

# Interagency Plan Implementation Committee Annual Report

San Francisco Planning Department

*Citywide Policy Planning*



January 19, 2012

## Introduction

### 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

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 to 30 year time period. City Agencies such as the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Works (DPW), Recreation and Parks Department, Department of Children, Youth, and their Families (DCYF), and the San Francisco Public Library will build, operate and maintain the proposed community improvements.

Many 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.<sup>1</sup> These fees are the only dedicated revenue source for implementation of the Community Improvements Program. In some cases, project sponsors may

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<sup>1</sup> In Rincon Hill impact fees fund the majority of the proposed infrastructure program.

provide infrastructure directly in lieu of paying development impact fees, through a mechanism known as an “in-kind agreement.”<sup>2</sup> 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.

## 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 percentages for each improvement type; this must ‘true up’ at the end of the five-year period (percentages are approximate: they change based on the amount of residential vs. commercial fee collected)
- Some funds may go towards pre-development costs, but should lead into actual construction.
- Cannot overspend (cumulative revenues must exceed cumulative costs at any given time)
- 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

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<sup>2</sup> 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.”<sup>3</sup>

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 Department of Children, Youth and their Families (DCYFS), 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.<sup>4</sup>

### **IPIC Budget Cycle Process**

The IPIC began meeting in October 2007 to identify and develop capital plans for each Area Plan based on the IPIC’s prioritization criteria.<sup>5</sup> The IPIC meets annually to update the capital plans for each Area Plan and recommendations for impact fee expenditure. The 2012/13 Fiscal Year is the third year the IPIC has updated capital plans.

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<sup>3</sup> Article 36.2, Administrative Code

<sup>4</sup> See attachment one for a full Copy of the Article 36 of the Administrative Code.

<sup>5</sup> See Attachment 2 to review IPIC’s prioritization criteria

Staff drafted a schedule for IPIC's work to ensure coordination with the existing city budget process.<sup>6</sup> This section briefly discusses the budget cycle process.

In July/August each year the Planning Department provides updated development impact fee projections to the IPIC and the Area Plan CACs. The Planning Department projects development impact fee revenue 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 formal and informal 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 Plan<sup>7</sup>, 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. Once an agency's budget is approved, impact fee funds can be drawn consistent with 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 2011**

In 2011, 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

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<sup>6</sup> Note: the City of San Francisco recently converted to a two year budget cycle, accordingly updates to the Capital Plan and agency budget schedules have adjusted accordingly. Updates on non-budget years may be limited to major changes in budgeted infrastructure projects that require changes due to project or revenue updates.

<sup>7</sup> [http://www.sfgov.org/site/cpp\\_index.asp?id=39210](http://www.sfgov.org/site/cpp_index.asp?id=39210)

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 FY2012/13 and FY2013/14, and forecasted impact fee expenditures through FY2016/17.

### **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, and Eastern Neighborhoods. Additionally the IPIC provides a forum for ongoing planning work in current planning efforts including Glen Park,<sup>8</sup> Japantown<sup>9</sup> and Western SOMA.<sup>10</sup> 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 covered 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.

Development impact fees are the only dedicated sources of revenue for plan implementation. Each impact fee program directs a prescribed amount of funding to various expenditure categories.<sup>11</sup> 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 Inventory<sup>12</sup> and quarterly as part of the Pipeline Report<sup>13</sup>.

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<sup>8</sup> <http://www.sfplanning.org/index.aspx?page=1666>

<sup>9</sup> <http://www.sf-planning.org/index.aspx?page=1692>

<sup>10</sup> <http://www.sf-planning.org/index.aspx?page=1895>

<sup>11</sup> 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.

<sup>12</sup> [http://www.sf-planning.org/index.aspx?page=1663#housing\\_inventory](http://www.sf-planning.org/index.aspx?page=1663#housing_inventory)

<sup>13</sup> <http://www.sf-planning.org/index.aspx?page=1691>

***Rincon Hill***<sup>14</sup>

The Rincon Hill Plan, adopted in 2005, enabled roughly 2,300 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since plan adoption roughly 400 units have been built and the remaining 1,900 units are entitled by the Planning Department. The Rincon Hill Infrastructure impact fees are projected to fund the majority of the Area Plan’s proposed infrastructure.

Over the next five years, a number of development projects are projected to generate roughly \$6 million dollars for infrastructure improvements. Many project sponsors in the area are likely to elect to pursue in-kind agreements. Also, Many project sponsors may choose to participate in the Rincon Hill Mello-Roos District<sup>15</sup> rather than pay their impact fees directly.

Projected Impact Fee Revenue Over the Next Five Years	
Total Impact Fees and In-Kind Agreements	\$ 5,438,058

Three blocks of streetscape improvements<sup>16</sup> identified by the plan have been completed through in-kind agreements with development projects. A number of the streetscape improvements<sup>17</sup> proposed by the Rincon Hill plan have a clear relationship to specific entitled development projects and therefore could be implemented through in-kind agreements with project sponsors, subject to approval by the Planning Commission.

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 adjacent to First Street. This site was identified as a potential park site in the Rincon Hill Area Plan. The IPIC identified the construction of this Guy Place Park, with a projected cost of \$3 Million, as a priority project for Rincon Hill impact fee revenue. As revenue becomes available, it will be used to develop the park.

*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 Board of Supervisors also approved

<sup>14</sup> <http://www.sf-planning.org/index.aspx?page=1665>

<sup>15</sup> Any county, city, special district, school district or joint powers authority may establish a Mello-Roos Community Facilities District (a “CFD”) which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt.

<sup>16</sup> Spear Street (Folsom to Harrison), First Street (Harrison to end), and Harrison Street (south side, First to Fremont)

<sup>17</sup> Lansing Street, Main and Beale (Folsom to Harrison), Fremont Street (east side, Folsom to Harrison), Fremont Street (west side, Folsom to Harrison)

an Infrastructure Finance District<sup>18</sup> for Rincon Hill which could fund the balance of the park acquisition and construction costs. The City will continue to work with the project sponsor towards the development and implementation of this park.

### ***Market and Octavia<sup>19</sup>***

The Market and Octavia Plan was adopted in the spring of 2008, enabling roughly 6,000 additional housing units. Additionally, a number of development projects have been entitled by the Planning Department since plan adoption. The Planning Department projects nearly \$12 Million in impact fee revenue in the Plan Area over the next five years.

<b>Projected Impact Fee Revenue Over the Next Five Years</b>		
Legislated Fee Expenditure by Category		
Open Space	9%	\$1,249,000
Recreational	12%	\$1,681,000
Greening	36%	\$5,091,000
Transportation	30%	\$4,235,000
Childcare	7%	\$1,065,000
Library	1%	\$115,000
Administration/Monitoring	6%	\$820,000
<b>Total</b>		<b>\$14,256,000</b>

### ***Recently completed infrastructure projects***

A number of infrastructure projects have been completed in preparation for the areas 6,000 new residents, including the signature Octavia Boulevard project. In the fall of 2011 the first impact fee funded project was constructed.

- 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.
- *Octavia Boulevard and Patricia's Green*, in Hayes Valley.
- Some bicycle projects have been completed since the plan adoption, pursuant to the implementation of the San Francisco Bicycle Plan, adopted 2009, including:
  - A bicycle lane on Otis Street between Van Ness and Gough Streets.
  - Sharrows on parts of 'the wiggle' bicycle route, including Duboce Street.

<sup>18</sup> Infrastructure Finance Districts allow municipalities to dedicate a portion of local property tax revenue generated by new development to specified infrastructure projects. The San Francisco Board of Supervisors have adopted a policy for establishing IFDs which declares that They should be limited to Priority Development Areas (PDAs), to fund infrastructure that remedies deficits based on a citywide standard.

<sup>19</sup> <http://www.sf-planning.org/index.aspx?page=1713>



- Bicycle improvements to Market Street, including green boxes, green lanes, and reconfiguration of bicycle and vehicle patterns between Van Ness and 8<sup>th</sup> Streets.
- Enhancement of bicyclist protection on Market at Octavia Street.
- Bicycle lanes on 17<sup>th</sup> Street.

### ***Ongoing Infrastructure Projects***

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 completed detailed design for 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:*
  - Improvements to Stevenson, McCoppin Street, and parts of Valencia Street and alley improvements to Pearl, Elgin, Stevenson and parts of Jesse Street - Construction expected Winter 2012 to Spring 2012
  - Construction of a skatepark underneath the raised Central Freeway structure – Construction expected Spring 2012 to Fall 2012
  - New park at the end of McCoppin Street, near Octavia - Construction expected winter 2012 to Spring 2013
- 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.*
- *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 project's Draft Environmental Impact Statement/Environmental Impact Report is currently in public circulation, with public comments being taken through December 19. *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 SFCTA is conducting the *Central Freeway and Octavia Circulation Study*, which is examining local and regional transportation issues and needs in the Market and Octavia neighborhood since the completion of the Octavia Boulevard project. The Study will develop a limited set of near-term priority projects, including pedestrian and traffic operations improvements, as well as recommend 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.
- The Planning Department developed *conceptual designs for pedestrian improvements at a number of Market Street intersections*, as part of the Upper Market Community Plan.<sup>20</sup> 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 for implementing improvements to a number of the intersections identified in the Upper Market Plan, including Market and Dolores; Market, Noe, and 16<sup>th</sup>; 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 projects include: Polk Street contra flow lane and additional Market Street improvements. *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 FY2012/13 to contribute to the local match required to secure the Polk Street grant.*

### **Open Space**

- 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 FY2013/14 to develop a clear scope for the renovation of the park, and forecasts matching bond revenue with future impact fee revenue.*

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<sup>20</sup> <http://www.sf-planning.org/index.aspx?page=1697>

There are 6 existing parks in the plan area, of which Hayward Park has the highest renovation and capital needs. The City recently made major capital improvements to Hayes Valley Playground, Duboce Park, and Koshland Park. 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 is planned to be built in coordination with redevelopment of the surrounding lots.

### ***New 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 three projects discussed below are ongoing programs that encourage community stewardship.

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.*

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. Planning and the various implementing agencies must develop this program, especially addressing issues around capital and maintenance responsibilities and acceptable standards of design. *The IPIC forecasts impact fee funds for this program in future years.*

***Balboa Park***<sup>21</sup>

The Balboa Park Station Area Plan was adopted in the spring of 2009. The plan calls for a number of major transportation and public realm infrastructure improvements and 1,780 new housing units. The Planning Department projects approximately \$4.7 Million in impact fee revenue in the Plan Area over the next five years.

<b>Balboa Park: Projected Impact Fee Revenue</b>			
Streets	38%	\$	1,777,000
Transit	13%	\$	608,000
Parks, Plaza's, Open Space	30%	\$	1,403,000
Community Facilities and Services other	19%	\$	889,000
<b>Total</b>		<b>\$</b>	<b>4,677,000</b>

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 IPIC does not project a significant amount of impact fee revenue to accrue to the plan area 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 received a grant from the California Department of Transportation to further refine and make new transportation recommendations. This study is currently underway.

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.

- 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

<sup>21</sup> <http://www.sf-planning.org/index.aspx?page=1748>

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 expect 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.

- In April 2011 BART's *Westside Walkway* and midblock station entrance was completed, significantly improving the connection to Ocean Avenue for BART passengers.
- 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.
- *Lee Avenue Extension and the Brighton Avenue Public Access Easement* will be 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, is expected to be constructed in coordination with the proposed development located at 1150 Ocean Avenue. Construction commenced in June 2011, and is expected to be completed by April 2012. The total cost of the public improvements is \$1,380,911.
- 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.

### ***Eastern Neighborhoods: Central Waterfront, East SOMA, Showplace Square/Potrero, & Mission***<sup>22</sup>

The Eastern Neighborhoods Area Plans, adopted in early 2009, enable an additional 10,000 units of housing and 10,000 new jobs. No development projects have been completed since plan adoption, however a number have been entitled by the Planning Department. Roughly 60 development projects are in the approval pipeline that are subject to EN Impact fees. The

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<sup>22</sup> <http://www.sf-planning.org/index.aspx?page=1673>

Planning Department projects approximately \$43.7 Million in impact fee revenue in the Plan Area over the next five years.

<b>Projected Impact Fee Revenue Over the Next Five Years</b>	
Legislated Fee Expenditure by Category	
Open Space	\$21,430,000
Transportation and Streetscape	\$19,630,000
Childcare	\$1,130,000
Library	\$440,000
Program Administration	\$1,080,000
<b>Total</b>	<b>\$43,710,000</b>

The Planning Code divides EN Infrastructure funds into four expenditure categories. The Administrative Code further requires that 80-percent of spending within the Open Space and Transportation and Streetscape categories be spent in 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,
- 16<sup>th</sup> Street Streetscape Improvements,
- 16<sup>th</sup> Street Transit Improvements,
- 17<sup>th</sup> Street / Folsom Street Park,
- Showplace Square Open Space Plan and open space.

### **EN Citizen Advisory Committee**

The *Eastern Neighborhoods Citizens Advisory Committee (CAC)*<sup>23</sup> 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. Initial meetings have focused on overviews 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 created a set of prioritization criteria to help analyze how to best use EN funds. The CAC also recommended approval of two In-Kind Agreements: SOMA alley improvements in association with the development project at 900 Folsom Street, and the new park at Daggett triangle (mentioned above). In December 2011 the Eastern Neighborhoods CAC voted to support the IPIC’s Capital Plan.

<sup>23</sup> EN CAC website: [encac.sfplanning.org](http://encac.sfplanning.org)

### **Transportation and Streetscape**

In implementing the Eastern Neighborhoods transportation component, The *Eastern Neighborhoods Transportation Implementation Planning Study* (EN TRIPS) will be completed late December 2011 / early 2012. EN TRIPS seeks 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 (Winter 2011/12) 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.

Use of fee revenue within the EN Transportation category are proposed to be used for Folsom Street Streetscape Improvements, 16<sup>th</sup> Street Streetscape Improvements and the Muni Bus Line 22 transportation improvements.

Roughly 20-percent of the transportation EN funds are unprogrammed to enable flexibility for coordination with future opportunities which could fulfill EN Plan transportation goals but have not yet been identified, such as in-kind pedestrian improvements or other pedestrian amenities.

### **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 has recently completed two planning processes:

- The Planning Department led the *Showplace Square Open Space Planning Process*.<sup>24</sup> 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 17<sup>th</sup> 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 17<sup>th</sup> 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 16<sup>th</sup> Street (aka Daggett Triangle). After obligations to

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<sup>24</sup> [showplace.sfplanning.org](http://showplace.sfplanning.org)

pay for the 17<sup>th</sup> Street and Folsom Street site have been met, some initial funds are proposed for a planning effort to improve an existing open space within the 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 (generally in “forecasted” revenues, 3+ years out). Planning and Recreation and Park staff and the EN CAC members will work in the next year to prioritize future open space projects.

### **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 currently under construction. The center is expected to serve roughly 66 children and be ready for operation by the fall of 2012. 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.

### **Mission 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 market season.  
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. Design and engineering are underway.



**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 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 in put of the Western SoMa Citizens Planning Task Force. In the other areas covered by this legislation, the Planning Department should also consider the advice and input of citizen groups. The funding sources proposed in the Implementation Program may include, but are not limited to, use of federal, State, and local public resources, community facility, community benefit or other forms of assessment districts, and area-specific development impact fees, as may be detailed in the final adopted respective area plans.

**SEC. 36.2. - INTENT.**

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

**SEC. 36.3. - INTERAGENCY PLANNING AND IMPLEMENTATION COMMITTEES.**

For each area subject to the provisions of this Article, there shall be an Interagency Planning and Implementation Committee that shall be comprised of representatives of the departments, offices, and agencies whose responsibilities include provision of one 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 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.

**Attachment 2.** IPIC developed *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

## Rincon Hill Impact Fee Expenditure Recommendation

	Prior Years	Budgeted		Forecasted			Total FY2013 - FY2017
		FY2013	FY2014	FY2015	FY2016	FY2017	
<b>Open Space and Recreational Facilities</b>							
Guy Place Park - Design and Construct			500,000		1,100,000	500,000	2,100,000
Guy Place Park - Acquisition	1,811,000						
Guy Place Park - Conceptual Design	96,000						
Rincon Hill Park 333 Harrison Park Construction (in-kind)			1,568,176				1,568,176
<b>Total</b>	<b>1,907,000</b>	<b>0</b>	<b>2,068,176</b>	<b>0</b>	<b>1,100,000</b>	<b>500,000</b>	<b>3,668,176</b>
<b>Transportation</b>							
Guy and Lansing Street Improvements - potential in-kind improvement (45 Lansing)			in-kind				0
Ped Mid-block ped path between Folsom and Harrison near Fremont							0
Ped improvements at Harrison					238,000		238,000
In-Kind Improvement: Streetscape improvements First and Harrison Streets	1,803,448						0
<b>Total</b>	<b>1,803,448</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238,000</b>	<b>0</b>	<b>238,000</b>
<b>Library</b>							
Library Materials				30,000	10,000	260,000	300,000
<b>Program Administration</b>							
Program Administration	29,000	10,000	10,000	10,000	10,000	10,000	50,000
<b>Total Impact Fees</b>							
Projected Impact Fee Revenue	3,710,448	1,458,496	430,475	0	1,310,177	2,238,910	7,308,746
Projected Impact Fee Expenditures	3,739,448	10,000	2,078,176	40,000	1,358,000	770,000	4,256,176
<i>Cumulative unprogrammed</i>							
Annual Surplus/(Deficit)	(29,000)	1,448,496	(1,647,701)	(40,000)	(47,823)	1,468,910	3,052,570
Cumulative Surplus/(Deficit)	(29,000)	1,419,496	(228,205)	(268,205)	(316,028)	1,152,882	

Market and Octavia Impact Fee Expenditure Recommendation

	Prior Years	Budgeted		Forecasted			Total FY2013 - FY2017
		FY2013	FY2014	FY2015	FY2016	FY2017	
<b>Open Space and Recreational Facilities</b>							
Improvements to Existing Parks - Community Opportunities Program (MO Specific)			50,000	50,000	120,000	50,000	270,000
Hayward Playground			50,000		1,664,000		1,714,000
<i>Unprogrammed</i>							945,432
<b>Total</b>			<b>100,000</b>	<b>50,000</b>	<b>1,784,000</b>	<b>50,000</b>	<b>2,929,432</b>
<b>Greening</b>							
Street Tree Plantings for Key Streets (ongoing in coordination with City projects)			50,000	50,000	50,000	50,000	200,000
Hayes green rotating art project			20,000	20,000	20,000	25,000	85,000
Market Street Project (10th to Octavia)			170,000	630,000			800,000
Living Alleyway Program				100,000	550,000	250,000	900,000
Greening at Van Ness and Mission Street					429,000		429,000
<i>Unprogrammed</i>							2,676,511
<b>Total</b>			<b>240,000</b>	<b>800,000</b>	<b>1,049,000</b>	<b>325,000</b>	<b>5,090,511</b>
<b>Transportation</b>							
Haight Two Way - Dedicated Transit Lanes and Pedestrian Improvements			120,000	210,000			330,000
Hayes Two Way	52,000						
Pedestrian Intersection Improvements							
Polk Street northbound contra flow bicycle lane between Market Street and McAllister Street				50,000			50,000
Pre-development for intersection improvements Initial capital for Upper Market Intersections: 16th/Noe/Market; Market and Dolores Crosswalk; Market/Church/14th; and Market/Duboce/Buchanan.			50,000				50,000
Fell/Franklin - review/mitigate opening east crosswalk Market/Duboce/Buchanan			460,000		200,000		200,000
Market Street Pedestrian amenities (10th to Octavia)					230,000		230,000
various Intersections Van Ness and Franklin (To be coordinated with the Van Ness BRT)					200,000		200,000
<i>Unprogrammed</i>						500,000	500,000
<b>Total</b>	<b>52,000</b>	<b>170,000</b>	<b>720,000</b>	<b>400,000</b>	<b>230,000</b>	<b>500,000</b>	<b>4,235,203</b>
<b>Childcare</b>							
Childcare Center					1,064,859		1,064,859
<b>Library</b>							
Library Materials					115,467		115,467
<b>Program Administration</b>							
Program Administration	29,000	50,000	50,000	50,000	50,000	50,000	250,000
Time Series Monitoring Report					50,000	25,000	75,000
Parking Management Study					100,000		100,000
Other Programming					162,000	211,500	373,500
<b>Total</b>	<b>29,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>362,000</b>	<b>286,500</b>	<b>798,500</b>
<b>Total Impact Fees</b>							
Projected Impact Fee Revenue	130,972	173,144	1,108,501	1,329,195	6,668,572	4,975,730	14,255,141
Projected Impact Fee Expenditures	81,000	220,000	1,110,000	1,300,000	4,605,326	1,161,500	8,396,826
<i>Cumulative programmed</i>							6,318,316
Annual Surplus/(Deficit)	49,972	(46,856)	(1,499)	29,195	2,063,246	3,814,230	5,858,316
Cumulative Surplus/(Deficit)	49,972	3,116	1,617	30,811	2,094,058	5,908,288	5,908,288

Balboa Park Impact Fee Expenditure Recommendation

	Prior Years	Budgeted		Forecasted			Total FY2013 - FY2017
		FY2013	FY2014	FY2015	FY2016	FY2017	
<b>Open Space and Recreational Facilities</b>							
Recreation Facilities			50,000	250,000			300,000
<b>Total</b>			<b>50,000</b>	<b>250,000</b>			<b>300,000</b>
<b>Greening</b>							
Ocean Avenue Art Installation	42,000						0
Redesign San Jose Avenue						500,000	500,000
Tree Plannting						221,100	221,100
Streetscape Amenities					400,000		400,000
<b>Total</b>	<b>42,000</b>				<b>400,000</b>	<b>721,100</b>	<b>1,121,100</b>
<b>Transportation</b>							
Neighborhood Streetscape Improvements: Traffic Calming Study						175,000	175,000
Phelan Loop Plaza							0
Phelan Loop Reconfiguration							0
Redesign Geneva Avenue (20% local match )							0
Muni Light Rail J/K Walkway improvements					740,000		740,000
Westbound sidewalk improvements			70,000				70,000
Eastbound sidewalk improvements				150,000			150,000
Redesign Ocean Avenue							0
Holloway Bike Boulevard							0
Parking Supply Survey & Program Recommendation						300,000	300,000
Signal Priority for transit							0
Transit Stop Upgrades						729,474	729,474
<b>Total</b>			<b>70,000</b>	<b>150,000</b>	<b>740,000</b>	<b>1,204,474</b>	<b>2,164,474</b>
<b>Childcare</b>							
Childcare Center					570,815	140,137	710,952
<b>Library</b>							
Library Materials					142,704	35,034	177,738
<b>Program Administration</b>							
Program Administration	29,000	10,526	10,526	10,526	10,526	10,526	52,632
<b>Total Impact Fees</b>							
Projected Impact Fee Revenue	0	176,961	176,165	902,679	2,499,556	921,956	50,000
Projected Impact Fee Expenditures	71,000	10,526	130,526	410,526	1,864,045	2,111,271	4,526,895
<i>Cumulative unprogrammed</i>							
Annual Surplus/(Deficit)	(71,000)	166,435		492,153	635,511	(1,189,315)	(4,476,895)
Cumulative Surplus/(Deficit)	(71,000)	95,435	95,435	587,587	1,223,098	33,784	



Eastern Neighborhoods Impact Fee Expenditure Recommendation

	Prior Years	Budgeted		Forecasted			Total	FY13 - FY17
		FY2013	FY2014	FY2015	FY2016	FY2017		
<b>Recreational and Open Space</b>								
17th and Folsom Park		1,000,000	1,420,000					2,420,000
Daggett Park (presumed In-Kind)				1,880,000				1,880,000
Soma			100,000					100,000
Unprogrammed Improvements to Existing Parks				2,881,610	2,000,000	2,245,722		7,127,332
Unprogrammed New Park - Soma or Central Waterfront				5,000,000	3,500,000	1,400,000		9,900,000
<b>Total Open Space and Recreational</b>		<b>1,000,000</b>	<b>1,520,000</b>	<b>9,761,610</b>	<b>5,500,000</b>	<b>3,645,722</b>		<b>21,427,332</b>
<b>Transportation and Streetscape - DPW and SFMTA</b>								
Folsom St. Streetscape Improvements		20,000	3,960,000		11,330,000			15,310,000
16th St. Streetscaping \ Transit Improvements (extend 22)		20,000				3,442,000		3,462,000
In-Kind Alley improvements		250,000						250,000
Unprogrammed		600,765						600,765
<b>Total Transportation and Streetscape</b>		<b>890,765</b>	<b>3,960,000</b>		<b>11,330,000</b>	<b>3,442,000</b>		<b>19,622,765</b>
<b>Childcare - Department of Children, Youth, and their Families</b>								
Childcare - Martin In-Kind Agreement	1,915,560							0
Unprogrammed						1,126,000		1,126,000
<b>Total Childcare</b>	<b>1,915,560</b>					<b>1,126,000</b>		<b>1,126,000</b>
<b>Library Materials - Library Commission</b>								
Library Materials			107,408			329,710		437,118
<b>Program Administration - Planning Department</b>								
Program Administration	30,000	162,573	184,923	490,864	638,259	272,400		1,749,019
Five year monitoring report		75,000						75,000
CAC Staff		20,000	20,000	20,000	20,000	20,000		
<b>Total Program Administration</b>	<b>30,000</b>	<b>257,573</b>	<b>204,923</b>	<b>510,864</b>	<b>658,259</b>	<b>292,400</b>		<b>1,924,019</b>
<b>Summary</b>								
Projected EN Impact Fee Revenue	2,757,310	4,064,325	4,623,073	12,271,612	15,956,476	6,810,000		43,725,485
Expenditure Total (see below)	1,945,560	2,148,338	5,792,331	10,272,474	17,488,259	8,835,832		44,537,234
<i>Unprogrammed</i>	<i>0</i>	<i>600,765</i>	<i>0</i>	<i>7,881,610</i>	<i>5,500,000</i>	<i>4,771,722</i>		<i>18,754,097</i>
Annual Surplus / (Deficit)	811,750	1,915,987	(1,169,258)	1,999,137	(1,531,784)	(2,025,832)		0
Cumulative Surplus / (Deficit)	0	2,727,736	1,558,478	3,557,615	2,025,832	(0)		0

Attachment 4. Eastern Neighborhoods and Market and Octavia CAC resolutions on IPIC recommendations for Impact Fee Expenditure

**Eastern Neighborhoods Community Advisory Committee Resolution**

Motion: Support the budgeted and forecasted expenditures of Eastern Neighborhood Impact Funds as identified in the document, "Eastern Neighborhoods Revenue and Expenditure Projections dated November 17, 2011, that will be used in the 2011 IPIC Report.

MOTION: Boss

SECOND: Gillett

AYES: Block, Boss, Doumani, Gillett, Goldstein, Huie, Lopez, Marti  
Ongoco Scully, Shen, Sofis

NOES: None

ABSENT: Grande, Murphy, Karnilowitz

NON-VOTING: Levy, Reis

MOTION: 2011-10-6

**Market/Octavia Community Advisory Committee**  
**Community Improvements Program Recommendations for FY13 and FY14**

BE IT RESOLVED that the Market and Octavia Community Advisory Committee, after reviewing the IPIC recommendations presented at its December meeting, makes the following recommendations to the Planning Commission and Board of Supervisors for use of Market/Octavia Fund revenues in FY13 and FY14 for community improvements projects in the Plan Area.

	<b>FY2013</b>	<b>FY2014</b>
Open Space Open Space Community Opportunities Program		50,000
Greening Street Tree Plantings for key streets (ongoing in coordination with City projects) Hayes Green rotating art project Market Street (10th to Octavia)		50,000 20,000 170,000
Transportation Haight Street two-way dedicated transit lanes and pedestrian improvements Predevelopment for Market Street intersection improvements, including Dolores/Market Market/16th/Noe pedestrian improvements Market/14th/Church pedestrian improvements Market/Duboce/Buchanan pedestrian improvements	120,000 50,000	210,000 250,000 130,000 250,009
Program Administration	50,000	50,000
<b>Total</b>	<b>220,000</b>	<b>1,111,200</b>

BE IT FURTHER RESOLVED that the Market and Octavia Community Advisory Committee did not consider the IPIC recommendations for fiscal years beyond FY13 and FY14. The CAC will provide updated recommendations to the Planning Commission and Board of Supervisors in December 2012.

*Approved by the Market and Octavia Community Advisory Committee on December 14<sup>th</sup>, 2011*

AYE: Wingard, Richards, Levitt, Henderson, Cohen

ABSENT: Gold, Olssen, Starkey

MOTION: 2011-12-14\_3