



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: March 25, 2010
TO: Planning Commission and Board of Supervisors
FROM: John Rahaim
Planning Department
RE: Article 36 of the City Administrative Code: Interagency
Plan Implementation Committee Annual Progress Report

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The Planning Department is committed to insuring the implementation of programs and infrastructure identified in the recently adopted Rincon Hill, Market and Octavia, Balboa Park and Eastern Neighborhoods Area Plans. Accordingly the Department has established an Implementation Group, dedicated to the various elements of plan implementation, including: staffing Citizens Advisory Committees, staffing the Interagency Plan Implementation Committee (IPIC), developing capital plans for each plan area, overseeing infrastructure project implementation, coordinating with implementation agencies, pursuing grants and other funds for plan implementation, and non-capital program development.

In October of 2006, the Board of Supervisors passed legislation to formalize interagency coordination for Area Plan-identified community improvements through the establishment of the IPIC. The Planning Department, as designated by the legislation, has taken the lead in coordinating the IPIC. This report is the first report on the work of the IPIC, as required by Article 36 of the Administrative Code.

Key accomplishments to date include:

- Establishment of the Interagency Plan Implementation Committee
- Commitment from relevant agencies to coordinate on plan implementation
- Development of 10 year capital plans for each of the four adopted Area Plans
- Incorporation of Area Plans capital programs in the City's Ten Year Capital Plan
- Establishment of the Market Octavia and Eastern Neighborhoods Citizens Advisory Committees
- Major progress on several key transportation and open space projects in each plan area
- Progress on efforts to identify much-needed funding to implement the plans

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Market and Octavia Citizens Advisory Committee

Eastern Neighborhoods Citizens Advisory Committee

Interagency Plan Implementation Committee Annual Progress Report

San Francisco Planning Department

Citywide Policy Planning



March 25, 2010

Interagency Plan Implementation Committee, Article 36 of the Administrative Code

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). The IPIC was developed with the following intent:

“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.”

Article 36.2, Administrative Code

The IPIC develops criteria and recommendations with respect to capital project implementation, funding and programming, identifies areas for departmental and program collaboration, coordinates with the Area Plans’ Citizen Advisory Committees, and produces this annual report. Members of IPIC include representatives from the City Administrator’s Office, Municipal Transportation Agency (MTA), Department of Public Works (DPW), Recreation and Parks Department (RPD), San Francisco County Transportation Authority (SFCTA), and Planning Department, among other City agencies.

This report responds to Article 36.4 of the Administrative Code which requires an annual progress report to the Planning Commission and Board of Supervisors.¹

Area Plans

Each Area Plan includes a community improvements program that identifies key transportation, open space, recreational, and public realm amenities for a 20-year period. In some cases specific projects are identified; in other cases infrastructure demands are identified and additional work is required to determine the appropriate projects. Community improvements programs also include cost projections for the proposed improvements.

¹ See attachment one for a full Copy of the Article 36 of the Administrative Code.

Each area plan includes a development impact fee charged to new development which funds infrastructure to support new development. These fees are the only dedicated revenue source for implementation of the community improvements program. Projected impact fee revenue covers roughly 30% of the total revenue needed for plan implementation, except in Rincon Hill they cover the majority of costs. Given the limited revenue dedicated to plan implementation, careful capital planning is critical. To that end, the IPIC has worked diligently to establish criteria for prioritizing projects. These criteria include using impact fee revenue to leverage additional funding for the completion of infrastructure projects. In some cases, project sponsors may request fee waivers when they pursue ‘in-kind’ agreements with the City; examples of recently completed in-kind agreements are discussed below.

IPIC, Progress to Date

In October 2007, the IPIC, including representatives from key agencies, began meeting on a monthly basis. Initial meetings included a review of affected area plans and related capital improvements programs, review of implementation agencies’ work programs, and review of projected impact fee revenue.

In order to inform the development of capital plans for each plan area the 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

Based on the draft criteria, the IPIC developed 10 year capital plans for each project area. The Capital Plans are constrained by projected revenue for each area. Key revenue sources include projected development impact fees and secured grants. The Planning Department projects development impact fee revenue based on known development projects and an assumed rate of planned growth. Grants for major projects in the plan

areas include projects that implementation agencies have pursued as part of their work programs, such as the Van Ness Bus Rapid Transit project, the Recreation and Parks General Obligation Bond, or Safe Routes to Schools funds. At this point, funding for these projects has been identified and secured by implementing agencies. Future work of the IPIC will include identifying and securing additional capital and planning grants to further the implementation of the area plans. For example, this report includes information on numerous pending grant applications for plan-identified capital projects. As the grants are secured they will be incorporated via annual updates to the relevant capital plans.

Capital plans for each area have been incorporated into the City's 10 Year Capital Plan², starting with the FY2008-2017 plan. The Planning Department chapter of the Capital Plan includes a ten year projection of capital projects by implementing agency and revenue projections by plan area. The IPIC worked to refine the proposed capital expenditures and projected revenues for FY2009-2018 and FY2010-2019.

In the last year the implementation agencies, including MTA, DPW, and the Department of Recreation and Parks, included Area Plan implementation projects scheduled for the first five years of FY2011-2021³ in their work programs and Capital Plan submittals. This critical step indicates each agency's commitment to participating in the implementation of the Area Plans.

Capital plans for each Area Plan will be updated annually. The Planning Department will update revenue projections based on projected growth. Specific capital projects may change based on recommendations of the IPIC and Citizens Advisory Committees (CACs). The existing Capital plans have not benefited from CAC input, however now that the CACs are established, the Planning Department will be work with them closely to insure they provide input for the next round.

Area Plans: Summary Reports

The IPIC provides a mechanism for interagency coordination on infrastructure plans, including the recently adopted Rincon Hill, Market and Octavia, Balboa Park, and Eastern Neighborhoods plans. Additionally the IPIC provides a forum for ongoing planning work in current planning efforts including Japantown⁴ and Western SOMA.⁵

² http://www.sfgov.org/site/cpp_index.asp?id=39210

³ See attachment two for a copy of the Planning Department's Chapter of the Capital Plan for FY2011 – 2021.

⁴ <http://www.sf-planning.org/index.aspx?page=1692>

As these planning processes progress, they will be discussed by the IPIC to the end of improved coordination on infrastructure and capital planning.

Progress towards community improvements plan implementation 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 is not discussed below, but is ongoing in all the plan areas, including traffic calming projects, addition of curb ramps, and sidewalk and street repairs. Through the work of the IPIC future routine maintenance and repair projects will be more closely coordinated with projects identified by the Area Plans.

As discussed previously, development impact fees are the only dedicated sources of revenue for plan implementation. The IPIC's work is based in part, on the Planning Department's impact fee revenue projections. Each impact fee program directs a prescribed amount of funding to various expenditure categories as defined by each plan. The following sections include five-year revenue projections for each area plan by expenditure category.

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 Inventory⁶ and quarterly as part of the Pipeline Report⁷.

Rincon Hill⁸

The Rincon Hill Plan, adopted in 2005, enabled roughly 2,300 additional residential units. 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. Project sponsor are likely to elect to contribute infrastructure via an in-kind agreement or the established Mello Roos District.⁹

⁵ <http://www.sf-planning.org/index.aspx?page=1895>

⁶ <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2225>

⁷ <http://www.sf-planning.org/index.aspx?page=1691>

⁸ <http://www.sf-planning.org/index.aspx?page=1665>

⁹ 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.

Projected Impact Fee Revenue, 5 years	
Rincon Hill	
Rincon Hill Fund Impact Fees (Fee)	\$ 2,585,000
Rincon Hill Fund Impact Fees (In-Kind)	\$ 3,072,000
Rincon Hill Fund Impact Fees (Mello-Roos)	\$ 538,000
Total	\$ 6,195,000

Three blocks of streetscape improvements¹⁰ identified by the plan have been completed through in-kind agreements with development projects. A number of the streetscape improvements¹¹ 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, as the Planning Director and Planning Commission deem appropriate.

There are two active open space projects in the Rincon Hill plan area; Guy Place Park and an unnamed half acre park on Harrison Street. Development impact fee revenue enabled the City to acquire and complete a conceptual design of Guy Place Park. The IPIC identified the construction of this park, a projected \$3 Million cost, as a priority project for future impact fee revenue. The City has also successfully received a commitment from the project sponsors of 333 Harrison Street to set aside a half acre for public open space, consistent with the Rincon Hill plan. The project sponsor is currently seeking grant funding for the construction of this open space.

Market and Octavia¹²

The Market and Octavia Plan was adopted in the spring of 2008, enabling roughly 6,000 additional housing units. No new development projects have been completed to date. However, a number have been entitled by the Planning Department. The Planning Department projects nearly \$12 Million in impact fee revenue in the Plan Area over the next five years.

¹⁰ Spear Street (Folsom to Harrison), First Street (Harrison to end), and Harrison Street (south side, First to Fremont)

¹¹ Lansing Street, Main and Beale (Folsom to Harrison), Fremont Street (east side, Folsom to Harrison), Fremont Street (west side, Folsom to Harrison)

¹² <http://www.sf-planning.org/index.aspx?page=1713>

Projected Impact Fee Revenue, 5 years	
Market and Octavia	
Greening	\$ 3,971,146
Open Space	\$ 948,066
Recreational Facilities	\$ 1,571,709
Transportation	\$ 3,467,028
Childcare	\$ 996,039
Library	\$ 108,141
Administration/Monitoring	\$ 935,870
Total	\$ 11,998,000

A central, plan-defining, infrastructure project was completed before the plan was adopted: Octavia Boulevard and Patricia’s Green, in Hayes Valley. Since plan adoption, progress has been made on the planning and development of a number of transportation projects and open space projects, described below. Additionally the Market and Octavia CAC, has begun meeting and working to further the implementation of the plan.

- The SFCTA has undertaken an *Octavia Boulevard Circulation Study* which takes a comprehensive look at regional and local transportation issues in the area surrounding Octavia Boulevard. The project will conclude in 2010 with recommendations on key priority projects.
- The MTA is leading 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. Funding is secured, and construction is scheduled to start within a year.
- *The Haight and Market Streets transit and pedestrian project* is identified by the Market and Octavia Plan and the Transit Effectiveness Project (TEP), as a key transit improvement. The project would return the Haight Street buses to Haight Street between Octavia and Market Streets, add pedestrian signals and pedestrian bulbouts, and enhance the crosswalks at the Market and Haight intersection. MTA and Planning are pursuing a grant for full funding of this project. If the grant request is successful, construction would start in one year.
- The Market and Octavia Plan calls for the conversion of *Hayes Street between Van Ness and Gough to a two-way street*, as does the TEP. Since plan adoption, MTA, SFCTA, and Planning have coordinated on a design for this project, including conducting additional community meetings. The project requires \$100-250,000 for completion.
- The SFCTA is leading the *Van Ness Bus Rapid Transit (BRT) Project*. The project includes a package of treatments that provide rapid, reliable transit, including dedicated bus lanes, transit signal priority, proof of payment, high-quality stations,

and related pedestrian amenities. The SFCTA has secured some funding and is working toward project completion as early as 2014.

- The Planning Department developed *conceptual designs for pedestrian improvements at a number of Market Street intersections*, as part of the Upper Market Community Plan.¹³ 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.
- 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. A bicycle lane on Otis Street was recently installed between Van Ness and Gough Streets. Pending the current injunction on bicycle improvements, MTA will complete additional bicycle amenities in the plan area.
- 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 a Community Advisory Committee, including the McCoppin Square new open space, traffic calming on key streets, and a new skate park below the freeway. Funds will become available when the City sells the former freeway parcels.

The *Market and Octavia Citizens Advisory Committee (MO CAC)*¹⁴ began meeting in April of 2009, on a monthly basis. The MO CAC has three key functions, including: "Collaborate with the Planning Department and the Inter-Agency Plan Implementation Committee on prioritizing the community improvement projects and identifying implementation details as part of annual expenditure program that is adopted by the Board of Supervisors." To that end, the MO CAC has worked diligently to become familiar with proposed infrastructure projects, develop a project ranking methodology, and develop initial recommendations to the IPIC.

Balboa Park¹⁵

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. The Planning Department projects approximately \$2.7 Million in impact fee revenue in the Plan Area over the next five years. Active projects are reviewed below.

¹³ <http://www.sf-planning.org/index.aspx?page=1697>

¹⁴ <http://www.sf-planning.org/index.aspx?page=1700>

¹⁵ <http://www.sf-planning.org/index.aspx?page=1748>

Projected Impact Fee Revenue, 5 years	
Balboa Park	
Streets	\$1,037,279
Open Space	\$818,904
Recreational Facilities	\$409,452
Transportation	\$354,859
Administration/Monitoring	\$109,187
Total	\$ 2,729,682

- The *Phelan Loop project* is one of the key catalyst projects identified in the recently-adopted Balboa Park Plan. Located near the intersection of Ocean, Geneva, and Phelan Avenues, adjacent to the Ocean Avenue campus of City College, the project will reconfigure the current Muni bus loop to improve the existing transit facility, while also creating a new space for a public plaza and a mixed-use affordable housing building, and improve pedestrian connections. The plaza will be a central open space linking Ocean Avenue with the transit facility and City College campus, and will also be designed to host community events, such as farmers' markets. The project involves the collaboration of multiple public agencies including MTA, San Francisco Public Utilities Commission (PUC), Mayor's Office of Housing, Planning Department, Fire Department, and City College. The design is 35% complete. Of the total \$10 million project cost, \$4 million has been secured from a land sale, and \$6 million is being sought through a grant.
- The Balboa Park Plan identified many necessary interventions in and around the *Balboa Park Station area* to improve the function of transit, pedestrian safety, circulation, and public space. MTA is currently completing a consultant-led engineering study to review the recommendations in the Plan, to identify projects for short and medium-term implementation, and to generate cost estimates. The study will be completed in 2010.
- The Recreation and Parks Department, in coordination with DPW, the PUC and the Library is working to complete design of a *new public open space adjacent to the new Library*. Some funding has been secured for the design phase; additional funding is necessary for design and construction.
- *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.

Eastern Neighborhoods: Central Waterfront, East SOMA, Showplace Square/Potrero, & Mission¹⁶

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, although a few have been entitled by the Planning Department. The Planning Department projects approximately \$2.7 Million in impact fee revenue in the Plan Area over the next five years.

Projected Impact Fee Revenue, 5 years	
Eastern Neighborhoods	
Open Space	\$ 9,717,098
Transportation	\$ 11,767,794
Community Facilities	\$ 1,975,622
Administration	\$ 1,234,764
Total	\$ 24,695,278

The projected impact fee revenue covers roughly 30% of the projected capital needs, leaving a significant funding gap. In addition to the funding opportunities identified by the plan, the City Administrator coordinated the Eastern Neighborhoods Infrastructure Financing Working Group, to identify additional potential new revenue sources.

The Eastern Neighborhoods plan identified seven priority community improvements projects; progress on a number of these projects as well as others is detailed below.

- The Planning Department led the *Showplace Square Open Space Planning Process¹⁷* from April 2008 through January 2009. 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 next steps include environmental review of these designs, development of construction drawings and cost estimates.
- The Planning Department, in coordination with the Department of Recreation and Parks and PODER (a community organization), hosted a series of community workshops to develop a conceptual design for an *open space at 17th and Folsom Streets¹⁸* between December 2009-March 2010. The proposed 17th and Folsom open space is identified as a priority project by the Eastern Neighborhoods Plan. The Planning Department is pursuing a grant that would fund acquisition and construction

¹⁶ <http://www.sf-planning.org/index.aspx?page=1673>

¹⁷ showplace.sfplanning.org

¹⁸ <http://www.sf-planning.org/index.aspx?page=2273>

of the park, at a cost of roughly \$5 Million. Additional design work will be completed through community workshops.

- The *Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS)*¹⁹ is a coordinated multi-agency partnership between the MTA, the Planning Department and the SFCTA. EN TRIPS will lead to the design of key transportation projects (transit, pedestrians, bikes and others) that are needed to serve new and existing housing and mixed-use development in the Eastern Neighborhoods and surrounding high-growth areas. EN TRIPS is the vehicle by which the city is moving forward with planning and design for several of the Eastern Neighborhoods Priority projects. EN TRIPS is now underway and is expected to be completed in Fall 2011.
- *The Mission Streetscape Plan*²⁰ is a community-based planning process to identify improvements to streets, sidewalks and public spaces in the city's Mission District. The Mission Streetscape Plan introduces designs that will improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable storm water management. The Mission Streetscape Plan held four successful community workshops between March 2008 and August 2009. These workshops guided the development of a draft plan and preliminary concept designs for prioritized areas in the district. Upcoming milestones include additional workshops, completion of CEQA Analysis, and adoption of the plan.

The *Eastern Neighborhoods Citizens Advisory Committee (CAC)*²¹ started meeting on a monthly basis in October 2009. The CAC is comprised of 19 members of the public appointed by the Board of Supervisors or the Mayor. 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.

¹⁹ <http://www.sfmta.com/cms/oentrips/indxentrips.htm>

²⁰ http://www.sf-planning.org/ftp/CDG/CDG_mission_streetscape.htm

²¹ EN CAC website: encac.sfplanning.org

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

SEC. 36.4. - ANNUAL PROGRESS REPORTS.

(a)

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)

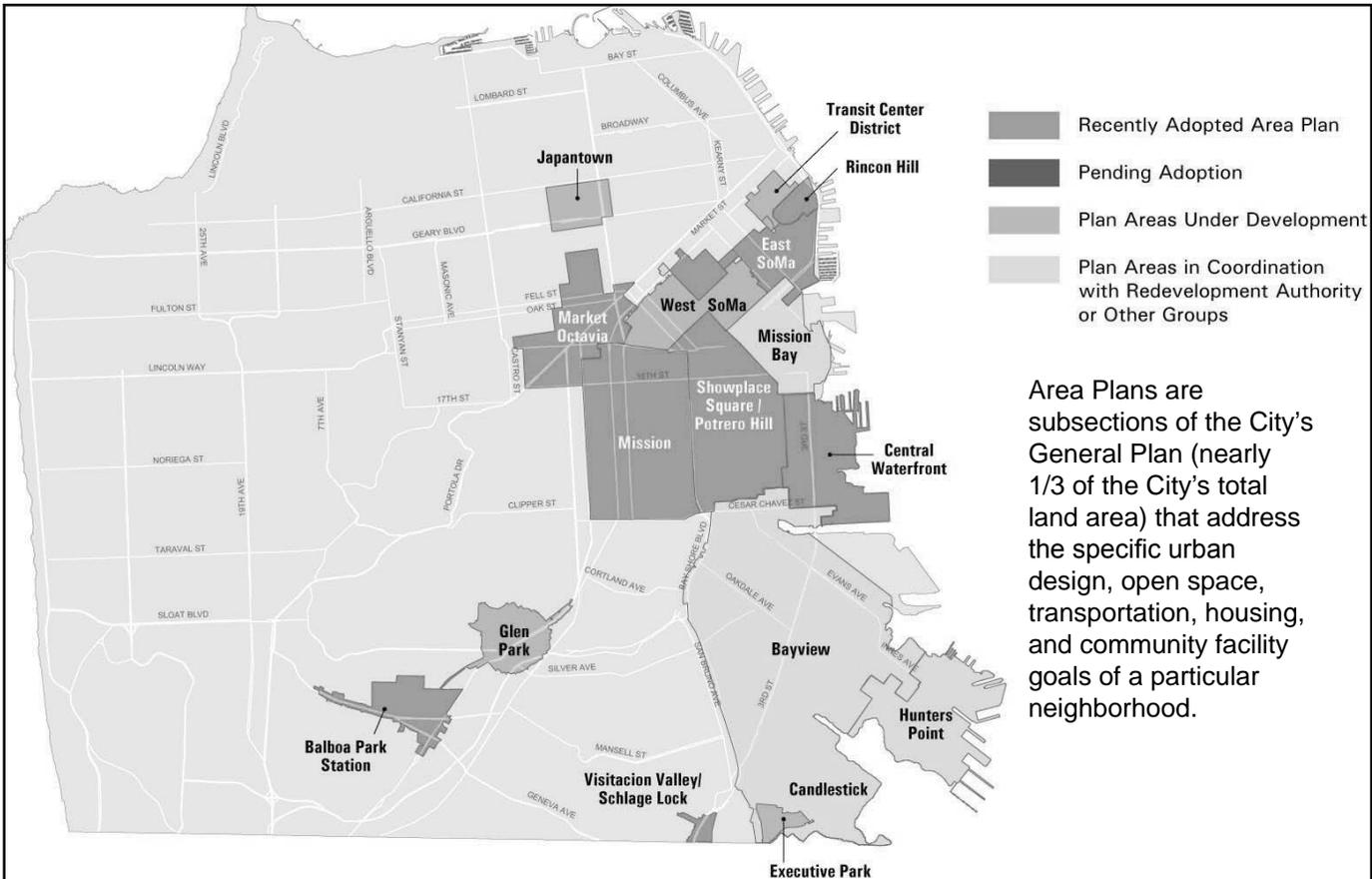
Termination. This Annual Progress Report requirement may be terminated by the Planning Commission upon its determination after a public hearing, noticed at least 30 days prior to the meeting, that full implementation of the Community Improvements Plan and Implementation Program has been substantially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

Interagency Plan Implementation Committee
Annual Report – March 2010

Attachment Two.

Planning Department's Chapter of the Capital Plan for FY2011 – 2021

Planning Department



The Planning Department is engaged in several community-based planning initiatives to encourage housing, enhance downtown and other neighborhoods, support infill around transit, and update zoning to accommodate growth while maintaining livability and neighborhood character. The resulting twenty-year Area Plans are adopted by the Board of Supervisors and form subsections of the City's General Plan, addressing the specific urban design, open space, transportation, housing, and community facility goals of a particular neighborhood. Each Area Plan recommends a host of specific infrastructure projects designed to support new residential and commercial development.

The City has recently adopted Area Plans in Rincon Hill, Market & Octavia, Bayview Hunter Point, the Eastern Neighborhoods, Visitacion Valley and Balboa Park and planning processes are well underway in Transbay, Japantown, Fisherman's Wharf, and some smaller targeted areas. When complete, these Area Plans will comprise nearly one-third of the City's total land area.

Successful plan implementation will not only require near term investments in the areas' streets, sidewalks and parks, but also longer term improvements to the City's infrastructure, including transit and community facilities. While each Plan's Community Improvement Program has a funding strategy, in most cases identified funding will not meet expected costs.

Changes to This Year's Section

Near-term priority projects with identified funding (such as Leland Avenue, some capital projects in Market and Octavia, and the redesign of Cesar Chavez Street), have been moved from emerging needs within the Planning Department's chapter to funded projects within the implementing agencies' chapters of this plan. Remaining infrastructure improvements identified by each community planning process will be moved in future years once funding is secured. Until then, they are considered emerging needs in the schedule at the end of this chapter, organized by the City department that will ultimately implement them.

The City's Interagency Plan Implementation Committee (IPIC) is working with each Area Plan's Citizen Advisory Committee (CAC) to prioritize future infrastructure improvements. At the same time, the Planning Department and Capital Planning Program are working with the implementing departments to identify additional state and federal grants, General Fund monies, or other funding mechanisms such as land secured financing or Infrastructure Finance Districts to fund the remaining emerging needs.

Rincon Hill

The Rincon Hill Plan provides the blueprint for a new high-density neighborhood just south of the Financial District. With over 3,600 new residential units planned in Rincon, and another 3,200 new units planned in the adjacent Transbay Redevelopment Area, this downtown neighborhood plan creates housing for over 15,000 new residents.

The Rincon Hill Plan recommends a comprehensive program of public improvements to support new residents, including extensive streetscape improvements and pedestrian safety projects along Folsom Boulevard, Main, Beale, and Spear Streets; new open space including a large proposed park on Harrison Street and a smaller "pocket park" on Guy Street; a community center at the Sailor's Union of the Pacific building; and enhancements to library resources. DPW, RPD, and the Library share responsibility for these Rincon Hill improvements.

Funding for these improvements will be partially provided through development impact fees in the form of direct cash payment, in-kind contributions, or participation in a Mello-Roos assessment district. However, impact fees are anticipated to cover only \$18 million of the approximately \$38 million required for all recommended projects, and other sources of funding will be required. With development activity substantially diminished due to the economy, anticipated development fees are delayed, resulting in a significant shortfall for projects that have already started or are about to begin.

Market & Octavia

The Market & Octavia Plan envisions 6,000 new residential units housing 10,000 additional

Successful plan implementation will not only require near term investments in the areas' streets, sidewalks and parks, but also longer term improvements to the City's infrastructure, including transit and community facilities.

IPIC coordinates with each CAC, develops criteria and recommendations, identifies departmental collaboration opportunities, and reports to the Capital Planning Committee and Board of Supervisors on the progress of project implementation and funding. IPIC membership includes the City Administrator's Office, MTA, DPW, RPD, SFCTA, and Planning Department.

people in the Market and Octavia neighborhood. To accommodate this projected growth, the plan calls for enhancements to parks and open space, streetscape and pedestrian rights of way, and community facilities. These enhancements include the upcoming Van Ness Bus Rapid Transit Project, new open space in McCoppin Square north of Valencia Street and Brady Park on Brady Street, new childcare facilities, enhancements to library facilities and “living streets and alleys”, street tree plantings, and corner bulb-outs at key pedestrian intersections. DPW, RPD, DCYF, the MTA, and the Library will share responsibility for these improvements.

The Planning Department estimates capital improvement costs will total \$139 million dollars during the first ten years of this Capital Plan (Phase I). The Department is currently evaluating potential revenue sources to meet these needs. Known revenue streams include an impact fee on new residential and commercial development, a density bonus program, central freeway ancillary project funds, and the funding secured for the Van Ness Bus Rapid Transit project. These sources are anticipated to generate \$76 million over the next ten years, leaving a projected deficit of \$63 million. Potential revenue sources such as assessment districts, additional fees, and competitive grants may help close this gap. Outstanding funding issues include consideration of new operating costs and strategies to address cash flow issues associated with impact fee revenue.

DPW, MTA, and RPD have programmed over \$10 million of Market and Octavia projects over the next 5 years. These projects include a project to improve Haight Street bus operations, various pedestrian improvements, enhancements to Hayward Park, and other streetscape improvements.

Eastern Neighborhoods

The Eastern Neighborhoods re-zoning effort creates the potential for up to 10,000 new residential units, and over 13,000 new jobs. However, a significant portion of this new development will occur in formerly industrial areas lacking in the services and infrastructure necessary for a livable neighborhood.

The plans include an Improvements Program which addresses these needs. While several of the short-term improvements, programmed for the first five years of Plan implementation, have been specifically identified, many of the longer-term projects are only identified in a general sense (e.g. “one new park”) and their specific location, design, and cost will develop during the Plans’ ongoing implementation. The Community and the Board of Supervisors have identified short-term priority capital projects for implementation in the Eastern Neighborhoods Area, including extension of the Muni Route 22-Fillmore along 16th Street east of Kansas Street to a terminal on Third Street in Mission Bay; pedestrian improvements along Townsend Street adjacent to the Caltrain Station and to the newly

For more information on the revenue sources under consideration see the Eastern Neighborhoods Infrastructure Finance Working Group’s July 2009 report “*Strategies for Funding Public Improvements in the Eastern Neighborhoods Area Plans*” available at www.sfgov.org/cpp

renovated Victoria Manalo Draves Park from the Soma Eugene Friend Recreation Center and the Bessie Carmichael School; streetscape improvements to Folsom Street as a “civic boulevard” in the South of Market and to 16th street alongside the Muni Route 22 – Fillmore extension; a new park at the existing PUC-owned surface parking lot on 17th & Folsom Streets and a new public open space within excess street right-of-way in Showplace Square.

The Planning Department estimates all capital improvement costs – including the short-term priority projects described above – will total between \$244 million for a basic set of improvements and \$395 for full funding of all recommended projects. To meet these capital needs, the Department has identified a number of existing revenue sources, including the newly adopted Eastern Neighborhoods Impact Fee which will address \$53 million of these costs. The City is continuing to evaluate future revenue sources, including active pursuit of state and federal grants, consideration of a permanent “special fund” set aside, and an infrastructure finance district (“IFD”) to meet the remaining funding needs.

Balboa Park

The Balboa Park Station Area Plan lays out a two-part redevelopment vision. The first component of the vision aims to bring more housing opportunities close to transit along the main streets of Geneva, Ocean, Phelan, and San Jose Avenues, and in the area surrounding the station. These housing opportunities aim to provide approximately 1,800 housing units over the next 20 years. The second component includes dramatically re-engineering the area’s public facilities and public realm, including redesigning the main streets in the plan area, improving transit service and transit facilities, and creating a new open space system comprised of parks and plazas. The Planning Department estimates capital improvement costs will total approximately \$65 million dollars, with \$12 million dollars of public grants and programming already dedicated to funding these improvements. The Balboa Park Station Area Plan includes an impact fee which will be a new source of revenue, however there still exists a \$53 million deficit in the next ten years. The Plan identifies future potential revenue sources to fill roughly \$20 million of this gap.

Visitacion Valley / and Bayview Hunter’s Point

The Visitacion Valley Redevelopment Program envisions the former Schlage Lock factory redeveloped into a transit-oriented mixed use development. The plan calls for the creation of over 1200 new residential units, a mid-sized grocery store, and other neighborhood commercial ground floor retail on the Schlage site. It also includes three new interconnected neighborhood parks of different sizes as well as a community plaza, the extension of the Visitacion Valley street grid throughout the Schlage Lock property, and the integration of Leland Avenue into the site. Finally, the plan supports strategic infill development and a number of community improvements outside the Schlage site, along Bayshore Boulevard

and Leland Avenue.

The Bayview Hunters Point Area Plan provides a general outline for community development in the Bayview, including additional housing, recreation, open space, and public service facilities, and better addressing transportation deficiencies by offering a wider range of transportation options.

Area Plans in Visitacion Valley and Bayview Hunter's Point are contained in designated redevelopment project areas. The capital improvements proposed in these neighborhood are therefore the responsibility of the San Francisco Redevelopment Agency.

Other Plans Under Development

The Planning Department also has several other planning efforts underway that will result in proposed public improvements, including streetscape improvements, open space acquisitions and improvements, and transportation and circulation changes. Many of these planning efforts are currently developing a community improvements program with related cost and revenue projections (see below for a summary of major efforts).

- **Transit Center District Plan.** [Coordinated with the SFRA and the Transbay Joint Powers Authority (TJPA)] The Plan will result in a net addition of approximately 9 million square feet of space, including about 6 million square feet of office space, over 1,000 housing units, and additional hotel and retail space. Key capital improvements associated with the project include:
 - » Completion of the Transit Center project, which includes the downtown rail extension for Caltrain and High Speed Rail.
 - » Sidewalk widening and streetscape improvements: \$120 million
 - » Open Space: \$35 million
 - » District Combined Heat & Power: TBD
 - » District Recycled Water: TBD

New funding mechanisms tied to development will be proposed, and a large portion of this revenue will go toward the Transit Center project. There will likely be a significant capital shortfall for the Transit Center project which the Transbay Joint Powers Authority (TJPA) is working to close.

- **Glen Park.** [In coordination with MTA] A planning process is underway to develop a community plan for the "downtown" Glen Park neighborhood, including the commercial area, the BART station area, city streets, and public open spaces. Key capital projects

associated with the project include:

- » Improvements to Diamond/Bosworth Street intersection
- » Roundabouts at the Bosworth/Arlington Street and Bosworth/Lyell Street
- » Parking meters/pay-and-display on Bosworth, Arlington and Lyell Streets
- » Roadway and streetscape improvements for San Jose Avenue
- » Remove San Jose Avenue overpass concurrent with seismic upgrade;
- » Traffic calming improvements
- » Bike network improvements
- » Improve ADA access to the BART station and Muni J-line platform
- » Accessible connection to the J-Church stop and a BART station bus loop
- » Streetscape improvements
- » Redesign and construct improvements to lower BART plaza
- » Open Space
- » Greenway Conceptual Landscape Plan

Funding for these projects are primarily from Federal and State grants, with the City's General Fund supporting the match requirements.

- **Japantown.** A community planning process is currently underway, intended to secure the future of Japantown. The draft plan currently includes the following key capital projects:
 - » New linear park on a portion of the Webster Street right-of-way between Geary and Sutter
 - » Improvements to Peace Plaza
 - » Streetscape improvements along Post Street and other key streets in Japantown.
- **Fisherman's Wharf.** [In coordination with the Port] This is a community-based planning process to improve the quality and attractiveness of pedestrian spaces in Fisherman's Wharf. Key capital projects associated with the project include:
 - » Jefferson street redesign ~ \$14 million. Improve the space dedicated to pedestrians.
 - » Aquatic Park Plaza ~ \$3 million. Convert surface parking lot located at the end of

Jefferson Street to a pedestrian plaza.

- » Taylor Street Improvements ~ \$ 1 million. Link the cable car turnaround to Fisherman's Wharf.
- » Columbus Ave Terminus at Joseph Conrad Square ~ \$750,000. Link the park with adjacent sidewalk and create a plaza at Columbus Ave.

Planning - Rincon Hill

Program / Project	Prior Years	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016 - FY 2020	Plan Total
SPENDING PLAN								
Recreation and Parks Department	1,972		2,200	4,274	350	6,824		
Department of Public Works	3,873	1,458	1,852	4,274	6,000	13,584		
Library Commission			200			200		
Program Administration		21	321	25		566		
TOTAL	5,845	1,479	4,373	25	8,548	6,750		21,174
REVENUES								
Local - Rincon Hill Fund Impact Fees (Cash)			2,585	6,761	9,346			
Local - Rincon Hill Fund Impact Fees (In-Kind)	2,373	1,458	1,614		3,072			
Local - Rincon Hill Fund Impact Fees (Mello-Roos)	3,162		538		538			
TOTAL	5,535	1,458	4,737	6,761	12,956			
<i>Total San Francisco Jobs/Year</i>	40	10	34	49	93			
Annual Surplus / (Deficit)			(21)	364	(25)	(8,548)	11	(8,218)
Cumulative Surplus / (Deficit)	(309)	(309)	(330)	35	10	(8,538)	(8,528)	

Planning - Market & Octavia

Program / Project	Prior Years	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016 - FY 2020	Plan Total
SPENDING PLAN								
Recreation and Parks Department	1,500						29,504	29,504
Department of Public Works							15,105	15,105
Municipal Transportation Agency	47,824						28,903	28,903
Department of Children, Youth, and their Families						1,084	11,300	12,384
Library Commission						118	303	421
Program Administration	304	108	118	143	204	168	2,717	3,458
TOTAL	49,628	108	118	143	204	1,370	87,832	89,775
REVENUES								
Local - Market and Octavia Improvements Fund	155	1	129	790	794	277	13,728	15,719
Local - Van Ness Market Density Bonus Program							10,165	10,165
Mix - Other Sources	49,584							
TOTAL	49,739	1	129	790	794	277	23,893	25,884
<i>Total San Francisco Jobs/Year</i>		0	1	6	6	2	172	186
Annual Surplus / (Deficit)		(108)	(118)	(143)	(204)	(168)	(2,717)	(3,458)
Cumulative Surplus / (Deficit)	111	3	(115)	(258)	(462)	(630)	(3,347)	

Planning - Eastern Neighborhoods

Program / Project	Prior Years					FY 2016 -	
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2020	Plan Total
SPENDING PLAN							
Recreation and Parks Department					13,646	105,857	119,503
Department of Public Works					6,414	85,817	92,231
Municipal Transportation Agency					9,620	248,638	258,258
Department of Children, Youth, and their Families					1,828	10,890	12,718
Library Commission					457	917	1,374
Program Administration					1,682	995	2,677
TOTAL					33,648	453,114	486,762
REVENUES							
Local - EN Community Improvements Fund	292	5,709	11,130	12,130	4,388	19,494	53,142
TOTAL	292	5,709	11,130	12,130	4,388	19,494	53,142
<i>Total San Francisco Jobs/Year</i>	2	41	80	87	32	140	383
Annual Surplus / (Deficit)	292	5,709	11,130	12,130	(29,260)	(433,620)	(433,620)
Cumulative Surplus / (Deficit)	292	6,001	17,130	29,260		(433,620)	

Planning - Balboa Park

Program / Project	Prior Years					FY 2016 -	
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2020	Plan Total
SPENDING PLAN							
Recreation and Parks Department		819			409	13,477	14,704
Department of Public Works			100			702	802
Municipal Transportation Agency	246	109	250	500	187	13,138	14,430
Department of Children, Youth, and their Families						1,800	1,800
Library Commission						150	150
Program Administration		20	45	20	20	542	647
TOTAL	246	948	395	520	616	29,809	32,534
REVENUES							
Local - Balboa Park Community Improvements Fund	246	1,025	373	474	611	1,059	3,789
TOTAL	246	1,025	373	474	611	1,059	3,789
<i>Total San Francisco Jobs/Year</i>	2	7	3	3	4	8	27
Annual Surplus / (Deficit)	77		(22)	(46)	(5)	(28,750)	(28,745)
Cumulative Surplus / (Deficit)	77	77	56	10	5	(28,745)	

Planning Department Total

Program / Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016 - FY 2020	Plan Total
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SPENDING PLAN

Recreation and Parks Department	3,472	819	2,200	18,329	149,188	170,536	
Department of Public Works	3,873	1,458	1,952	10,687	107,625	121,722	
Municipal Transportation Agency	47,824	109	250	500	9,808	290,678	301,591
Department of Children, Youth, and their Families		246		2,912	23,990	26,903	
Library Commission				575	1,570	2,145	
Program Administration	304	108	509	249	1,871	4,454	7,349
TOTAL	55,473	354	4,911	749	44,182	577,505	630,245

REVENUES

Revenue Total	55,274	8,321	17,030	13,398	5,276	51,207	95,770
TOTAL	539	8,321	17,030	13,398	5,276	51,207	95,770
<i>Total San Francisco Jobs/Year</i>	4	60	123	96	38	369	690

Annual Surplus / (Deficit)

Cumulative Surplus / (Deficit)	(55,473)	185	12,119	12,649	(38,906)	(526,298)	(534,475)
		(55,288)	(49,512)	(24,743)	(63,649)	(589,947)	