

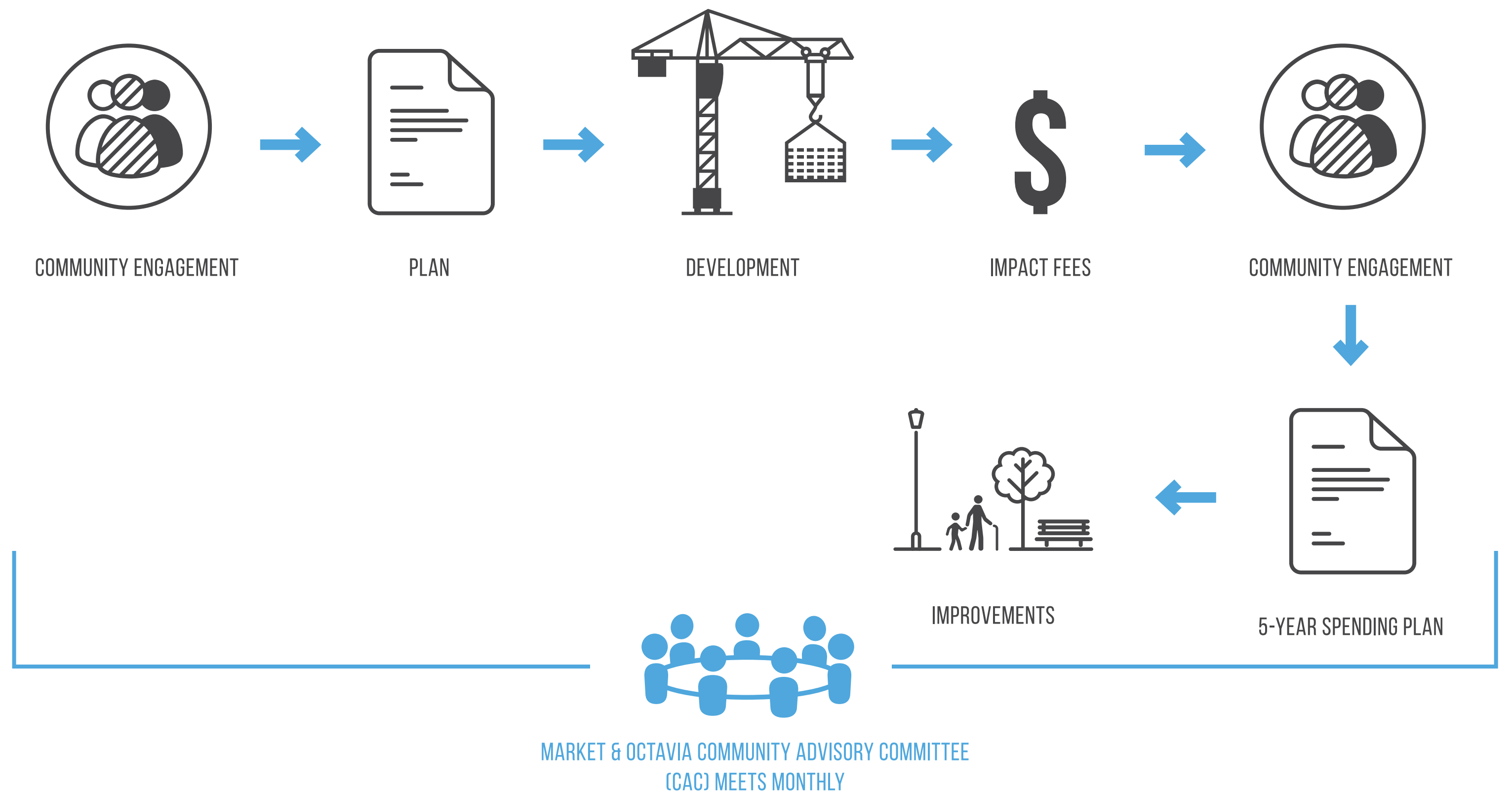
THE HUB PUBLIC BENEFITS RECOMMENDATIONS

WHAT IS AN IMPACT FEE?

Impact fees are a way of funding community improvements in proportion to the need generated by new development. Developers pay impact fees directly to the City depending on the type and size of the project.

Citywide impact fees are fees that can fund improvements anywhere in the city, while **area plan fees** are fees that are prioritized for improvements in the area where they were generated.

The **maximum legal amount** of an impact fee is established by an analysis known as a Nexus Study, and the **actual fee amount** is determined by the Board of Supervisors and codified in the Planning Code.



HOW CAN IMPACT FEES BE USED?

This table summarizes how impact fees are used. Fee revenue has been calculated for projects in the Hub based on existing zoning.

		AFFORDABLE HOUSING	CHILDCARE	OPEN SPACE	COMPLETE STREETS	TRANSPORTATION
Where?	Citywide Benefits	<ul style="list-style-type: none"> Affordable Housing Fee* or off-site inclusionary (office only) Jobs-Housing Linkage 	<ul style="list-style-type: none"> Citywide Childcare Impact Fee 	<ul style="list-style-type: none"> Downtown Park Fee (office only) 	<ul style="list-style-type: none"> Transportation Sustainability Fee (TSF) (3% of revenue) 	<ul style="list-style-type: none"> Transportation Sustainability Fee (TSF) (95% of revenue)
	Plan Area	<ul style="list-style-type: none"> M&O Affordable Housing Fee SUD Affordable Housing Program On-site Inclusionary 	<ul style="list-style-type: none"> M&O Infrastructure Fee SUD Infrastructure Fee In-kind Agreement 	<ul style="list-style-type: none"> M&O Infrastructure Fee SUD Infrastructure Fee In-kind Agreement 	<ul style="list-style-type: none"> M&O Infrastructure Fee SUD Infrastructure Fee In-kind Agreement 	<ul style="list-style-type: none"> M&O Infrastructure Fee SUD Infrastructure Fee In-kind Agreement
Who?	Who provides the benefit?	<ul style="list-style-type: none"> MOHCD: Aff. Hsg. Fee, Linkage Fee, M&O Fee, SUD Fee Developer: On-site or Off-site inclusionary 	<ul style="list-style-type: none"> OECE: all fees Developer, In-kind Agreement 	<ul style="list-style-type: none"> Rec & Parks, DPW: all fees Developer, In-kind Agreement 	<ul style="list-style-type: none"> SFMTA, DPW: all fees Developer, In-kind Agreement 	<ul style="list-style-type: none"> SFMTA: all fees Developer, In-kind Agreement
What?	What benefits can we fund?					
How much?	Citywide or Plan Area**	\$471,900,000	\$5,600,000	n/a***	\$1,700,000	\$53,000,000
	Plan Area**	\$389,900,000	\$8,700,000	\$23,000,000	\$48,000,000	\$24,000,000

MOHCD - Mayor's Office of Housing and Community Development
 OECE - Office of Early Care and Education
 SFMTA - Municipal Transportation Agency
 DPW - Department of Public Works

BMR unit - Below Market Rate unit (a.k.a. affordable housing unit)
 AMI - Area Median Income
 M&O - Market & Octavia
 SUD - Van Ness & Market Downtown Residential Special Use District

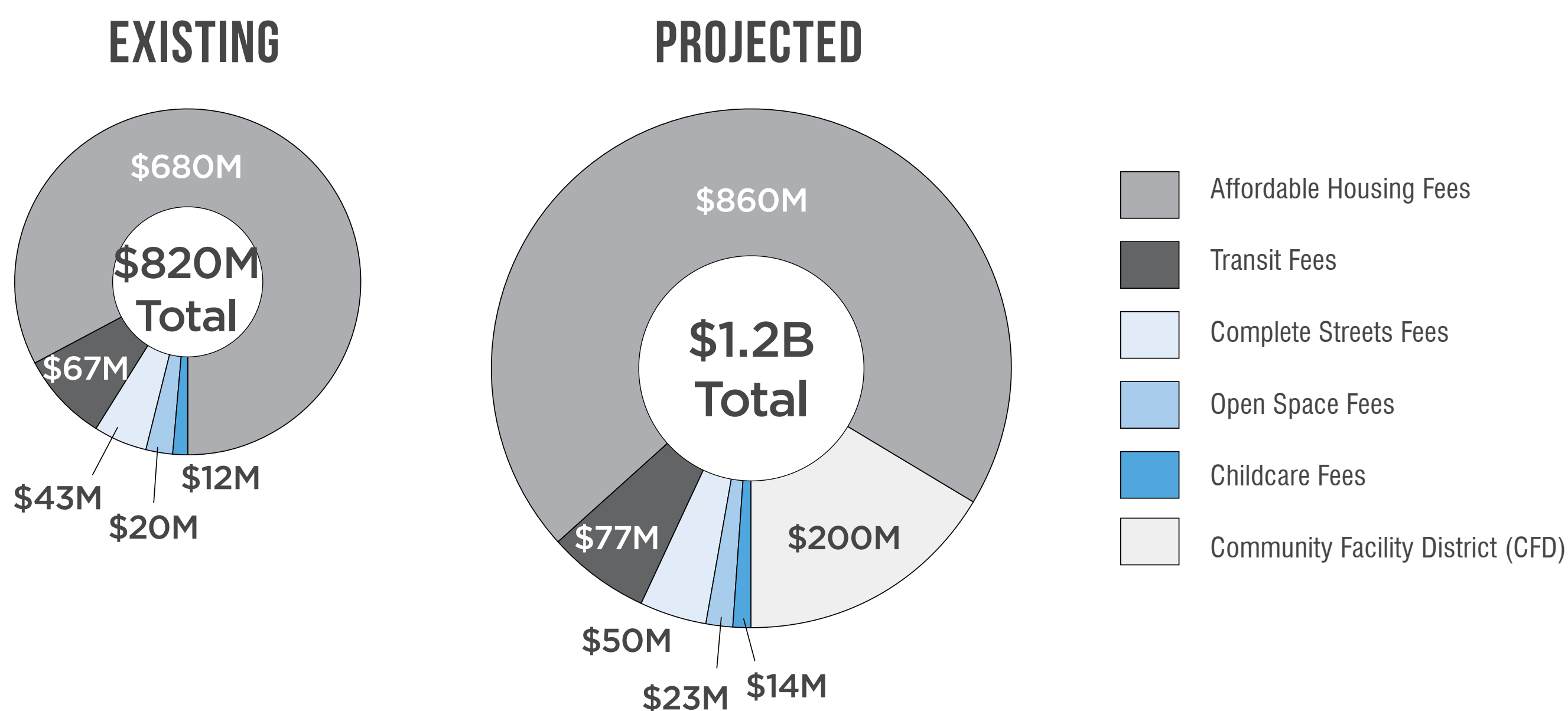
*Consistent with Proposition C passed by voters in June 2016, the affordable housing fee also referred to as the Inclusionary Affordable Housing Program requires projects of 10 units or more to pay a fee equivalent of 20%, or provide 12% of units on-site or 20% of units off-site. Projects over 25 units are required to pay a fee equivalent of 33% or provide 25% of units on-site or 33% off-site.

**Represents total affordable housing resources, including affordable housing fees and plan area fee payments, and on-site affordable units provided through the Inclusionary Housing Program. On-site units are valued at \$350,000 per unit to reflect the City's cost to provide an equivalent affordable unit. The estimate does not include future development at 1 South Van Ness.

***No applicable office projects currently in the pipeline.

FEE REVENUE ESTIMATES FOR THE HUB

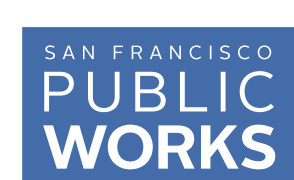
Fee revenue has been calculated based on the existing fee structure. The revenue accounts for recently approved projects and potential future development. Revenue has been calculated for two scenarios, existing zoning and proposed zoning. The proposed scenario also includes a new revenue source, a Mello-Roos Community Facilities District (CFD) which could potentially fund new capital improvements and maintenance in the Plan Area.



THE PROPOSAL REPRESENTS A 50% INCREASE IN PUBLIC BENEFIT



FOR MORE INFO, VISIT:
SF-PLANNING.ORG/HUB



THE HUB PUBLIC BENEFITS RECOMMENDATIONS

PUBLIC BENEFITS SUMMARY

THE PLAN WOULD CREATE UP TO...

9,050
HOUSING UNITS

2,400
JOBS

\$1.2B
PUBLIC BENEFITS



NEW ON-SITE UNITS AND AFFORDABLE HOUSING RESOURCES



FUNDING TO MEET NEEDS OF EXISTING AND NEW RESIDENTS



NEW OPEN SPACES INCLUDING A NEW PARK AND ENHANCEMENTS TO EXISTING OPEN SPACES



REDESIGN OF MAJOR STREETS AND ALLEY IMPROVEMENTS



IMPROVEMENTS TO TRANSIT SERVICE AND CAPACITY INCLUDING MODERNIZATION OF VAN NESS STATION

POTENTIAL PROJECTS



- A MODERN VAN NESS STATION WITH IMPROVED CAPACITY, CIRCULATION AND TRANSIT INFORMATION
- IMPROVED TRANSIT SERVICE AND RELIABILITY
 - A LARGER FLEET FOR MORE SERVICE OPTIONS AND GREATER CAPACITY
 - AUTOMATIC TRAIN CONTROL SYSTEM (ATCS) FOR MORE EFFICIENT SPACING AND CONSISTENT SPEED IN THE SUBWAY
 - NEW POCKET TRACKS, PASSING TRACKS & SWITCHES TO ALLOW FOR MORE FLEXIBLE SERVICE AND TO REDUCE DISRUPTIONS CAUSED BY BREAKDOWNS



New Light Rail vehicle



Automatic Train Control System



Pocket Track



New BART Station entrance canopy



- 13TH STREET PROTECTED BIKE LANE FROM FOLSOM TO VALENCIA.
- VALENCIA STREET CYCLE TRACK FROM 15TH STREET TO MARKET
- 11TH STREET BICYCLE AND TRANSIT IMPROVEMENTS
- OTIS STREET 2-WAY BETWEEN DUBOCE AVENUE AND GOUGH
- ALLEY IMPROVEMENTS



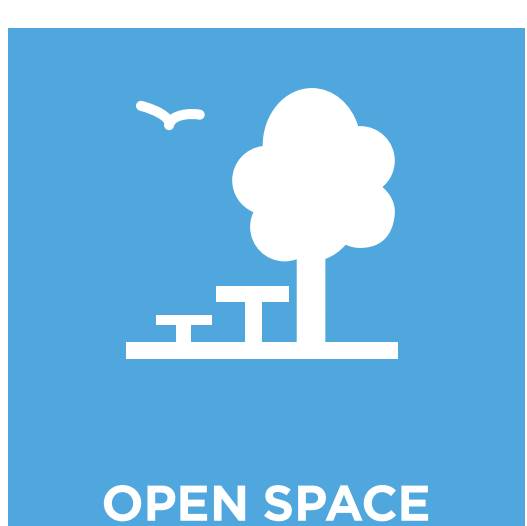
Conceptual rendering of 12th Street



Bike Lanes



Alleys



- NEW PARK ON BRADY STREET
- NEW OPEN SPACES AT 12TH & OTIS AND GOUGH & OTIS
- IMPROVEMENTS TO EXISTING OPEN SPACES



Outdoor Music Performances



Public Art



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