

EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE  
October 21, 2013 Meeting Material

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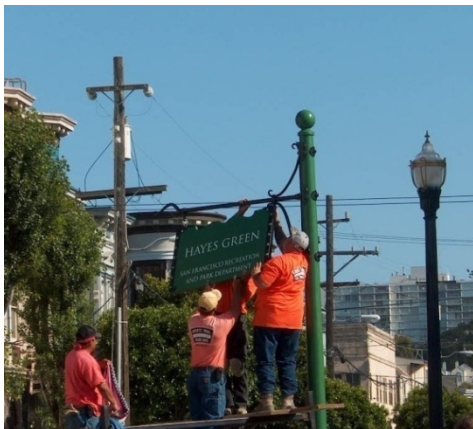
Agenda Item No. 4

Park Rehabilitation Projects in the Eastern Neighborhoods. Recreation and Park staff is proposing to create a scope of work to rehabilitate select Eastern Neighborhoods parks. Recreation and Park staff is proposing to initially focus such efforts on Esprit Park, and Jackson Playground and are seeking an action from the CAC indicating concurrence with this list of parks. Presentation by staff will be followed by comment and potential action.



## Eastern Neighborhoods Community Advisory Committee

October 21, 2013

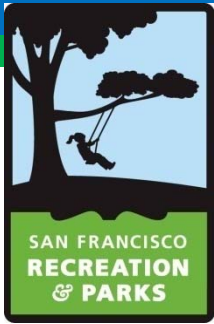




# Agenda

- **Review September Meeting, and Feedback Since Then**
- **Review Proposal for FY2015 for Your Feedback**
- **Next Steps**





# Overall Parks Capital Need

- **Over 220 Parks Citywide**
- **Over \$1.5 Billion in Capital Need System Wide**





# How Does Rec Park Department Prioritize Capital Needs?

## Principles of Capital Planning

- Focus renovations in High Need Areas/Expected Future Growth
- Condition of Site (those in poor condition are prioritized)
- Little or no recent capital investment
- Opportunities to combine with/leverage other funding



# Funding Sources

- **Bonds**
  - 2000 Neighborhood Parks Bond
  - 2008 Clean and Safe Neighborhood Parks Bond
  - 2012 Clean and Safe Neighborhood Parks Bond
- **Open Space Fund**
- **Impact Fees**
- **Grants**



# Activation of Existing Parks Funding Over Time

Activation Funds for Existing Parks	FY 2015-2019	FY 2020-2024
\$13,839,250	\$8,666,750	\$5,172,500





# Feedback

- Options for improvements - “small”, “medium” and “large”
- Interest in demographic differences between areas served
  - Social/Economic Factors
  - Population: density, current and future
  - Land Use: various factors, ex: current open space
  - Traffic/Safety: Vehicular, Bike and Pedestrian
- Innovative opportunities, add capacity to a park/expand services
- Review if funds can be used on non-city owned, but city-maintained property: ex: Fallen Bridge Park



# Eastern Neighborhood Parks





# Proposal for Scope and “Menu” Development

- Over next three months, use FY2015 Funds for Planning, Scoping, Budgets to be developed for following sites:
  - Jackson Playground
  - Esprit Park
  - Gene Friend Recreation Center
  - Mission Recreation Center
  - Franklin Square
  - Potrero Hill Playground
  - (if determined eligible, Fallen Bridge Park)



# Factors Used to Prioritize Sites and Develop Scopes and Cost Estimates

## Condition of facility:

- Poor condition, according to recent condition assessment
- ADA challenges
- seismic hazards
- maintenance challenges

## Usage of facility:

- overused facility (needs expansion or re-investment)
- underused – needs different types of facility to best serve future users
- other challenges providing recreational programming

## Project Readiness/Feasibility

- discrete accomplishable project
- project will improve park usage and ability to serve the public
- expected/known community support
- leverages other funds to increase impact

## Additional Factors

- Highlight innovative opportunities, ways to increase impact
- demographic and geographic analysis



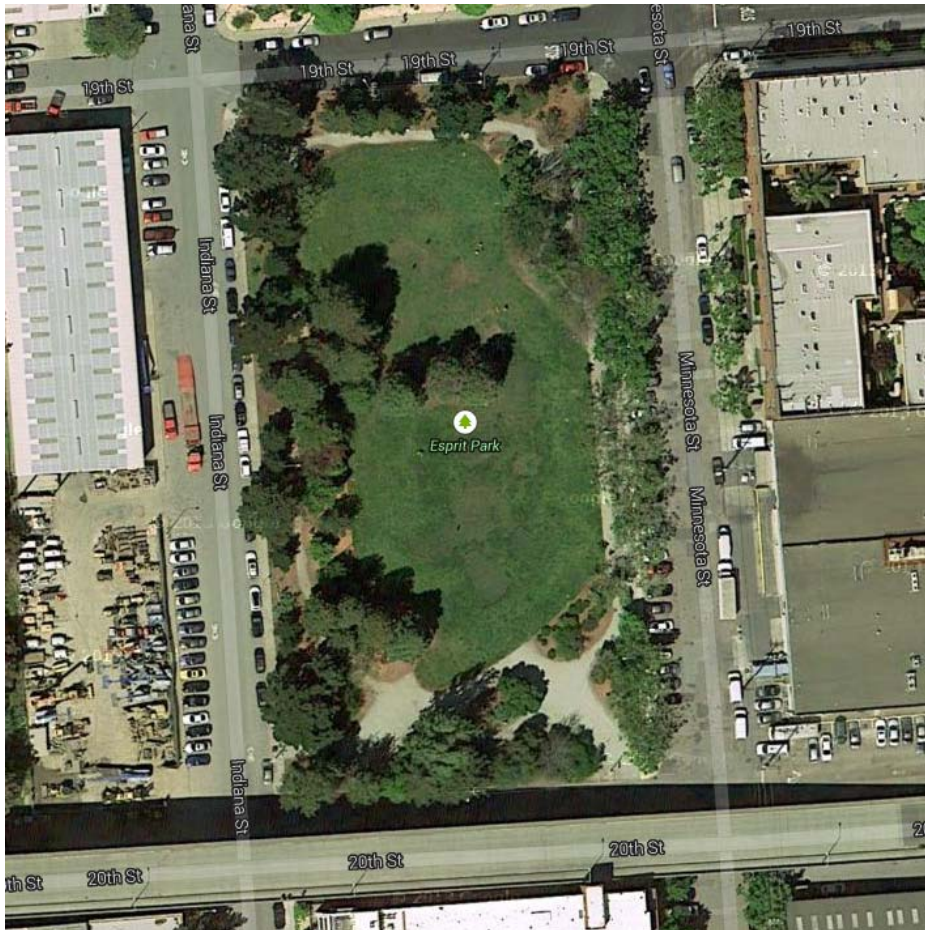
# Jackson Playground







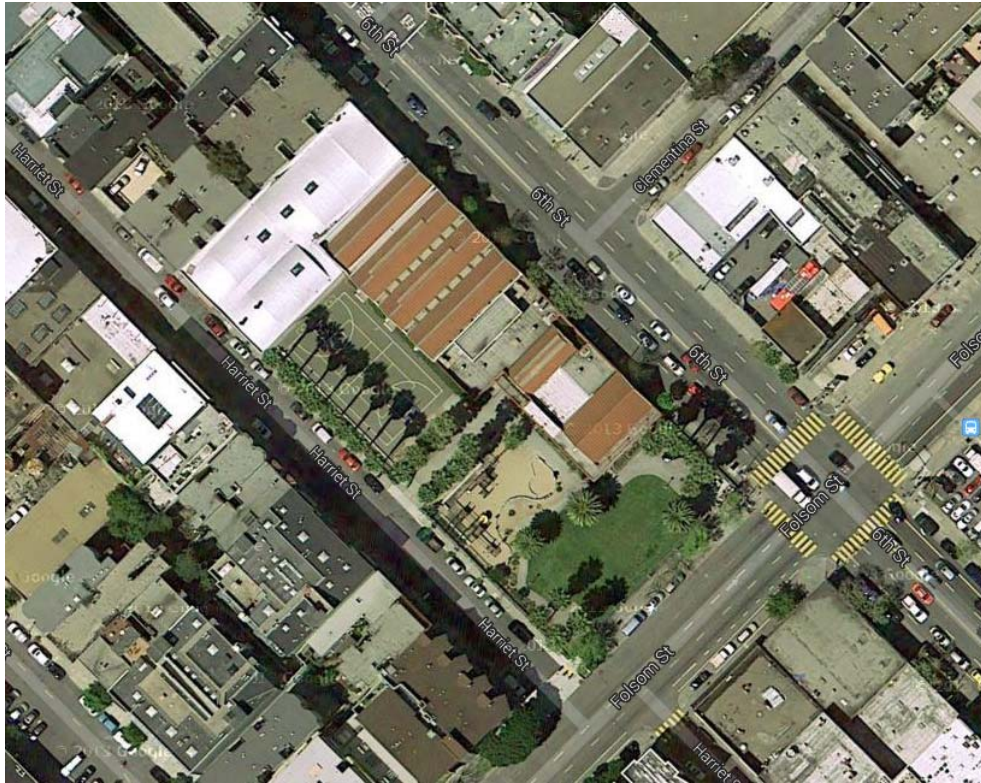
# Esprit Park





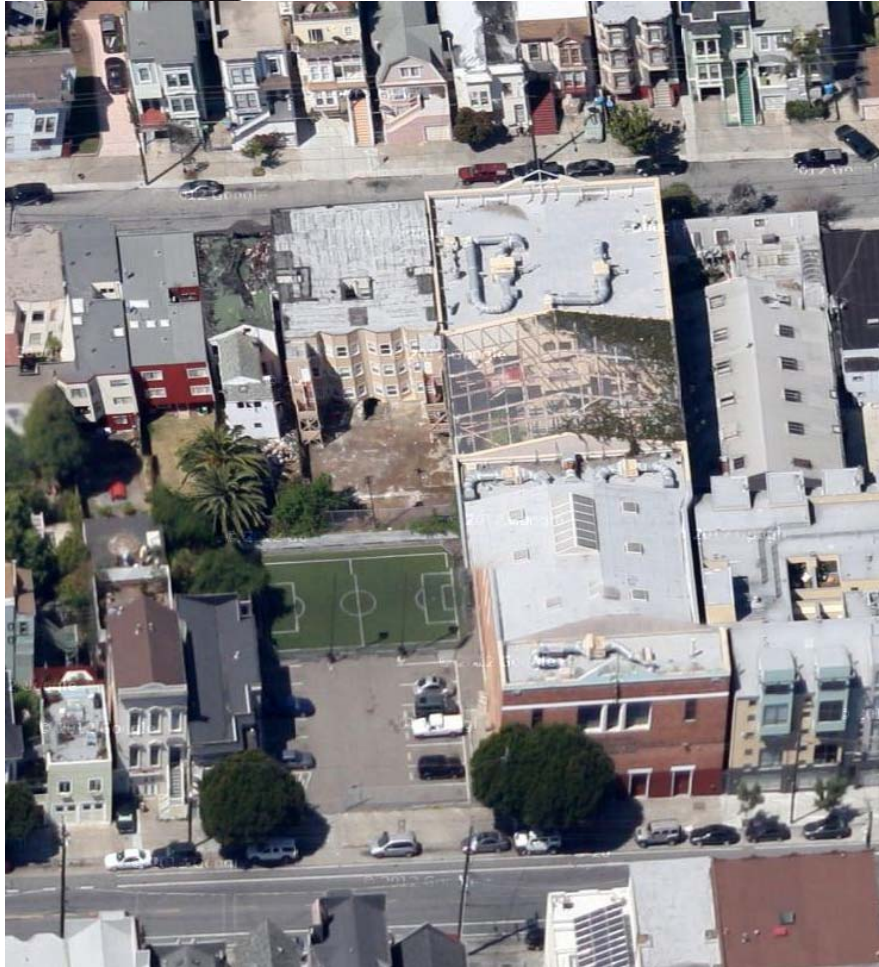


# Gene Friend Recreation Center / aka “SOMA Rec”





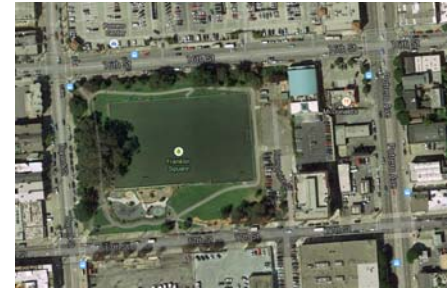
# Mission Recreation Center







# Franklin Square





# Potrero Hill Playground







# Fallen Bridge Park





# Next Steps Spring 2014

- **Next Presentation March 2014**
  - RPD staff returns to CAC to present a menu of options for funding improvements at these parks including options for scopes and cost estimates to include:
    - Small - Large Scopes and Cost Estimates (where possible to scale) for each site
    - Demographic and Geographic analysis of each site

EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE  
October 21, 2013 Meeting Material

Agenda Item No. 5

In-Kind Agreement for the Proposed Streetscape Improvements on Ringold Street between 8<sup>th</sup> Street and 9<sup>th</sup> Street . Presentation by the project sponsor of the 350 8th Street development project, City staff, and the Western SOMA Task Force on proposed in-kind improvements, followed by comment and potential action.

Date: October 17, 2013  
To: Eastern Neighborhoods CAC Members  
From: Mat Snyder, Planner, EN CAC staff, [Mathew.snyder@sfgov.org](mailto:Mathew.snyder@sfgov.org) 575-6891  
Re: Ringold Alley In-Kind Agreement Funding Request

At the September 2013 EN CAC meeting, an in-kind agreement was presented for the Ringold Alley improvements located on Bartlett Street between 8<sup>th</sup> and 9<sup>th</sup> Streets in association with the new development project located at 8<sup>th</sup> Street and Harrison Street. After providing some feedback, you asked the project sponsor to come back with a revised proposal and/or revised funding plan.

You have received a memo from the Transportation Authority staff outlining revised alternatives for the subject project and a background of the project itself and a summary of the previous CAC meeting discussion and action.

This memorandum from Planning staff is to provide guidance in two areas: whether the project meets basic criteria of funding in-kind agreements, and amount of funds available for funding this project and similar projects.

#### **In-Kind Approval Criteria**

In formulating the in-kind approval process, the Planning Commission adopted the following eligibility criteria and prioritization criteria. Below are the titles of the criteria, for a full discussion of the criteria, see the In-Kind Agreement application, which can be found here:

<http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=8601>

For the eligibility criteria, staff has provided comments on how the proposal meets the criteria. For the priority criteria, staff has provided comments, but not a full evaluation since evaluating whether this is a priority for near-term spending will be up the CAC. The comments provided here are not intended to indicate final support or recommendation from staff or the CAC.

#### **Eligibility Criteria** (In-kind improvements must meet the criteria to be eligible)

1. The improvement fulfills the purpose of the community improvements.  
*Per Planning Code section 423.3(d) (which describes in-kind improvements under the EN Impact Fee Fund) streetscape improvements are eligible for funding.*
2. The infrastructure type is identified in the fee ordinance.  
*The streetscape project falls under the "Transportation, Streetscape, and Public Realm" category of improvements and therefore is eligible.*
3. The expenditure category for infrastructure type is not exhausted.  
*These funds have not been exhausted. Planning staff is recommending that 20% of impact fee revenue in the "Transportation, Streetscape, and Public Realm" that is not required to be spent*

Memorandum to the EN CAC  
Re: Ringold Alley In-Kind Improvement Proposal  
For the October 21, 2013 EN CAC Meeting

*on priority project be set aside for in-kind agreements and other ad hoc improvements between FY 15 and FY 19.*

**Priority Criteria** (The CAC's input weighs heavily on how well a project meets these criteria. A project does *not* need to meet every criterion to be recommended for approval to the Planning Commission.)

1. Improvement is identified in the Five Year Capital Plan.  
*As noted above, 20% of impact fee revenue in the "Transportation" pot is proposed to be left unprogrammed to enable allocating funds to in-kind agreements, such as Ringold Alley improvements.*
2. Improvement does not compete with a CAC and IPIC endorsed improvement.  
*No funds would need to be reallocated from already identified funded (or partially funded) projects.*
3. The project is an Eastern neighborhood priority improvement.  
*The alley in-kind improvements are not identified as a "Priority Project" per the MOU that established the list of priority projects. However, the Western SOMA Task Force and the Western SOMA Area Plan did identify it as a priority project for that plan area.*
4. The CAC supports the proposed improvement.  
*This will be up to the CAC. The CAC has indicated intent to fund the project for no less than \$1M.*
5. Efficiencies are gained through coordination with development project.  
*The project would be timed with the development of the adjacent large-scale development and delivered no later than when the development is ready for occupancy.*

#### **Impact Fee Funding Availability**

To help provide an overall financial context, review the proposed IPIC funding plan for FY 15 – FY 19 included for review in the same agenda. As you know, both projected revenue and expenditures are updated every year so these numbers aren't set in stone -- but they still provides a good framework to understand from where the money would come.

As noted before, in-kind improvements are expenditures and committing to an in-kind agreement means the other projects (in this case, not yet identified projects) are funded less or are not funded at all. As a streetscape project, the project would fall under the "Transportation and Streetscape" bucket of funds. For the "Transportation" funds, eighty-percent are required to be dedicated to the "priority projects", specifically 16<sup>th</sup> Street and Folsom Street, leaving 20-percent for discretionary projects such as in-kind agreements.

For the "Transportation and Streetscape" bucket, we are anticipating funding \$3.3M in FY 15 and about \$2.7M in FY 16. Twenty-percent of the funding in these two years is \$1.2M. For the five-year reporting period (FY 15-19) for which we have to demonstrate that 80% of the transportation funds have gone to

Memorandum to the EN CAC  
Re: Ringold Alley In-Kind Improvement Proposal  
For the October 21, 2013 EN CAC Meeting

the priority projects, we look to spend about \$28M, of which 20% is about \$5.6M. Of this \$5.6M, about \$3.1M have been proposed for specific projects, leaving \$2.5M for discretionary spending.

These figures are provide a context for the proposed in-kinds and are not absolute limits. Please let me know if you have any questions.





# Memorandum

**DATE:** October 16, 2013  
**TO:** Eastern Neighborhoods Citizens Advisory Committee  
**FROM:** Liz Brisson, Transportation Planner  
**SUBJECT:** Ringold Alleyway In-Kind Agreement Alternatives

## Summary

The developer of 350 8<sup>th</sup> Street in Western South of Market (SoMa) applied for a waiver of \$2.135 million in transportation impact fees to deliver an in-kind improvement project on Ringold alleyway. The project's planning and conceptual design was developed through a community-based planning process as a part of the Western SoMa Neighborhood Transportation Plan prepared by the San Francisco County Transportation Authority (Transportation Authority) in coordination with the Western SoMa Task Force and the Western SoMa Community Plan. The Ringold Alleyway project would include: undergrounding utilities, a shared street and traffic calming treatment, landscaping and street furnishings, public art commemorating the alleyway's significance to the LGBTQ community, and pedestrian-scale lighting. At the Eastern Neighborhoods Citizens Advisory Committee's (ENCAC) September 16 meeting, the committee considered the developer's in-kind waiver request and adopted a resolution of intent to grant a waiver for at least \$1 million and requested that the developer and the Transportation Authority return to the October 21 meeting with information about other sources of funding that could potentially fund the Ringold project as well as how the scope of the project could be reduced should less than \$2.084 million ultimately be available to support the project. The Transportation Authority in consultation with the San Francisco Municipal Transportation Agency (SFMTA) has identified three alternatives for a Ringold Alleyway in-kind agreement for the ENCAC's consideration. These options include approval of a waiver of 1) \$1 million for a down-scaled project with a traditional street rather than a shared street; 2) \$2.084 million to fund the shared street project as originally conceived; 3) an amount less than \$2.084 million to fund the shared street project should the remainder be provided by an alternative funding source such as the Prop K local sales tax for transportation or Prop AA vehicle registration fee. The requested waiver has been reduced from its original \$2.135 million since the September ENCAC meeting to reflect that the developer will cover the costs of the undergrounding of utilities for the portion of the street adjacent to 350 8<sup>th</sup> Street. **We are seeking recommendation to approve one of these three options from the ENCAC.**

## BACKGROUND

The Western SoMa Neighborhood Transportation Plan, adopted by the San Francisco County Transportation Authority Board (Transportation Authority) in March 2012, identifies short-term transportation improvements in the Western SoMa plan area. The effort was completed through a community-based planning process in partnership with the Western SoMa Task Force and in coordination with the Western SoMa Community Plan. The Transportation Authority led the effort supported by planning funds from the Metropolitan Transportation Commission to support community-based transportation plans in Communities of Concern (locations with concentrations of low-income and non-white populations). The plan recommended improvements to Western SoMa alleyways in order to improve pedestrian safety and provide open space in a part of the city with little access to park space. The plan recommended alleyway upgrades to Minna and Natoma between 7<sup>th</sup> and 9<sup>th</sup> streets, as well as Ringold between 8<sup>th</sup> and 9<sup>th</sup> streets. The full plan is available for download from the plan's website <http://www.sfcta.org/WesternSoMa>.

The Western SoMa Community Plan is an Area Plan completed and environmentally cleared under CEQA, adopted by the San Francisco Planning Department in March 2013. The plan was developed under the direction of the Western SoMa Task Force, with a vision “to promote neighborhood qualities and scale that maintain and enhance, rather than destroy, today's living, historic and sustainable neighborhood character of social, cultural and economic diversity, while integrating appropriate land use, transportation and design opportunities into equitable, evolving and complete neighborhoods.” The Western SoMa Community Plan includes the development of the Golden Gate Transit bus yard at 350 8<sup>th</sup> Street.

The 350 8<sup>th</sup> Street project is a proposed eight building multi-use development with over 400 residential units and 22,000 square feet of retail, office and arts space. The developer of the project has proposed to deliver an improvement to Ringold alleyway as prioritized in the Western SoMa Neighborhood Transportation Plan through an in-kind agreement in lieu of transportation impact fees. The proposed project would include undergrounding utilities, a shared street and traffic calming treatment, landscaping and street furnishings, public art commemorating the alleyway's significance to the LGBTQ community, and pedestrian-scale lighting. Attachment 1 includes a concept plan for the proposed project.

Discussion of the proposed in-kind agreement has taken place at the ENCAC's August 19 and September 16 meetings. At the August 19 meeting, Transportation Authority staff presented context on the Western SoMa Neighborhood Transportation Plan and the recommended improvements to Ringold alleyway. At the September 16 meeting, Transportation Authority staff and the 350 8<sup>th</sup> Street development team presented the proposed in-kind agreement. ENCAC member discussion at the meeting is summarized as follows:

- There was general support of the Ringold project, but differing positions on the amount of the impact fee waiver that the ENCAC should approve. Several ENCAC members preferred that the full project scope be delivered through a combination of impact fee waiver and other City funds that could be made available to the project.
- There were differing views about waiving impact fees to support utility undergrounding. Some members felt the developer should be paying for the cost of undergrounding utilities adjacent to his property.
- The ENCAC approved a resolution of intent to approve an in-kind waiver for at least \$1 million for the project, and directed the Transportation Authority and the developer to return to the October 21 meeting with more information about other sources of funding that could support the project as well as how the scope of the project could be reduced should less than \$2 million ultimately be available for the project.

The purpose of this memo is to outline several alternative scopes and funding strategies for a Ringold Alleyway project, responsive to the direction given at the September 16 ENCAC meeting.

## **IN-KIND AGREEMENT ALTERNATIVES**

This section of the memo provides additional details on utility undergrounding considerations, availability of other funding sources to support the project, what a down-scaled funding amount might deliver, and finally lays out three in-kind approval alternatives for the ENCAC's consideration.

**Utility Undergrounding:** The in-kind request reviewed at the September 16 meeting included a request to waive the cost of undergrounding utilities on the entire frontage of Ringold. Based on ENCAC direction, all in-kind request alternatives have been reduced to reflect that the developer now proposes to cover the \$254,000 estimated cost of undergrounding the utilities directly adjacent to 350 8<sup>th</sup> Street.

The cost to underground the remaining street frontage, including connecting to adjacent property owners is \$249,000. The utility costs reflect more recent and refined cost estimates that the developer has produced since the last meeting that indicate the overall amount of undergrounding is ~\$503,000, \$203,000 more than what was presented at the September meeting. All alternatives request for the in-kind waiver to only cover the \$249,000 cost to underground the frontage of the street not adjacent to 350 8<sup>th</sup> Street, so the net reduction in the in-kind request is \$51,000.

**Availability of Other Sources of Funding:** The Western SoMa Transportation Plan identified a range of funding sources that could potentially fund the projects recommended in the plan. These sources included funding made available through in-kind agreements, Prop K local sales tax for transportation, the next cycle of the OneBayArea Grant, Prop AA vehicle registration fee, Regional Safe Routes to Transit, Transportation Alternatives Program, Transportation Fund for Clean Air, and Lifeline Transportation Program funds. Most of these sources are contingent on specific funding cycle timelines that are not consistent with the 350 8<sup>th</sup> Street development timeline that proposes to break ground in March 2014.

Approximately \$3.5 million in Prop K funds are available, primarily to the San Francisco Municipal Transportation Agency (SFMTA), on an annual basis for pedestrian safety and traffic calming projects that have been prioritized in the Prop K five year plans. As one of the few dedicated and stable sources of funding for pedestrian and traffic calming improvements, putting \$1 million in Prop K funds on the Ringold project would have significant impacts on other already planned pedestrian and traffic calming projects citywide. Prop K funds could be made available for a portion the Ringold project in the timeframe that funds are required if the SFMTA concurs that this is a high priority project. SFMTA staff will be in attendance at the October 21 meeting to discuss the tradeoffs that would be necessary to financially support this project.

There is also an opportunity for SFMTA to seek Prop AA funds from the Pedestrian Safety category for the Ringold project. Prop AA funds have recently become available due to the cancellation of the San Francisco State University's Winston Drive Pedestrian Improvements project. These funds will soon be available to public agencies for projects that are ready to move forward and are identified through a competitive call for projects, subject to approval by the Transportation Authority Board.

**Down-Scaled Project Scope:** If the project is not able to secure full funding, the Ringold Alleyway conceptual design could be down-scaled from a shared street to a traditional street with traffic calming and streetscape elements. The shared street treatment is the most expensive aspect of the project and a straightforward way to down-scope the project. Earlier in the Western SoMa Community Plan process, the Transportation Authority produced a concept plan for a traditional street concept shown in Attachment 2. While a cost estimate for this improvement was not produced, the cost estimates for traditional street traffic calming/streetscape improvements on Minna and Natoma between 7<sup>th</sup> and 9<sup>th</sup> streets were used as a point of reference to determine that this scope is commensurate with an approximate \$1 million in-kind waiver.

**Alternatives:** The Transportation Authority in consultation with the SFMTA has identified three alternatives for a Ringold Alleyway in-kind agreement for the ENCAC's consideration. These options are to approve an in-kind waiver for:

1. \$1 million for a down-scaled project that would include all the elements in the project including utility undergrounding as originally conceived, except a traditional street rather than a shared street;

2. \$2.084 million to fund the shared street project as originally conceived with utility undergrounding;
3. Up to \$2.084 million to fund the shared street project as originally conceived should the remaining funds be provided by an alternative source such as Prop K or Prop AA with utility undergrounding.

**We are seeking a recommendation to approve one of these three in-kind options from the ENCAC.**

Attachments (2)

1. Ringold Alleyway Shared Street Concept Plan
2. Ringold Alleyway Traditional Street Concept Plan

cc: Com. Kim

A. Massih, 350 8<sup>th</sup> Street Development

J. Meko, Western SoMa Task Force

M. Snyder, M. Mohan, SF Planning

M. Sallabery, J. Rewers, SFMTA

F. Filice, N. Elsner, J. Kwong, L. Fong, DPW

TC, MEL, AL, ES, CF – Chron, File: Western SoMa, Ringold Alleyway







**Parking Count**  
 Existing : 11 spaces  
 Option 1: 6 spaces

Gordon St

Ringold St

P B T T

8<sup>th</sup>

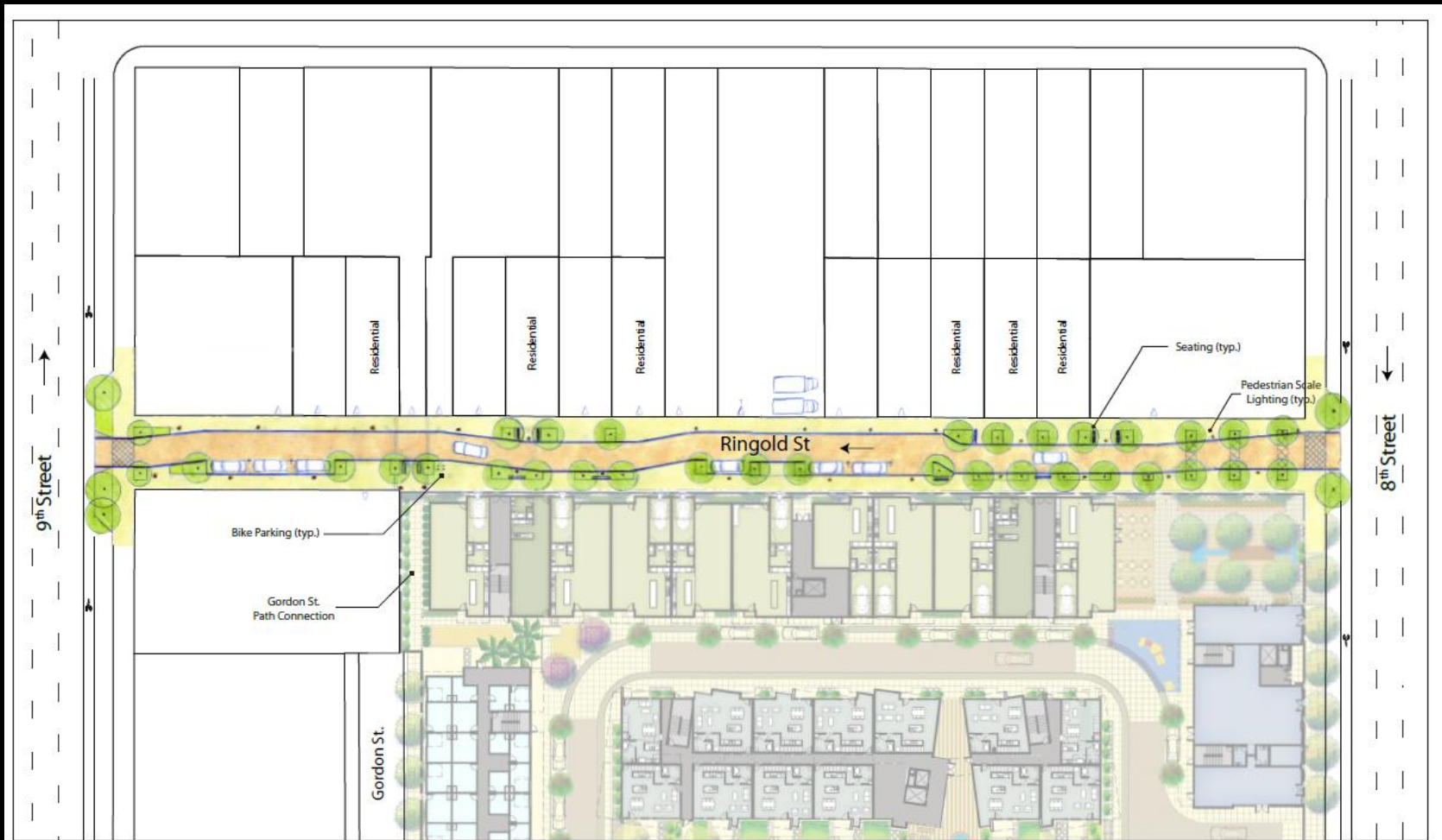
# Ringold Alleyway Project In-Kind Opportunity



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**



# Concept Plan – Shared Street



West SoMa  
Neighborhood Transportation Plan

Ringold between 8th & 9th - Shared Street Concept

Scale 1"=40' when printed at 11x17

COMMUNITY DESIGN ARCHITECTURE  
REGION • CITY • NEIGHBORHOOD • BUILDING





# Design Features

- Utility undergrounding
- Shared street treatment
- Traffic calming
- Public realm/streetscape
- Modest reductions in parking

## Shared Street



## Landscaping



## Seating



## Ped lighting



## Public art



# In-Kind Process to Date

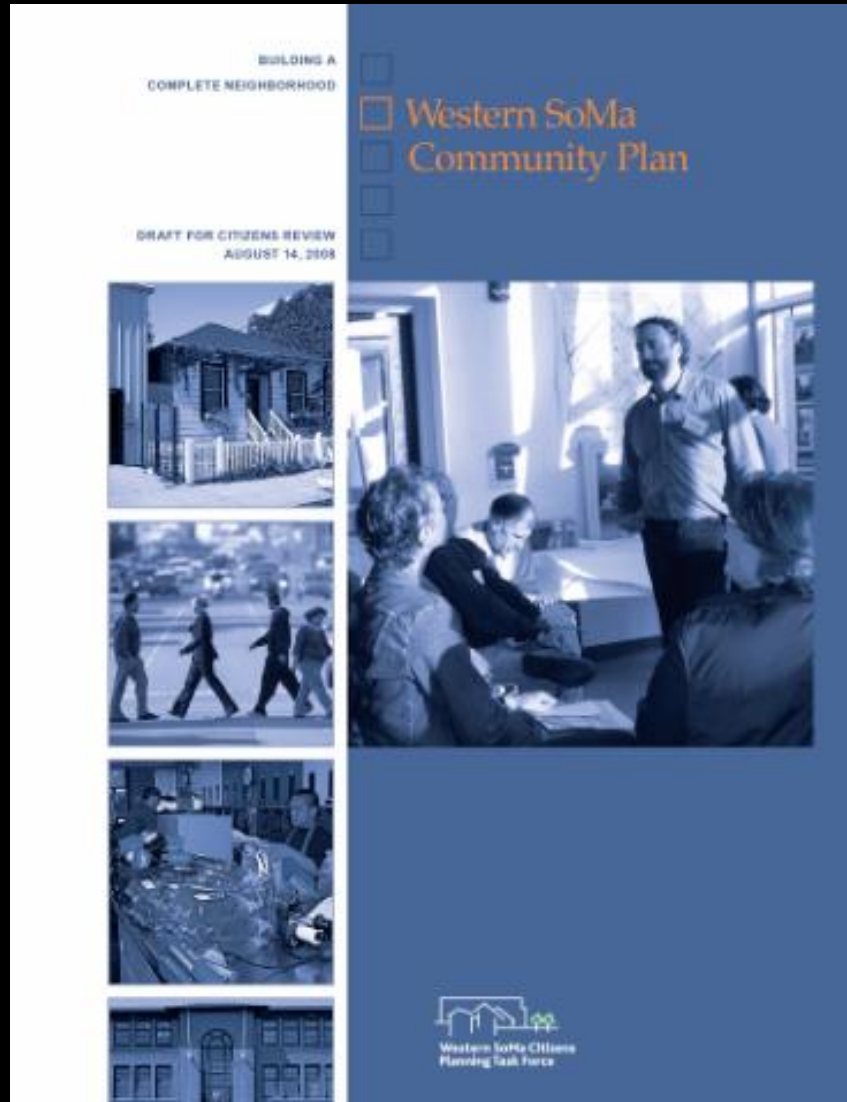
- **Developer submits in-kind application for \$2.135 M in transportation impact fees to be waived**
- **Sept 16 mtg:**
  - **ENCAC adopts a Resolution of Intent to grant a waiver for at least \$1 M in fees and bring back more information regarding scope of \$1 M project and other city funding sources available**



# Concept Plan – Traditional Street



# History and importance of project to Community





# Funding

- **Since September Meeting:**
  - **In-kind request is modified such that the cost to underground streets adjacent to 350 8<sup>th</sup> Street (\$254,000) will be borne by developer**
  - **In-kind request is for \$249,000 to underground rest of utilities including connections to adjacent properties**
- **Other Funding Opportunities**
  - **Prop AA**
  - **Prop K**



# ENCAC Alternatives:

Approve In-Kind Waiver for:

- **Option 1: Traditional Street for \$1 million**
- **Option 2: Shared Street for \$2.084 million**
- **Option 3: Shared Street for some amount <\$2 million with remainder to be provided by an alternative source such as Prop K or Prop AA (subject to SFMTA concurrence and Transportation Authority Board approval)**



EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE  
October 21, 2013 Meeting Material

Agenda Item No. 7

Eastern Neighborhoods Development Impact Fee Proposed Expenditures.

Presentation by staff of proposed expenditures for the Eastern Neighborhoods for FY 15 through FY 24, to be included in the annual Interagency Planning Interagency Planning Implementation Committee (IPIC) Report, followed by comment and potential action.

**DATE:** September 13, 2013

**TO:** Eastern Neighborhoods CAC Members

**FROM:** Mat Snyder, EN CAC staff, [mathew.snyder@sfgov.org](mailto:mathew.snyder@sfgov.org), 575-6891

**SUBJECT:** Revised Proposed Expenditures of EN Impact Fee Funds for FY 15 – FY 24  
September 16, 2013 Meeting – Agenda Item No. 5

At your August 16, 2013, I presented to you a proposed expenditure plan for EN funds for FY 15 through FY 24. Since that meeting, the Interagency Plan Implementation Committee (IPIC) met to consider the proposed expenditure plan and have suggested several changes. This memorandum is to walk through those proposed changes. At your September 16, 2013, I will ask for a vote from the CAC approving the expenditure plan so that Planning staff can prepare the annual IPIC Report and so that FYs 15 and 16 expenditures can be appropriated in the respective Agency budgets during the coming budget cycle. Changes are denoted as highlighted cells. The different colors of the highlight simply denote when the changes have been made since your last meeting.

Below are the changes:

### **Revenues**

Projected Revenues have been increased. The IPIC has asked Planning staff to be more aggressive in projecting revenues in the coming three years, given the current strength of the construction activity. City staff would like to avoid having unanticipated funds that can't be spent because of a lack of allocated projects. For example, if more money comes in in a given fiscal year than anticipated, the money would be unable to be spent without a project associated with it. Money would not be lost, as you could allocate the funds the following year, but it would not be efficiently utilized.

When we project revenues, we generally take 20% off the top as a means to provide a margin of error; I have adjusted the projections simply by taking away this 20% for FY 14, 15 and 16. The changes add roughly \$3M in additional spending.

### **Transportation and Streetscape**

The Clementina Alley in-kind agreement is no longer being pursued. Staff had been looking to see if the in-kind scope could be incorporated into streetscape projects already planned by DPW; we hear from DPW that it cannot. The \$200K that had been allocated for that line item has been added to the pedestrian enhancement line item.

Line items for in-kind agreements have been added for \$1M to provide additional funds for possible in-kinds.

Additional funds have been added to the 22<sup>nd</sup> Street streetscape project (Central Waterfront); this is a project that has conceptual designs and is particularly timely given the number of large-scale Central



Waterfront development projects in the pipeline. Since last month, we are now proposing \$150K in FY 15 (up from \$50K) for pre-construction costs, and \$2M in FY 16 for capital costs.

To assure that the Priority Projects in the transportation category are appropriately funded at 80% of all funds, funds from the general pedestrian enhancements category have been transferred to Folsom Street in the later years.

### **Recreation and Open Space**

Rec and Park staff will join us at the September meeting to specifically talk about their proposed approach to rehabilitation of parks in the Eastern Neighborhoods. As you see, Rec and Park are now recommending \$1.2M to fill the gap for the South Park rehabilitation park project (funded by the 2012 Park Bond) and make it whole. They are also requesting approximately \$650,000 in FY 15 to start work on rehabilitation of Jackson Playground in Showplace Square and Esprit Park in Central Waterfront. (Now referred to as “activation” to indicate the desire of accommodating additional capacity and active uses.) These are not set in stone – Rec and Park and Planning staff look forward to hearing your thoughts on how best to move forward with this aspect of the open space Eastern Neighborhoods program.

Planning, Rec and Park, and OEWD also want to move forward on finding a new park for South of Market. As part of the Draft Central Corridor Plan, a PUC-owned site at in the vicinity of 5<sup>th</sup> and Bryant is identified as a possible new park site. ([http://www.sf-planning.org/ftp/files/Citywide/Central\\_Corridor/Central-Corridor-Plan-DRAFT-FINAL-web.pdf](http://www.sf-planning.org/ftp/files/Citywide/Central_Corridor/Central-Corridor-Plan-DRAFT-FINAL-web.pdf) p. 72-73) City staff would like to move forward on due diligence and pre-construction activity for a SOMA Park with the understanding that this PUC site will take some focused effort given its complexity. The remainder of the Recreation and Open Space funds have been left to the general “activation of existing parks” line items.

### **Childcare and Library Materials**

Amounts for the Childcare and Library Materials funds have been adjusted slightly per the more aggressive revenue projections.

### **Administrative Costs**

Administrative Costs have been added to the expenditure side of the table. (These costs were always shown but outside of the revenue and expenditure stream.) They represent four-percent of all costs per fiscal year.

As always, please let me know if you have any questions about this material.

REVENUE												
			FY 14	TO FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 15 - 19	FY 20 - 24	TOTAL
1	<b>Development Impact Fees</b>											
2	Housing		\$ 253,000	\$ 729,700	\$ 1,882,200	\$ 1,088,900	\$ 1,861,200	\$ 590,900	\$ 590,900	\$ 6,014,100	\$ 2,954,500	\$ 9,698,300
3	Transportation		\$ 1,836,500	\$ 3,350,500	\$ 5,214,400	\$ 283,300	\$ 17,711,400	\$ 620,900	\$ 2,007,900	\$ 25,837,900	\$ 3,104,500	\$ 32,292,900
4	Open Space		\$ 810,500	\$ 2,370,800	\$ 4,702,400	\$ 256,300	\$ 10,912,000	\$ 2,069,000	\$ 2,176,900	\$ 20,116,600	\$ 10,345,000	\$ 32,832,400
5	Child Care		\$ 124,800	\$ 340,500	\$ 653,400	\$ 25,000	\$ 1,647,000	\$ 305,500	\$ 336,300	\$ 2,967,200	\$ 1,527,500	\$ 4,835,200
6	Library		\$ 30,600	\$ 68,700	\$ 125,800	\$ 16,700	\$ 354,300	\$ 66,000	\$ 81,400	\$ 644,200	\$ 330,000	\$ 1,042,900
7	Program Administration		\$ 127,300	\$ 276,800	\$ 524,100	\$ 69,600	\$ 1,353,600	\$ 152,200	\$ 216,400	\$ 2,315,900	\$ 761,000	\$ 3,353,700
9	<b>Impact Fee Revenue Total</b>		<b>\$ 2,929,700</b>	<b>\$ 6,407,300</b>	<b>\$ 11,220,100</b>	<b>\$ 650,900</b>	<b>\$ 31,978,300</b>	<b>\$ 3,213,600</b>	<b>\$ 4,818,900</b>	<b>\$ 51,881,800</b>	<b>\$ 16,068,000</b>	<b>\$ 74,357,100</b>
11										\$ -		
	<b>EXPENDITURES</b>											
										\$ -		
15	<b>Impact Fee Expenditures</b>	<b>Agency</b>	<b>FY 14</b>	<b>TO FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 15 - 19</b>	<b>FY 20 - 24</b>	<b>TOTAL</b>
				\$ -						\$ -	\$ -	
17	<b>Housing</b>		<b>253,000</b>	<b>\$ 729,700</b>	<b>\$ 1,882,200</b>	<b>\$ 1,088,900</b>	<b>\$ 1,861,200</b>	<b>\$ 590,900</b>	<b>\$ 590,900</b>	<b>\$ 6,014,100</b>	<b>\$ 2,954,500</b>	<b>\$ 9,698,300</b>
18	General Housing Payment to MOH	MOH	\$ 253,000	\$ 729,700	\$ 1,882,200	\$ 1,088,900	\$ 1,861,200	\$ 590,900	\$ 590,900	\$ 6,014,100	\$ 2,954,500	\$ 9,698,300
19				\$ -						\$ -	\$ -	
20	<b>Transportation and Streetscape</b>		<b>\$ 1,120,000</b>	<b>\$ 1,120,000</b>	<b>\$ 3,313,200</b>	<b>\$ 2,715,600</b>	<b>\$ 20,305,300</b>	<b>\$ 860,000</b>	<b>\$ 874,300</b>	<b>\$ 28,068,400</b>	<b>\$ 3,104,500</b>	<b>\$ 32,292,900</b>
21	Folsom Street Improvements - EIR	Planning	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
22	Folsom Street Improvements - Conceptual Planning	MTA	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
23	Folsom Street Improvements - Design and Engineering / Construction	MTA / DPW	\$ -	\$ -	\$ -	\$ -	\$ 20,105,300	\$ 660,000	\$ 674,300	\$ 21,439,600	\$ -	\$ 21,439,600
24				\$ -						\$ -	\$ -	
25	16th Street Improvements - Conceptual Engineering Report	MTA	\$ 845,000	\$ 845,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 845,000
26	16th Street Improvements - Conceptual Planning	MTA	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
27	16th Street Improvements - Design and Engineering / Construction	MTA / DPW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28				\$ -						\$ -	\$ -	
30	Mission Mercado (in-kind)	DPW / Planning	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
31	Community Challenge Grant	City Administrator (CCG)	\$ 25,000	\$ 25,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ -	\$ 1,025,000
32	Pedestrian Enhancement Funds	MTA / DPW	\$ -	\$ -	\$ 863,200	\$ 515,600	\$ -	\$ -	\$ -	\$ 1,378,800	\$ -	\$ 1,378,800
34	In-Kind Agreements	In-Kind	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
35	22nd Street (Green Connections)	Planning	\$ -	\$ -	\$ 150,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,150,000	\$ -	\$ 2,150,000
36	Unprogrammed	MTA / DPW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,104,500	\$ 3,104,500
37				\$ -						\$ -	\$ -	
38	<b>Recreation and Open Space</b>		<b>\$ 400,000</b>	<b>\$ 1,400,000</b>	<b>\$ 5,158,000</b>	<b>\$ 1,222,000</b>	<b>\$ 7,755,100</b>	<b>\$ 2,200,900</b>	<b>\$ 4,751,400</b>	<b>\$ 21,087,400</b>	<b>\$ 10,345,000</b>	<b>\$ 32,832,400</b>
39	17th and Folsom Park	Rec and Park	\$ 300,000	\$ 1,300,000	\$ 1,120,000	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000	\$ -	\$ 2,420,000
40	Daggett Park (In-Kind)	In-Kind	\$ -	\$ -	\$ 1,880,000	\$ -	\$ -	\$ -	\$ -	\$ 1,880,000	\$ -	\$ 1,880,000
41	SOMA Park Rehabilitation (South Park)	Rec and Park	\$ 100,000	\$ 100,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,300,000
42	New Parks (unprogrammed)	Rec and Park	\$ -	\$ -	\$ 300,000	\$ 1,222,000	\$ 3,384,000	\$ 1,534,000	\$ 2,370,400	\$ 8,810,400	\$ 5,172,500	\$ 13,982,900
49	Activation of Jackson Park and Esprit Park	Rec and Park	\$ -	\$ -	\$ 658,000	\$ -	\$ -	\$ -	\$ -	\$ 658,000	\$ -	\$ 658,000
57	Activation of existing parks	Rec and Park	\$ -	\$ -	\$ -	\$ -	\$ 4,371,100	\$ 666,900	\$ 2,381,000	\$ 7,419,000	\$ 5,172,500	\$ 12,591,500
58	<b>Childcare</b>		<b>\$ -</b>	<b>\$ 1,915,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,236,000</b>	<b>\$ -</b>	<b>\$ 156,100</b>	<b>\$ 1,392,100</b>	<b>\$ 1,527,500</b>	<b>\$ 4,835,200</b>
59	Potrero Launch Childcare Center (in-kind)		\$ -	\$ 1,915,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,915,600
60	Childcare (unprogrammed)		\$ -	\$ -	\$ -	\$ -	\$ 1,236,000	\$ -	\$ 156,100	\$ 1,392,100	\$ 1,527,500	\$ 2,919,600
61				\$ -						\$ -	\$ -	
62				\$ -						\$ -	\$ -	
63	<b>Library Materials</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 712,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 712,900</b>	<b>\$ 330,000</b>	<b>\$ 1,042,900</b>
64	Library Materials	Library	\$ -	\$ -	\$ 712,900	\$ -	\$ -	\$ -	\$ -	\$ 712,900	\$ 330,000	\$ 1,042,900
65				\$ -						\$ -	\$ -	
66	<b>Administration</b>		<b>\$ 127,300</b>	<b>\$ 127,300</b>	<b>\$ 524,100</b>	<b>\$ 69,600</b>	<b>\$ 1,353,600</b>	<b>\$ 152,200</b>	<b>\$ 365,900</b>	<b>\$ 2,465,400</b>	<b>\$ 761,000</b>	<b>\$ 3,353,700</b>
67	Program Administration		\$ 127,300	\$ 127,300	\$ 524,100	\$ 69,600	\$ 1,353,600	\$ 152,200	\$ 365,900	\$ 2,465,400	\$ 761,000	\$ 3,353,700
76				\$ -						\$ -	\$ -	
77	<b>Impact Fee Expenditure Total</b>		<b>\$ 1,647,300</b>	<b>\$ 4,562,900</b>	<b>\$ 9,708,200</b>	<b>\$ 4,007,200</b>	<b>\$ 30,650,000</b>	<b>\$ 3,213,100</b>	<b>\$ 6,147,700</b>	<b>\$ 53,726,200</b>	<b>\$ 16,068,000</b>	<b>\$ 74,357,100</b>
84	<b>SURPLUS (DEFICIT)</b>											
88				\$ -						\$ -	\$ -	
85	Impact Fee - Annual Surplus (Deficit)		\$ 1,282,400		\$ 1,511,900	\$ (3,356,300)	\$ 1,328,300	\$ 500	\$ (1,328,800)			
86	Impact Fee - Cumulative Surplus (Deficit)		\$ 1,844,400		\$ 3,356,300	\$ -	\$ 1,328,300	\$ 1,328,800	\$ -			