,403,540	3,754,841	5,260	11,997,159	13,166,482
FY 2011-2012	13,166,482	5,544,173	119,776	4,179,703	14,650,729
Total		35,625,357	202,232	21,176,862	

Note:

(1) In this report, year-end balance includes encumbrances. There was \$1,392,067 in encumbrances at the end of FY 2011-12. Thus, the unassigned year-end balance for FY 2011-12 is \$13,258,682.

Fee Amount Expended	Project Sources	Estimated % of Project Funded by Fees
3,104.5	424	100%
10,345,000	1,483,853	100%
ESAR		
524,328	524,328	100%
2,008,605	2,008,605	100%

A1-14. Water & Wastewater Capacity Charges (cont'd)

Wastewater Expenditure Detail

Fiscal Year	Project Title	Amount Expended	Project Expenditures, All Sources	Estimated % of Project Funded by Fees
FY 2008-2009	Sewer Repair: Hoffman & Noe	812,965	1,151,842	71%
	Sewer Repair: Euclid & Pacific St	332,889	1,637,097	20%
	Sewer Repair: Dearmouth & Gates	734,712	1,025,276	72%
	Southwest Treatment Plant heating, ventilation, and air conditioning system	1,307,474	2,084,804	63%
	Emergency Sewer Repair: various locations	1,811,960	4,851,033	39%
	Bromley Place Sewer Replacement	206,712	206,712	100%
	California St Sewer Replacement	876,034	876,034	100%
	Waller St Sewer Repair	191,630	191,630	100%
	Various Sewer Locations #1	2,892,211	3,027,547	89%
	Spot Sewer Repair Contract #24	3,277,917	3,277,917	100%
FY 2010-2011	Downtown District Sewer Replacement	118,664	118,664	100%
	Soma/Mission Sewer Replacement	136,958	136,958	100%
	Western Addl/Beach/Marina Repair	83,861	83,861	100%
	Windfield St Sewer Repair	161,054	161,054	100%
	17Th/Bocana/Ellworth Sewer Repair	657,174	657,174	100%
	Laurel Heights/Height Sewer Repair	91,626	91,626	100%
	Richmond District Sewer Replacement	76,983	76,983	100%
	Sunset District Sewer Replacement	104,294	104,294	100%
	Noe/Glen Park/Trin Peaks Sewer	60,955	60,955	100%
	McClaren/Ingleside/Excelsior Sewer	68,670	68,670	100%
FY 2011-2012	Potrero/Bernal Heights Sewer	172,851	172,851	100%
	Bayview/Hunters Point Sewer	48,708	48,708	100%
	Miramar Ave Sewer Repair	886,898	886,898	100%
	Polk St Emergency Sewer Repair	426,515	426,515	100%
	Baker/Grove/Cole - Sewer Repair	1,133,196	1,133,196	100%
	Bush St Sewer Replacement	99,898	1,593,733	6%
	Baker/Blake/Cook-Sewer Repair/Cpfnr	13,613	617,668	2%
	Auburn St Sewer Replacement	13,666	13,666	100%
	Carl St Sewer Replacement	69,362	69,362	100%
	Outfall Inspection/Receiving Water	133,099	133,099	100%
RNR Treatment Facilities	194,592	194,592	100%	
Bromley Place Sewer Replacement	(8,244)	(6,244)	100%	
California St Sewer Replacement	52,316	52,316	100%	
Various Sewer Locations #1	(57,297)	22,476	-255%	
Spot Sewer Repair Contract #24	20,487	20,487	100%	
Downtown District Sewer Replacement	161,165	161,165	100%	

Fiscal Year	Project Title	Amount Expended	Project Expenditures, All Sources	Estimated % of Project Funded by Fees
FY 2011-2012	Soma/Mission Sewer Replacement	165,894	362,135	46%
	Western Addl/Beach/Marina Repair	173,183	173,183	100%
	Windfield St Sewer Repair	35,274	35,274	100%
	17Th/Bocana/Ellworth Sewer Repair	494,092	494,092	100%
	Laurel Heights/Height Sewer Repair	210,531	675,652	31%
	Richmond District Sewer Replacement	175,098	175,098	100%
	Sunset District Sewer Replacement	1,088,253	1,119,447	97%
	Noe/Glen Park/Trin Peaks Sewer	199,773	199,773	100%
	McClaren/Ingleside/Excelsior Sewer	191,766	191,766	100%
	Potrero/Bernal Heights Sewer	139,549	139,549	100%
FY 2011-2012	Bayview/Hunters Point Sewer	261,548	261,548	100%
	Miramar Ave Sewer Repair	16,544	16,544	100%
	Baker/Grove/Cole - Sewer Repair	449,607	449,607	100%
	Bush St Sewer Replacement	168,191	524,876	32%
	Baker/Blake/Cook-Sewer Repair/Cpfnr	41,651	1,227,214	3%
	Auburn St Sewer Replacement	15,229	28,930	53%
	Carl St Sewer Replacement	45,129	1,373,949	3%
	Newcomb Ave Sewer Replacement	33,773	470,810	7%
	Outfall Inspection/Receiving Water	104,411	827,088	13%
	SECF Elevator Repair & Upgrade	1,781	1,781	100%
Total	21,176,864	33,976,955	62%	

Eastern Neighborhoods
 FY15 to FY19 - IPIC Recommendation

REVENUE				Water Fee Amount Collected
1	Development Impact Fees			
2	Hearing	\$	477,000	\$ 253,000
3	Transportation	\$	1,335,000	\$ 1,815,500
4	Open Space	\$	1,352,000	\$ 810,500
5	Child Care	\$	187,000	\$ 124,800
6	Library	\$	34,000	\$ 30,800
7	Program Administration	\$	138,000	\$ 127,300
8	Impact Fee Revenue Total (In-Kind Only)	\$	3,066,000	\$ 2,929,700
9	Impact Fee Total (In-Kind and Cash)	\$	3,528,000	\$ 3,192,700
10	Non-Impact Fee Sources			
11	General Funds (Transportation Sustainability Project)			39,429
12	Non-Impact Fee Revenue Total	\$	3,528,000	\$ 3,192,700
13	TOTAL REVENUE	\$	7,094,000	\$ 6,385,400
EXPENDITURES				
14	Transportation and Streetscape			
15	Folsom Street Improvements - Temporary Intervention	DCP	\$ -	\$ 1,120,000
16	Folsom Street Improvements - Conceptual Planning	SEMTA	\$ -	\$ 250,000
17	Folsom Street Improvements - Design and Engineering / Construction	SEMTA	\$ -	\$ -
18	16th Street Improvements - Conceptual Engineering Report	SEMTA	\$ -	\$ 845,000
19	16th Street Improvements - Conceptual Planning	SEMTA	\$ -	\$ -
20	16th Street Improvements - Design and Engineering / Construction	SEMTA	\$ -	\$ -
21	Mission Mercade (In-Kind)	In-Kind	\$ -	\$ -
22	Community Challenge Grant	GSA	\$ -	\$ 25,000
23	Pasadena Enhancement Funds	SEMTA	\$ -	\$ -
24	Paragon Alley Improvements (In-Kind)	In-Kind	\$ -	\$ -
25	22nd Street (Green Connections)	SEMTA	\$ -	\$ -
26	Unprogrammed	SEMTA	\$ -	\$ -
27	Recreation and Open Space		\$ 1,000,000	\$ 400,000
28	17th and Folsom Park	RFP	\$ -	\$ -
29	Daguerre Park (In-Kind)	In-Kind	\$ 1,000,000	\$ 300,000
30	SOVA Park Rehabilitation (South Park)	RFP	\$ -	\$ -
31	New Park for SoMa	DCP	\$ -	\$ 100,000
32	Activation Existing Parks - Initial Projects	RFP	\$ -	\$ -
33	Activation Existing Parks - Later Projects	RFP	\$ -	\$ -
34	Childcare		\$ 1,915,500	\$ -
35	Pedroo Lunch Childcare Center (In-Kind)	In-Kind	\$ -	\$ -
36	Childcare (unprogrammed)	HSA	\$ 1,915,500	\$ -
37	Library Materials			
38	Library Materials	Library	\$ -	\$ -
39	Program Administration		\$ -	\$ 127,300
40	Program Administration	DCP	\$ -	\$ 127,300
41	Impact Fee Expenditure Total	\$	3,528,000	\$ 3,192,700
42	SURPLUS (DEFICIT)			
43	Impact Fee - Annual Surplus (Deficit)	\$	130,400	\$ 1,282,400
44	Impact Fee - Cumulative Surplus (Deficit)	\$	#REF!	\$ 1,844,400

A1-14. Water & Wastewater Capacity Charges (Cont'd)

Fees Collected by payer, \$100,000 or Greater

Fiscal Year	Address	Wastewater Fee Amount Collected	Water Fee Amount Collected
FY 2011-2012	2225 3rd St	122,350	12,591
(cont.)	1880 Mission St	121,598	12,747
	1155 4th St	105,299	14,164
	1150 Ocean Ave	119,293	
Total		17,031,360	320,220

Notes:

- (1) Includes payers whose total payment (water & wastewater) equaled or exceeded \$100,000.
- (2) Fees paid in installments are listed in each fiscal year in which they were paid.

Appendix A2. Local and State Reporting Requirements
 San Francisco Planning Code, Article 4, Section 409

Sec. 409. Annual Citywide Development Fee Reporting Requirements and Cost Inflation

REVENUE		
1	Transportation	\$
2	Parks and Recreation	\$
3	Child Care	\$
4	Community Facilities	\$
5	Library	\$
6	Program Administration	\$
EXPENDITURES		
8	Transportation	
9	Leland Avenue (Phase II undergrounding)	DPW
10	Green Connections - Sunnydale (or other) from Schlaage Lock to Sunnydale	SRATA
11	Transportation - Unprogrammed	
12	Parks and Recreation	
13	Completion of Hilltop Trail from Ex Park to Bayview Hill Park	RPD
14	Park and Rec - Unprogrammed	RPD
15	Child Care	
16	Child Care - unprogrammed	ISA
17	Community Facilities	
18	Community Facilities - Unprogrammed	DCP
19	Library	
20	Visitation Valley Library	Library
21	Library Materials	Library
22	Program Administration	
23	Program Administration	DCP
24		
SURPLUS (DEFICIT)		
26	Annual Surplus (Deficit)	\$
27	Commutate Surplus (Deficit)	\$

Vis Valley
 FY15 to FY19 - IPIR Recommendation

413.6(b) and 415.5(b)(3). (Added by Ord. 108-10, File No. 091275, App. 5/25/2010; Ord. 55-11, File No. 101523, App. 3/23/2011)

CALIFORNIA CODES
GOVERNMENT CODE
SECTION 66000-66008

66000. As used in this chapter, the following terms have the following meanings:

(a) "Development project" means any project undertaken for the purpose of development. "Development project" includes a project involving the issuance of a permit for construction or reconstruction, but not a permit to operate.

(b) "Fee" means a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Section 66477, fees for processing applications for governmental regulatory actions or approvals, fees collected under development agreements adopted pursuant to Article 3.5 (commencing with Section 65964) of Chapter 4, or fees collected were used to develop the concept plan, design the site plan, and prepare engineering designs for the park.

Use of Rincon Hill Infrastructure Funds

In FY15, \$2.4million is allocated for construction of the park

▪ **Streetscape Plan Implementation**

Description

The Rincon Hill Financing Plan Report published in 2010 provided cost estimates for the entire scope of Rincon Hill infrastructure improvements which were identified in the Rincon Hill Plan Area as well as the Rincon Hill Streetscape Master Plan. The Department of Public Works (DPW) will review the scope of work for each infrastructure improvement project, revise the cost estimates, and move forward with implementation of key projects as prioritized by the IPIC. Prioritized projects include:

▪ **Harrison Street Improvements**

Description

(4) Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

(b) In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship

Use of Rincon Hill Infrastructure Funds

In FY 18 and 19 Rincon Hill revenues will fund the engineering and design of Beale Living Street and construction in FY19 and 20.

▪ **First Street Improvements**

Description

First Street currently feeds the Bay Bridge traffic from Folsom Street to Harrison Street. The improvements would 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

Impact fee revenues would fund engineering and design of First Street improvements in In FY18 and construction in FY19.

66002.

(a) Any local agency which levies a fee subject to Section 66001 may adopt a capital improvement plan, which shall indicate the approximate location, size, time of availability, and estimates of cost for all facilities or improvements to be financed with the fees.

(b) The capital improvement plan shall be adopted by, and shall be annually updated by, a resolution of the governing body of the local agency adopted at a noticed public hearing. Notice of the hearing shall be given pursuant to Section 65090. In addition, mailed notice shall be given to any city or county which may be significantly affected by the capital improvement plan. This notice shall be given no later than the date the local agency notices the public hearing pursuant to Section 65090. The information in the notice shall be not less than the information contained in the notice of public hearing and shall be given by first-class mail or personal delivery.

(c) "Facility" or "improvement," as used in this section, means any of the following:

(1) Public buildings, including schools and related facilities; provided that school facilities shall not be included if Senate Bill 97 of the 1987-88 Regular Session is enacted and becomes effective on or before January 1, 1988.

~~6.12. Facilities for the trolley 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. EN TRIPS further developed conceptual circulation and streetscape designs for 16th Street between Potrero and 7th Street that envision

66005.1.

(a) When a local agency imposes a fee on a housing development pursuant to Section 66001 for the purpose of mitigating vehicular traffic impacts, if that housing development satisfies all of the following characteristics, the fee, or the portion thereof relating to vehicular traffic impacts, shall be set at a rate that reflects a lower rate of automobile trip \$500,000 would be specifically to pay for pergola structures that would both provide stalls for market place use but also a gateway to the new plaza space.

(F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

(G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

(H) The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

(2) The local agency shall review the information made available to the public pursuant to paragraph (1) at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public, as required by this subdivision. Notice of the time and place of the meeting, including the address where this information may be reviewed, shall be mailed, at least 15 days prior to the meeting, to any interested party who files a written request with the local agency for mailed notice of the meeting. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. Renewal requests for mailed notices shall be filed on or before April 1 of each year. The legislative body may establish a process

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 \$1,200,000 of impact fees to complete the full \$3,000,000 budget for South Park's rehabilitation.

66007.

~~(a) Except as otherwise provided in subdivisions (b) and (c) any local agency that imposes
IMPACT FEE FUNDED PROJECTS - CHILDCARE~~

Other Childcare

An additional \$1.39M are allocated between FY17 and FY19, which will be allocated to the Human Services Agency to fund new childcare facilities or expansions to existing childcare facilities.

is a party to the contract. The contract shall contain a legal description of the property affected, shall be recorded in the office of the county recorder of the county and, from the date of recordation, shall constitute a lien for the payment of the fee or charge, which shall be enforceable against successors in interest to the property owner or lessee at the time of issuance of the building permit. The contract shall be recorded in the grantor-grantee index in the name of the public agency issuing the building permit as grantee and in the name of the property owner or lessee as grantor. The local agency shall record a release of the obligation, containing a legal description of the property, in the event the obligation is paid in full, or a partial release in the event the fee or charge is prorated pursuant to subdivision (a).

(3) The contract may require the property owner or lessee to provide appropriate notification of the opening of any escrow for the sale of the property for which the building permit was issued and to provide in the escrow instructions that the fee or charge be paid to the local agency imposing the same from the sale proceeds in escrow prior to disbursing proceeds to the seller.

(d) This section applies only to fees collected by a local agency to fund the construction of public improvements or facilities. It does not apply to fees collected to cover the cost of code enforcement or inspection services, or to other fees collected to pay for the cost of enforcement of local ordinances or state law.

(e) "Final inspection" or "certificate of occupancy," as used in this section, have the same meaning as described in Sections 305 and 307 of the Uniform Building Code, International Conference of Building Officials, 1985 edition.

(f) Methods of complying with the requirement in subdivision (b) that a proposed construction schedule or plan be adopted, include, but are not limited to, (1) the adoption of the capital improvement plan described in Section 66002, or (2) the submittal of a five-year plan for construction and rehabilitation of school facilities pursuant to subdivision (c) of Section 17017.5 of the Education Code.

(g) A local agency may defer the collection of one or more fees up to the close of escrow.

This subdivision shall not apply to fees and charges levied pursuant to Chapter 6 (commencing with Section 17620) of Part 10.5 of Division 1 of Title 1 of the Education Code.

66008. A local agency shall expend a fee for public improvements, as accounted for pursuant to Section 66006, solely and exclusively for the purpose or purposes, as identified in subdivision (f) of Section 66006, for which the fee was collected. The fee shall not be levied, collected, or imposed for general revenue purposes.

INTRODUCTION FORM

By a member of the Board of Supervisors or the Mayor

Time Stamp or
Meeting Date

I hereby submit the following item for introduction:

- 1. For reference to Committee:
An ordinance, resolution, motion, or charter amendment
- 2. Request for next printed agenda without reference to Committee
- 3. Request for Committee hearing on a subject matter
- 4. Request for letter beginning "Supervisor _____ inquires..."
- 5. City Attorney request
- 6. Call file from Committee
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File Nos.
- 9. Request for Closed Session
- 10. Board to Sit as A Committee of the Whole

11. Question(s) submitted for Mayoral Appearance before the BOS on particular needs arise. The fund will thus take advantage of the efficiencies that come with conducting these improvements alongside repaving or larger construction projects.

Use of Impact Fees

The IPIC proposes impact fee funds for the Pedestrian and Bicycle Enhancement Fund beginning in FY2016, and continuing through FY2019.

▪ **Page Street Green Connections – Streetscape and Greening**

Description

The Green Connections Project is a Citywide effort to identify a network of existing streets and paths that will increase access to parks, open space, and the waterfront. Enhancements to Page Street, a designated Green Connector, 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. In addition to being a Green Connector, Page Street is called out in the Market Octavia Plan and the Octavia Boulevard Circulation Study as a high priority for pedestrian and bicycle improvements.

Use of Impact Fees

The IPIC proposes impact fees in FY2015 to fund a community-based streetscape design process. In FY2016 additional funding for plan implementation are proposed in both the transportation and greening expenditure categories. Together both funding categories will enable implementation of a Green Connection on Page Street.