

Eastern Neighborhoods Citizen Advisory Meeting

November 18, 2013

Meeting Presentation Material

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Agenda Item No. 6

The Board of Supervisors Eastern Neighborhoods Hearing. Report back on the Government Audit and Oversight Committee of the Board of Supervisors Hearing on Eastern Neighborhoods Infrastructure funding and discussion of next steps for the CAC in advocating for additional EN funding, followed by comment and potential action.

Date: November 18, 2013

To: Eastern Neighborhoods CAC Members

From: Mat Snyder, Planner, EN CAC staff, Mathew.snyder@sfgov.org 575-6891

Re: Board of Supervisors Government Audit and Oversight Committee November 15 Hearing

Attached please find the following material from the BOS November 15 Hearing regarding funding infrastructure in the Eastern Neighborhoods.

1. Presentation given by Keith Goldstein on behalf of the CAC
2. Planning Department Presentation
3. Mayor's Transportation Task Force Presentation
4. MTA's Presentation
5. Department Recreation and Park's Presentation
6. Department of Public Work's Presentation

The full hearing can be viewed here:

http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=11

The Eastern Neighborhoods are ground zero for development in SF. Nowadays, community meetings are dominated by developer presentations. I have lost track of the number of developers and architects who claim that their grandmother was born in a small house in Dogpatch or who claim they like nothing more than hanging out with a cup of coffee at Farley's on Potrero Hill.

The ENCAC is keen to play an active and influential role in the decision making process for funding and implementing infrastructure improvements. We believe that the EN deserves special attention. After all, it was the EN planning process that allowed for this growth.

We have seen some accomplishments from public benefit funds;

New parks in Eastern Soma, Potrero, Mission.

Plans for park renovations in each of the EN.

New open space along the central waterfront.

Plans proceeding for 16th Street transit and streetscape and for a revamped Folsom Boulevard.

Greening of 22nd Street plans moving forward.

And the CAC has approved some in-kind agreements that appear beneficial to the whole community.

However, there is a huge gap in funding for infrastructure improvements needed to accommodate the huge growth planned for the EN. Planning Dept figures indicate PB revenues range from \$74M to \$116M. Sadly, this is far short of the \$245M to \$395M estimate in the needs assessment- a gap of as much as \$280M. Currently, we see no clear plan on how to fill this funding gap.

We might ask if \$20 million of impact fees should go to a project like the revamp on Folsom, which is used by the entire city. \$20 million could go a long way on some more local, focused projects.

Based on input from our neighbors, the EN CAC is especially concerned at the lack of funding for transit and transportation. Support for shuttle services, better transit would be most welcome.

The list of needs can continue with affordable housing, green space, park improvements, child care, streetscape, pedestrian and bike improvements.

The CAC does keep track of funding mechanisms that the City is considering and we welcome the opportunity to suggest new funding mechanisms such as TIF's; using increased tax revenue directly for EN infrastructure; community development districts. What happened to IFD's? We thought that the Rincon IFD was a prototype that could then be used in the EN.

We urge the City to use the increased revenues from this development glut directly for public benefit needs in the EN.



THE EASTERN NEIGHBORHOODS PLAN



SAN FRANCISCO
PLANNING
DEPARTMENT

PRESENTATION TO BOARD OF SUPERVISORS
NOVEMBER 14, 2013

Presentation Contents

1. Background and Regional Context
2. Development Pipeline
3. Implementation Framework
4. Funding Strategy
5. Project Status and Delivery
6. Prioritizing Improvements

Eastern Neighborhoods Plans – Regional Context

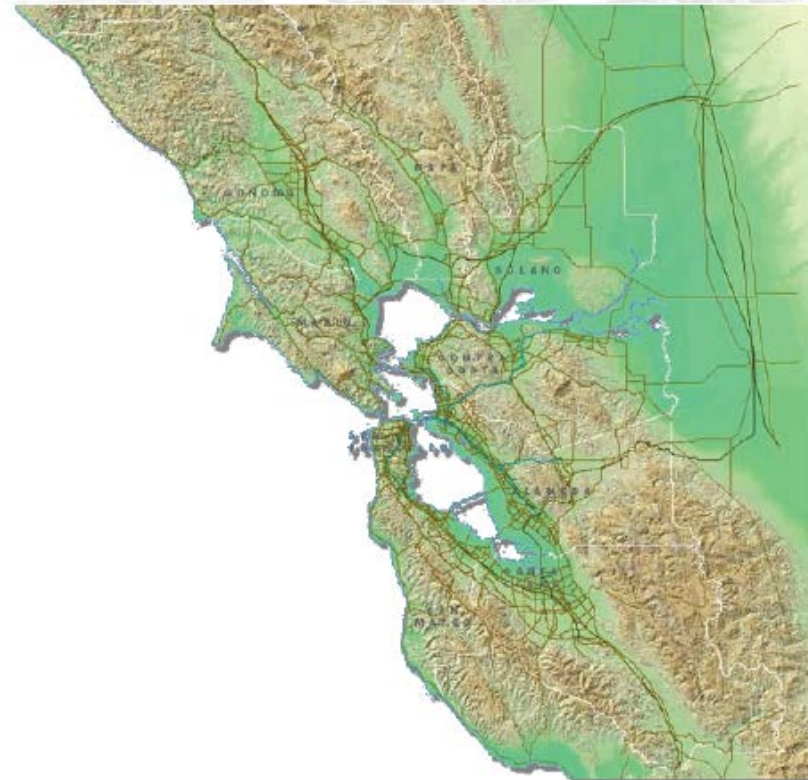
Regional Growth – 2010 – 2040

CAUSES OF REGIONAL GROWTH

- Comparatively strong economy
- Comparatively better weather
- Comparatively high quality of life

EXPECTED GROWTH

- +2.1 million people (to 9.3 million total)
- + 1.1 million jobs (to 4.5 million)
- + 660,000 housing units



San Francisco's Role in Regional Growth

FROM 2010 - 2040

- Accommodate 15% of regional growth (i.e., maintain current proportion).
- Add + 190,000 jobs, to ~750,000. That's over 6,000 new jobs annually.
- Add + 92,000 housing units, to ~470,000. That's over 3,000 new units annually.

Planning for Growth – Housing

2010-2040



Planning for Growth – Jobs

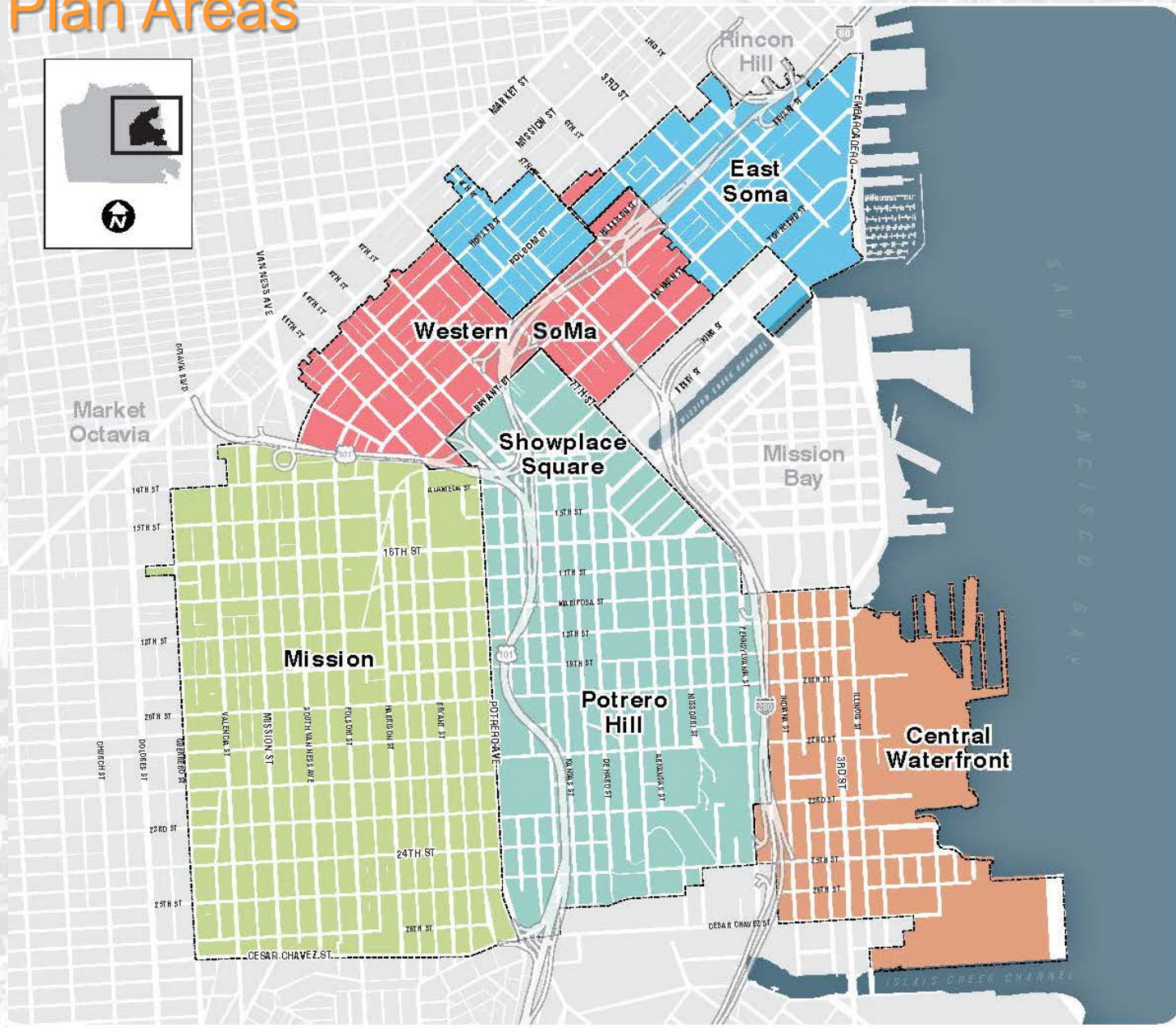
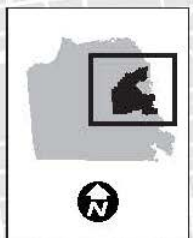
2010-2040



Recent Plans & Major Projects

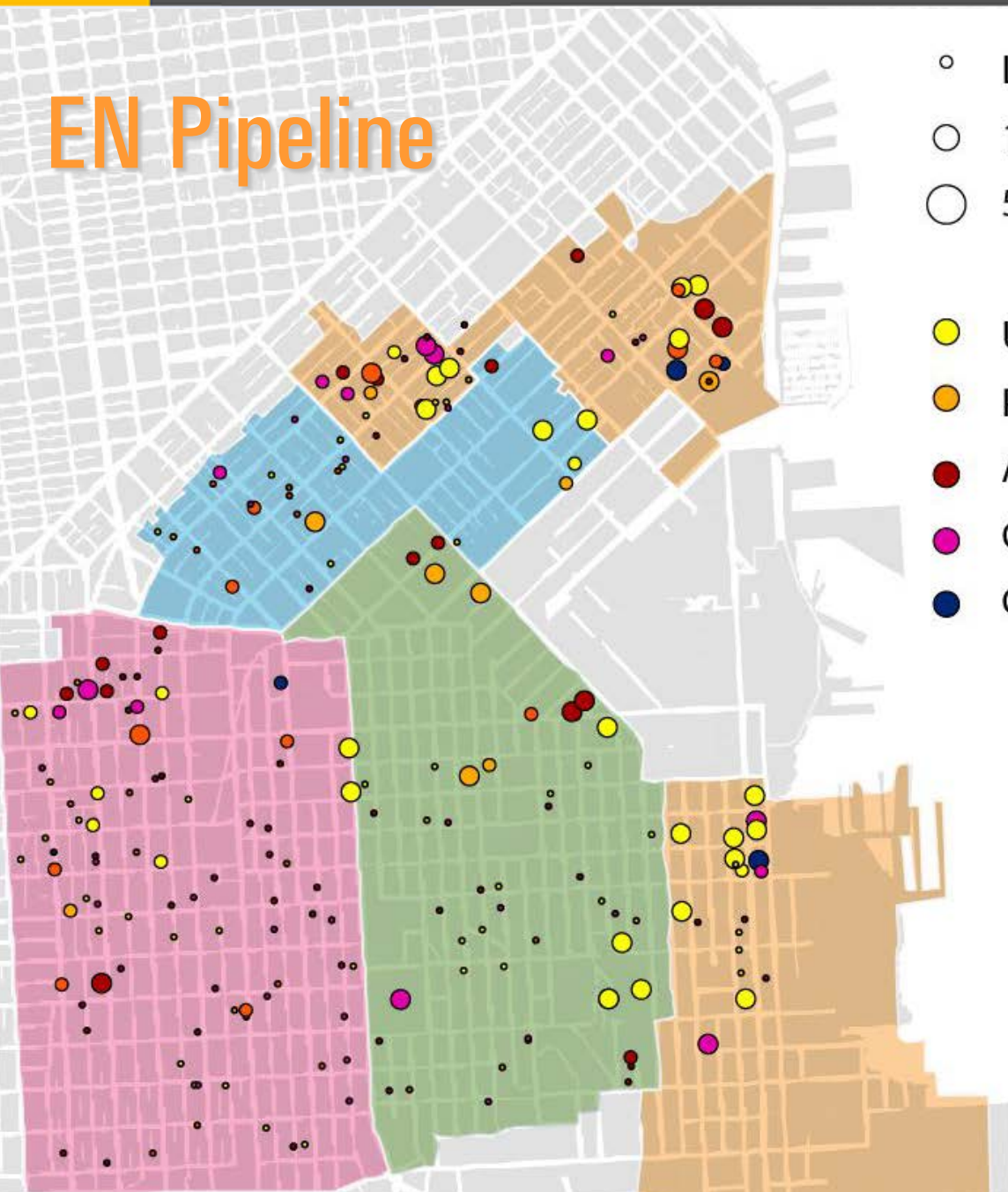
| Plan Area or Project | Year Adopted | Projected Housing | Projected Jobs |
|---|-------------------|-------------------|----------------|
| 5M | Under development | 750 | 4,000 |
| Balboa Park | 2009 | 1,780 | 725 |
| Candlestick/Hunters Point Shipyard | 2010 | 10,500 | 10,000 |
| Central Corridor | Under development | 12,400 | 50,600 |
| Downtown (C-3 & other) | 1984 | 3,000 | 5,000 |
| Eastern Neighborhoods | 2008 | 9,000 | 9,500 |
| Executive Park | 2010 | 1,600 | 75 |
| HOPE SF (Sunnydale & Potrero) | Under development | 1800 | 75 |
| Market and Octavia | 2007 | 5,500 | 3,000 |
| Mission Bay | 1998 | 3,000 | 10,000 |
| Mission Rock (SWL 337) | Under development | 1,000 | 5,000 |
| Parkmerced | 2011 | 5,700 | 900 |
| Pier 70 | Under development | 2,000 | 12,000 |
| Rincon Hill | 2005 | 3,500 | 75 |
| Transbay Redevelopment & Transit Center | 2012 | 4,500 | 25,000 |
| Treasure Island | 2011 | 7,000 | 2,750 |
| Visitacion Valley | 2008 | 1,600 | 500 |
| Warriors Arena (Pier 30/32 & SWL 330) | Under development | 120 | 650 |
| Western SoMa | Expected 2013 | 2,900 | 3,200 |
| TOTAL PLANNED | | 77,650 | 143,050 |
| PlanBayArea - TOTAL PROJECTED | | 92,400 | 191,000 |

EN Plan Areas



Development Pipeline and Trends

EN Pipeline



- Less than 10 units or 10k gsf commercial
- 10-50 units / 10-40k gsf commercial
- 50 units or Greater / Greater than 40k gsf
- Under Review
- Planning Approved
- Approved for Construction
- Construction
- Complete

EN Jobs and Housing

| Timeframe | # of Housing Units | Net Non-Res (SF) |
|---|--------------------|------------------|
| <u>Initial Projections</u> ¹ | | |
| EN Plan Estimates | 10,700 | 3,000,000 |
| <u>Current Projections</u> ² | | |
| Completed 2009-2014 | 1,400 | 370,000 |
| Projected 2015-2019 | 6,300 | 980,000 |

Sources:

¹Eastern Neighborhoods nexus study, West SoMa nexus study

²Pipeline Database

Implementation Framework

Eastern Neighborhoods Streets and Open Space Concept

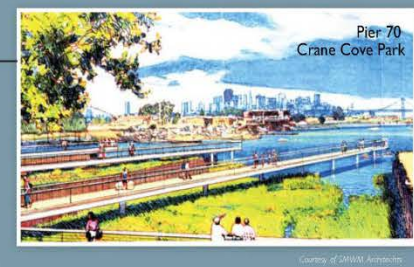
Adopted December 2008



LIVING STREETS

As shown above, alleyways could be converted to “living streets,” where traffic is calmed and paving and landscaping are designed to reflect what is envisioned as the pedestrian primacy of these streets. The Planning Department is currently working with the Redevelopment Agency and the Department of Public Works on three streets in the East SoMa: Minna, Natoma, and Russ Streets. These streets will set the standard for additional living streets to be designed throughout all the Plan areas.

- Acquire and develop sites for open space or neighborhood parks in the general vicinity.
- Existing Open Space
- Planned Open Space
- Civic Boulevard
- Green Connector Streets
- Potential Living Streets



* Mission Bay street grid under construction. Estimated completion date is 2013.

Courtesy of SANVM Architects

Eastern Neighborhoods Pedestrian / Bicycle / Traffic Calming Improvements

Adopted December 2008

-  Improved pedestrian connections
-  Area for improved pedestrian connections
-  Planned bicycle improvements
-  Proposed Mission Creek Bikeway
-  Proposed Street or Area for Traffic Calming

EAST SOMA

-  **2ND/3RD/4TH STREETS:** Pedestrian amenities and safety improvements such as curb bulbs, streetscape plans and landscaping should be explored for these major pedestrian and transit corridors.
-  **MID-BLOCK CROSSINGS:** Prominent mid-block crossings should be considered for SoMa's long blocks.
-  **MISSING SIDEWALKS:** Missing segments of sidewalks along streets such as Townsend and Birch should be constructed as new development occurs and funding allows.
-  **BICYCLE NETWORK:** Planned bicycle improvements on 2nd, 5th and Townsend Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.

MISSION





-  **TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 16th and 24th Streets BART Stations.
-  **BICYCLE NETWORK:** Planned bicycle improvements on Cesar Chavez and 26th Streets should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.
-  **TRAFFIC CALMING:** Traffic calming opportunities should be explored for streets like Guerrero Street and South Van Ness Avenue.
-  **CESAR CHAVEZ:** Pedestrian improvements should be explored as part of an upcoming planning process for the redesign of Cesar Chavez Street led by the Planning Department.
-  **BIKEWAY PROJECT:** The Mission Creek Bikeway proposal should be evaluated for feasibility, specifically issues surrounding cost and implementation.



SHOWPLACE SQUARE/POTRERO HILL

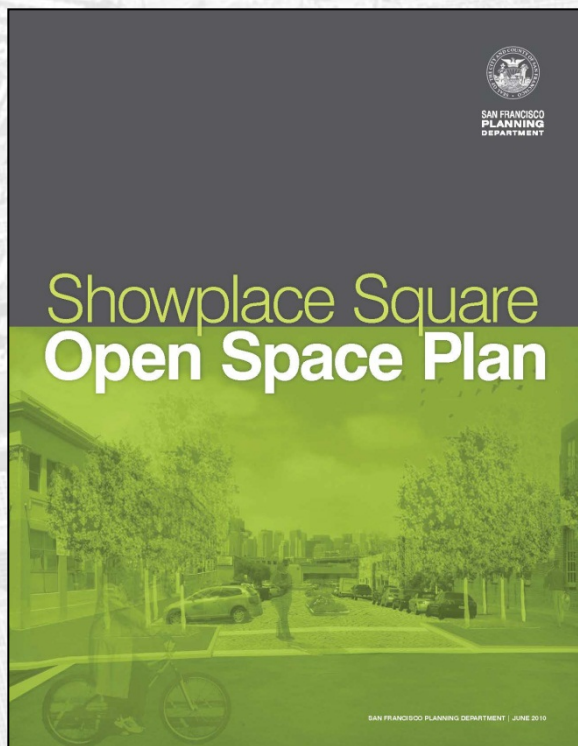
-  **MISSING SIDEWALKS:** Missing segments of sidewalks along streets (Utah, Henry Adams, Rhode Island, De Haro and Berry Streets) should be constructed as new development occurs and funding allows.
-  **16TH STREET:** Pedestrian connections between Showplace Square and Potrero Hill should be established with appropriate treatments such as high-visibility crosswalks, curb bulbouts and countdown signals at signalized intersections.
-  **SHOWPLACE SQUARE & MISSION BAY CONNECTIONS:** Pedestrian connections should be established between the two neighborhoods with appropriate treatments such as pedestrian countdown signals, high visibility crosswalks, and/or curb bulbouts.
-  **BICYCLE NETWORK:** Planned bicycle improvements on Townsend Street and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.
-  **TRAFFIC CALMING:** The SFMTA's Livable Streets program should implement recommendations from the neighborhood traffic calming project in Potrero Hill (2007/8).
-  **BIKEWAY PROJECT:** Proposals for the Mission Creek Bikeway should be evaluated for feasibility, specifically issues surrounding cost and implementation.

CENTRAL WATERFRONT

-  **STREET GRID:** New rights-of-way and extensions to the street grid should be explored as part of planning processes for Port and private properties to allow greater access to the waterfront and increased connectivity for pedestrians and bicyclists.
-  **TRANSIT STATION ACCESS:** Care should be taken to improve the pedestrian environment around the 22nd Street Caltrain and Third Street Light Rail stations.
-  **BICYCLE NETWORK:** Planned bicycle improvements on Indiana and Illinois Streets and Potrero Avenue should be implemented contingent on environmental clearance of the San Francisco Bicycle Plan.
-  **BAY TRAIL & BLUE-GREENWAY:** Opportunities for Bay Trail signage and waterfront trail alignment should be explored. The proposal for the Blue-Greenway should be further examined, specifically issues surrounding feasibility and implementation.



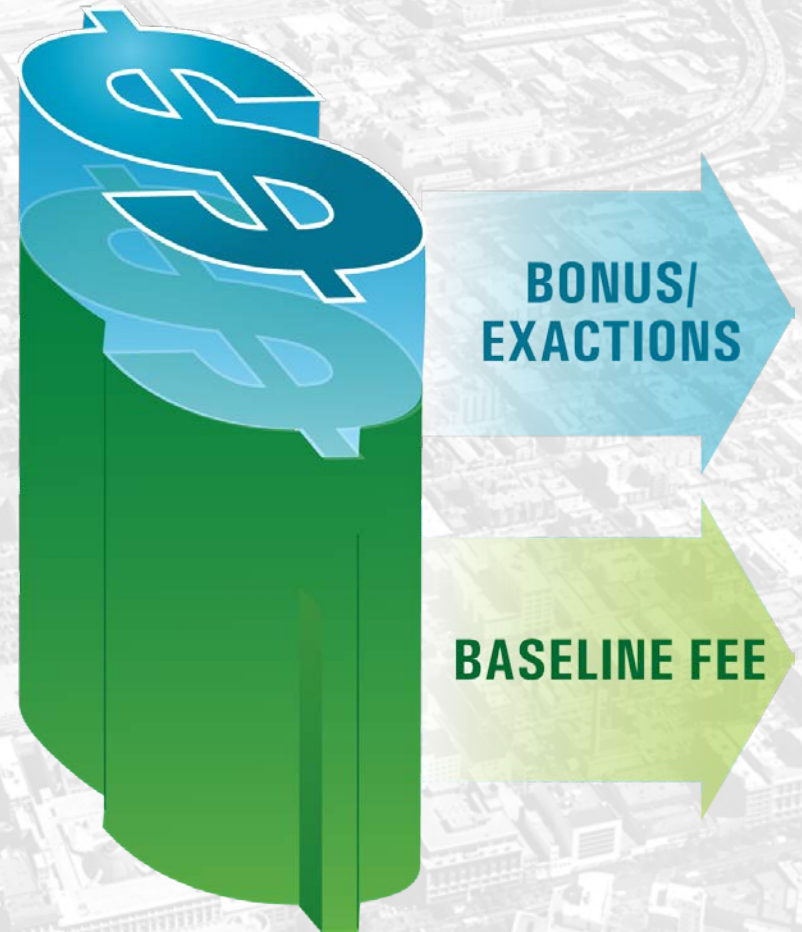
Implementation



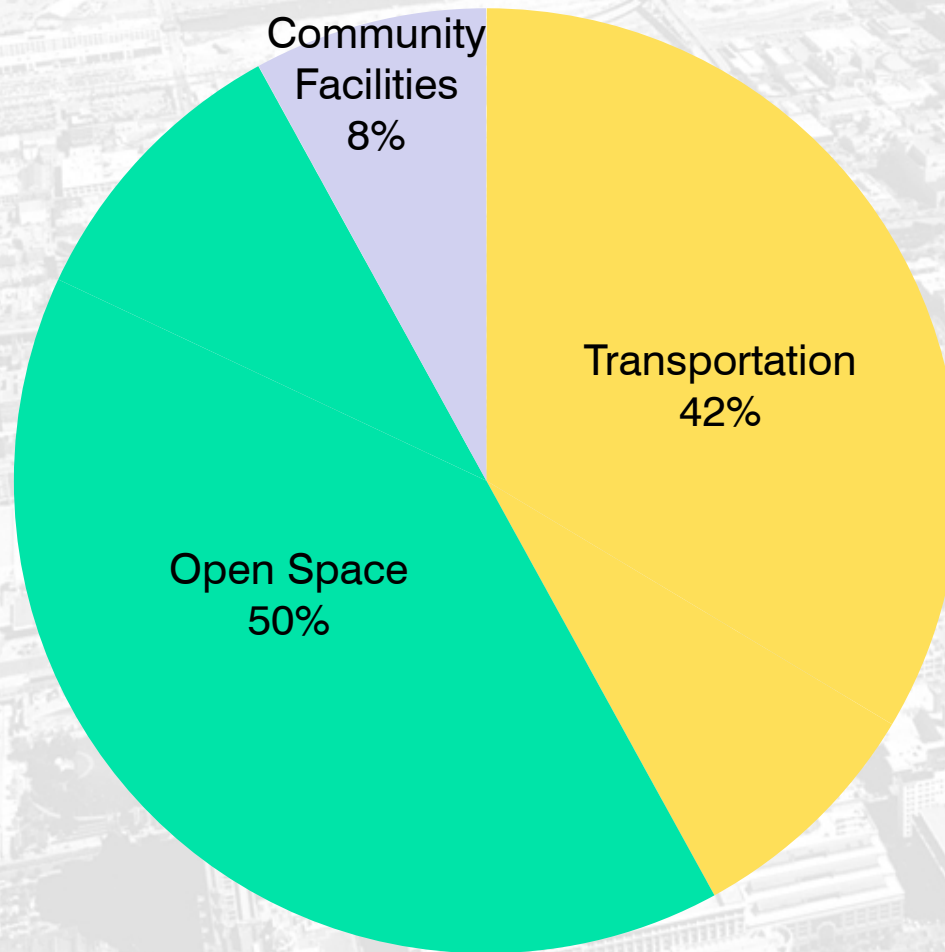
Funding Strategy

Development Impact Fees

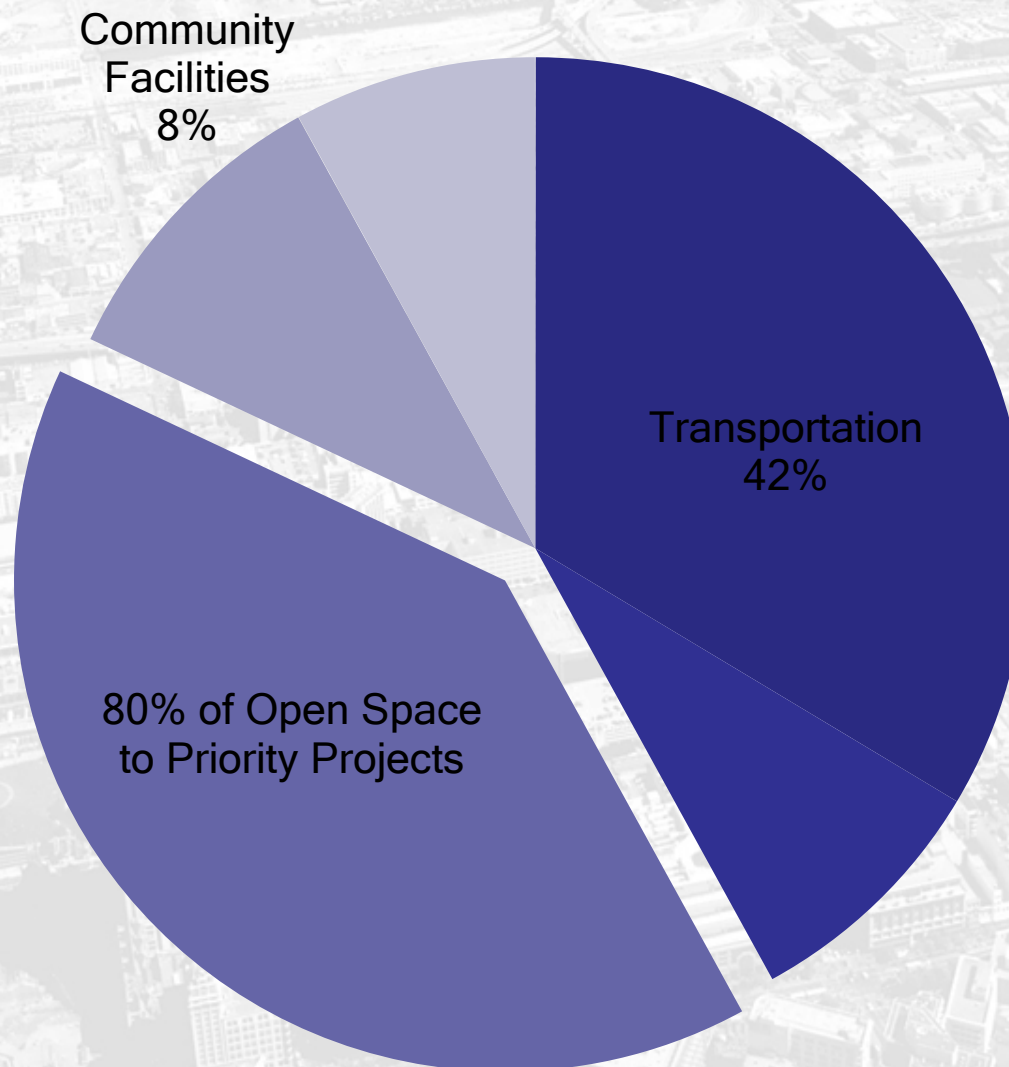
- New impact fees specifically for Eastern Neighborhoods
- Fee rates based on increased development potential



Impact Fee Revenue Distribution

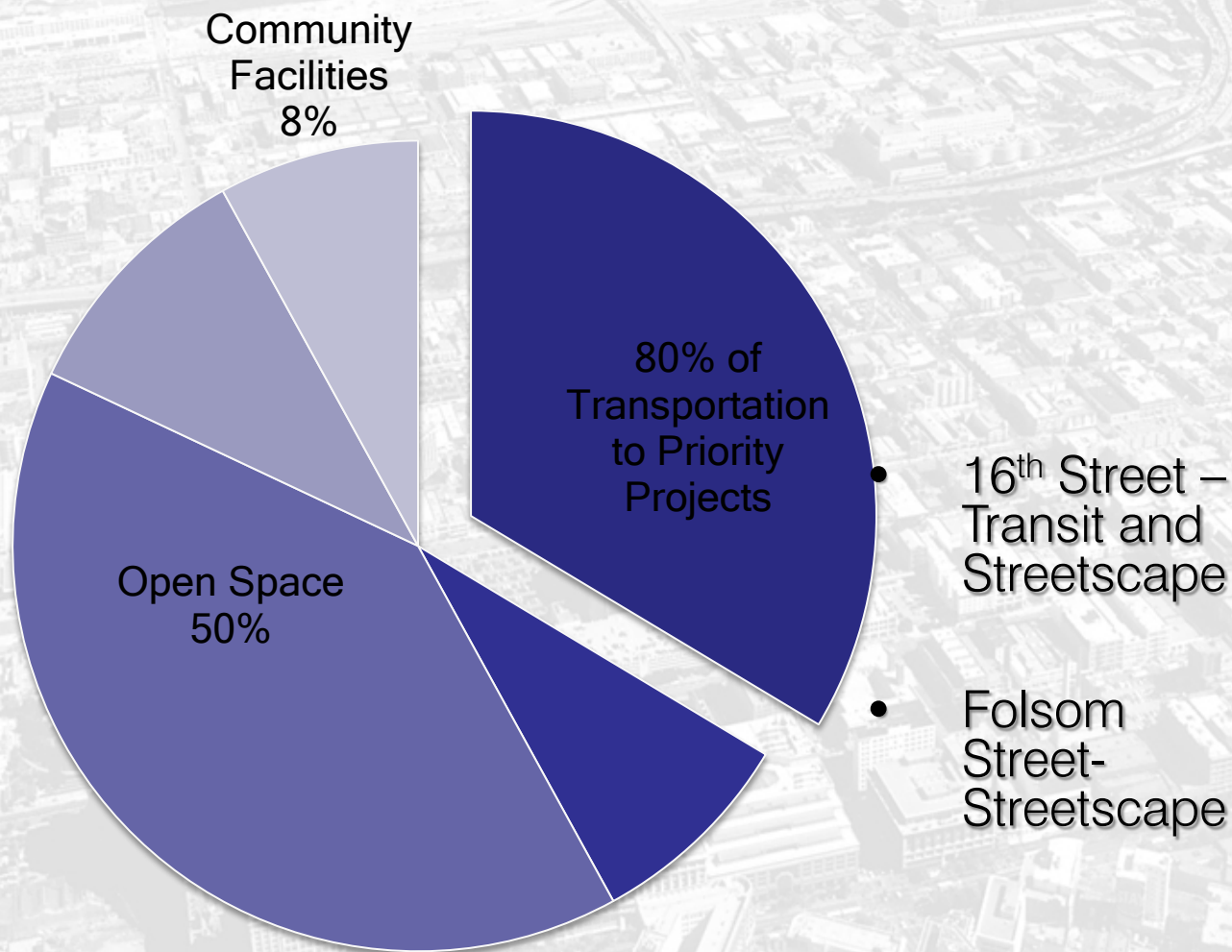


Impact Fee Revenue Distribution



- 17th and Folsom Park
- Showplace Square open space

Impact Fee Revenue Distribution



Projected Impact Fee Infrastructure Revenue

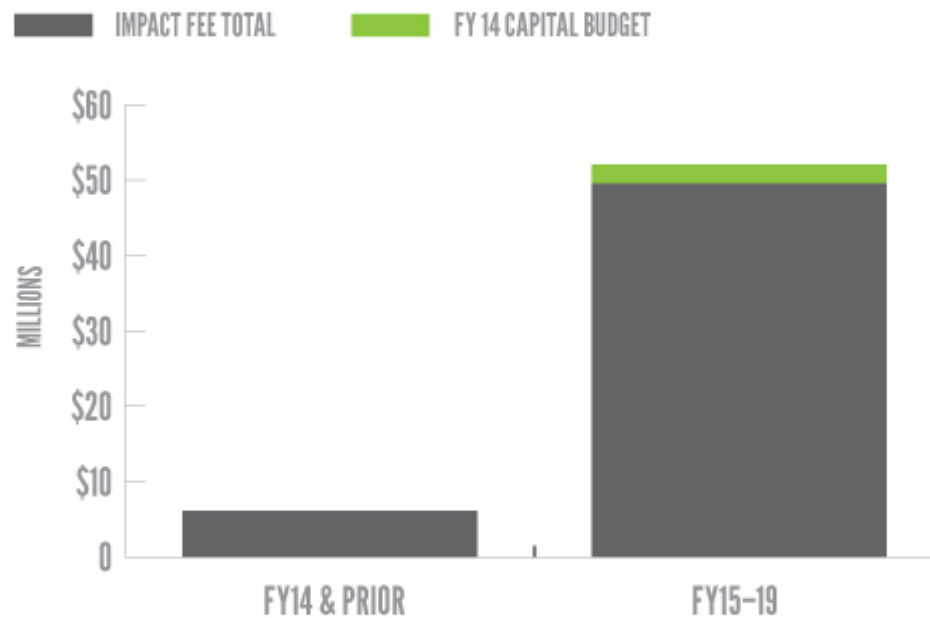
| <u>Initial Projections¹</u> | |
|--|---------------|
| Estimated Impact Fee Revenue (2009-2029) | \$158,000,000 |
| <u>Current Projections²</u> | |
| Collected 2009-2014 | \$6,400,000 |
| Projected 2015-2019 | \$51,800,000 |

Sources:

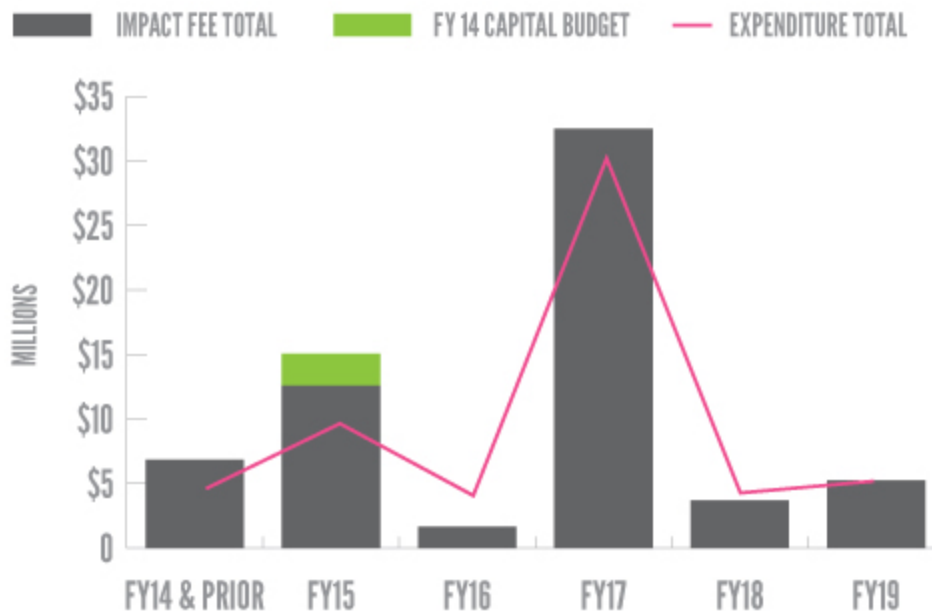
¹EN Implementation Document; W. SoMa Implementation Document

²2014 IPIC Report (pending)

EASTERN NEIGHBORHOODS: PROJECTED REVENUE (BY 5-YEAR PERIOD)



EASTERN NEIGHBORHOODS: REVENUES & PROJECT EXPENDITURES (FY09–19)



Project Status and Delivery

Impact Fees - Priority Projects in EN

16th Street – Transit and Streetscape



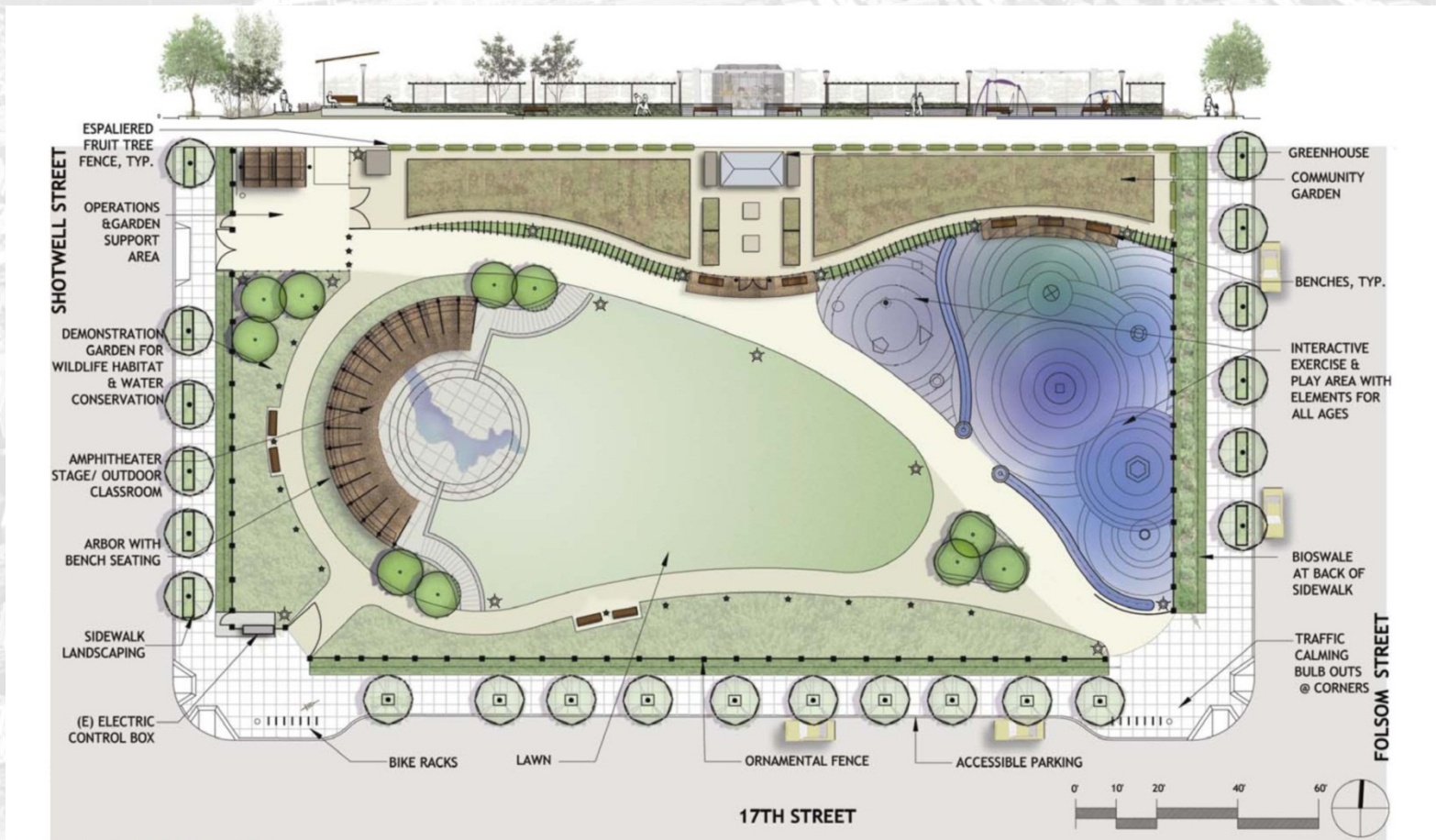
Impact Fee-Priority Projects in EN

Folsom/Howard Streets



Impact Fee-Priority Projects in EN

17th Street / Folsom Street Park: Construction 2015



Impact Fee-Priority Projects in EN

Daggett Triangle Park: in-kind agreement



EN Revenues and Projects – Through FY14

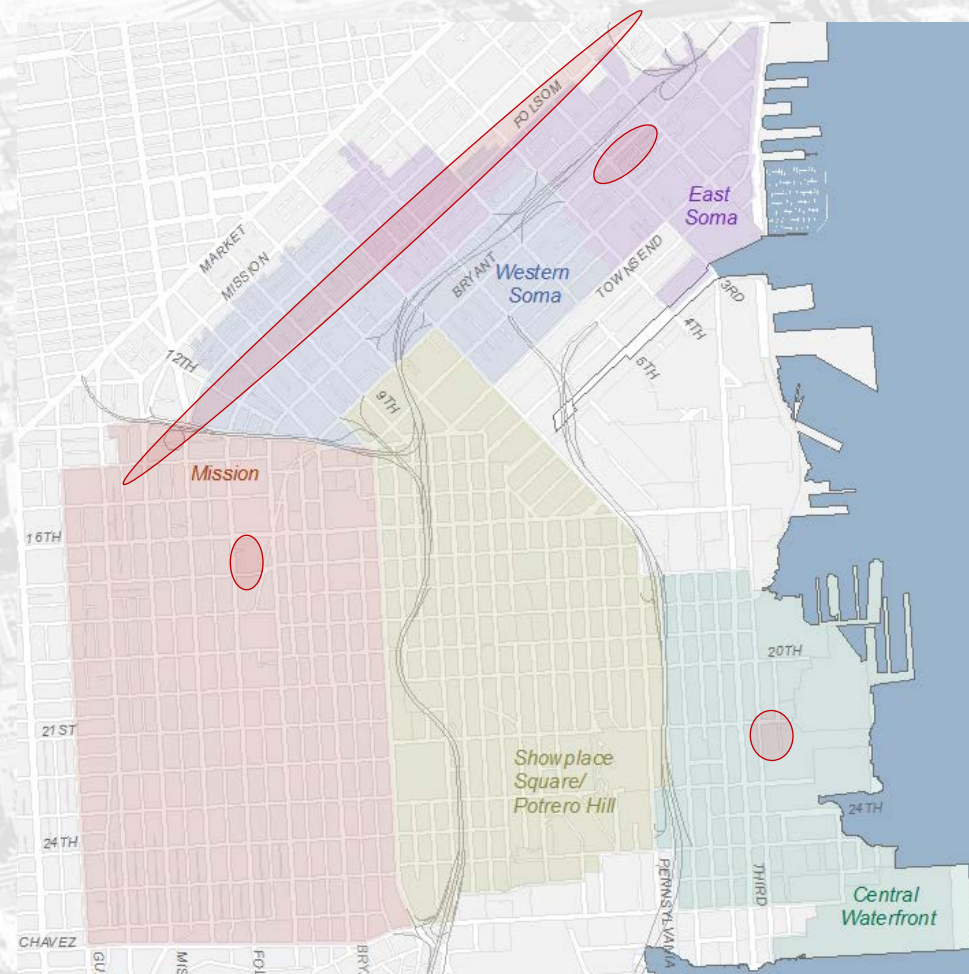
Total Projected Impact
Fee Revenue = \$6.4M

Projects completed:

- Potrero Kids Daycare

Projects Funded:

- 17th/Folsom Street Park (expected construction 2015)
- South Park rehab (pre-development, 2014)
- Folsom Street pre-development



EN Revenues and Projects – FY 15 – FY 19

Total Projected Impact Fee Revenue = \$51.8M

Projects Programmed:

- 16 Street / 22-Fillmore
- Folsom Street
- Mission Mercado Plaza (in-kind)
- Ringgold Alley/W. SoMa (in-kind)
- South Park Rehabilitation
- 22nd Street (Dogpatch) Streetscape
- Other EN Park Rehabilitation
- New Soma Park



EN Revenues and Projects

EN Projects Completed without EN Fee Revenue

- Soma Alleys Phase I
- Folsom Street (Mission)
- Bryant Street traffic calming (26th to Cesar Chavez)
- Bike Plan Improvements throughout the EN
- 24th Street/Mission BART Plaza renovation
- Potrero Hill Traffic Calming
- Victoria Manolo Draves mid-block crossing

EN Revenues and Projects

EN Projects Programmed without EN Fee Revenue

- Mission Street Transit and Streetscape Improvements
- Potrero Avenue Complete Streets Project (21st to 25th Streets)
- Crane Cove Park
- 2nd Street Complete Streets Project
- Valencia/Mission Plaza



MAP OF PROJECTS

Prioritizing Improvements

Eastern Neighborhoods Advisory Committee (EN CAC)

- 19 members (8 mayor-appointed, 11 board-appointed)
- Advise in programming Eastern Neighborhood Development Revenue
- Advise in the monitoring of the Plans' implementation at every fifth year (Monitoring Report)

Infrastructure Project Programming and Funding

- Impact fee funds are programmed on an annual basis
- Iterative process between CAC and City Agencies
- Report published at the end of every year
- Memorialized through budget process

 An aerial, grayscale photograph of San Francisco, showing the dense city grid, major highways, and the bay area. The image is semi-transparent, serving as a background for the text.

Thank You

Mayor's Transportation Task Force

November 14, 2013



Introduction

- Task Force report:
 - gives an overview of the existing transportation conditions, including current capital investment and revenue and future growth impacts;
 - examines the needs for capital programming among the implementing agencies; and
 - recommends investment to transportation projects and programs through 2030.
- Scope does not:
 - address system operating deficits; or
 - solve all problems identified by the Task Force.



Needs Assessment: Funding Gap

| Transportation System Funding Needs (2013 dollars, in millions) | Total Need | Funds Identified to date | Unfunded Need | % Funded |
|---|------------------|--------------------------|-----------------|------------|
| Core System | \$ 6,608 | \$ 3,587 | \$ 3,021 | 54% |
| Enhanced System | \$ 1,833 | \$ 160 | \$ 1,673 | 9% |
| Expanded System | \$ 1,644 | \$ 6 | \$ 1,638 | 0% |
| Total | \$ 10,085 | \$ 3,753 | \$ 6,332 | 37% |

*excludes fully funded capital projects, e.g. Central Subway or Van Ness BRT



Findings

1. The current infrastructure is inadequate to meet current demand. Transportation services will severely decline without new investment.
2. Making required improvements to the City's transportation system infrastructure is estimated at \$10.1 billion over the next 15 years. The City has identified \$3.8 billion in funding, leaving a \$6.3 billion funding gap over the next 15 years.



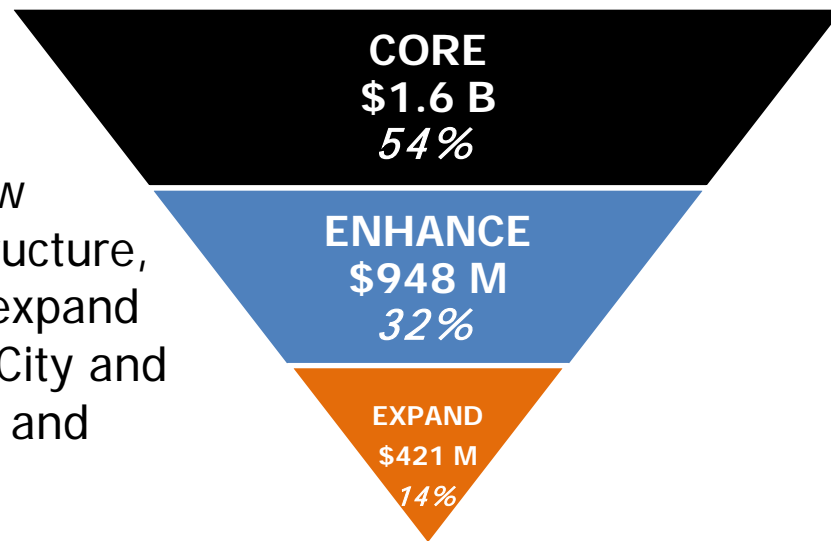
Recommendations Overview

- Recommendation 1: Invest in programs with greatest positive impact to maintain, enhance and expand the City's transportation system.
- Recommendation 2: Pursue three revenue sources that when combined, address a significant percentage of transportation improvements.
- Recommendation 3: Support regional, state and federal policies that will increase funding to City transportation capital improvements.



Recommendation 1: Address Need Strategically

- Use revenue generated from new sources to maintain core infrastructure, enhance existing networks and expand to accommodate growth across City and regional transportation agencies and providers.



| 15 Year Investment Plan (2013 dollars, in millions) | Total Need | Funds Identified | Unfunded Need | Proposed 2030 Spending | % Funded (after 2030 contribution) |
|--|------------------|------------------|-----------------|------------------------|------------------------------------|
| Core Investments | \$ 6,608 | \$ 3,587 | \$ 3,021 | \$ 1,586 | 78% |
| Enhance Investments | \$ 1,833 | \$ 160 | \$ 1,673 | \$ 948 | 60% |
| Expand Investments | \$ 1,644 | \$ 6 | \$ 1,638 | \$ 421 | 26% |
| Total | \$ 10,085 | \$ 3,753 | \$ 6,332 | \$ 2,955 | 67% |



Investment Plan

- Streets and Signals
- Muni Vehicle Fleet Rehabilitation and Expansion
- Rapid Network Enhancements
- Bicycle and Pedestrian Safety Improvements
- Accessibility
- Safe and Complete Streets
- Caltrain, BART, and Regional Connections



Recommendation 1: Potential Programs Streets and Signals

- Raise the level of the average city street to a “good” condition, targeting improvements on the heaviest-used networks; and
- Replace almost half of the City’s traffic and pedestrian signals within 15 years for improved traffic flow and signal reliability; and
- Modernize signals to reduce traffic congestion and improve transit priority.



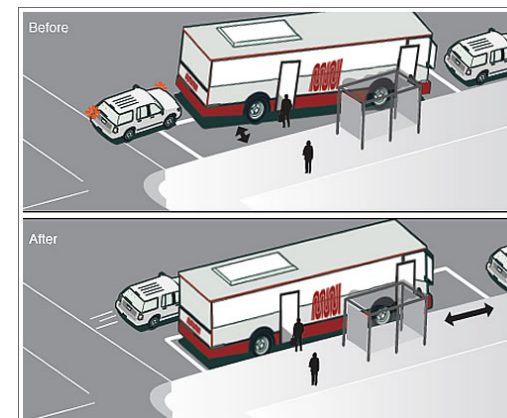
Recommendation 1: Potential Programs – Muni Vehicle Fleet Rehabilitation and Expansion

- Improve service reliability and availability through reduced breakdowns by replacing aging vehicles and performing preventive maintenance on existing fleet
- Additional capacity to reduce crowding and attract new riders by serving busy routes with larger vehicles
- Improve maintenance efficiency and employee safety by replacing older service yards and facilities



Recommendation 1: Potential Programs Rapid Network Enhancements

- Fund large capital projects with improvements along Rapid network corridors: Market Street Transportation and Streetscape Improvements, Transit Effectiveness Project, and Geary Rapid Network Improvements;
- Speed improvements of up to 20% on routes serving more than three quarters of Muni riders;
- Reliability improvements on all routes that will make the transit experience less stressful for current customers and attract new riders;
- New investment on Muni routes that will improve customer experience, from improved bus stop and transfer facilities, to new pedestrian facilities that help customers to arrive safely to and from their destinations.



Recommendation 1: Potential Programs Bicycle and Pedestrian Safety Improvements

- Reduce the number severe injuries and fatalities to pedestrians by at least half through engineering, education and enforcement, and improve walking conditions on San Francisco's busiest walking streets;
- Build bicycling facilities Citywide that encourage all visitors and residents, ages 8 to 80, to use a bicycle for everyday transportation;
- Encourage more residents and visitors to choose sustainable forms of transportation to meet City climate goals;
- Keep the City economically competitive and culturally unique.



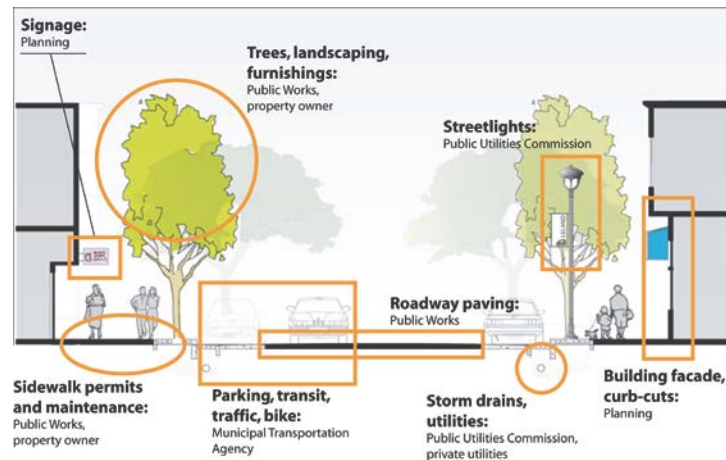
Recommendation 1: Potential Programs Accessibility

- Meet and exceed federal guidelines for accessibility under the American with Disabilities Act
- Easier accesses to transportation, including Muni and streets, for people with disabilities
- Upgrade older facilities with new and ADA-compliant facilities, such as Better Market Street boarding islands
- Add new accessibility improvements in locations not being upgraded through other programs



Recommendation 1: Potential Programs Safe and Complete Streets

- Maximize cost efficiency of street improvements and minimizes street closures
- Ensure coordination across projects and departments to ensure efficient and effective improvements to the right-of-way, with complete streets implemented during repaving projects



Recommendation 1: Potential Programs Caltrain, BART, and Regional Connections

- Provide reliable and efficient transit service from San Francisco to the larger Bay Area through 2030;
- Reduced emissions by replacing Caltrain diesel fleet with electric fleet;
- Provide clear commitment from San Francisco for important regional transportation projects;
- Enhance strong connections between regional transportation providers and local Muni system.



Priority Development Area Neighborhood Investment

| Project | TOTAL NEED | Funds Identified | % Funded | Unfunded Need | 2030 Proposed Funding | % Funded (after 2030 contribution) |
|---|-----------------|------------------|------------|----------------|-----------------------|------------------------------------|
| Caltrain Electrification | \$62 | \$23 | 37% | \$39 | \$39 | 100% |
| Muni Fleet Expand | \$802 | \$6 | 1% | \$796 | \$240 | 31% |
| Citywide Street Resurfacing (PCI 70) | \$1,106 | \$481 | 43% | \$625 | \$625 | 100% |
| Streetscape Enhancement | \$147 | \$0 | 0% | \$147 | \$91 | 62% |
| Citywide Bicycle Strategy | \$441 | \$81 | 18% | \$360 | \$175 | 58% |
| Citywide Pedestrian Strategy | \$363 | \$45 | 12% | \$318 | \$141 | 51% |
| Complete Streets Elements (Follow the Paving) | \$34 | \$0 | 0% | \$34 | \$34 | 100% |
| All Other Projects | \$7,130 | \$3,117 | 44% | \$4,013 | \$1610 | 66% |
| TOTAL | \$10,085 | \$3,753 | 37% | \$6,332 | \$2,955 | 66% |



Priority Area Neighborhood Investments

- 87% of the funding in the investment plan is designated for citywide and neighborhood improvements (fleet replacement, repaving, pedestrian safety) while downtown improvements represent 13% of the funding.
- 46% of the investment plan is designated to “enhancing” and “expanding” the current transportation system. Many of the projects for the Eastern Neighborhood Plan would fall into these two categories.
- Projects that would benefit the Eastern Neighborhoods include Complete Streets and Street Paving, which would be fully funded. \$316 million designated towards the Bicycle and Pedestrian Strategies. Fully funded Caltrain electrification, etc...



Revenue Source Determination

- Potential new revenue sources were evaluated based on the following criteria:
 - Ability to provide significant resources for transportation projects.
 - Overall feasibility of securing the revenue source within a relatively short time-frame.
 - Clear nexus between the funding source and benefit to transportation users.



Recommendation 2: New Revenue

| Revenue Source (2013 \$) | 15 Year Annual Average | 15 Year Total |
|--|------------------------|------------------------|
| \$1 Billion in General Obligation Bond Debt (\$829 million in 2013 dollars) | \$55 Million | \$829 Million |
| Vehicle License Fee (1.35%) Increase | \$73 Million | \$1.1 billion |
| 0.50% Sales Tax Increase | \$69 Million | \$1.0 billion |
| Grand Total: | \$197 Million | \$2,955 Billion |

Proposed Charter Amendment to increase set-aside for transportation with new revenue.



Recommendation 3 : Seek Additional Funding

- Identify and support additional revenue opportunities, including federal funding coordination and new or improved transportation-supportive federal, state or regional policies
 - Advocate for additional revenue from regional, state, and federal funding for transportation;
 - Be responsive to City department recommendations for improved funding coordination; and
 - Consider policies and opportunities described in the San Francisco Countywide Plan and Plan Bay Area.



Recommendation 3: Metropolitan Transportation Commission Match

- In direct response to the Transportation Task Force's work, the MTC is proposing a \$7.4 billion "Core Capacity Challenge Grant Program" over the next 15 years.
- The program will focus on fleet replacement, facilities upgrades, and fixed transit guideway infrastructure projects.
- This includes \$4.8 billion in regional/federal funding, of which \$2.3 billion will go to SFMTA.
- A 30% local match will be required under the program (\$1.2 billion for MTA).
- Performance target required to be eligible for the fund.



Next Steps

- Work with advocates and stakeholders to achieve consensus.
- Present updated plan to Transportation Task Force for adoption
- Submit adopted Task Force Recommendations to the Mayor, Board of Supervisors / County Transportation Authority Board, City departments, Capital Planning, and SFMTA Board of Directors.
- Amend Capital Plan
- Communicate the goals and recommendations of the Task Force to the public and interested parties.
- Continue to revise investment and revenue estimates to prioritize the projects and programs.





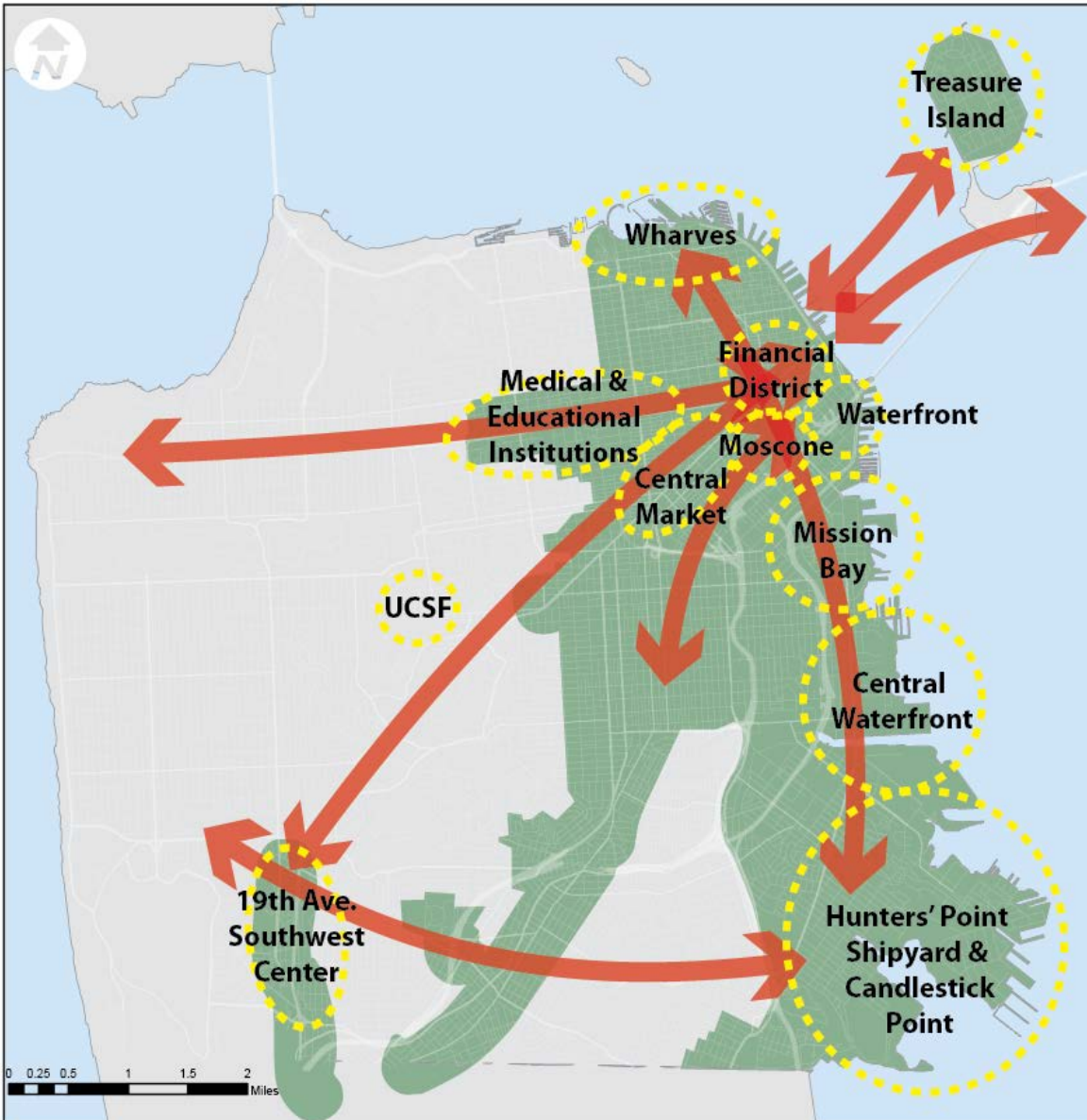
SFMTA
Municipal Transportation Agency

Transportation Projects in Eastern Neighborhoods

11 | 14 | 2013

SAN FRANCISCO, CALIFORNIA

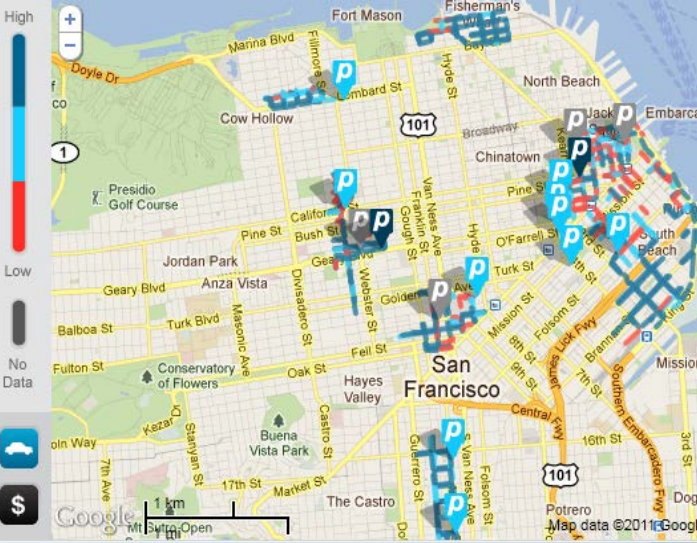




Increased local and regional travel market demand

Growing pressure on downtown core transit network capacity

Link land use with growing travel markets



Parking Management

Regional Transit

Better MUNI



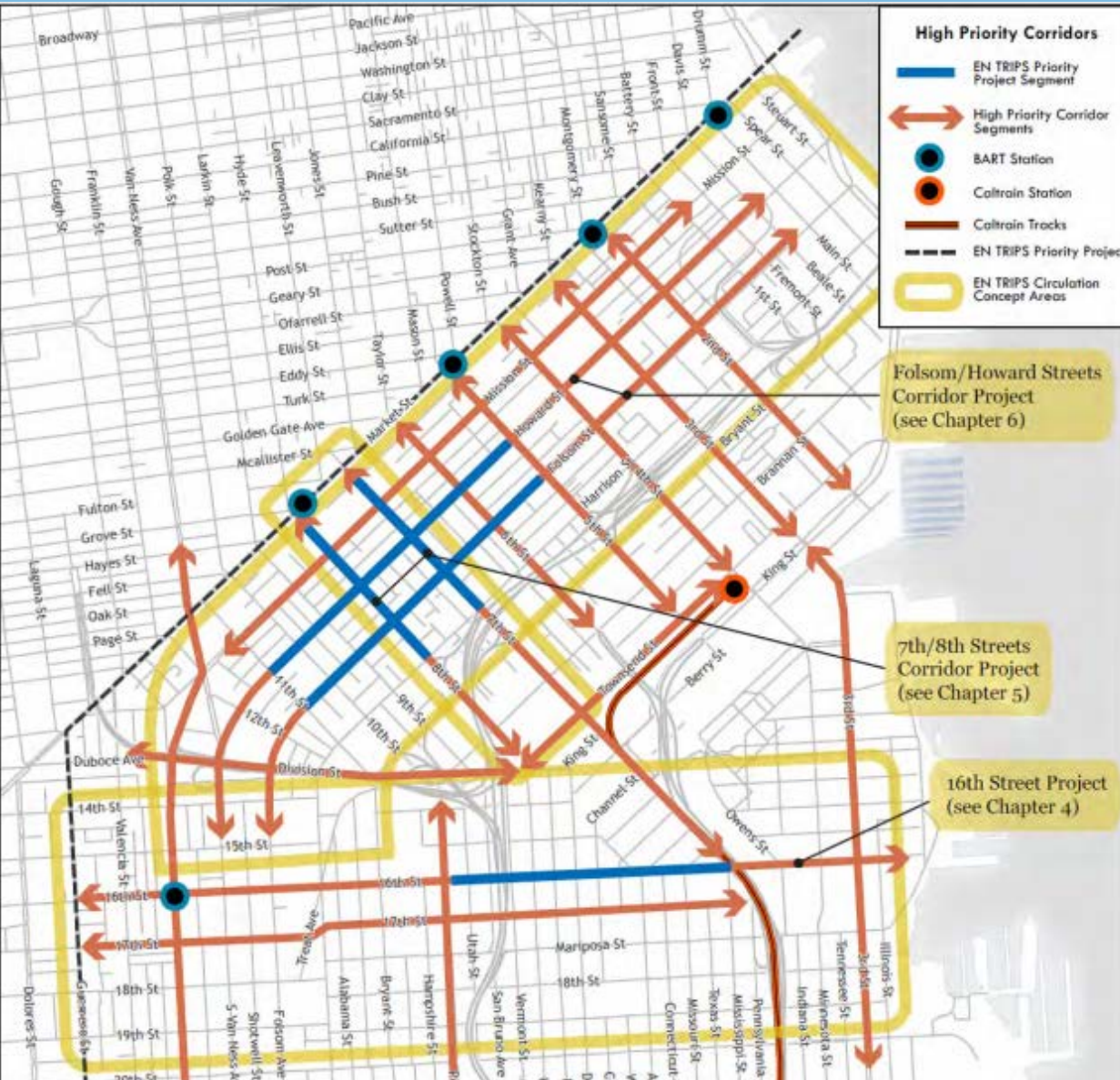
Traffic Calming

Walking

Bicycling

Transportation Projects in Eastern Neighborhoods





EN-TRIPS took a system approach To better meet the transportation travel patterns

Identified key corridors Focused on the three that were not part of other studies:

- Folsom/Howard
- 7th/8th Streets
- 16th Street





Eastern Neighborhoods Transportation Planning Projects

- EN-TRIPS built off the work from the EN-Plan and focused on major corridors for improvement
 - 16th street transit design in EIR phase of Transit Effectiveness Project
 - Folsom/Howard in EIR phase of Central Corridor (Central SoMa) project
 - Pilot for Folsom starting in holiday season
 - 8th street received traffic calming treatments
 - Townsend street: bicycle lane and walking lane
- Waterfront Transportation Assessment
 - Multi-modal transportation needs/inventory and prioritization to inform and precede development agreements



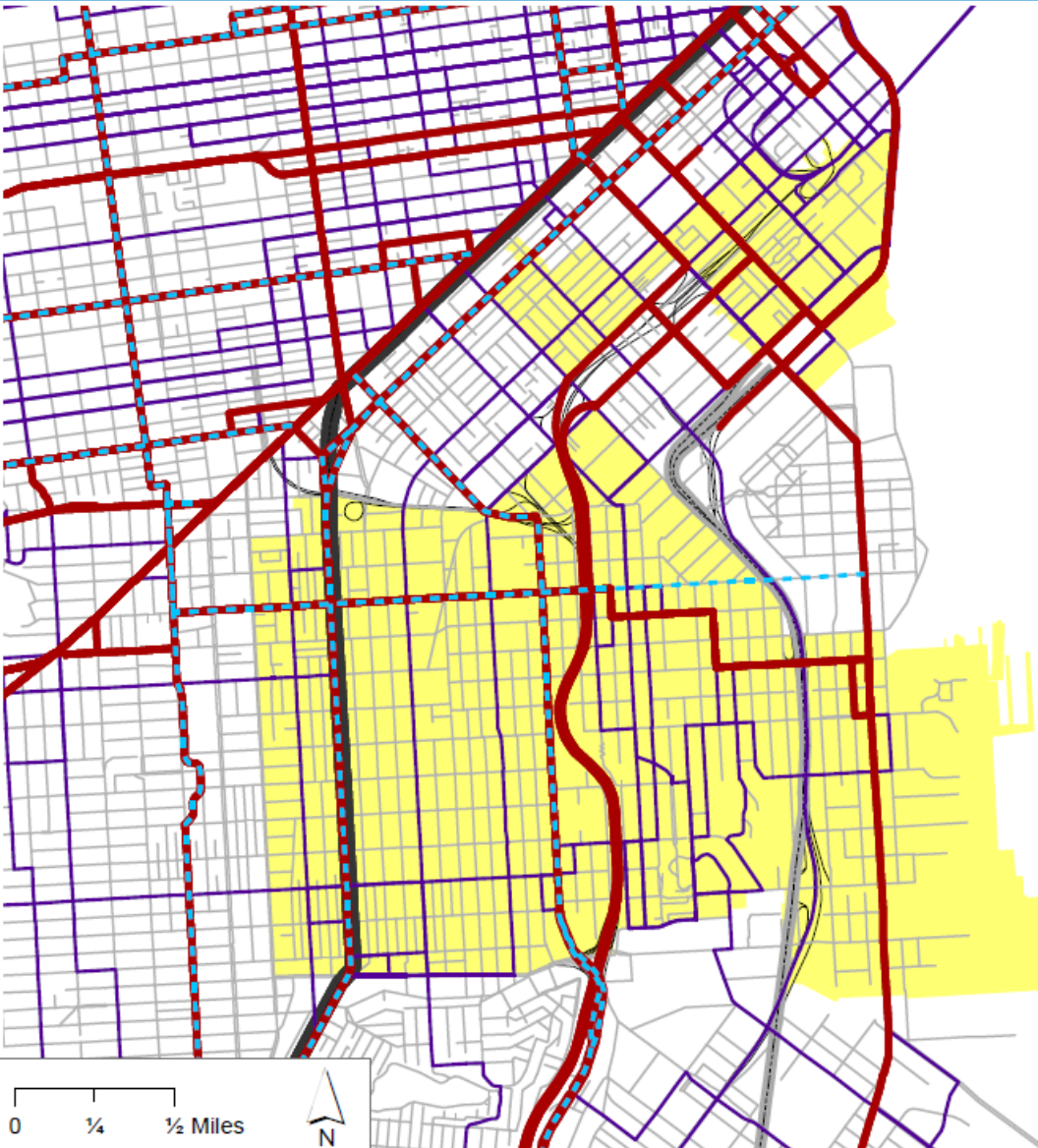
Key Transit Projects in Eastern Neighborhoods

Regional Transit

- Transbay Center
- Caltrain Electrification and extension to Transbay
- High Speed Rail
- BART station upgrades

Local Transit (MUNI)

- T-third extension through SoMa
- New fleet of buses throughout service area
- Transit Effectiveness Project
- Dedicated transit-only lanes and improved stop amenities



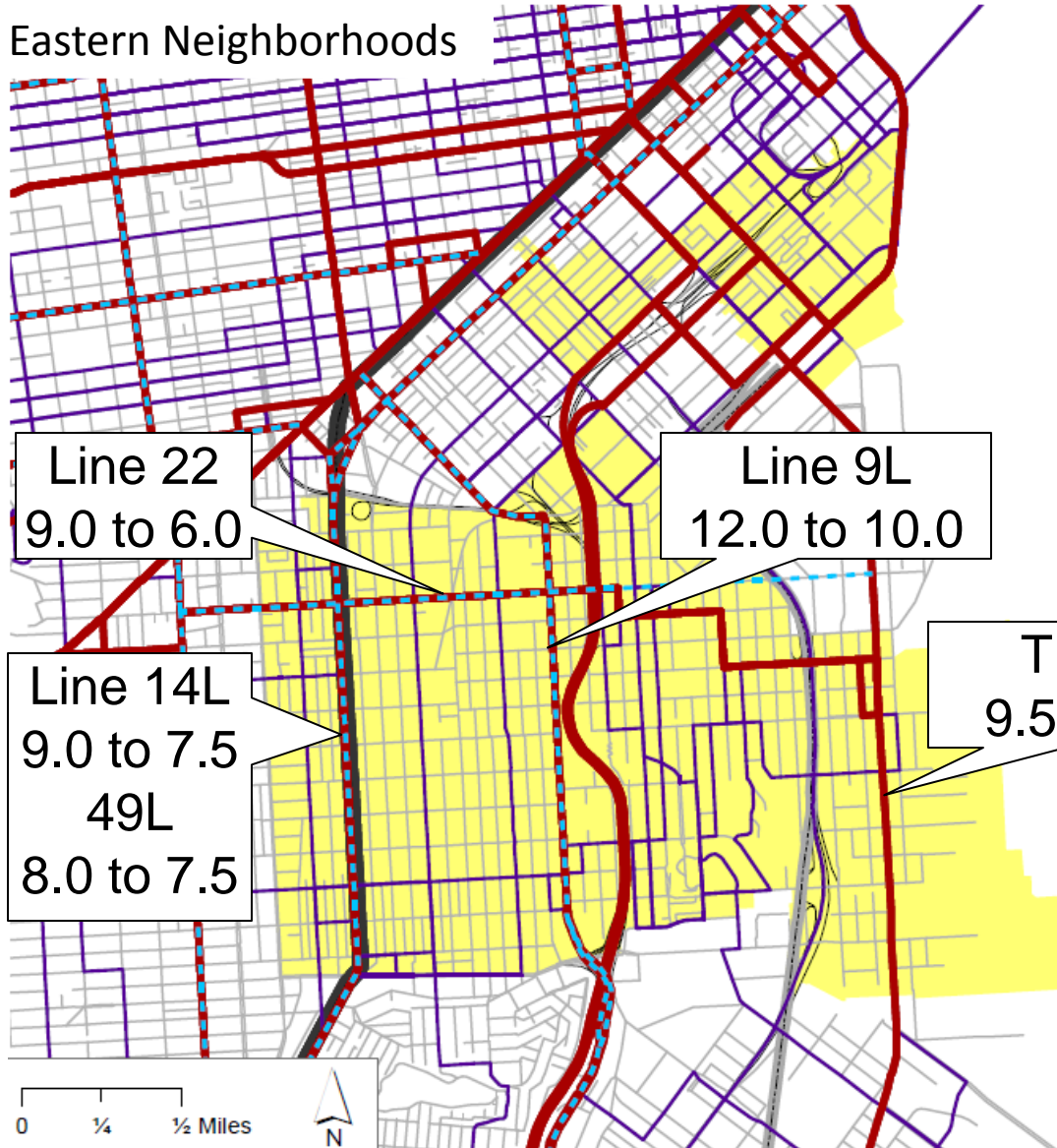
Legend

- TTRP project and program-level corridors
- Muni Rapid Network
- All Muni routes
- Caltrain_Rail_Alignment
- BART_Line
- Eastern Neighborhoods
- Streets

Projects underway
16th



Eastern Neighborhoods



Legend

- - - TTRP project and program-level corridors
- Muni Rapid Network
- All Muni routes
- Caltrain_Rail_Alignment
- BART_Line
- Eastern Neighborhoods
- Streets

Line 22
9.0 to 6.0

Line 9L
12.0 to 10.0

Line 14L
9.0 to 7.5
49L
8.0 to 7.5

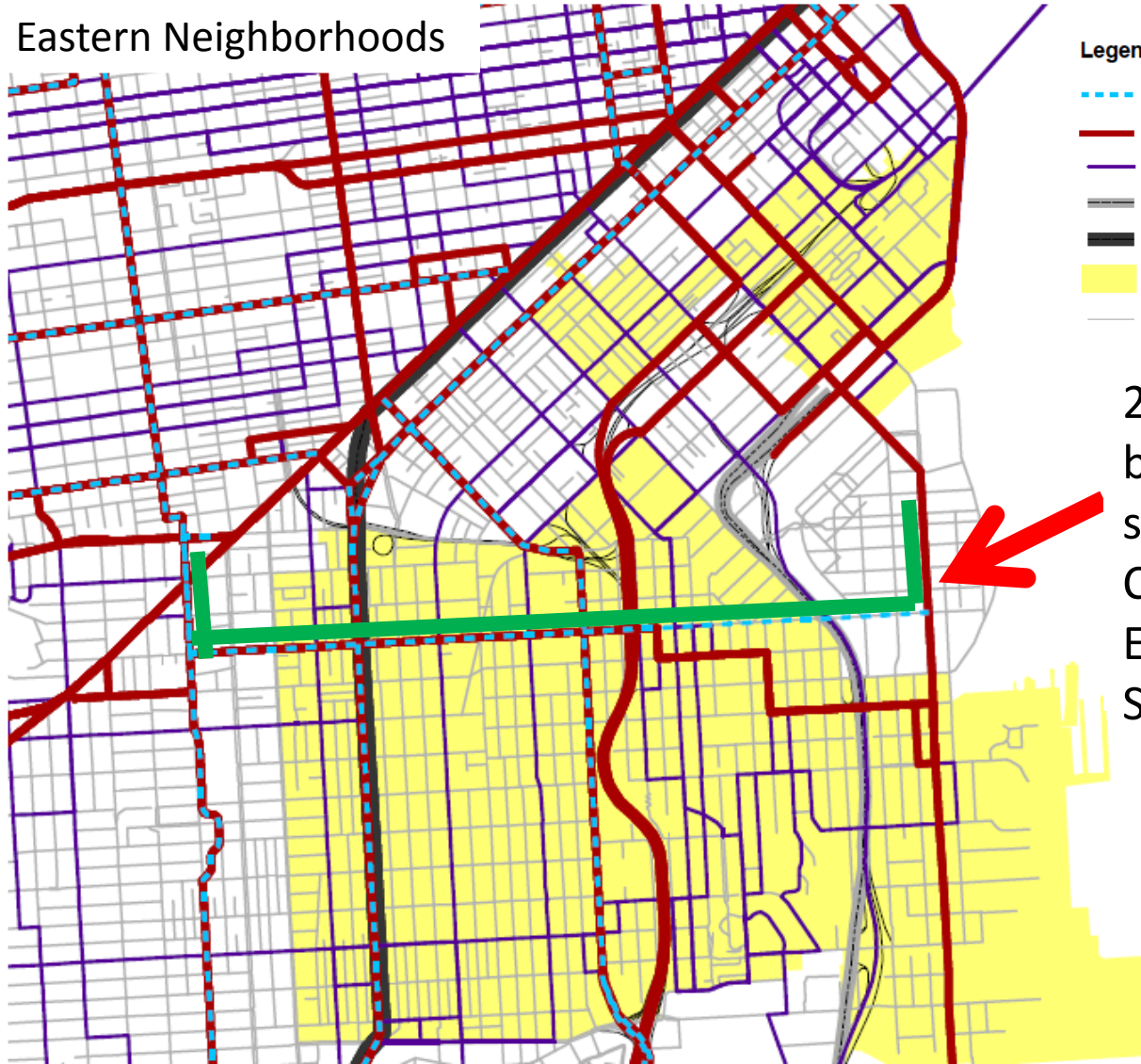
T Line
9.5 to 8.5

Transit Effectiveness Project
AM Peak Transit Headways
Current to Proposed Minutes
Subject to funding and approval





Eastern Neighborhoods



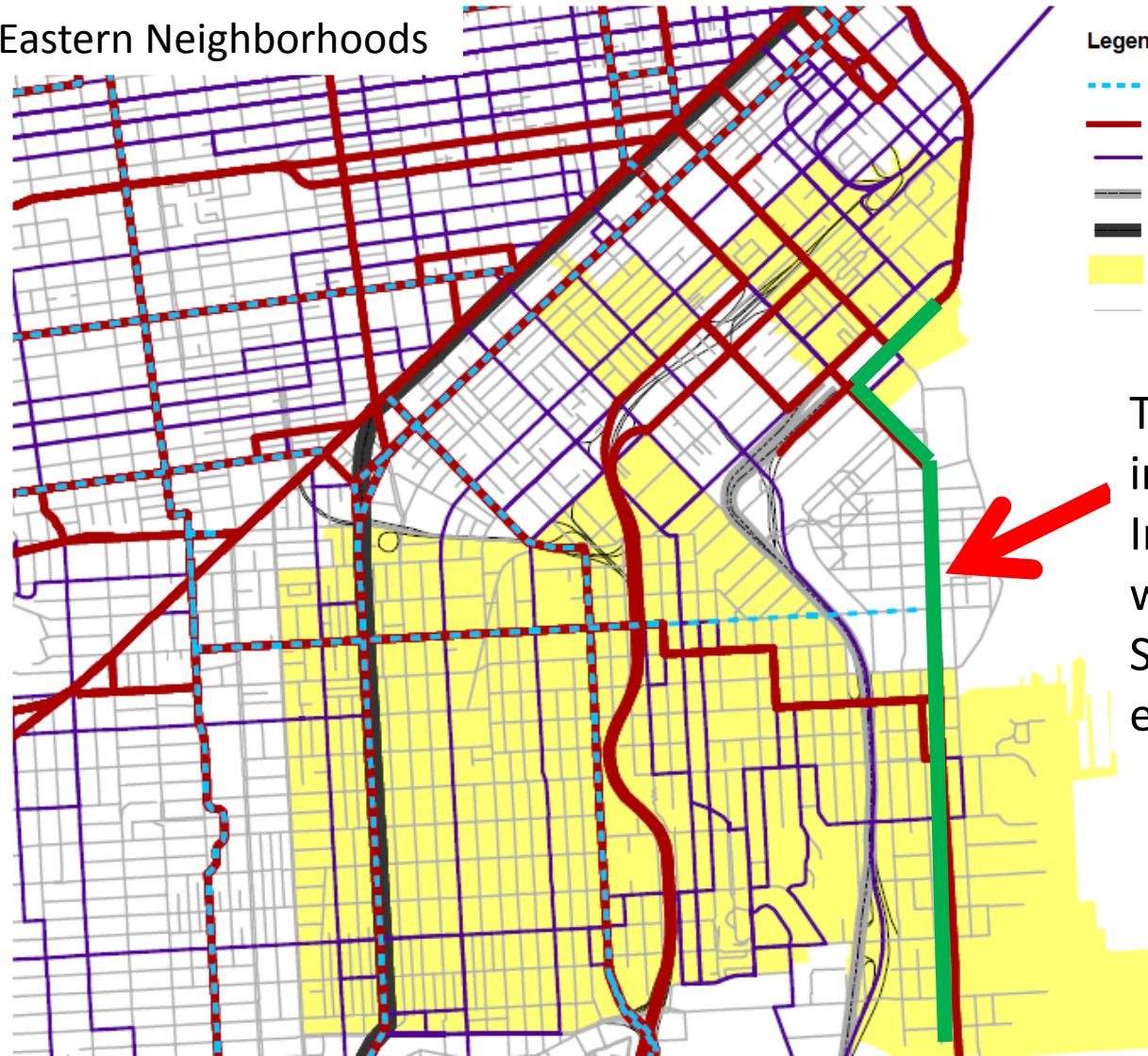
Legend

- TTRP project and program-level corridors
- Muni Rapid Network
- All Muni routes
- Caltrain_Rail_Alignment
- BART_Line
- Eastern Neighborhoods
- Streets

22 Fillmore motor coach
between Church Metro
station and Mission Bay
Campus
Expected opening
Spring 2015



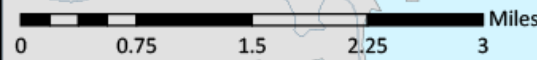
Eastern Neighborhoods



Legend

- TTRP project and program-level corridors
- Muni Rapid Network
- All Muni routes
- Caltrain_Rail_Alignment
- BART_Line
- Eastern Neighborhoods
- Streets

T-third signal upgrade at 11 intersections
Improve travel time reduce wait time
Signals will be complete by end of year



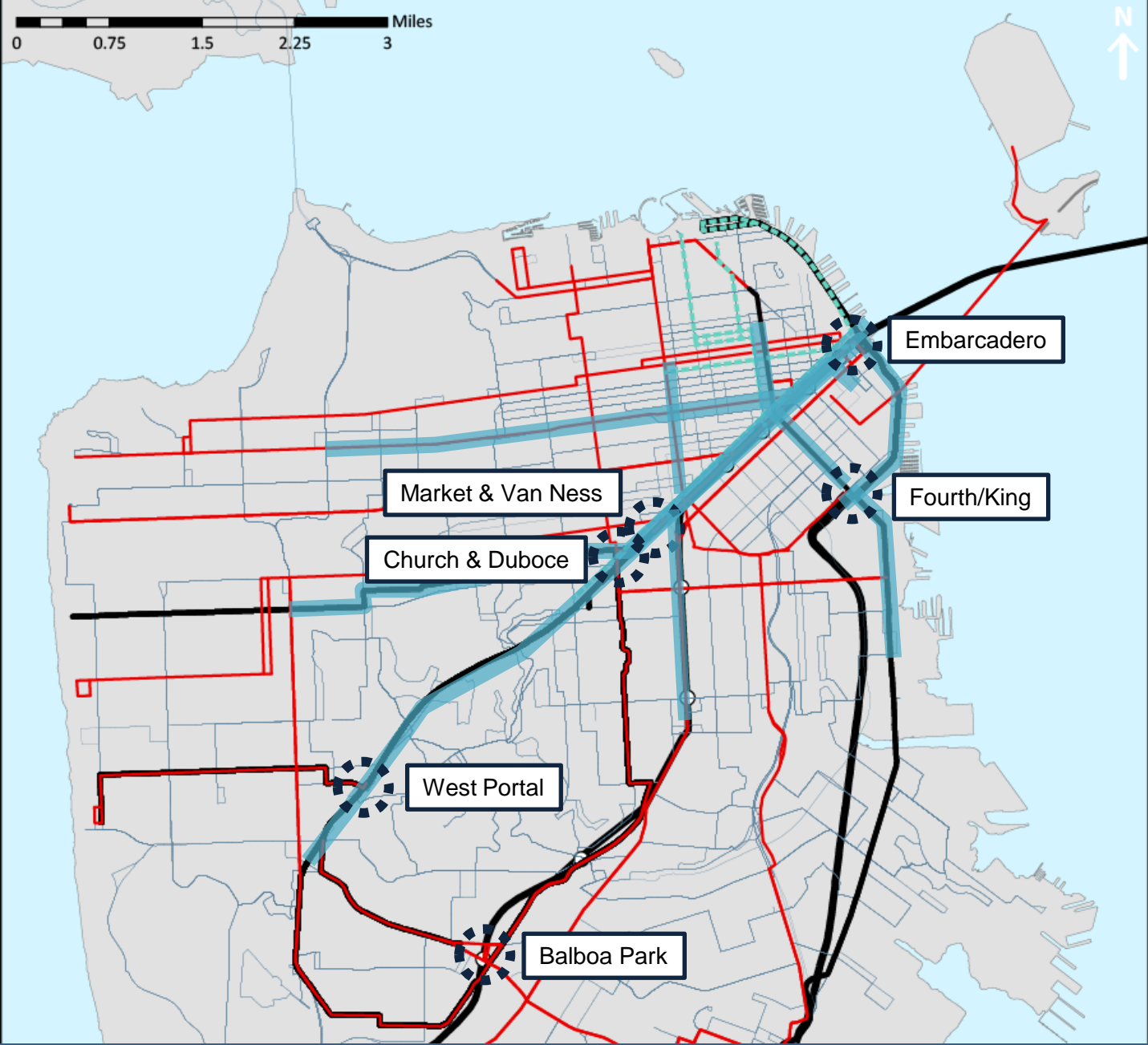
Network Conditions

Increasing growth & congestion can lead to:

- Reliability & travel time variability
- Slower operating speeds
- Vehicle capacity/crowding
- Network vulnerability
- Hotspots & bottlenecks

Network:

- Rail
- Rapid Network
- Local Service
- Historic Network





Mission Bay Loop to meet growing demand









- Train turnaround on 3rd, 18th Illinois, and 19th Streets
 - Will accommodate additional service for Central Subway in 2019
- loop and additional trains increase service frequency (9 minutes to 3.75 mins)
- South of MB, service improves from 9 mins to 7.5 min by 2019 (FFGA) and 5 mins by 2030

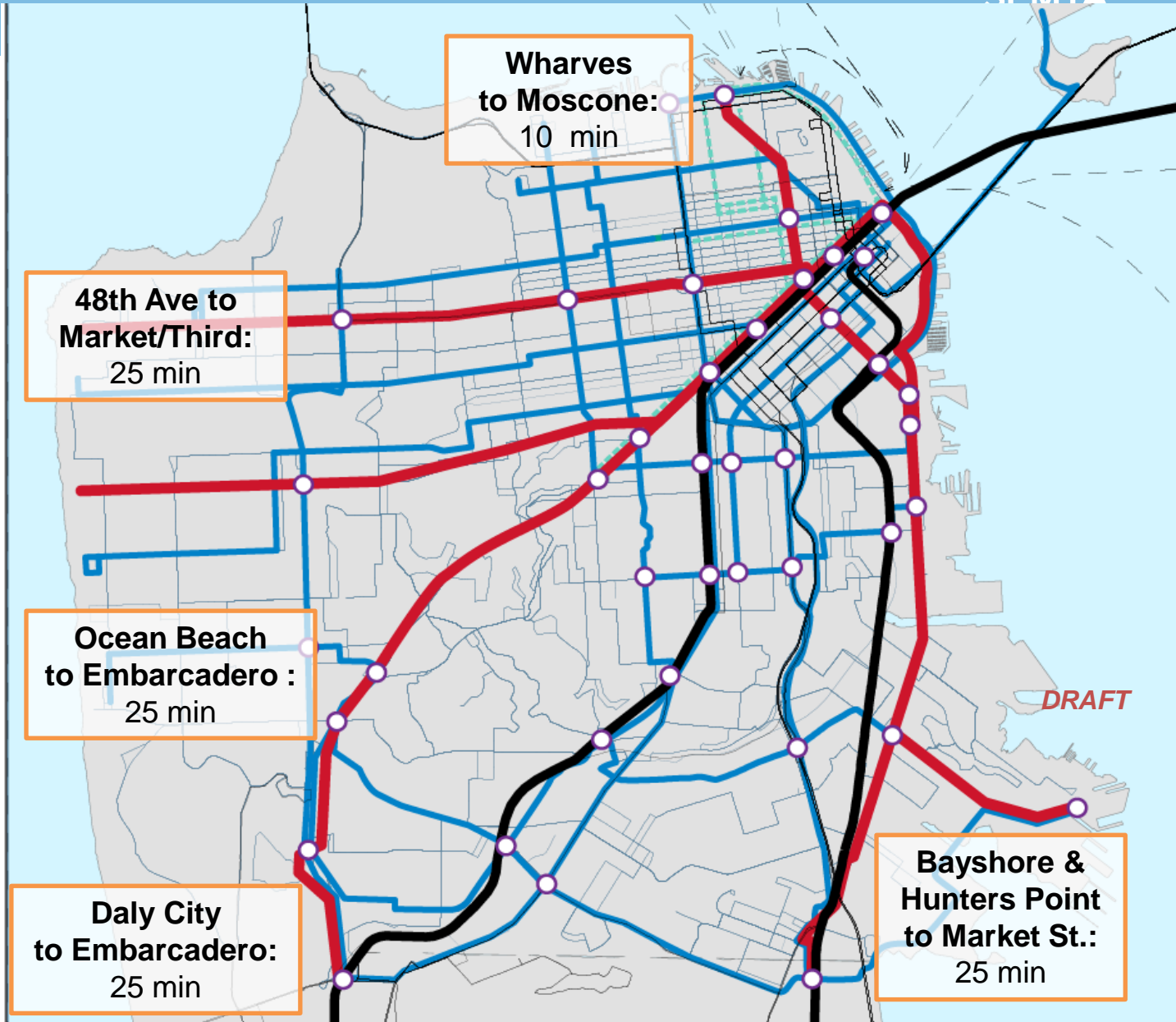




Long-term Transit Vision

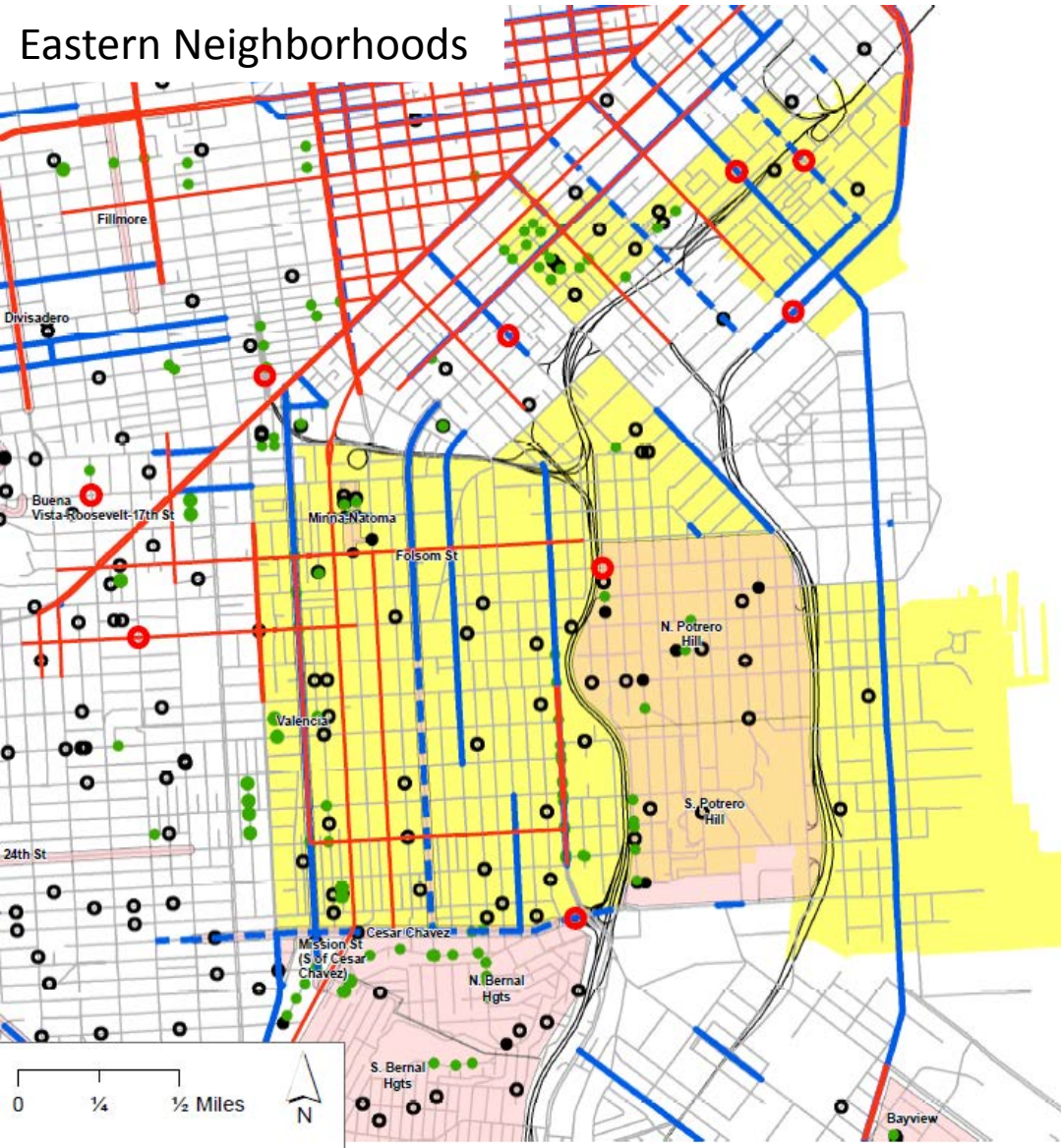
Upgrade the core capacity Lines

-  Multimodal Hub
-  Historic Network
-  Local Network
-  Key Transit Corridor
(high frequency, high capacity)
-  Core Capacity Line
(high frequency, high capacity, high speed)
-  Regional Rail Line
-  Regional Ferry Line
-  Regional Bus Line





Eastern Neighborhoods



Legend

- High Injury Walking Intersections
- High Injury Walking Corridors
- Complete Traffic Calmed Street
- Planned Traffic Calmed Street
- Installed Traffic Calming Measure
- Proposed Traffic Calming Measure
- Traffic Calming Application location
- Traffic Calming Plan Complete
- Traffic Calming in planning phase
- Eastern Neighborhoods
- Streets

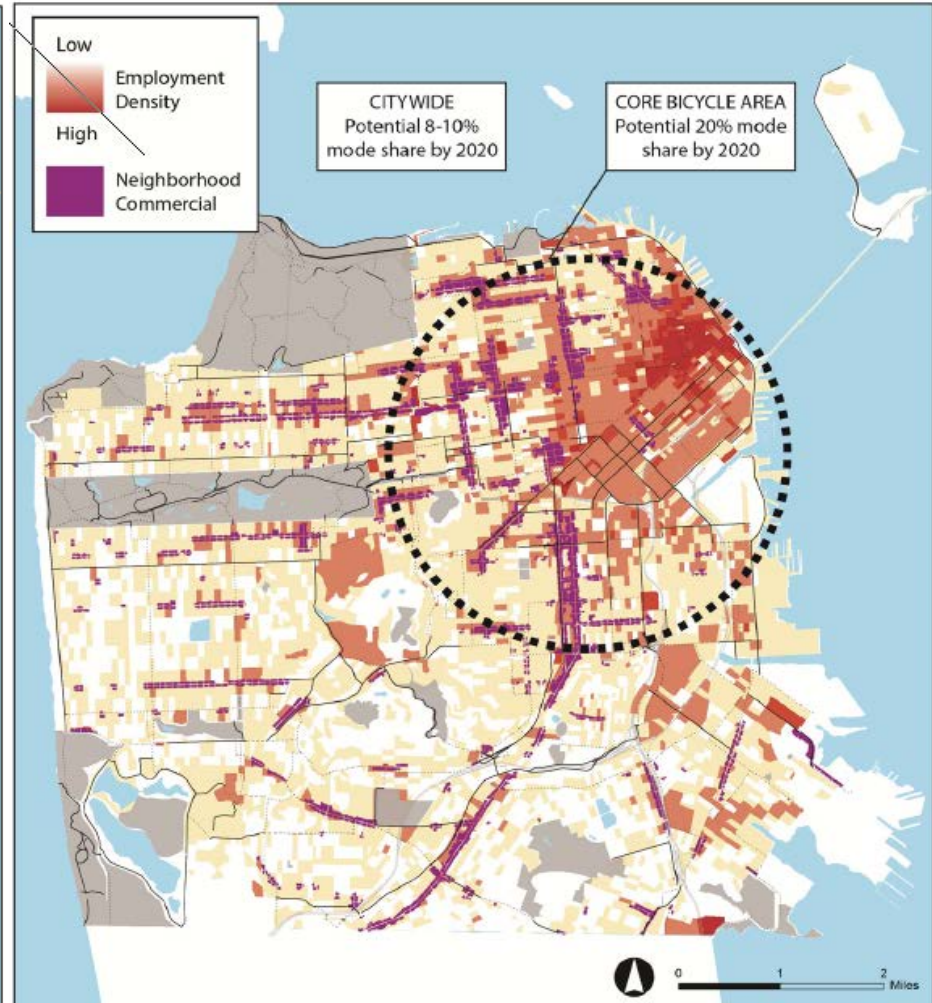
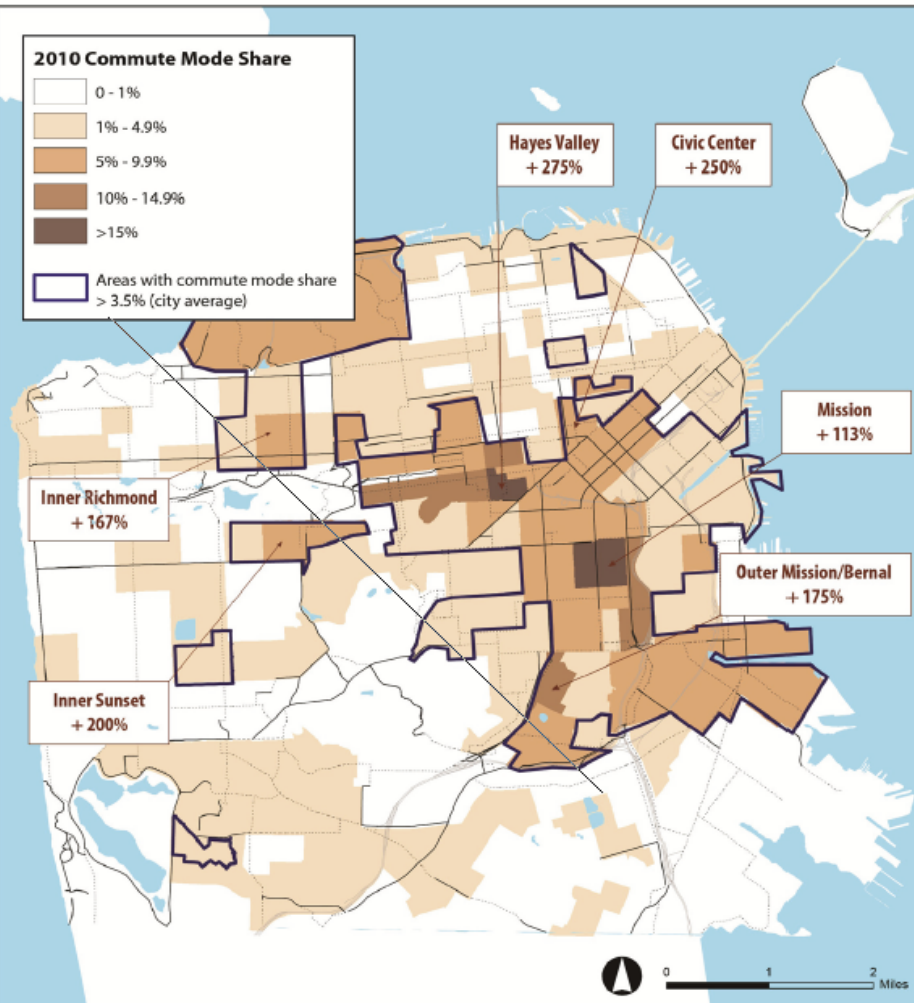
8.8 miles of High Injury Corridors in area, 4 intersections

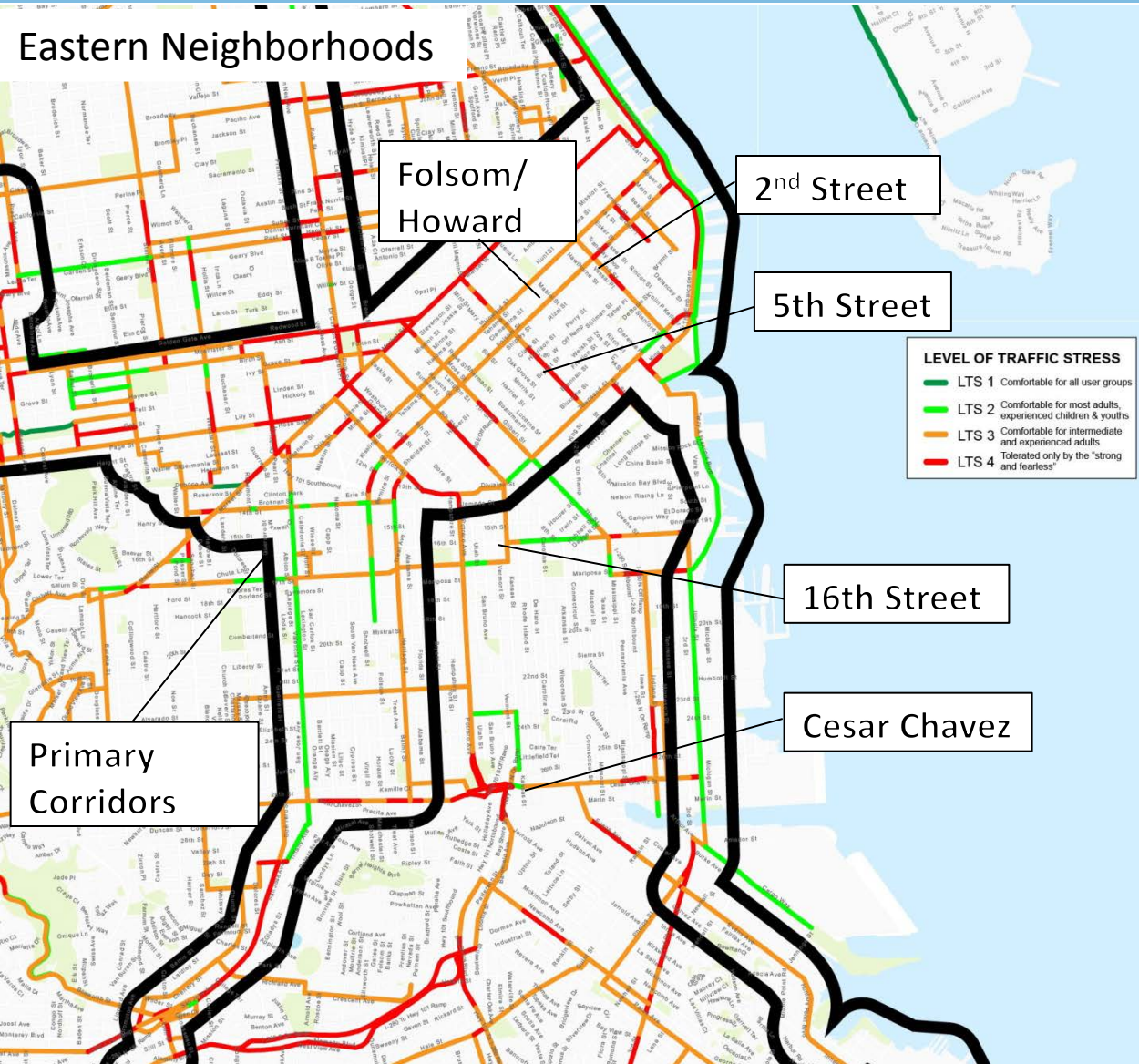
- 73 traffic calming measures installed
- 12 in planning
- 56 new applications



Bicycle Commute Mode Share (2010)

Destination Land Uses





9 bicycle projects complete
6 projects in design (Folsom Pilot)

Bike Strategy in process of developing prioritized segments for existing network upgrades and new bicycle gap closures

Draw from planning processes underway including waterfront



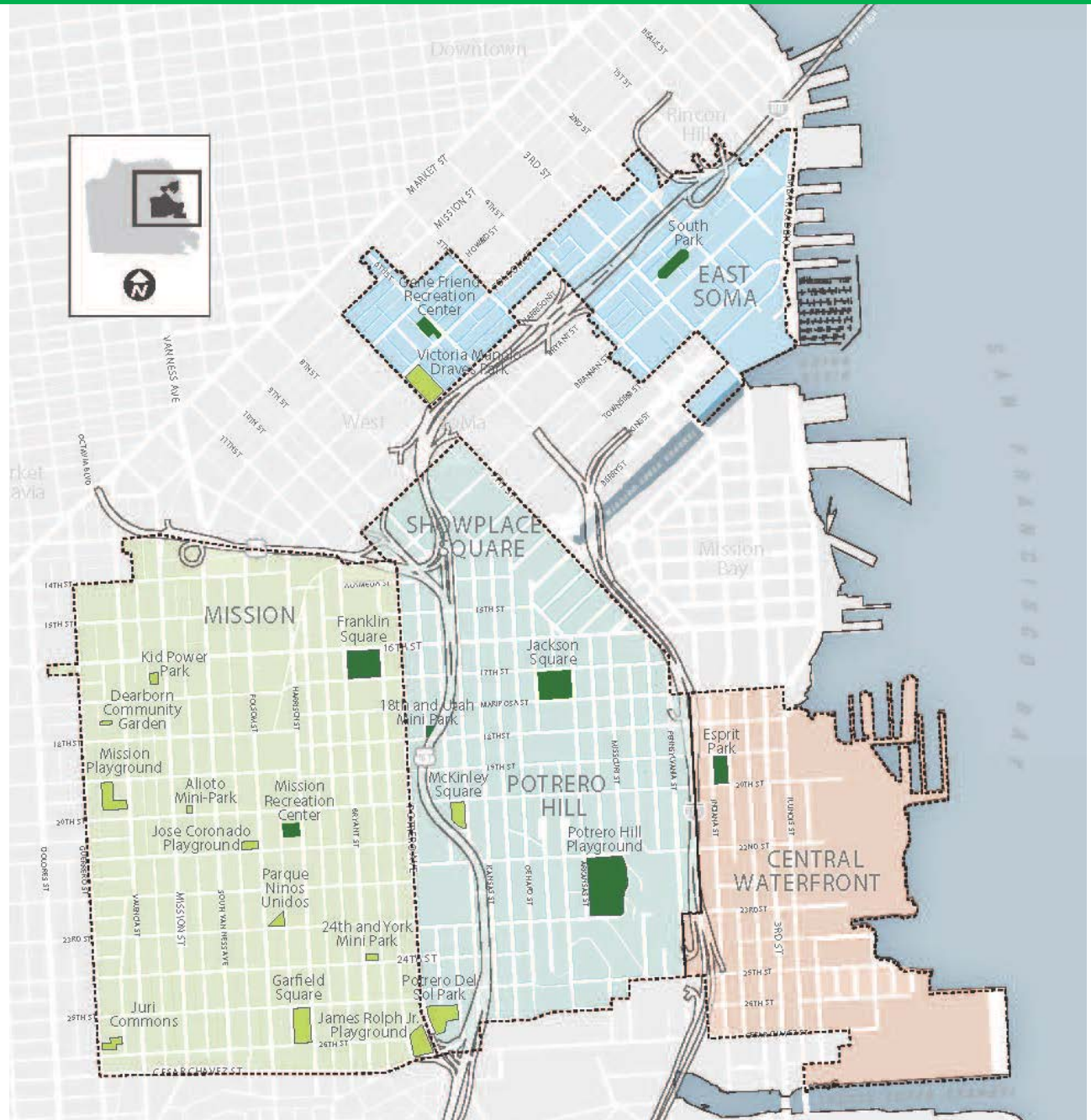
Key Next Steps

- Implement key transit, bicycle and traffic calming initiatives
- Continue partnering with City Planning to complete EIR for Central SoMa includes Folsom/Howard alternatives
- Complete Pedestrian Safety Implementation project
- Continue to work with Mayor's Transportation Task Force to prioritize funding opportunities to address needs
- Address transit operating revenue needs to meet increased demand



Eastern Neighborhood Parks Under Consideration for Impact Fee Funded Improvements

- Jackson Playground
- Esprit Park
- Gene Friend Recreation Center
- Mission Recreation Center
- Franklin Square
- Potrero Hill Playground
- Fallen Bridge Park





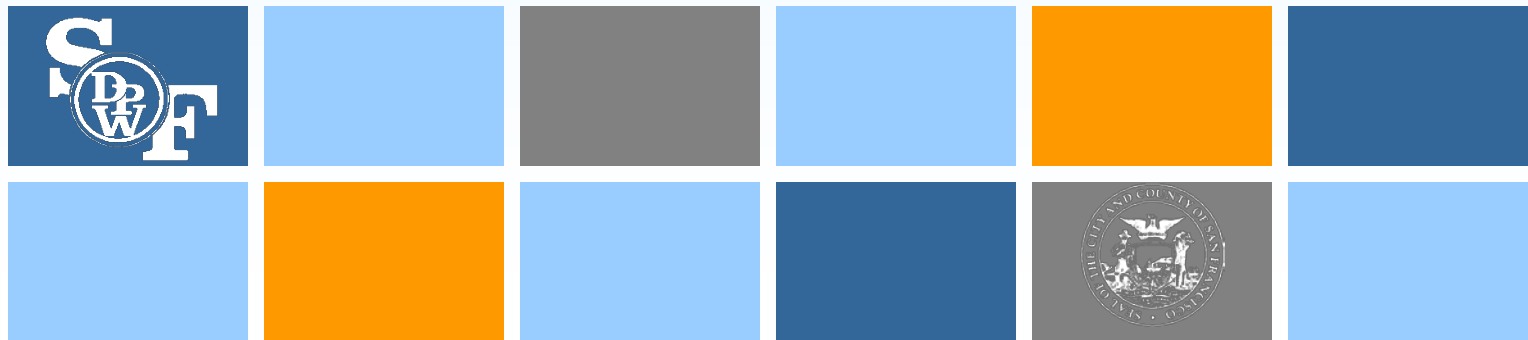
Scope and Cost Estimate Development

- **September 2013 CAC Presentation, CAC Review and Approval of Funds for South Park**
- **October 2013 CAC Presentation and Review of List of Sites and Process. Feedback provided by CAC**
- **November 2013- February 2014**
 - RPD staff develops a menu of options for funding improvements, 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
- **March 2014 CAC Presentation to Review and Provide Feedback on Park Improvement Option**

DPW Capital Projects in The Eastern Neighborhoods Plan Area

Presentation to Board of Supervisors

November 14, 2013



1. Sidewalk Inspection and Repair
2. Street Resurfacing
3. Curb Ramp Construction
4. Streetscape Projects
5. Pedestrian Strategy
6. Better Streets Plan

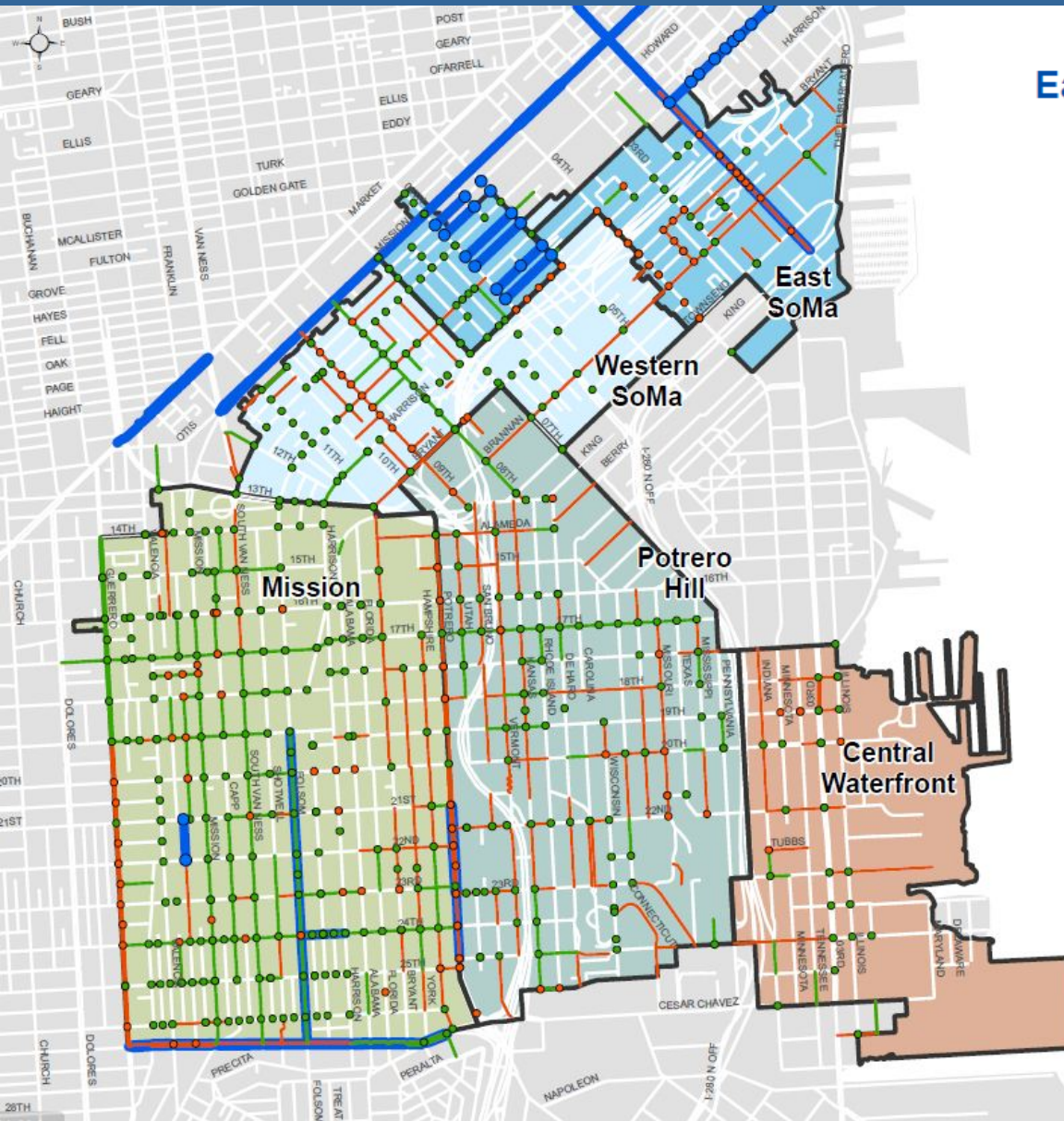
Street Resurfacing

- Current PCI Score: 65
- PCI Goal: 70 by 2020
- Blocks repaved by year: 500

Curb Ramps

- ADA Transition Plan provides prioritization guidelines

DPW EN Capital Projects



DPW Capital Projects in Eastern Neighborhoods Plan Areas

Streetscape Projects data as of 10/03/13

- Intersections
- Streets

Curb Ramps data as of 11/01/13

- Completed Intersections (FY05 - FY14)
- Planned Intersections*

* Planned curb ramp intersections include locations currently in planning, design or construction phase. Locations are subject to change. Data is for planning purposes only and is not in lieu of site inspection.

Street Resurfacing

- Completed Blocks (FY12 - FY14) data as of 11/07/13
- Planned Blocks** data as of 10/01/13

** All paving program candidates shown are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the paving program candidates to be postponed or dropped from consideration.

Streetscape Projects within EN boundaries



- Potrero Avenue Streetscape
- Second Street
- Cesar Chavez

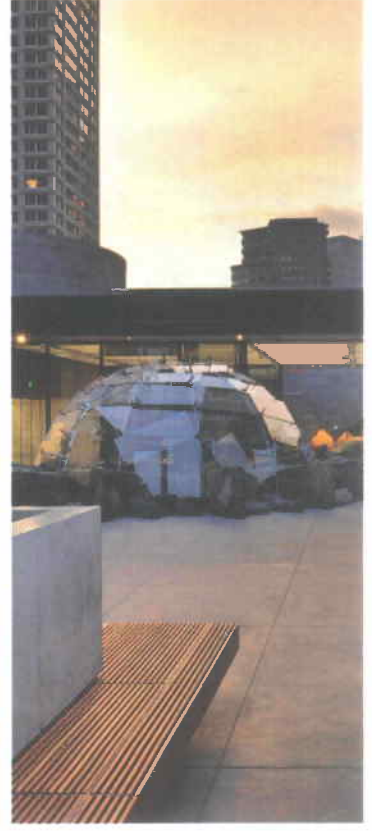
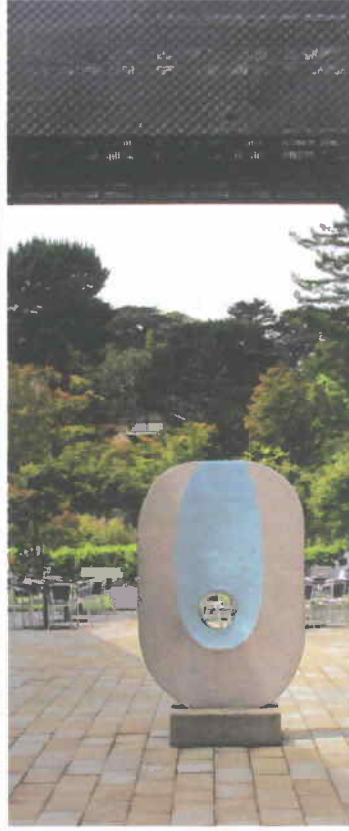
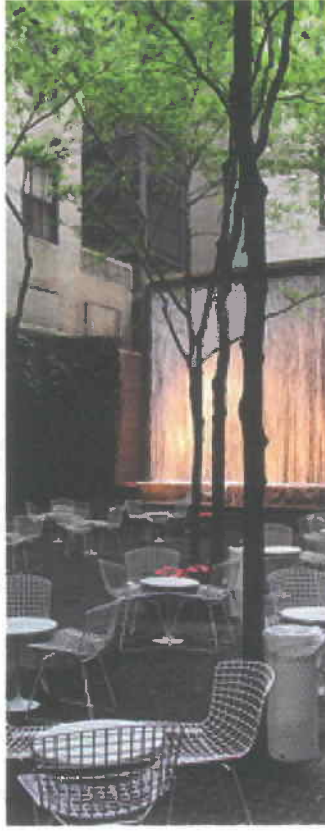
Eastern Neighborhoods Citizen Advisory Meeting

November 18, 2013

Meeting Presentation Material

Agenda Item No. 7

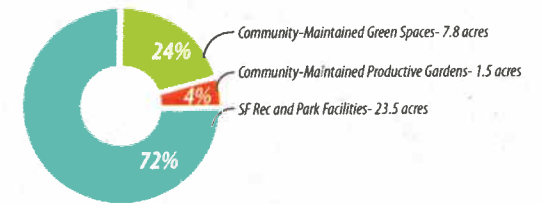
In-Kind Agreement at 650 Indiana Street. Concept presentation by the Project Sponsor for Decompression Plaza, an in-kind agreement request for 650 Indiana development project by Build, Inc.



Decompression Plaza



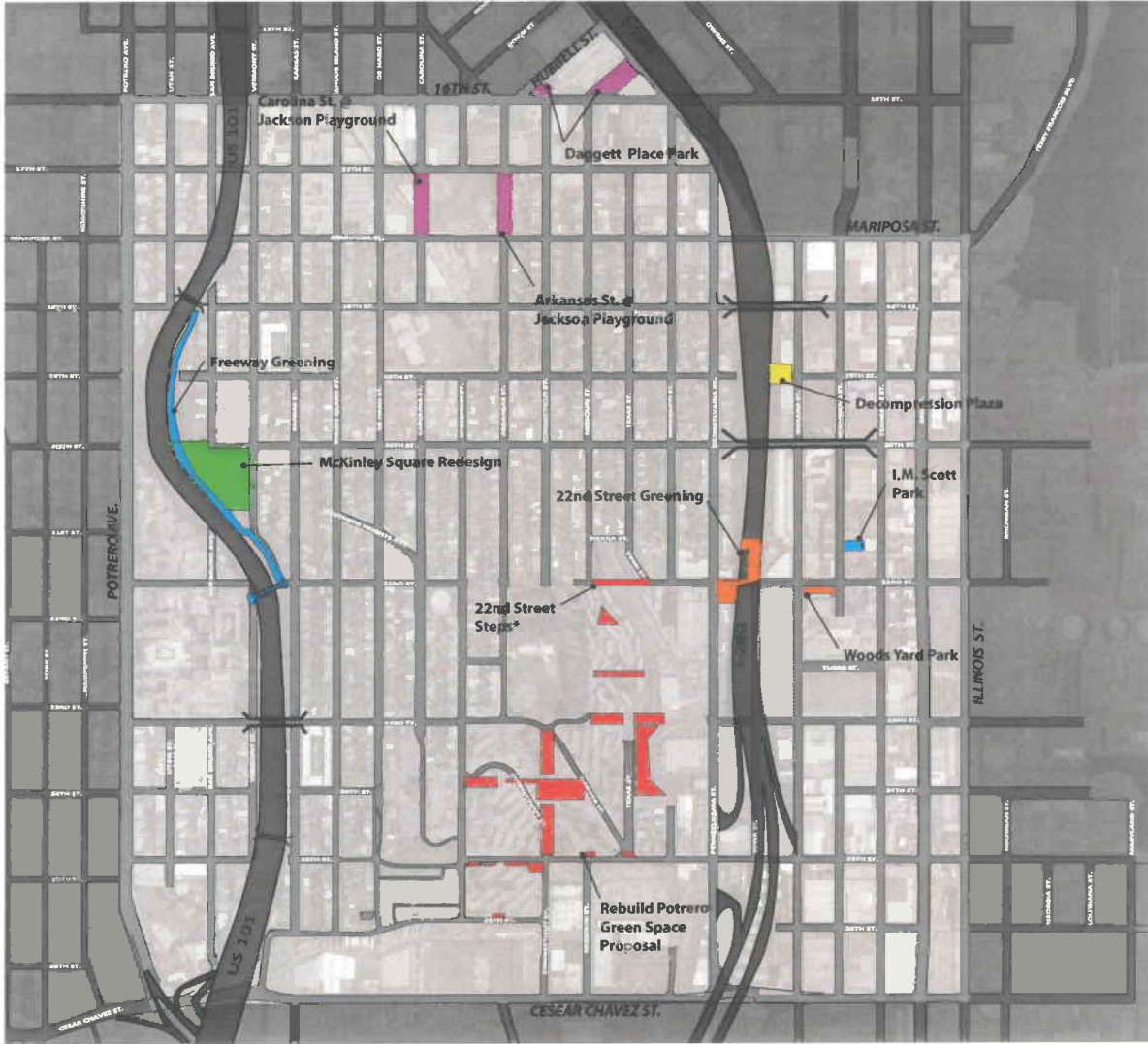
**Decompression Plaza
Existing Open Space**



**TOTAL STUDY AREA OF EXISTING GREEN SPACE:
32.8 ACRES**

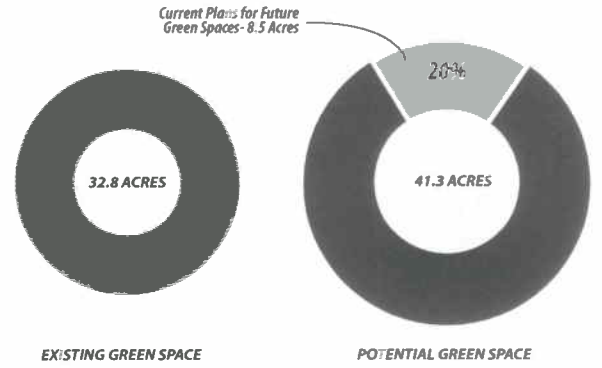
NOTES

Location information obtained via SF Parks Alliance; SF Rec and Park; GBD Steering Committee Co-Chair Walking Tour-Feb. 1st, 2013.



- PLAN / PROPOSAL AUTHOR**
- Eastern Neighborhoods Streets and Open Space Concept Map, 2008. (SF Planning Dept.)
 - Dogpatch 22nd Street Greening Masterplan, 2011. (Green Trust SF- Central Waterfront)
 - Showplace Square Open Space Plan, 2010. (SF Planning Dept.)
 - McKinley Square Approved Plan- 2012. (SF Rec & Park)
 - 650 Indiana Street Green Space Improvements- 2012. (UP / Build, Inc.)
 - Rebuild Potrero- 2012. (Bridge Housing; Van Meter Williams, Pollack)
- *Found in multiple plans
- 8.5 Acres (372,000 sq. ft.)**

- LEGEND**
- Vehicular Bridge
 - Pedestrian Bridge / Pedestrian Bridge (Closed)



**Decompression Plaza
Future Plans for Open Space**



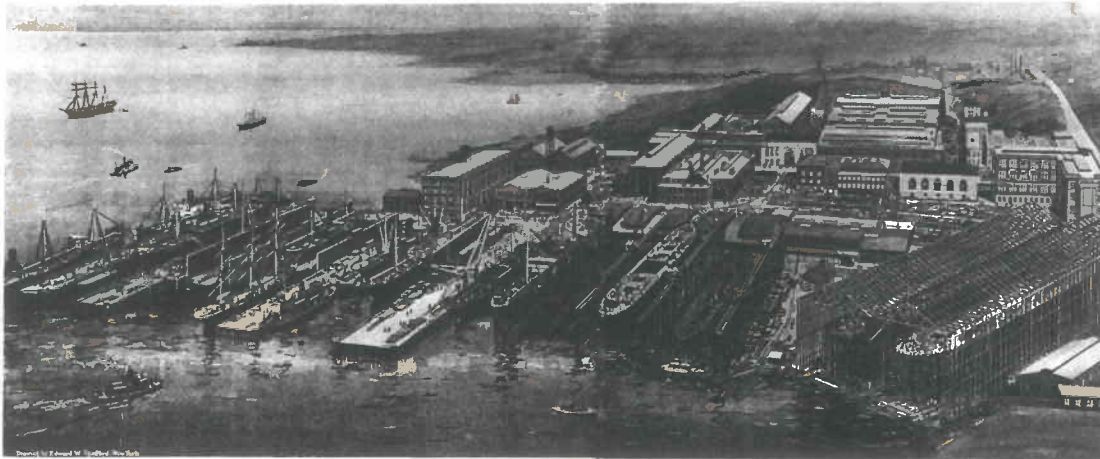
**Decompression Plaza
Context**



**Decompression Plaza
Site Photos**



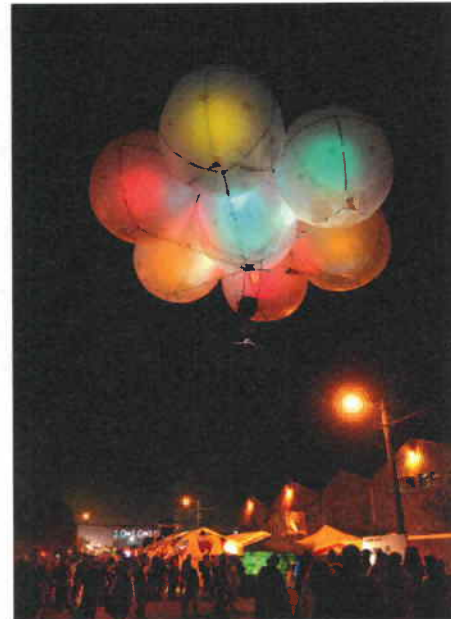
***Decompression Plaza
Site Photos***



UNION PLANT, POTREROWORKS,

SAN FRANCISCO, CAL.

Dogpatch - Industrial History



DOGPATCH ARTISTS OPEN STUDIOS WEEKEND 2012 OCTOBER 19-21, 2012

PREVIEW NIGHT ART RAMBLE: FRI, OCT 19, 6-8 PM
OPEN STUDIOS: SAT-SUN, OCT 20-21 11AM-6PM
FOR FULL LISTING SEE: WWW.DOGPATCHART.COM



WALK YOUR HOOD - SUPPORT YOUR LOCAL ARTISTS

Contemporary Arts and Culture

Coalition

Programming & Funding Partners

Black Rock Arts Foundation
Burning Man Project
5-Ton Crane

Museum of Craft & Design
SFMOMA
SF Arts Commission
Dogpatch Artists

Organizational Partners & Potential Funders

ENCAC
Dogpatch Neighborhood Association (DNA)
UCSF
SFMOMA
SF Arts Commission

Implementation Partners

DPW
SF Planning Department
SF Arts Commission
CalTrans
DNA
Cresco

Concept



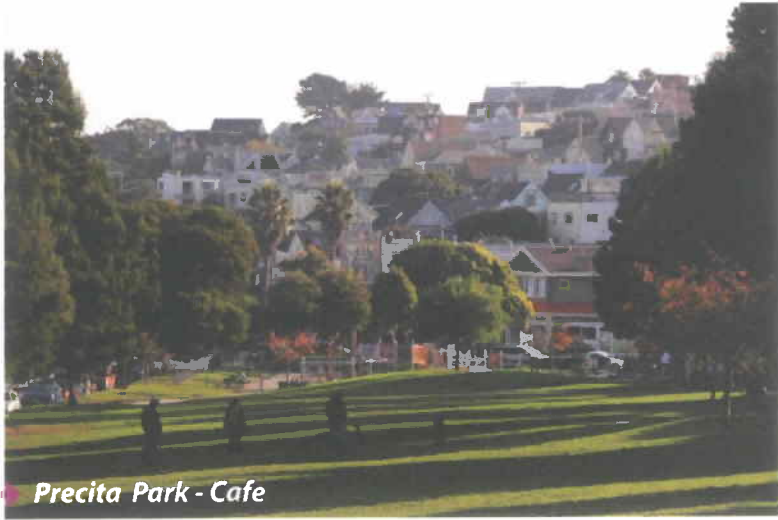
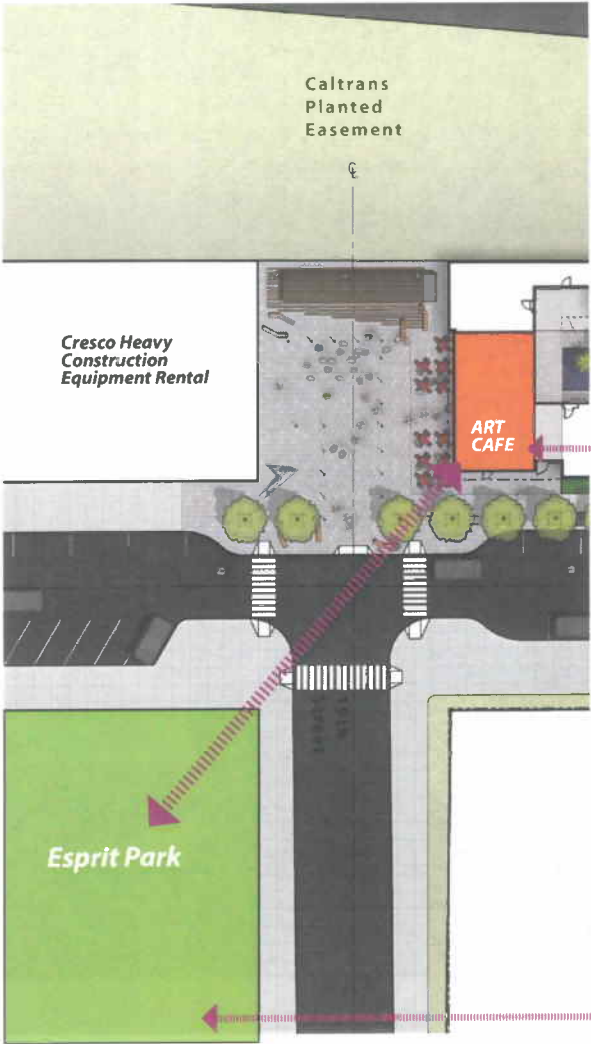
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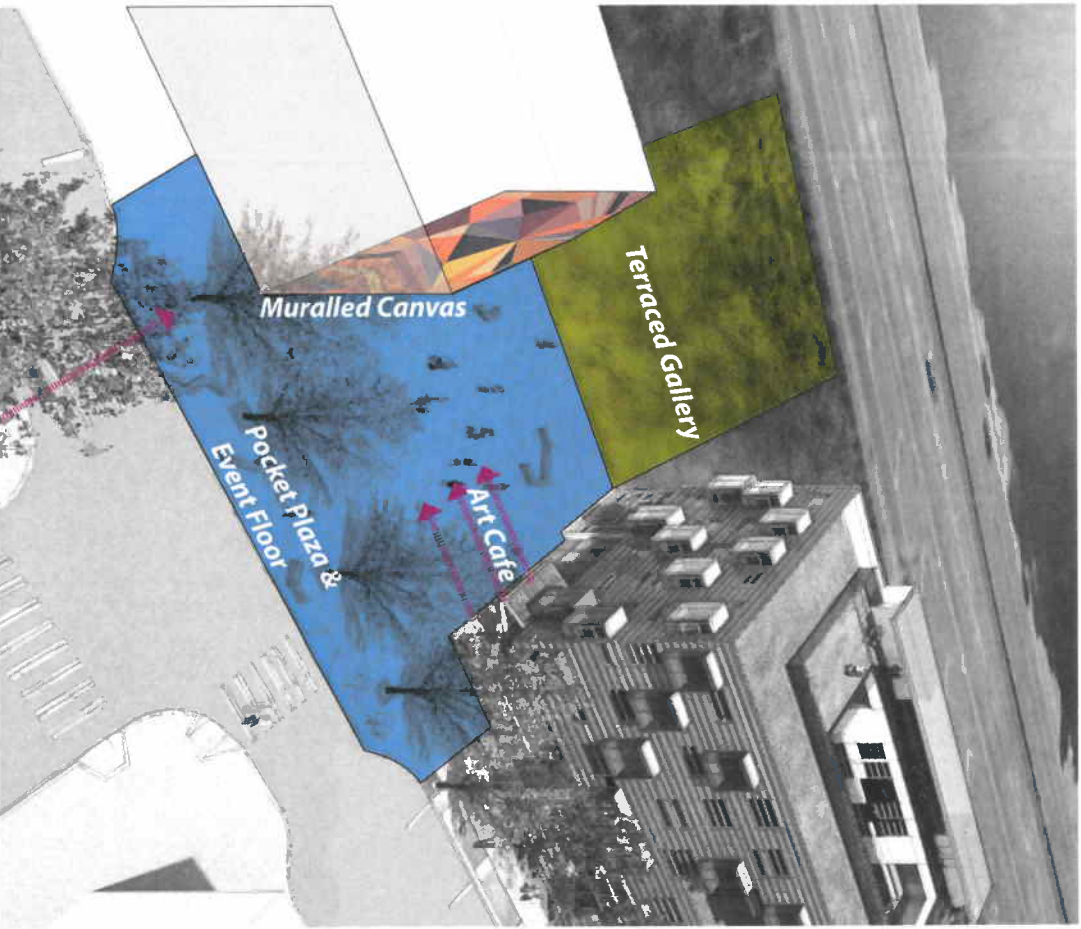


Pocket Plaza

Outdoor Gallery

3rd Space



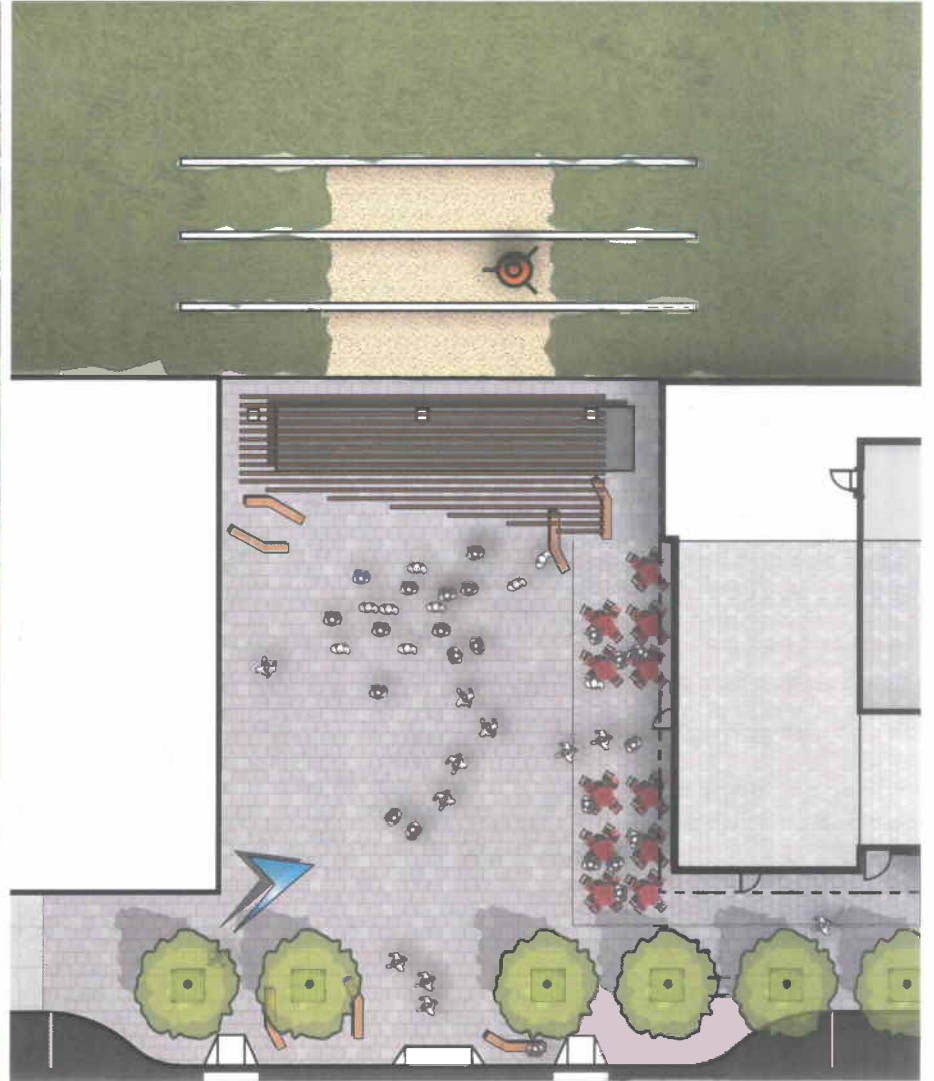


Decompression Plaza Program





*Decompression Plaza
Concept Plan*

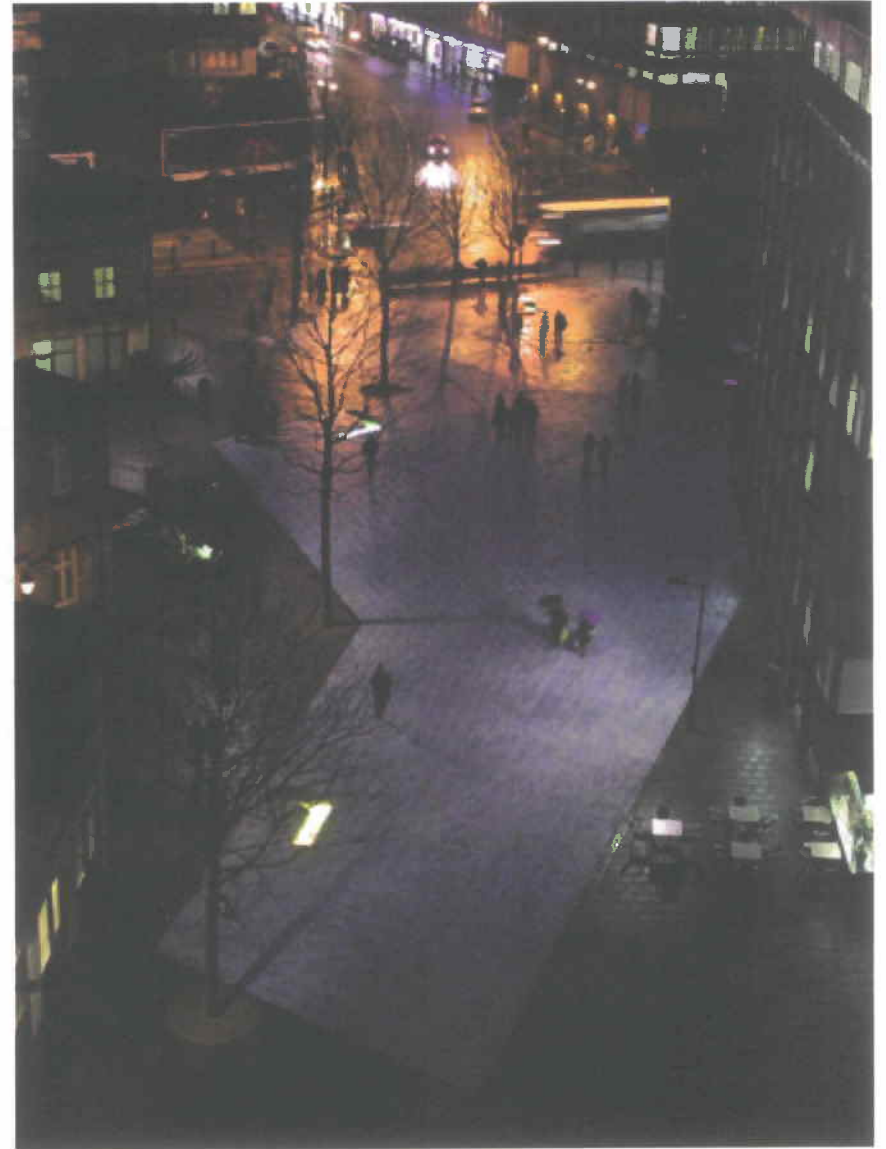


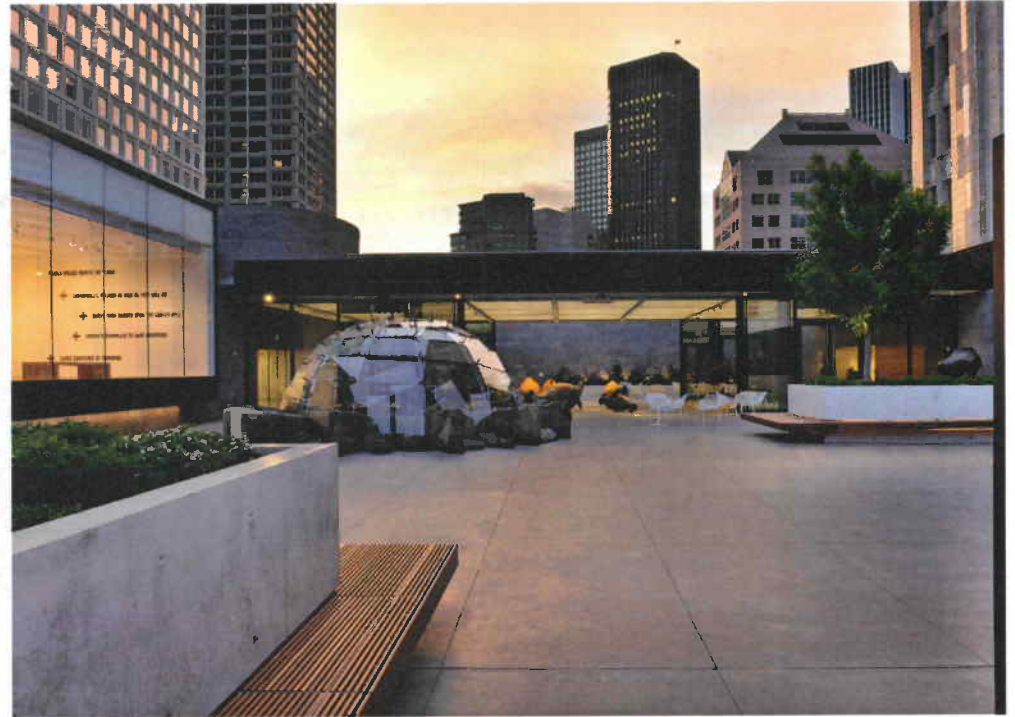


Cafe - Plaza



Decompression Plaza
Pocket Plaza





Decompression Plaza
Outdoor Gallery



Decompression Plaza
Rotating Sculpture and Functional Art





Decompression Plaza
Caltrans ROW

Funding

Funding

- Seek ENCAC Support for an In-Kind Agreement for 650 Indiana Project
- Seek Planning Commission authorization for same
- Kick-off capital & operations fundraising campaign with BRAF to fill any remaining gaps, including:
 - SFPUC de-paving grants
 - SF Community Challenge Grant
 - ARTPLACE 2014 Innovation Grant

Implementation

- Present concept plan to ENCAC - today
- Host public charette with neighborhood advisory group & DNA
- Finalize Schematic Design – Dec 2013 to Jan 2014
- **Return to CDRC for Schematic Approval – Jan 2014**
- **Return to ENCAC with request for In-Kind Agreement – Jan 2014**
- Planning Commission Hearing on 650 Indiana Project – Feb 2014
- Identify capital, operating & programming grant opportunities
- Return to CDRC with Construction Drawings – June 2014
- Begin construction on 650 Indiana Project – July 2014
- Begin construction on plaza – August 2015
- Complete construction of plaza – Jan 2016
- Plaza Grand Opening — Feb 2016

