



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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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

1. Interagency Plan Implementation Committee (IPIC) Annual Report

Interagency Plan Implementation Committee Annual Report

San Francisco Planning Department

Citywide Policy Planning



November 2012

	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
Visitacion 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

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IPIC Annual Report

November 2012

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 proposes ongoing interdepartmental efforts to devise and implement creative maintenance strategies, such as assessment districts for existing and new parks and open spaces, landscape and lighting districts to maintain upkeep on improved streets, and operations funding for transportation.

Development Impact Fees

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.

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>

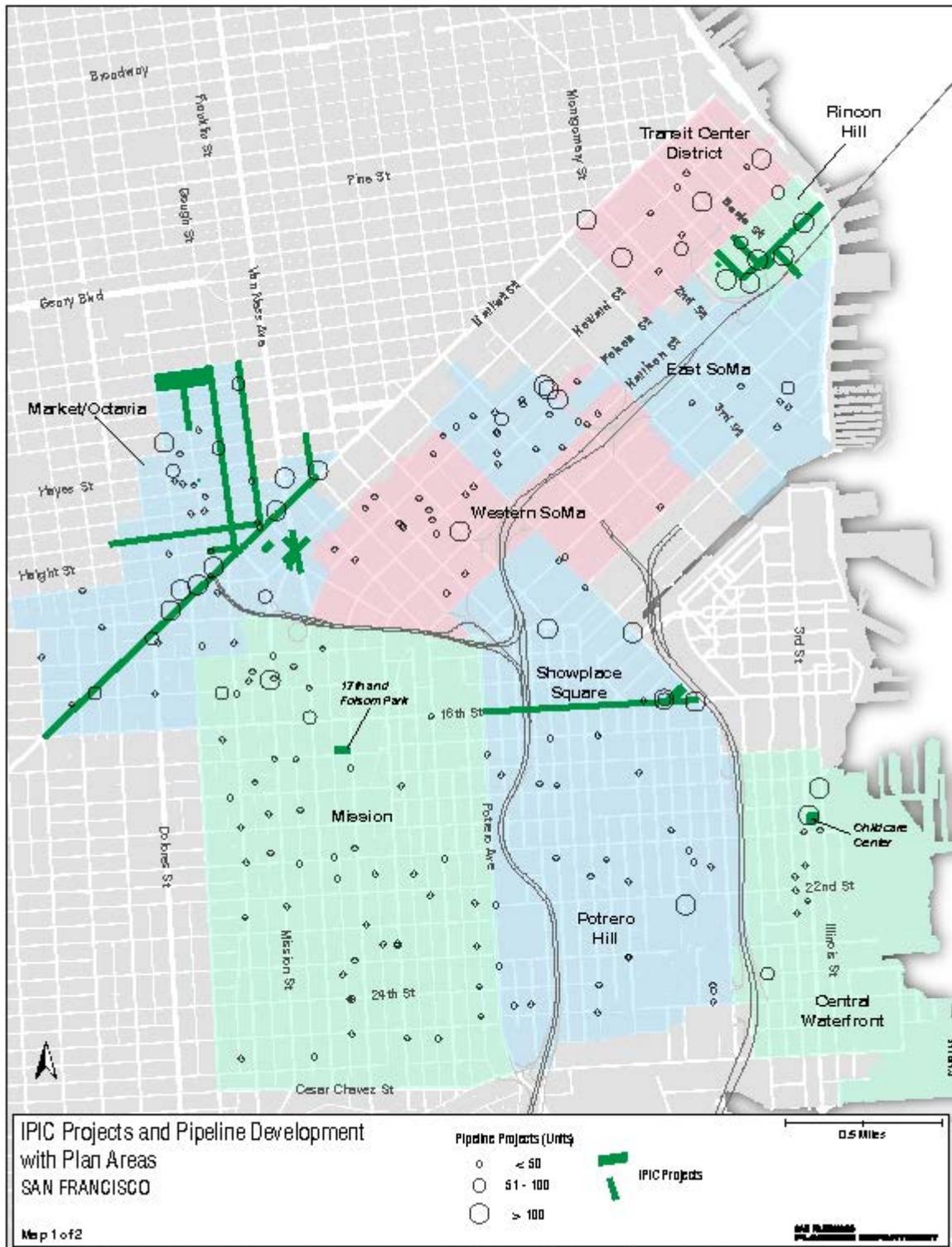
⁸ <http://www.sf-planning.org/index.aspx?page=2557>

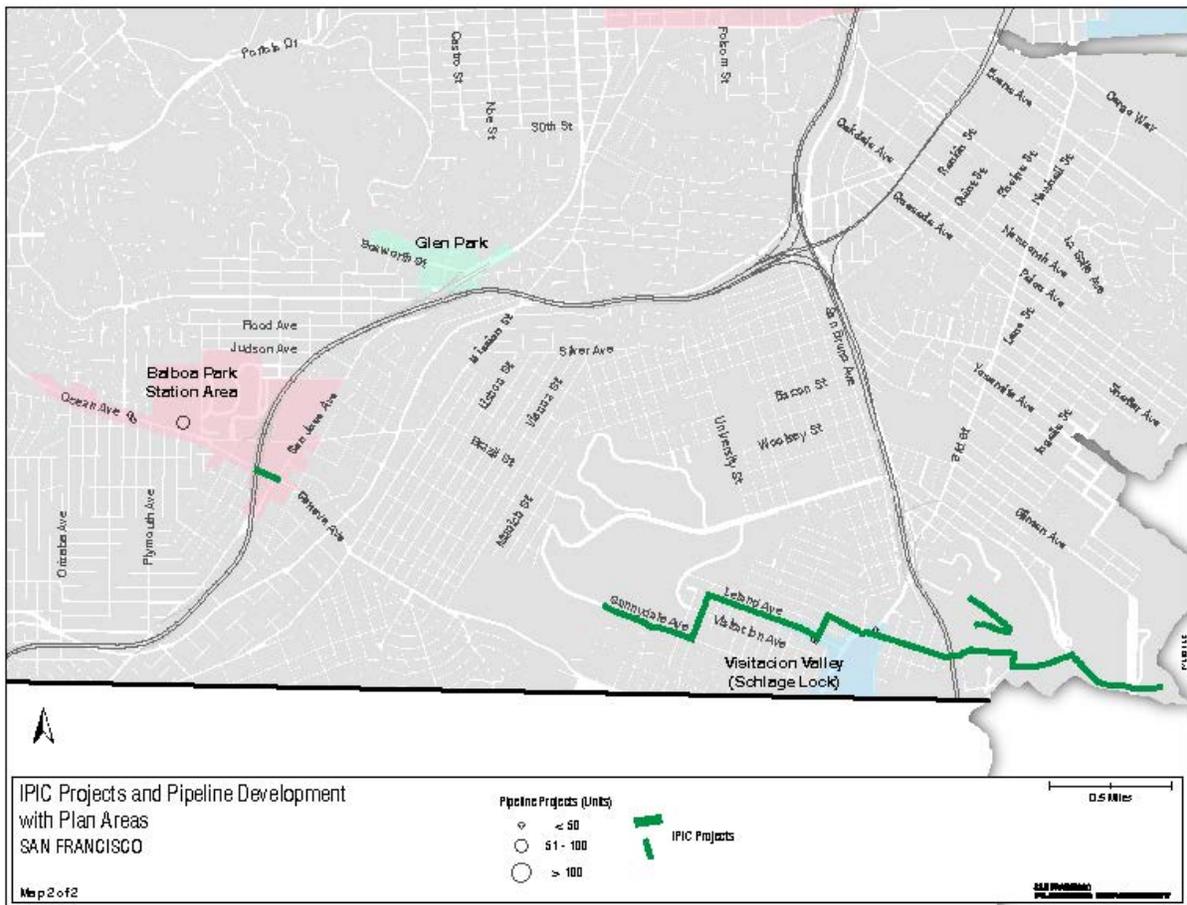
⁹ <http://www.sf-planning.org/index.aspx?page=1895>

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>





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

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),

- 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.*



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

Operating Expenses	14	1,000,000
Operating Revenue	15	1,000,000
Operating Income (Loss)	16	1,000,000
Operating Expenses	17	1,000,000
Operating Revenue	18	1,000,000
Operating Income (Loss)	19	1,000,000

recently approved project at Daggett and 16th Street (aka Daggett Triangle). After obligations to pay for the 17th Street and Folsom Street site have been met, some initial funds are proposed for open space rehabilitation in South of Market neighborhood concentrating on South Park. Use of EN Open Space funds beyond these projects are more generally described as funds for new parks and rehabilitation of existing parks. Planning and Recreation and Park staff and the EN CAC members will work in the next year to prioritize future open space projects, using the results of Proposition B (San Francisco Clean & Safe Neighborhood Parks Bond Measure) to help inform where EN CAC funds can be most effectively used.

Community Facilities

In implementing the community facilities component of the Eastern Neighborhoods plan, funds are allocated for child care and library materials. The child care component will be 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 for services in Fall 2012. The center is expected to serve roughly 66 children and be ready for operation by this fall. Funds, equaling approximately 1% of EN collected fees, will be provided to the San Francisco library to buy materials for branch libraries within the four plan areas.

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

As well, the Balboa Park Station Area Plan is subject to continued planning efforts to identify and refine transportation recommendations. Building on the Balboa Park Station Area Plan, the SFMTA completed two planning studies of the Balboa Park Station Area, the Balboa Park Pedestrian and Bicycle Connection Project (2009), and the Balboa Park Station Capacity Study (2011), which identified specific recommendations for transportation improvements in and around the Balboa Park Station. The San Francisco County Transportation Authority (SFCTA) has just begun The Balboa Park Circulation Study (2012). The Study will establish a set of implementable station- and freeway-related access and circulation improvements based on the conceptual vision set forth in the Balboa Park Station Area Plan and refined in subsequent technical analyses.

Due to these on-going planning efforts, the IPIC recommends reserving most impact fee funds for the transportation category to remain unallocated until the completion of the current transportation study. One exception, described below, is to use the limited near-term funds available to go toward matching funds for priority short-term improvements identified in the SFMTA's Balboa Park Pedestrian and Bicycle Connection Project.

Other active projects are summarized below:

- In Summer 2012, the *Lee Avenue Extension and the Brighton Avenue Public Access Easement* were completed as part of an In-Kind agreement. The construction of the Lee Avenue extension, located on the northern side of Ocean Avenue to the City College property, and the dedication of the Brighton Avenue extension for public access, located on the northern side of Brighton Avenue to City College property, were constructed in coordination with the completed mixed-use development located at 1150 Ocean Avenue. The total cost of the public improvements is \$1,380,911.
- The San Francisco County Transportation Authority (SFCTA) has begun the *Balboa Park Circulation Study* (2012). The Study will establish a set of implementable station- and freeway-related access and circulation improvements based on the conceptual vision set forth in the Balboa Park Station Area Plan and refined in subsequent technical analyses.
- In April 2011 BART's *Westside Walkway* and midblock station entrance was completed, significantly improving the connection to Ocean Avenue for BART passengers.
- The *Phelan Loop project* is one of the key catalyst projects identified in the recently-adopted Balboa Park Plan. Located near the intersection of Ocean, Geneva, and Phelan Avenues, adjacent to the Ocean Avenue campus of City College, the project will reconfigure the current Muni bus loop to improve the existing transit facility, while also creating a new space for a public plaza and a mixed-use affordable housing building, and improve pedestrian connections. The plaza will be a central open space linking Ocean Avenue with the transit facility and City College campus, and will also be designed to host community events, such as farmers' markets. The project involves the collaboration

of multiple public agencies including MTA, San Francisco Public Utilities Commission (PUC), Mayor's Office of Housing, Planning Department, Fire Department, and City College. The bus loop expects to be constructed by September 2013. The housing and plaza projects are expected to be constructed by July 2014. The project is fully funded and costs \$12.1 million. A livable cities (TLC) grant funds \$1.2 million, which mostly funds the public plaza next to the loop. The bulk of the funding for the loop itself comes from a \$6.8 million bus livability grant from the Federal Transit Administration, and a \$4.1 million match from the sale of part of the loop for the adjacent affordable housing project.

- The Office of Economic and Workforce Development, in coordination with Planning, DPW, the PUC and the Library completed the concept design of a new *public open space* adjacent to the new Library. PUC earmarked \$100K for the initial design work. The concept design work was completed with public input in summer 2011. \$50K of the PUC funds remains. Additional funding is necessary to create a detailed design for the space and for capital expenses, which is estimated to cost \$1.2 million. The Planning Department is working to identify grant funding sources.
- Short-term pedestrian improvements from the SFMTA Balboa Park Pedestrian and Bicycle Connection Project that would be funded by regional, federal or state sources, such as Transportation for Livable Communities (TLC) or Safe Routes to Transit grants, with 20% matching funds from projected impact fees include improvements to the J/K walkway, and sidewalk improvements on both sides of Geneva Avenue. There is funding through the Streets Bond to pay for Geneva Avenue sidewalk extensions, and there is additional funding through Prop K secured.

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.

Library Materials

Like other Impact Fee areas, funds from the Visitacion Valley impact fees will be furnished to the public library for materials based on proportional share of fee revenue.

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

SEC. 36.3. - INTERAGENCY PLANNING AND IMPLEMENTATION COMMITTEES.

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

SEC. 36.4. - ANNUAL PROGRESS REPORTS.

Preparation. After the final adoption of an Area Plan, including the Community Improvements Plan and Implementation Program, for a portion of the City subject to the provisions of this Article, the Planning Department shall prepare for each Area Plan a brief Annual Progress Report indicating the status of implementation of the Area Plan and its various components. It shall contain information regarding the progress made to date in implementing the Area Plan and its various components, including a summary of the individual development projects, public and private, that have been approved during the report period, and shall also describe the steps taken regarding implementation of the various community improvements in accordance with the Plan's projected phasing and update and, if necessary, modify and amend, the contents and/or phasing of the Community Improvements Plan and Implementation Program. It shall also include proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement the Community Improvements Plan. It shall be the responsibility of each

department, office and agency to provide to the Planning Department the following: (i) information regarding its progress in implementing the community improvement(s) for which it is responsible; (ii) any changes in the time-phased schedule for implementing the improvement(s); and (iii) information regarding its relevant proposed work program and efforts to secure the funding sources for implementing the improvement(s) in the coming year. The Planning Department shall summarize this information together with information regarding its own progress and relevant proposed work program and budget into the Annual Progress Report.

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

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

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

▪ **Harrison Street Improvements**

Description

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.

Use of Rincon Hill Infrastructure Funds

In FY16, the proposed \$1.5 Million of the impact fee revenue would fund the entire Harrison Street Improvement.

▪ **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, it is anticipated that the improvements on the west side of Fremont Street would be completed through the proposed project at 340 Fremont Street, both through conditions of approval and potential in-kind agreement. Other proposed projects on the east side of the street would be required to improve the east side of the street as their condition of approval.

▪ **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

It is anticipated that by FY17 both sides of First Street would utilize over \$100k of impact fee revenues.

- **Beale Living Street (Harrison to Bryant)**

Description

The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic and 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. The east sidewalk on Beale will be widened to 24 feet. There will be one traffic lane each direction and a southbound bicycle lane. A mid-block crosswalk will also be created to allow pedestrians to cross safely.

Use of Rincon Hill Infrastructure Funds

In FY16, the proposed \$2.1 million would fund the improvements for Beale living Street from Harrison Street to Bryant Street.

IPIC Annual Report
November 2012

IPIC Annual Report

November 2012

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.

Use of Impact Fees

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.

▪ Pedestrian Improvements Franklin and Gough intersections

Description

The Market and Octavia Plan calls for widening sidewalks and shortening pedestrian crossings with corner plazas and boldly marked crosswalks. On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service. The plan calls for full bulbouts at identified intersections.

Use of Impact Fees

The IPIC proposes budgeting \$250,000 of impact fee funds to add pedestrian enhancements in coordination with the proposed repaving for Franklin and Gough Streets in FY12/FY13

▪ Pedestrian and Bicycle Project Enhancement Fund

Description

The Market and Octavia Plan calls for widening sidewalks and shortening pedestrian crossings with corner plazas and boldly marked crosswalks. On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service. The plan calls for full bulbouts at identified intersections.

Use of Impact Fees

The IPIC proposes budgeting funds in FY14/15 through FY16/17 for a SFTMA managed fund to supplement ongoing infrastructure projects with bicycle and pedestrian enhancements. This fund will enable the SFMTA to implement complete streets projects by enhancing otherwise more focused state and federally funded projects.

- **Page Street Green Connection**

Description

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.

Use of Impact Fees

The IPIC proposes budgeting \$250,000 in FY14/15 to fund a community based streetscape design process. In FY15/16 and FY16/17 additional funding for plan implementation are proposed in both the transportation and green expenditure categories. Together both funding categories will enable implementation of Green Connection on Page Street.

- **Community Opportunities Program**

Description

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.

Use of Impact Fees

The IPIC proposes budgeting impact fees for this program in FY2013/14 through FY16/17. The first year of the program will fund one small project, in later years the program is funded for \$180,000 which could fund multiple smaller projects or one larger project.

- **Hayward Park**

Description

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.

Use of Impact Fees

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 for FY15/16 and FY16/17.

- **Develop Brady Block Park**

Description

A small new open space can be developed in the center of the Brady Block, taking advantage of a small, approximately 80-foot-square BART-owned parcel that provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would be accessed via a 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.

Use of Impact Fees

Impact funds are proposed to develop a conceptual and strategic plan for Brady Park in FY14/15.

- **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 community and the San Francisco Arts Commission has identified Hayes Green as a wonderful opportunity to feature a variety of temporary public art pieces. David Best's temple, which was temporary by design, certainly influenced the community's dedication to this very progressive method of selecting art for public spaces.

Use of Impact Fees

The IPIC proposes budgeting roughly \$20,000 a year from FY13/14 through FY16/17 to support the rotating art program. The San Francisco Arts Commission will manage this program.

- **Greening: Market Street (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.

Use of Impact Fees

The IPIC proposes budgeting impact fee funds for greening in coordination with the implementation of Better Market Street in FY13/14 and FY15/16.

- **Living Alleyway Community Challenge Program**

Description

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.

Use of Impact Fees

The IPIC proposes budgeting \$250,000 to \$500,000 a year from FY15 to FY17/18 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 Market and Octavia Plan calls for widening sidewalks and shortening pedestrian crossings with corner plazas and boldly marked crosswalks. On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service. The plan calls for full bulbouts at identified intersections.

Van Ness and Mission was identified as a high priority for pedestrian improvements, including enhanced greening where feasible.

Use of Impact Fees

The IPIC proposes budgeting \$250,000 in FY14/15 for design and pre-development costs associated with a Greening project at Mission and Van Ness. In subsequent years \$1.4Million is forecasted for capital dollars to implement the improvements.

▪ **Re-establish Octavia Boulevard Right of Way with Hayward Park**

Description

Re-introduce a public street along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue. Damage done to the San Francisco grid by land assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard and Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.

Use of Impact Fees

The IPIC proposes budgeting \$150,000 in FY15/16 to develop a conceptual plan with the community for re-establishing the Octavia Boulevard right of way. In later years \$1.5 Million is budgeted for capital costs.

▪ **Streetscape Greening Enhancement Fund**

Description

The Market and Octavia Plan calls for Streetscape improvements and greening on key streets in plan area. This fund would enable impact fee funds to supplement ongoing streetscape work by funding greening enhancements.

Use of Impact Fees

The IPIC proposes funding an SFMTA greening enhancement fund for FY15/16 through FY17/18.

▪ **Greening: Page Street Green Connections**

Description

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.

Use of Impact Fees

The IPIC proposes budgeting \$250,000 in FY14/15 to fund a community based streetscape design process. In FY15/16 and FY16/17 additional funding for plan implementation are proposed in both the transportation and green expenditure categories. Together both funding categories will enable implementation of Green Connection on Page Street.

▪ **Unprogrammed Childcare**

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 FY18 for the Human Services Agency to work with childcare operators to identify new opportunities for childcare in the plan area and develop new facilities.

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

The proposed \$250,000 for FY 14 would go to help fund the Folsom Street / Howard Street component of the Central Corridor EIR. Further design development and cost estimating is needed.

▪ 16th Street / 22-Fillmore Improvements

Description

The 16th Street Improvement Project envisions the transformation of the 16th Street corridor into a highly efficient transit corridor along with pedestrian and streetscape improvements. The 16th Street Project is identified in many different contexts. The Mission and Showplace Square Area Plans of the EN Project describes 16th Street as a major opportunity to improve transit rerouting the 22-Fillmore, and providing enhanced pedestrian connectivity between the many neighborhoods along its length and to the Bay. Key to the 16th Street improvements is installing trolley bus overhead wiring for the 22-Fillmore. EN TRIPS further developed conceptual circulation and streetscape designs FOR 16TH Street between Potrero and 7th Street that envision 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. The proposed \$845,000 in FY 14 is proposed to be used for pre-development costs including but not limited to design, cost-estimating, and engineering. Approximately \$3.2M has been programmed for FY 15 for further pre-development costs. The proposed funds were requested by SFMTA, in part, as a means to indicate City commitment to the project enhancing the Project’s competitiveness for Federal, State and Regional grants and other funding sources.

▪ 17th Street and Folsom Street Park

Description

The 17th Street and Folsom Park project was conceived to help meet the recreational needs in the Mission District and the Eastern Neighborhoods. Both the Recreation and Park and Planning Departments had analyzed the Eastern Neighborhoods needs for new park and open space and found the 17th Street and Folsom Street an ideal location. The City received a grant for

acquisition, design and construction of a new park in 2010. After community engagement, the City developed a conceptual design. The concept design includes a children's play area, demonstration garden, outdoor amphitheater and seating, among other amenities. Construction drawings are now being developed by DPW. The 17th and Folsom Street Park is a priority project for EN implementation.

Use of Eastern Neighborhoods Infrastructure Funds

The Department and EN CAC have a commitment that the 17th Street and Folsom Street Park will be the top recreation and open space priority. One million dollars have been programmed for FY 13, with an additional \$300,000 programmed for FY 14. The remainder of the total \$2,420,000 (or \$1,120,000) is programmed for FY 15, when those funds become available.

▪ 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 be considered spent when the project is complete and verified by staff.

▪ Daycare Center At Potrero Launch

Description

The Potrero Launch Childcare Center will include approximately 6,200 interior square feet and an outdoor play area. The facility features four classrooms, a multipurpose room along with staff office and break room. The center will accommodate up to sixty children ranging from toddlers to pre-school students. This project is being realized through an in-kind agreement with Martin Building Company with its completion of both the Potrero Launch project at 2234 3rd Street and with its project at 178 Townsend Street.

Use of Eastern Neighborhoods Infrastructure Funds

It is expected that the project will be complete in FY 13, therefore the 1,915,600 value of the fee waiver will be considered spent when the project is complete and verified by staff.

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IPIC Annual Report

November 2012

	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
Visitacion 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

REVENUE

FUNDING CATEGORY	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	TOTAL FY 14-18	FY 19	TOTAL
25% Transfer to SoMa Stabilization Fund	\$ 927,500	\$ 426,800	\$ 1,734,100	\$ 1,707,100	\$ 73,400	\$ -	\$ 3,941,400	\$ 293,500	\$ 9,103,800
TOTAL INFRASTRUCTURE	\$ 2,782,300	\$ 1,280,300	\$ 5,202,200	\$ 5,121,400	\$ 220,100	\$ -	\$ 11,824,000	\$ 880,500	\$ 10,371,400
Total RH Impact Fee Revenue	\$ 3,709,800	\$ 1,707,100	\$ 6,936,300	\$ 6,828,500	\$ 293,500	\$ -	\$ 15,765,400	\$ 1,174,000	\$ 19,475,200
Program Administration	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000		\$ 10,000	
Annual Surplus (Deficit)	\$ 647,100	\$ 770,300	\$ (38,700)	\$ 120,800	\$ (49,900)	\$ (10,000)		\$ (1,424,700)	
Cumulative Surplus	\$ 647,100	\$ 1,417,400	\$ 1,378,700	\$ 1,499,500	\$ 1,449,600	\$ 1,439,600		\$ 14,900	

EXPENDITURES

Transportation and Streetscape	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 15-19	FY 19	TOTAL
Guy Place Streetscape Improvements	\$ 557,000		\$ 2,227,900				\$ 2,227,900		\$ 2,784,900
Pedestrian Mid-block ped path between Folsom and Harrison near Fremont			\$ 573,000				\$ 573,000		\$ 573,000
Fremont (Folsom to Harrison) east side				\$ 860,600			\$ 860,600		\$ 860,600
Beale Living Street (Harrison to Bryant)				\$ 2,120,000				\$ 2,120,000	
Harrison Streetscape Improvements(First to embarcadero)				\$ 2,000,000				\$ 175,200	
Main Living Street (Harrison to Bryant)								\$ 2,120,000	
Zeno Alley Improvements								\$ 175,200	
First Street Improvements(Folsom to Harrison)							\$ -		\$ -
Spear Street Improvements (Folsom to Harrison)									
Transportation and Streetscape Total	\$ 557,000	\$ -	\$ 2,800,900	\$ 4,980,600	\$ -	\$ -	\$ 3,661,500	\$ 2,295,200	\$ 4,218,500

Recreation and Open Space	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 15-19	FY 19	TOTAL
Guy Place Park - Design and Construct		\$ 500,000	\$ 2,400,000				\$ 2,400,000		\$ 2,400,000
Rincon Hill Park 333 Harrison Park Construction	\$ 1,568,200						\$ -		\$ 1,568,200
Essex Hillside							\$ -		\$ -
Recreation and Open Space Total	\$ 1,568,200	\$ 500,000	\$ 2,400,000	\$ -	\$ -	\$ -	\$ 2,400,000	\$ -	\$ 3,968,200

Library Materials	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 15-19	FY 19	TOTAL
Library Materials			\$ 30,000	\$ 10,000	\$ 260,000		\$ 300,000		\$ 300,000
Library Total	\$ -	\$ -	\$ 30,000	\$ 10,000	\$ 260,000	\$ -	\$ 300,000	\$ -	\$ 300,000

Total Expenses	\$ 2,135,200	\$ 510,000	\$ 5,240,900	\$ 5,000,600	\$ 270,000	\$ 10,000	\$ 6,361,500	\$ 2,305,200	\$ 8,486,700
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REVENUE

FUNDING CATEGORY	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTAL
Infrastructure									
Transportation	\$ 354,000	\$ 104,100	\$ 690,900	\$ 1,353,900	\$ 1,219,300	\$ 1,949,900	\$ 5,318,100	\$ 3,497,500	\$ 9,169,600
Open Space	\$ 246,400	\$ 73,500	\$ 487,700	\$ 956,800	\$ 862,000	\$ 1,382,400	\$ 3,762,400	\$ 2,470,000	\$ 6,478,800
Greening	\$ 420,300	\$ 119,800	\$ 795,300	\$ 1,554,500	\$ 1,399,200	\$ 2,223,600	\$ 6,092,400	\$ 4,024,000	\$ 10,536,700
Child Care	\$ 90,600	\$ 28,100	\$ 186,500	\$ 367,000	\$ 330,800	\$ 534,400	\$ 1,446,800	\$ 945,000	\$ 2,482,400
Library	\$ 9,900	\$ 3,000	\$ 20,200	\$ 39,800	\$ 35,900	\$ 57,900	\$ 156,800	\$ 102,500	\$ 269,200
Infrastructure Total	\$ 1,121,200	\$ 328,500	\$ 2,180,600	\$ 4,272,000	\$ 3,847,200	\$ 6,148,200	\$ 16,776,500	\$ 11,039,000	\$ 28,936,700
Admin	\$ 66,400	\$ 18,700	\$ 124,200	\$ 242,700	\$ 218,400	\$ 346,200	\$ 950,200	\$ 628,500	\$ 1,645,100
TOTAL	\$ 1,187,600	\$ 347,200	\$ 2,304,800	\$ 4,514,700	\$ 4,065,600	\$ 6,494,400	\$ 17,726,700	\$ 11,667,500	\$ 30,581,800
Annual Surplus (Deficit)	\$ 652,200	\$ (651,500)	\$ 1,280,600	\$ (1,159,500)	\$ 833,200	\$ 2,539,200			
Cumulative Surplus (Deficit)	\$ 652,200	\$ 700	\$ 1,281,300	\$ 121,800	\$ 955,000	\$ 3,494,200			

EXPENDITURES

Transportation and Streetscape	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Haight Two-way Transportation and Streetscape	\$ 120,000	\$ 210,000					\$ 210,000		\$ 330,000
Hayes Two-way	\$ 49,000						\$ -		\$ 49,000
Polk Street northbound bicycle improvements		\$ 50,000					\$ 50,000		\$ 50,000
Predevelopment - Pedestrian Improvements	\$ 50,000						\$ -		\$ 50,000
Pedestrian Improvements		\$ 430,000		\$ 230,000	\$ 500,000		\$ 1,160,000		\$ 1,160,000
Pedestrian Improvements Franklin and Gough intersections	\$ 250,000			\$ 500,000			\$ 500,000		\$ 750,000
Pedestrian and Bicycle Project Enhancement Fund						\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
Page Street Green Connection			\$ 250,000	\$ 364,000	\$ 200,000		\$ 814,000		\$ 814,000
Unprogrammed Transportation							\$ 1,584,100	\$ 2,497,500	\$ 4,081,600
Transportation and Streetscape Total	\$ 469,000	\$ 690,000	\$ 250,000	\$ 1,094,000	\$ 700,000	\$ 1,000,000	\$ 5,318,100	\$ 3,497,500	\$ 9,284,600

Recreation and Open Space	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Community Opportunities Program		\$ 50,000	\$ 180,000	\$ 180,000	\$ 180,000		\$ 590,000		\$ 590,000
Hayward Park			\$ 50,000	\$ 1,205,000	\$ 459,000		\$ 1,714,000		\$ 1,714,000
Develop Brady Block Park			\$ 100,000				\$ 100,000	\$ 2,248,900	\$ 2,348,900
Unprogrammed Recreation and Open Space							\$ 1,358,400	\$ 221,100	\$ 1,579,500
Recreation and Open Space Total	\$ -	\$ 50,000	\$ 330,000	\$ 1,385,000	\$ 639,000	\$ -	\$ 3,762,400	\$ 2,470,000	\$ 6,232,400

Greening	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Street Tree Plantings Program		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	\$ 50,000	\$ 300,000
Patricia's Green Rotating Art Project - Arts Commission		\$ 20,000	\$ 20,000	\$ 20,000	\$ 25,000		\$ 85,000		\$ 85,000
Market Street (10th to Octavia) - with Better Market Street		\$ 170,000		\$ 830,000			\$ 1,000,000		\$ 1,000,000
Living Alleyway Community Challenge Program			\$ 250,000	\$ 392,400	\$ 500,000	\$ 500,000	\$ 1,642,400		\$ 1,642,400
Greening at Van Ness and Mission - with Van Ness BRT				\$ 429,000			\$ 429,000		\$ 429,000
Re-establish Octavia Boulevard Right of Way with Hayward Park				\$ 150,000	\$ 750,000	\$ 750,000	\$ 1,650,000		\$ 1,650,000
Streetscape Greening Enhancement Fund				\$ 100,000	\$ 350,000	\$ 350,000	\$ 800,000	\$ 350,000	\$ 1,150,000
Page Street Green Connections - Greening Components				\$ 236,000			\$ 236,000		\$ 236,000
Unprogrammed Greening							\$ -	\$ 3,624,000	\$ 3,624,000
Greening Total	\$ -	\$ 240,000	\$ 320,000	\$ 2,207,400	\$ 1,675,000	\$ 1,650,000	\$ 6,092,400	\$ 4,024,000	\$ 10,116,400

Childcare	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTAL
Unprogrammed Childcare				\$ 672,200		\$ 865,200	\$ 1,537,400	\$ 945,000	\$ 2,482,400
Childcare Total	\$ -	\$ -	\$ -	\$ 672,200	\$ -	\$ 865,200	\$ 1,537,400	\$ 945,000	\$ 2,482,400

Library Materials	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Library Materials				\$ 72,900		\$ 93,800	\$ 166,700	\$ 102,500	\$ 269,200
Library Total	\$ -	\$ -	\$ -	\$ 72,900	\$ -	\$ 93,800	\$ 166,700	\$ 102,500	\$ 269,200

TOTAL	\$ 469,000	\$ 980,000	\$ 900,000	\$ 5,431,500	\$ 3,014,000	\$ 3,609,000	\$ 16,877,000	\$ 11,039,000	\$ 28,385,000
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REVENUE

FUNDING CATEGORY	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTAL
Housing	\$ 665,200	\$ 11,000	\$ 2,711,800	\$ 139,900	\$ 925,000	\$ 809,400	\$ 4,597,100	\$ 4,047,000	\$ 9,309,300
Infrastructure									
Transportation	\$ 1,809,800	\$ 221,800	\$ 3,446,300	\$ 271,000	\$ 2,775,200	\$ 620,900	\$ 7,335,200	\$ 3,104,500	\$ 12,249,500
Open Space	\$ 1,698,500	\$ 422,500	\$ 3,628,100	\$ 605,000	\$ 4,197,400	\$ 1,919,500	\$ 10,772,500	\$ 9,597,500	\$ 22,068,500
Child Care	\$ 248,400	\$ 33,800	\$ 462,100	\$ 41,200	\$ 582,400	\$ 253,700	\$ 1,373,200	\$ 1,268,500	\$ 2,890,100
Library	\$ 44,700	\$ 7,000	\$ 103,500	\$ 10,800	\$ 99,800	\$ 48,700	\$ 269,800	\$ 243,500	\$ 558,000
Infra Total	\$ 3,801,400	\$ 685,100	\$ 7,640,000	\$ 928,000	\$ 7,654,800	\$ 2,842,800	\$ 19,750,700	\$ 14,214,000	\$ 37,766,100
EN Funds Total	\$ 4,466,700	\$ 696,200	\$ 10,351,700	\$ 1,067,500	\$ 8,579,600	\$ 3,652,200	\$ 24,347,200	\$ 18,261,000	\$ 47,074,900
Admin	\$ 182,300	\$ 29,000	\$ 431,400	\$ 44,600	\$ 357,500	\$ 152,200	\$ 1,014,700	\$ 761,000	\$ 1,958,000
TOTAL	\$ 4,649,000	\$ 725,200	\$ 10,783,100	\$ 1,112,200	\$ 8,937,100	\$ 3,804,400	\$ 25,362,000	\$ 19,022,000	\$ 49,033,000
Annual Surplus (Deficit)		\$ (885,500)	\$ 435,400	\$ 427,800	\$ (858,600)	\$ 1,421,600			\$ -
Cumulative Surplus (Deficit)		\$ 400	\$ 435,800	\$ 863,600	\$ 5,000	\$ 1,426,600			\$ -

EXPENDITURES

Housing	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
General Housing Payment to MOH	\$ 10,000	\$ 2,712,800	\$ 139,900	\$ 925,000	\$ 809,400			\$ 9,309,300
Housing Total	\$ 10,000	\$ 2,712,800	\$ 139,900	\$ 925,000	\$ 809,400			\$ 9,309,300

Transportation and Streetscape	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Townsend Street Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Folsom Street Improvements	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 2,923,680	\$ 3,173,680
16th Street Improvements / Transit Improvements	\$ -	\$ 845,000	\$ 3,250,000	\$ -	\$ 2,920,000	\$ -	\$ 7,015,000	\$ -	\$ 7,015,000
Clemintina Alley Improvements	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Transportation (unprogrammed)	\$ -	\$ -	\$ -	\$ 90,000	\$ 93,000	\$ 90,000	\$ 273,000	\$ 586,720	\$ 859,720
Community Challenge Grant	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation and Streetscape Total	\$ -	\$ 1,095,000	\$ 3,500,000	\$ 90,000	\$ 3,013,000	\$ 90,000	\$ 7,788,000	\$ 3,510,400	\$ 11,298,400

Recreation and Open Space	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
17th and Folsom Park	\$ 1,000,000	\$ 300,000	\$ 1,120,000	\$ -	\$ -	\$ -	\$ 1,420,000	\$ -	\$ 2,420,000
Daggett Park (In-Kind)	\$ -	\$ -	\$ 1,880,000	\$ -	\$ -	\$ -	\$ 1,880,000	\$ -	\$ 1,880,000
SOMA Park Rehabilitation (South Park)	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
Rehabilitation to Parks Fund (unprogrammed)	\$ -	\$ -	\$ 400,000	\$ 199,000	\$ 2,241,000	\$ 1,082,500	\$ 3,922,500	\$ 4,756,471	\$ 8,678,971
New Parks (unprogrammed)	\$ -	\$ -	\$ -	\$ -	\$ 2,959,400	\$ -	\$ 2,959,400	\$ 5,847,811	\$ 8,807,211
Community Opportunity (or Challenge) Grant	\$ -	\$ 25,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 825,000	\$ 298,578	\$ 1,123,578
Recreation and Open Space Total	\$ 1,000,000	\$ 425,000	\$ 3,600,000	\$ 399,000	\$ 5,400,400	\$ 1,282,500	\$ 11,106,900	\$ 10,902,860	\$ 23,009,760

Childcare	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTAL
Potrero Launch Childcare Center	\$ 1,915,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,915,600
Childcare (unprogrammed)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 983,840	\$ 983,840
Childcare Total	\$ 1,915,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 983,840	\$ 2,899,440

Library Materials	FY 13 AND PRIOR	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	FY 19-23	TOTALS
Library Materials	\$ -	\$ 51,700	\$ 103,500	\$ 10,800	\$ 99,800	\$ 48,700	\$ 314,500	\$ 243,500	\$ 558,000
Library Total	\$ -	\$ 51,700	\$ 103,500	\$ 10,800	\$ 99,800	\$ 48,700	\$ 314,500	\$ 243,500	\$ 558,000

TOTAL with Housing	\$ 3,580,800	\$ 1,581,700	\$ 9,916,300	\$ 639,700	\$ 9,438,200	\$ 2,230,600	\$ 23,806,500	\$ 19,687,600	\$ 47,074,900
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TOTAL without Housing	\$ 3,580,800	\$ 1,571,700	\$ 7,203,500	\$ 499,800	\$ 8,513,200	\$ 1,421,200	\$ 23,806,500	\$ 19,687,600	\$ 37,765,600
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REVENUE

FUNDING CATEGORY	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	TOTAL
Infrastructure								
Transportation	\$ 15,000	\$ 1,000	\$ 95,000	\$ -	\$ 20,000	\$ 129,000	\$ 243,000	\$ 259,000
Open Space & Greening	\$ 9,000	\$ 1,000	\$ 56,000	\$ -	\$ 12,000	\$ 76,000	\$ 143,000	\$ 152,000
Community Facilities / Services	\$ 5,000	\$ -	\$ 36,000	\$ -	\$ 7,000	\$ 48,000	\$ 91,000	\$ 97,000
Infra Total	\$ 29,000	\$ 2,000	\$ 187,000	\$ -	\$ 38,000	\$ 252,000	\$ 477,000	\$ 508,000
Admin	\$ 1,000	\$ -	\$ 7,000	\$ -	\$ 2,000	\$ 10,000	\$ 19,000	\$ 20,000
TOTAL	\$ 30,000	\$ 2,000	\$ 194,000	\$ -	\$ 40,000	\$ 262,000	\$ 496,000	\$ 528,000
Annual Surplus (Deficit)	\$ 29,000	\$ 2,000	\$ 108,000	\$ -	\$ (62,000)	\$ (77,000)	\$ (31,000)	\$ -
Cummulate Suplus (Deficit)	\$ 29,000	\$ 31,000	\$ 139,000	\$ 139,000	\$ 77,000	\$ -	\$ -	\$ -

EXPENDITURES

Transportation & Streetscape	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	TOTAL
Neighborhood Streetscape Improvements:								
Traffic Calming Study			\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ 90,000
Westbound sidewalk improvements			\$ 69,000	\$ -	\$ -	\$ -	\$ 69,000	\$ 69,000
Eastbound sidewalk improvements			\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 100,000
Transportation and Streetscape Total	\$ -	\$ -	\$ 69,000	\$ -	\$ 100,000	\$ 90,000	\$ 259,000	\$ 259,000

Recreation and Open Space	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	TOTAL
Recreation Facilities			\$ -	\$ -	\$ -	\$ 138,000	\$ 138,000	\$ 138,000
Tree Planting Program			\$ 7,000	\$ -	\$ -	\$ 7,000	\$ 14,000	\$ 14,000
Recreation and Open Space Total	\$ -	\$ -	\$ 7,000	\$ -	\$ -	\$ 145,000	\$ 152,000	\$ 152,000

Community Facilities / Services	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	TOTALS FY 14-18	TOTAL
Childcare Center						\$ 90,000	\$ 90,000	\$ 90,000
Library Materials			\$ 3,000			\$ 4,000	\$ 7,000	\$ 7,000
Community Facilities / Services Total	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ 94,000	\$ 97,000	\$ 97,000

TOTAL	\$ -	\$ -	\$ 79,000	\$ -	\$ 100,000	\$ 329,000	\$ 508,000	\$ 508,000
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REVENUE

REVENUE	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Library	\$ 250,700	\$ 51,300	\$ 142,800	\$ 140,100	\$ 253,700	\$ 734,500	\$ 1,322,400	\$ 865,800	\$ 2,438,926
Transportation	\$ 413,000	\$ 84,500	\$ 235,200	\$ 230,800	\$ 417,800	\$ 1,209,800	\$ 2,178,100	\$ 1,426,000	\$ 4,017,067
Parks and Recreation	\$ 353,900	\$ 72,400	\$ 201,600	\$ 197,800	\$ 358,100	\$ 1,036,900	\$ 1,866,800	\$ 1,222,200	\$ 3,442,943
Child Care	\$ 324,500	\$ 66,400	\$ 184,800	\$ 181,300	\$ 328,300	\$ 950,500	\$ 1,711,300	\$ 1,120,300	\$ 3,156,081
Community Facilities	\$ 132,800	\$ 27,200	\$ 75,600	\$ 74,200	\$ 134,300	\$ 388,900	\$ 700,200	\$ 458,400	\$ 1,291,379
Total	\$ 1,474,900	\$ 301,800	\$ 840,000	\$ 824,200	\$ 1,492,200	\$ 4,320,600	\$ 7,778,800	\$ 5,092,700	\$ 14,346,395
Admin	\$ 59,624	\$ 15,711	\$ 43,748	\$ 42,930	\$ 77,721	\$ 225,031	\$ 405,140	\$ 265,246	
TOTAL	\$ 1,474,900	\$ 301,800	\$ 840,000	\$ 824,200	\$ 1,492,200	\$ 4,320,600	\$ 7,778,800	\$ 5,092,700	\$ 14,346,395
Annual Surplus (Deficit)		\$ (405,900)	\$ (191,600)	\$ 71,300	\$ (59,800)	\$ 8,700			
Cumulative Surplus (Deficit)		\$ 192,530	\$ 930	\$ 72,230	\$ 12,430	\$ 21,130			

EXPENDITURES

Transportation	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Leland Avenue	\$ 301,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 301,265
Green Connection through Vis Valley	\$ -	\$ 250,000	\$ 351,000	\$ 231,500	\$ 240,000	\$ -	\$ 832,500	\$ -	\$ 832,500
Enhanced Improvements for crossing: Ex Park to CPSRA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -
Transportation - Unprogrammed	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 1,200,000	\$ 1,440,000	\$ 1,437,230	\$ 2,877,230
TOTAL	\$ 301,300	\$ 250,000	\$ 351,000	\$ 231,500	\$ 240,000	\$ 1,200,000	\$ 2,272,500	\$ 1,437,230	\$ 4,010,995

Open Space	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Completion of Hilltop Trail to Bayview Hill Park	\$ -	\$ 340,000	\$ 275,000	\$ -	\$ -	\$ -	\$ 615,000	\$ -	\$ 615,000
Park and Rec - Unprogrammed	\$ -	\$ -	\$ -	\$ 200,000	\$ 370,000	\$ 1,036,900	\$ 1,606,900	\$ 1,222,200	\$ 2,829,100
TOTAL	\$ -	\$ 340,000	\$ 275,000	\$ 200,000	\$ 370,000	\$ 1,036,900	\$ 2,221,900	\$ 1,222,200	\$ 3,444,100

Library Materials	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Library Materials	\$ 250,700	\$ 51,300	\$ 142,800	\$ 140,100	\$ 253,700	\$ 734,500	\$ 1,322,400	\$ 865,800	
TOTAL	\$ 250,700	\$ 51,300	\$ 142,800	\$ 140,100	\$ 253,700	\$ 734,500	\$ 1,322,400	\$ 865,800	\$ 2,438,900

Childcare	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Child care - unprogrammed	\$ 324,500	\$ 66,400	\$ 184,800	\$ 181,300	\$ 328,300	\$ 950,500	\$ 1,711,300	\$ 1,120,300	\$ 3,156,100
TOTAL	\$ 324,500	\$ 66,400	\$ 184,800	\$ 181,300	\$ 328,300	\$ 950,500	\$ 1,711,300	\$ 1,120,300	\$ 3,156,100

Community Facilities	FY 13 and Prior	FY 14	FY 15	FY 16	FY 17	FY 18	FY 14-18	FY 19-23	TOTAL
Community Facilities -Unprogrammed	\$ -	\$ -	\$ 78,000	\$ -	\$ 360,000	\$ 390,000	\$ 828,000	\$ 458,400	\$ 1,286,400
TOTAL	\$ -	\$ -	\$ 78,000	\$ -	\$ 360,000	\$ 390,000	\$ 828,000	\$ 458,400	\$ 1,286,400

Total Expenditures	\$ 876,500	\$ 707,700	\$ 1,031,600	\$ 752,900	\$ 1,552,000	\$ 4,311,900	\$ 8,356,100	\$ 5,103,930	\$ 14,336,500
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