


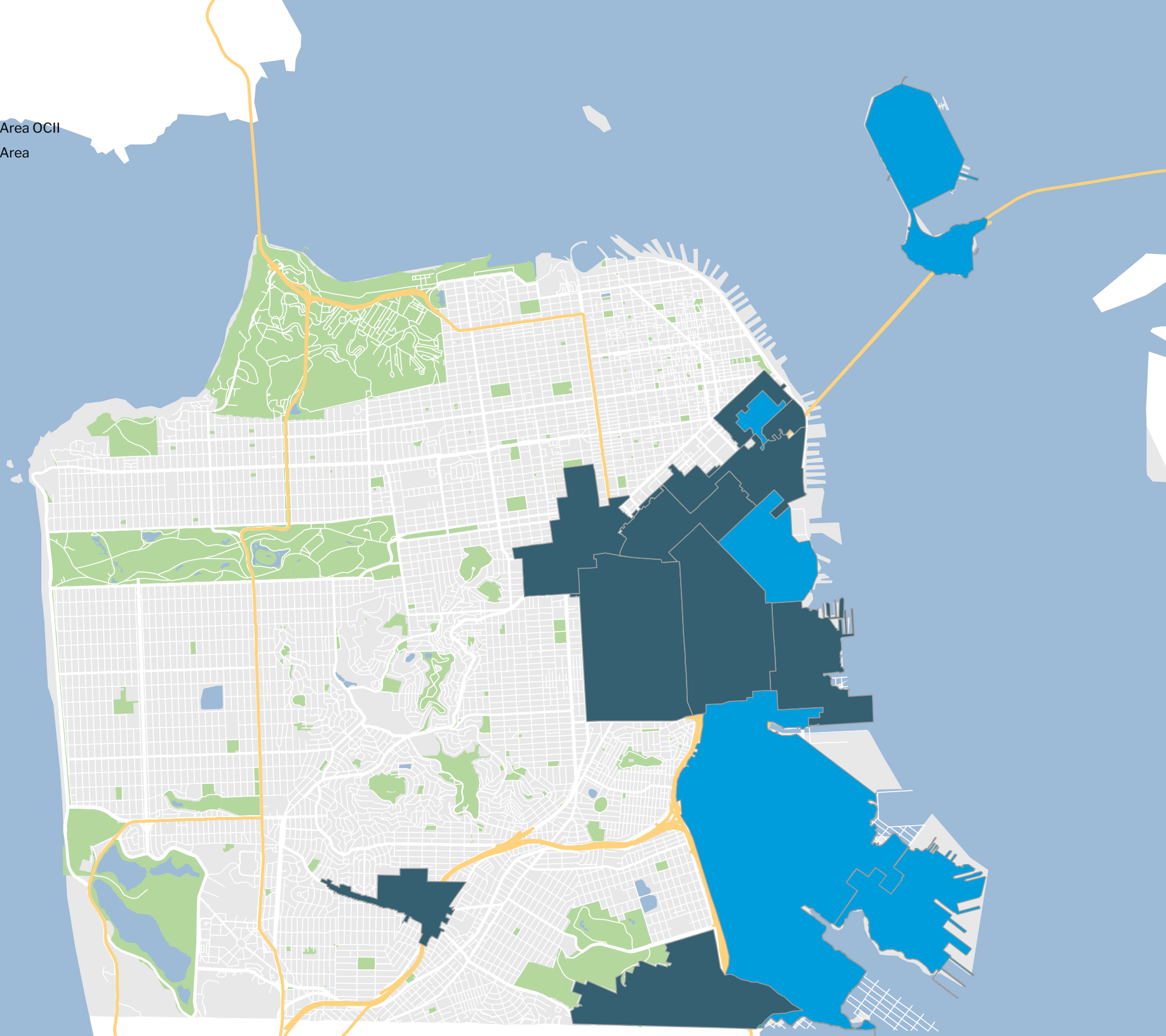


## 07. Economic + Neighborhood Development

<b>102</b>	Overview
<b>106</b>	Renewal Program
<b>108</b>	Enhancement Projects
<b>112</b>	Impact Fee Plan Areas
<b>124</b>	Emerging Projects
<b>127</b>	Financial Summary

**LEGEND**

-  Plan Area OCII
-  Plan Area



## 07. ECONOMIC + NEIGHBORHOOD DEVELOPMENT

---

OCII: Office of Community Investment and Infrastructure

PLANNING: Impact Development Plan Areas

PORT: Port of San Francisco

TIDA: Treasure Island Development Authority

---

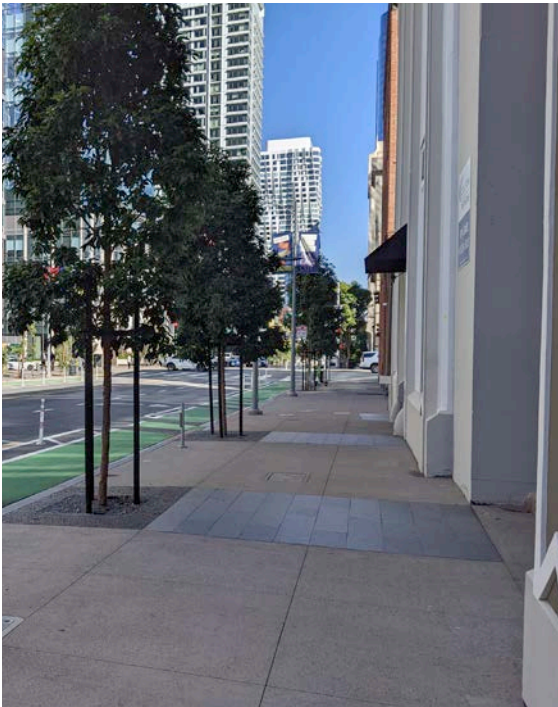
Despite the short-term uncertainty brought on by the economic impacts of the pandemic, San Francisco is expected to grow as our neighborhoods and economy draw new residents. In 2021, the population was 815,201, a 7.5% drop from 2019 but up 4.9% from 2000. Plan Bay Area, developed by the Association of Bay Area Governments, projects San Francisco will grow by over 300,000 people, nearly 190,000 housing units, and 300,000 jobs by 2040. As the city's density increases, having sufficient infrastructure to support all residents in all neighborhoods becomes more challenging but also more important.

The majority of the new developments are in the more industrial eastern areas of the city that are not only vulnerable to sea level rise, flooding, and liquefaction, but offer fewer services and infrastructure to support the increases in population. To address these issues and ensure that current residents aren't displaced, San Francisco is moving forward with several major planned developments. Central SoMa, Market Octavia, Mission Bay, Treasure Island, Candlestick Point, and Hunters Point Shipyards are just a few of the high-growth areas changing the face of San Francisco and growing the tax base that supports City services. Many of these developments and projects have distinctive funding mechanisms, including dedicated development fees and developer agreements that target improvements in areas of especially high growth. These projects seek to create well-planned, safe places to live, travel, work, and play.





88 Broadway,  
Photo Credit: Bruce Damonte



Folsom Street Improvement

## Overview

This chapter includes capital projects from departments, agencies, and programs whose primary objectives are to improve San Francisco's wide-ranging economic base and plan for its future growth.

## Port of San Francisco

The Port of San Francisco is responsible for the 7.5 miles of San Francisco waterfront adjacent to San Francisco Bay. The Port manages, maintains, develops, markets, and leases all of the property in this area. The Port's operating portfolio is composed of approximately 580 ground, commercial, retail, office, industrial, and maritime leases, including leases of many internationally recognized landmarks such as Fisherman's Wharf, Pier 39, the Ferry Building, and Oracle Park, home of the San Francisco Giants baseball team.

Port lands must be used consistently with public trust principles for the benefit of all California citizens, to further navigation and maritime commerce, fisheries, public access and recreation, environmental restoration,

and commercial activities that attract the public to the waterfront. Urban waterfront developments, including the new Southern Bayfront neighborhood developments proposed in the Mission Rock, Orton, and Brookfield Properties (formerly Forest City Realty Trust) projects, require detailed coordination, review, and approval of many government agencies. The Port has also secured State legislation to allow non-trust uses of specified Port lands and created special financing districts to support waterfront improvements. Such advances were made possible by developing a common understanding with partner agencies of project objectives and requirements to restore historic structures and improve the waterfront for maritime and public use and enjoyment.

Caring for the Port's many aging, historic structures while staying true to its public trust mission is a challenge. The Port's need for capital investments has historically outpaced available funding, leaving a substantial backlog and requiring strategic decisions about how to best manage the Port's aging assets. The

Port has confronted this challenge with dedicated funds, pursuit of new external sources, and strategic prioritization.

## Office of Community Investment and Infrastructure

The Office of Community Investment and Infrastructure (OCII) is the successor agency to the San Francisco Redevelopment Agency, which was dissolved in 2012 by order of the California Supreme Court. OCII is authorized to continue to implement the Major Approved Development Projects, which include the Mission Bay North and South Redevelopment Project Areas (Mission Bay), the Hunters Point Shipyard Redevelopment Project Area and Zone 1 of the Bayview Redevelopment Project Area (Shipyard/Candlestick Point), and the Transbay Redevelopment Project Area (Transbay).

The Mission Bay development covers 303 acres of land between the San Francisco Bay and Interstate-280. The development program for Mission Bay includes market-rate and affordable housing, new commercial space, a new

UCSF research campus and medical center, neighborhood-serving retail space, a 250-room hotel, new public open space, and myriad community facilities.

The Shipyard/Candlestick Point is comprised of nearly 780 acres of abandoned and underutilized land along San Francisco's southeastern Bayfront. These long-abandoned waterfront lands will be transformed into areas for jobs, parks, and housing. The development will feature up to 12,100 homes, of which nearly one-third will be affordable, nearly 900,000 square feet of neighborhood retail, three million square feet of commercial space, and 26 acres of parks and open space.

The Transbay development includes the new Salesforce Transit Center and ten acres of former freeway parcels, which OCII and the Transbay Joint Powers Authority (TJPA) are developing into a new, mixed-use neighborhood surrounding a state-of-the-art, multi-modal transit station. The TJPA is responsible for constructing, owning and operating the new Transit Center, and OCII is responsible for the development of the surrounding neighborhood. At full

build-out, these publicly-owned parcels will be transformed into approximately 3,300 new housing units, including nearly 1,400 affordable units, three million square feet of new commercial development, and 3.6 acres of parks and open space.

## Treasure Island Development Authority

Treasure Island and Yerba Buena Island are in San Francisco Bay, about halfway between the San Francisco mainland and Oakland. Treasure Island contains approximately 404 acres of land, and Yerba Buena Island, approximately 150 acres. In early 2003, the Treasure Island Development Authority (TIDA) and the Treasure Island Community Development, LLC (TICD) entered into an Exclusive Negotiating Agreement and began work on a Development Plan for the Islands.

The Treasure Island/Yerba Buena Island Development Project will create a new San Francisco neighborhood consisting of up to 8,000 new residential housing units, as well as new commercial and retail space. The Project will also feature new

hotel accommodations and 300 acres of parks and public open space, including shoreline access and cultural uses. Transportation amenities being built for the project will enhance mobility on the Islands as well as link the Islands to San Francisco. These amenities will include new and upgraded streets and public byways; bicycle, transit, and pedestrian facilities; landside and waterside facilities for the existing Treasure Island Sailing Center; an expanded marina; and a new Ferry Terminal.

## HOPE SF

HOPE SF is an anti-poverty initiative that works to revitalize San Francisco's largest and most distressed public housing sites as mixed-income developments. The HOPE SF public housing sites are Hunters View, Alice Griffith, Potrero Terrace and Annex, and Sunnydale and Velasco. All of these projects are former San Francisco Housing Authority sites, now being converted to private management. The real estate and infrastructure component of HOPE SF requires the complete demolition and rebuilding of the four sites along with the creation

of new streets, parks and open spaces, and community space that will physically reconnect these sites to their surrounding neighborhoods. These projects also replace and generate new affordable housing units, which is discussed in further detail in the **Affordable Housing chapter**.

## Planning Department-Neighborhood Development

The San Francisco Planning Department helps support an environmentally, culturally, equitably and economically livable city for all residents. As San Francisco's economy continues to expand, the City has adopted specific Area Plans to channel new development and to provide a framework for adding housing and jobs that move San Francisco forward. These Plan Areas are Balboa Park, Eastern Neighborhoods, SoMa, Market Octavia, Rincon Hill, and Transit Center. New infrastructure projects planned in these areas include improvements to transportation networks, streetscape enhancements to create inviting pedestrian corridors, new open spaces, and other quality of life improvements.







# Renewal Program

This chapter includes agencies and plans that focus on areas of new development, and as a result not all entities and projects have significant renewal programs. Yerba Buena Gardens renewals are addressed in the General Government Service Area.



Roof Replacement at the Port

## Port of San Francisco

Consistent with the Port Commission's commitment to investing in renewal of Port resources, the Port typically allocates at least 25% of its annual budget to its capital program. Due to the recent award of \$117 million in stimulus

to offset the negative economic impacts of COVID-19, the Port's capital investment in the recently approved FY22-23 and FY23-24 budgets far exceeds that goal. In the long term, after the stimulus is spent and the long-term effects of COVID have waned, the

Port will resume its practice of a 25% investment in capital.

The Port's capital program maintains existing resources and, when possible, makes vacant properties fit for leasing to increase the Port's revenue-generating capacity. A substantial portion of the Port's facility renewal budget supports pier structure repairs to ensure the continued safe operation of pier superstructures and buildings, the preservation of lease revenues, and the extension of the economic life of the Port's pier and marginal wharf assets.

The Port's renewal program includes maintenance dredging, which ensures the proper depth of berths at the Port's piers so that they remain suitable for water traffic. Maintenance dredging is necessary to keep the Port's berths and channels at navigable depths, including sites where the Port has contractual obligations with shipping lines and operators.



The one-time cost category primarily captures non-cyclical improvements, typically driven by changes in code requirements. Such work includes relocating under-pier utilities above the pier, as well as remediating structures at Pier 70. For many of these structures, partial rehabilitation is not a viable option and any rehabilitation will trigger substantial seismic work. As a result, the Capital Plan reflects these facilities as one-time costs for rehabilitation or demolition until they are fully improved and a capital maintenance cycle commences.

The Engineering Division regularly conducts inspections of all Port facilities and categorizes the condition of more than 350 of the Port's structures, including piers, wharves, and buildings. In addition to staff inspections, the Port performs a consultant-supported condition assessment of select Port facilities. The condition assessments gathered data on pier substructure, building structural systems, building envelope, utilities, and egress and accessibility. This assessment process provides staff with critical inputs to help define the full scope and cost of

each assessed facility into a state of good repair. The Port performs these assessments every other year.

### TIDA - Torpedo House

The existing historic Torpedo Storehouse, Torpedo (Mine) Assembly Building, and Long-Range Accuracy Storage Building, known as the Torpedo House, is owned by TIDA and sits at the far eastern edge of Yerba Buena Island beneath the I-80 San Francisco-Oakland Bay Bridge. As part of the environmental mitigations for the Southgate Road Improvements project, the SFCTA is soliciting a consultant team to prepare an update to the 2006 Historic Structures Report, and prepare improvement plans to preserve this historic structure. Improvements include a new roof and windows and will be complete in 2023.

### TIDA - Chapel

The existing Chapel that is owned by TIDA underwent structural improvements of the steeple and received a new roof in advance of beginning construction of the park that will surround the structure. In

2023, the master developer TICA will continue improvements on the Chapel including exterior paint, new ADA entry, new ADA-compliant restrooms, and interior upgrades. Construction of the surrounding park is also scheduled to begin in 2023.

# Enhancement Projects

Project Name	Description
<b>HOPE SF – Potrero Terrace and Annex</b>	<p>The Potrero Terrace and Annex project is a phased, master-planned new construction development consisting of the demolition of the existing 619 public housing units on the property and the construction of up to 1,700 new units, including one-for-one replacement of the existing public housing units, additional affordable rental units, and market-rate rental and for-sale units. The project will also feature up to 15,000 square feet of neighborhood-serving retail space, approximately 30,000 square feet of community space, approximately 3.5 acres of new open spaces, and a reconfigured street network. The multi-phase redevelopment plan will be completed over the next 10-12 years.</p> <p>The Phase II infrastructure scope consists of rough grading, major utility extensions, and installation of new public streets and sidewalks. The new housing parcels are planned as one affordable housing building with approximately 115 units and one market rate building with up to 160 units. Existing streets segments of Wisconsin Street, 25th Street, and 26th Street will be reconstructed and regraded; a new segment of Arkansas Street will feature head-in parking on the eastern side and parallel parking spaces on the west, and streetscape will be designed with new sidewalks, curb ramps, and bulb-outs.</p>
<b>HOPE SF – Sunnydale and Velasco</b>	<p>The Sunnydale and Velasco project is a phased, master-planned new construction development that will demolish the existing 775 public housing units on the property and construct of up to 1,700 new units, including one-for-one replacement of the existing public housing units, affordable rental units, and market-rate and affordable for-sale units. The project will also provide up to 16,200 square feet of retail space, up to 46,300 square feet of community service, and educational facilities. Approximately 11 acres of new parks and recreation spaces and approximately 12 acres of a new and reconfigured street network will be built as part of the project. The multi-phase redevelopment plan will be completed over the next 12-15 years.</p> <p>Infrastructure improvements include construction of three new streets, relocation of existing electrical power poles and overhead lines, new underground utilities including a combined sewer system and new electrical switchgear, lighting and bio-retention curb bulb extensions, a new pedestrian mews, and demolition and abatement of 120 existing units in 16 buildings.</p>
<b>OCII Mission Bay – Parks and Open Space</b>	<p>The construction of ten additional parks in Mission Bay is anticipated over the next six years, of which seven are planned for delivery over the next four years. Parks planned to be finished by FY2026 include the Bayfront Park, the remaining segments of the Mission Creek park loop, a small pocket park fronting the Bay, active parks across from the Mission Creek park, and a small segment of Mariposa parks.</p> <p><b>The cost of future OCII Mission Bay Parks and Open Space is approximately \$106 million through FY2033.</b></p>
<b>OCII Mission Bay – Streetscape and Underground Utilities</b>	<p>Additional roadways, underground utilities and pedestrian and bicycle improvements are needed to serve the new residential neighborhood and research district in the southern portion of Mission Bay. The remaining improvements will be constructed over the next four years.</p> <p><b>The cost of future OCII Mission Bay Streetscape and Underground Utilities is approximately \$6.6 million through FY2033.</b></p>
<b>OCII Mission Bay – Storm Water Treatment</b>	<p>The remaining required storm water treatment improvement in Mission Bay is located south of Mission Creek. This southern portion of Mission Bay will have a storm water treatment system separate from the combined sewer/storm water system found in the rest of the city to avoid additional burden on the Southeast Treatment Facility. Construction of a final storm water pump station is expected within the next three years.</p> <p><b>The cost of future OCII Mission Bay Storm Water Treatment is approximately \$14.4 million through FY2033.</b></p>



Project Name	Description
<b>OCII Transbay – Parks and Open Space</b>	<p>Two new Transbay parks are in development. The under-ramp park (“URP”), located under the Salesforce Transit Center bus ramp and off-ramp from I-80 will include plazas, walking and bicycle paths, landscaping, sport courts, concessions, and a large dog park. Construction is expected to begin in 2024, with completion in 2026. As URP will be located on property owned by the TJPA and Caltrans, CCSF will not be responsible for maintaining the park. The Block 3 park, located on a portion of the former Temporary Bus Terminal, will include landscaping, play areas, and gathering spaces. Construction is expected to begin in late 2023, with completion in 2025. OCII intends to transfer the Block 3 park to the Recreation and Parks Department to own and operate.</p> <p><b>The cost of design and construction for both parks is estimated at \$104 million.</b></p>
<b>Port – National Park Service Alcatraz Embarkation Site</b>	<p>The Alcatraz Project will activate the Pier 31 bulkhead with a plaza, café, and improved public restrooms and transform the Pier 33 bulkhead into a visitor-contact station. \$7.5 million of repairs have been made to the facility’s substructure to prepare the site for the new tenants. Further investments in the site will be made through leases with the new ferry concessioner, Alcatraz Cruises, LLC (selected by the National Park Service through its competitive-bid process) and the Golden Gate National Parks Conservancy. These planned Alcatraz Embarkation Project is expected to be complete by mid-2026.</p> <p><b>The Port anticipates that the project will ultimately result in \$41.2 million of investment in Piers 31-33.</b></p>
<b>Port – Pier 70 Waterfront Site</b>	<p>With Brookfield Properties, the Port’s development partner, the Pier 70 Waterfront Site is planned to construct recreational and art programming among housing and commercial development. Construction started in 2018 and the full build-out is estimated to be completed in 10-15 years. The project includes 6.5 acres of waterfront parks, playgrounds and recreation opportunities; new housing units (including 30% below market-rate homes); restoration and reuse of currently deteriorating historic structures; new and renovated space for arts, cultural, small-scale manufacturing, local retail, and neighborhood services; up to 1.75 million square feet of new commercial and office space; and parking facilities and other transportation infrastructure.</p> <p><b>The capital cost estimate for this public-private partnership project is \$340 million. A combination of land contributions, tax increment from an Infrastructure Financing District, and special taxes from a Community Facilities District will reimburse the developer for infrastructure costs.</b></p>
<b>Port – Seawall Lots 323 and 324</b>	<p>The Port Commission approved an agreement with TZK Broadway, LLC to improve Seawall Lots 323/324 and the nearby street stubs with a mixed-use development. This proposed development is planned to include the following: a four-story building with a 192-room hotel, a dinner-theater space featuring the historic “Spiegeltent”, and approximately 14,000 square feet of park space. Teatro ZinZanni will operate the dinner-theater. Due to COVID-19 disruption, implementation was delayed and the project is expected to be complete by 2025.</p> <p><b>The Port anticipates that this development will ultimately result in over \$142 million of private capital being invested in this Port-owned vacant land parcel.</b></p>
<b>Port – Mission Rock (Seawall Lot 337 and Pier 48)</b>	<p>Led by Seawall Lot 337 Associates, LLC (a partnership between Tishman Speyer and the San Francisco Giants), this project is a flexible development including housing, office, life science, retail, exhibition, and parking uses. The Port anticipates that the leases from this development will generate new revenues to support ongoing operations for the Port.</p> <p>The development requires construction of new streets, sidewalks, and utilities. The cost of these infrastructure enhancements will be paid by revenues generated by Port land value in the form of pre-paid leases and an Infrastructure Finance District that will be established for this project. The development Phase 1 construction started in 2020 and will deliver four buildings and five-acre park in 2024.</p> <p><b>The developer will construct \$244 million in horizontal infrastructure enhancements including streets, sidewalks, and utilities through 2029. A combination of Port land contributions, tax increment from an Infrastructure Financing District, and special taxes from a Community Facilities District will reimburse the Developer for infrastructure costs.</b></p>

## Enhancement Projects

Project Name	Description
<b>Port – Waterfront Resilience Program</b>	<p>The Waterfront Resilience Program is a major City and Port effort to improve the Port's 7.5-mile shoreline to provide increased seismic performance, provide near-term flood protection improvements, and plan for long-term resilience and sea-level rise adaptation. In 2018, the Port estimated that the cost of this work for the Embarcadero Seawall zone (approximately 3.5 miles) was up to \$5 billion. The Port is now developing updated estimates of these costs along the entire waterfront and expects the cost to increase significantly. Existing sources of funding include Port Harbor Fund contributions, the \$425 million Seawall Earthquake Safety General Obligation Bond approved by voters in November 2018, a \$5 million grant from the State of California, and funding from the U.S. Army Corps of Engineers (USACE) to begin a general investigation of coastal flood risk along the Port's 7.5-mile waterfront. Additionally, a G.O. Bond is planned for 2028 which is anticipated to include \$200 million for resilience. Ultimately, the Port will require federal, state, and local funding to complete this multi-decade effort.</p> <p><b>The Port anticipates the cost of the Waterfront Resilience Program to be approximately \$1.0 billion through FY2033.</b></p>
<b>TIDA – Bridge Access Improvements</b>	<p>The redevelopment of Treasure Island and Yerba Buena Island required improved access to the islands from the I-80 Bay Bridge and to seismically retrofit or replace the viaduct structures on the west side of Yerba Buena Island. Under the Disposition and Development Agreement (DDA), Infrastructure Plan, and related agreements, these improvements are City obligations and the San Francisco County Transportation Authority (SFCTA) was to deliver these projects leveraging initial funding commitments from the Federal Highway Bridge Program and State of California Proposition 1B proceeds.</p> <p>The first of these projects, the new westbound on- and off-ramps, was completed in October 2016. The second project, an interchange between eastbound on- and off-ramps and access roads on Yerba Buena Island began construction in June 2020 and opened in October 2022. The third project to replace the seismically deficient viaduct structures (Westside Bridges Project) is expected to commence in Spring 2023 and be completed by 2025. The fourth project, the Multi-Use Pathway Project, is also being led by the SFCTA and will provide a bike/ped connection from the existing Vista Point at the end of the Bay Bridge East Span along Treasure Island Road to Treasure Island and the new ferry terminal. Timing for the construction of the Multi-Use Pathway is dependent on securing construction funding.</p>
<b>TIDA – Horizontal Infrastructure</b>	<p>As a manmade island, significant work is required to improve the soil conditions on Treasure Island prior to development. Additional soil import is necessary to prepare for anticipated sea level rise. Roadways and utility infrastructure throughout Treasure Island and Yerba Buena Island will need to be replaced to meet City standards and serve the new development. These improvements are, with limited exceptions, the responsibility of Treasure Island Community Development (TICD).</p>
<b>TIDA – Public Open Spaces</b>	<p>The project includes more than 290 acres of new public open spaces including parks, public access trails, shoreline and other waterfront improvements to enhance public use and enjoyment of the San Francisco Bay. The initial development of these facilities is a developer responsibility, but the ownership of these facilities and their future operation, renewal, and improvement will be the responsibility of TIDA. The Community Facilities District formed over the islands in 2017 will provide a stable stream of revenues to support parks operations.</p> <p>Construction of the first park on Yerba Buena Island, "The Rocks Dog Park," is completed, and the developer is seeking acceptance from the City. The two crests atop of Yerba Buena Island will be named "Infinity Point" and "Signal Point". A new 66-foot tall sculpture called Point of Infinity, designed by Hiroshi Sugimoto, installed within the Infinity Point section. Improvements to additional parks on Treasure Island have also begun, including the Causeway Park, Waterfront Plaza, Cultural Park, and the signature Cityside Park, a linear park located on the western shoreline with views of the San Francisco skyline. A new beach park is being developed on the shore of Clipper Cove between Yerba Buena and Treasure Islands. The various parks are expected to be completed with similar timing and phasing as the adjacent housing parcels.</p>



Project Name	Description
<b>TIDA – Transportation Improvements</b>	<p>Public transportation improvements will include a new ferry terminal, acquisition or leasing of new ferry boats, the acquisition of new buses for AC Transit and Muni, and the cost to purchase or lease shuttle buses for the new on-island free shuttle service. The DDA and Transportation Plan detail the City and developer responsibilities for these improvements and acquisitions. In addition to the developer's obligation towards these improvements and acquisitions, TIDC is also obligated to provide a transportation operating subsidy to supplement funding for the island's transit services and transportation demand management programs over the course of development.</p> <p>In effort to promote a “transit first” community vision, 2008 state legislation as part of AB 981 created the Treasure Island Mobility Management Agency (TIMMA). SFCTA was designated as the TIMMA in 2014. The approved legislation authorizes TIMMA to implement the transit services for the island and among other duties, to establish parking fines, parking fees, congestion pricing fees, and to collect all parking and congestion pricing revenues generated on-island to support the development's transit and transportation demand management programs to mitigate additional trips to and from the island using the San Francisco-Oakland Bay Bridge.</p> <p>Tolling and paid parking strategies are in development to disincentivize private vehicle usage on a daily basis. The TIMMA intends to adopt tolling policies in early 2023. In the DDA, Treasure Island Transportation Plan (TITIP), and Infrastructure Plan, the development of tolling systems and infrastructure was a City responsibility, but no specific strategy was identified to fund implementation. To date, work has been funded through TIDA leasing revenues and grants secured by the TIMMA. To fully deploy congestion management system including the tolling infrastructure, TIMMA has identified additional capital funding needs to implement services on schedule with island development and the arrival of new residents. TIMMA is working on strategies for addressing these needs.</p> <p>New residents also trigger the expansion of new transit services, beginning to and from Oakland. Eventually, these expanded services – including ferry service from the Treasure Island to the San Francisco Ferry Terminal – will be supported by the congestion pricing tolling revenues, parking fees, and related revenues. During the initial years of operation, however, transit operation subsidies will be required. The developer, TIDC, is required per the DDA to provide a fixed subsidy amount during these initial years. However, depending upon the tolling policies and affordability programs adopted by the TIMMA Commission, the pace of development and island population growth, and other factors, additional operation subsidies may be required.</p> <p>In addition to their obligations under the DDA, TIDC has elected to privately subsidize an early start of ferry service from Treasure Island to the Ferry Building on the Embarcadero. On March 1, 2022, PropSF began operating service to and from the island on a regular schedule covering fifteen hours daily.</p>
<b>TIDA – Utility Infrastructure</b>	<p>TIDA continues to operate existing utility systems on Treasure Island and Yerba Buena Island with the support of the San Francisco Public Utilities Commission (SFPUC). Although these systems are to be replaced during the course of development and new infrastructure accepted by the SFPUC or private utilities, portions of the existing systems will remain in use for ten to 15 years or more as development progresses.</p> <p>In consultation with the SFPUC, TIDA has been required to make targeted investments in the existing utilities, in particular the wastewater collection system and treatment plant. Improvements are intended to ensure permit compliance and service reliability during the interim period before new infrastructure is constructed, dedicated to and accepted by the City. While TIDA has been funding this work out of its annual operating budget in prior years, TIDA has begun to fund this work in FY2022 and on with previously authorized Certificates of Participation.</p> <p>Master developer TIDC has completed construction of the new water storage reservoirs. TIDC also completed the geotechnical improvements of the site of the new electrical switchyard and wastewater treatment facilities. The SFPUC activated install new electrical switchgear and expects the new wastewater treatment plant to be operational in late 2024.</p>

# IMPACT FEE PLAN AREAS

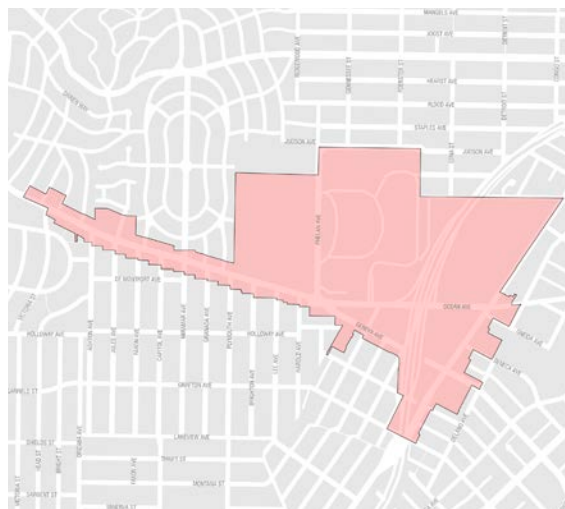
As the population of San Francisco increases over time, the City must adapt its existing footprint to meet the capacity required by new residents and workers. This means that the transportation system must be made more efficient to handle increased ridership and shifts to different modes. San Francisco's sidewalks and public right-of-way must be enhanced so that pedestrians can move about safely. Furthermore, residents must have access to open space that provide opportunities for recreation and respite.

To accommodate increases in population, the Planning Department may amend the San Francisco General Plan by creating an area plan, which guides the land use and other aspects of development for that specific geographic area. Seven area plans implemented by the Planning Department have development impact fees to fund infrastructure located in those neighborhoods: Balboa Park, Eastern Neighborhoods, Market Octavia, Rincon Hill, Transit Center, Visitacion Valley, and SoMa.

Impact fees are one of the various sources of funds that departments access in order to implement infrastructure projects in the Plan Areas. These sources may include the San Francisco General Fund, bonds, grant monies from the federal government, the State of California or private philanthropy, and other local funds such as Proposition K sales tax dollars and revenues from Community Facilities Districts (CFD). In recent years, impact fee revenue has declined due to slowed development during the COVID-19 pandemic.

City departments have planned infrastructure projects to be implemented in the next ten years in these neighborhoods. At the time of publication, the estimated cost of these projects was approximately \$1.98 billion. To date, approximately \$1.76 billion has been identified to fund these projects, leaving over to \$200 million deferred. The City continues to seek sources in order to complete these projects. The following pages represent the spending plan and sources of funds for each Plan Area.





## Balboa Park

Balboa Park is located in southern San Francisco and provides several amenities that can be leveraged to promote a more livable neighborhood. The area includes the Ocean Avenue campus of the City College of San Francisco, the Ocean Avenue Neighborhood Commercial District, Balboa Park, and the Balboa Park BART station. The area is home to the Balboa Park Reservoir, where 1,100 units of housing are slated for development.

Key projects to be implemented in Balboa Park during the period of this Plan include streetscape projects along Geneva and Ocean Avenues, and several Muni Forward transit improvements. The Balboa Park spending plan is shown in the tables below.

SPENDING PLAN (Dollars in Thousands)									
	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	
									DEFERRED
Childcare	132	-	16	-	-	-	-	16	
Complete Streets	1,144	71	41	-	-	-	-	112	
Open Space	234	43	31	-	-	-	-	74	
Transit	11,925	38	20,014	-	-	-	-	20,052	
Program Administration	10	-	5	5	6	-	-	16	
<b>TOTAL</b>	<b>13,445</b>	<b>152</b>	<b>20,107</b>	<b>5</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>20,270</b>	

## REVENUES

General Fund - Other	4,050	-	-	-	-	-	-	-	
Impact Fees	2,337	152	107	5	6	-	-	270	
Other Local	7,058	-	20,000	-	-	-	-	20,000	
<b>TOTAL</b>	<b>13,445</b>	<b>152</b>	<b>20,107</b>	<b>5</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>20,270</b>	

# Eastern Neighborhoods

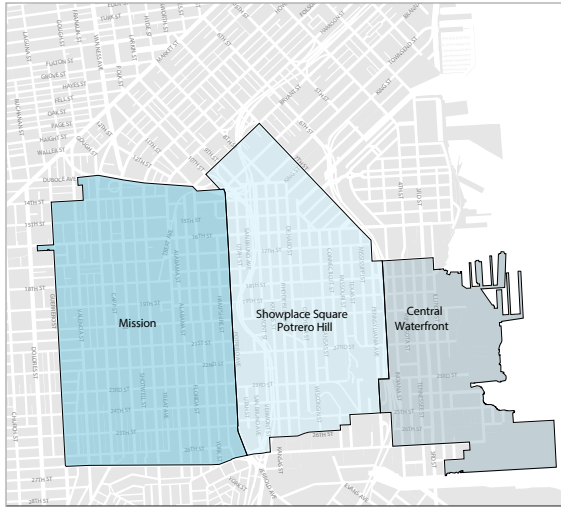
The Eastern Neighborhoods Area Plan consists of several smaller neighborhoods, including the Mission, Showplace Square/Potrero Hill, and Central Waterfront. Much of the land use in the Eastern Neighborhoods was historically dedicated to industrial uses, and production, distribution, and repair. Over time, residential and commercial uses have grown. In 2010, population in the Eastern Neighborhoods Plan Area was 83,930. The Planning Department projects the population to reach 149,570 by 2040, an increase of 78%.

Population growth has led to an increase in demand for infrastructure related to complete streets, transportation, and open space. Since the Eastern Neighborhoods Area Plan was initiated in 2008, the City has worked with the community to identify priority projects for implementation. These priorities include a number of projects from the 2008 Area Plan as well as new projects identified through planning efforts that occurred since the Plan was first adopted.

The revenues estimated for projects in Eastern Neighborhoods is approximately \$118 million, including prior years. The tables on the following page show the Eastern Neighborhoods spending plan, sources of funds, and funding gap.

## Key Proposed Eastern Neighborhoods Projects through 2033

Complete Streets
Mariposa Bike Connection
Minnesota / 25th Street Improvements (Minnesota Grove)
17th Street / Vermont / San Bruno Improvements ("The Potrero Gateway")
Transit
16th Street / 22-Fillmore Improvement Project
14-Mission: Outer Mission - Mission Bay Loop
Recreation and Open Space
Jackson Playground Renovation
Esprit Park Renovation



## SPENDING PLAN

(Dollars in Thousands)

	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	
									DEFERRED
Childcare	5,067	-	-	-	-	127	281	408	-
Complete Streets	45,902	60	-	4,981	3,007	4,676	63	12,787	4,400
Open Space	67,587	1,435	2,858	13,858	-	1,797	-	19,948	
Transit	177,559	35,433	5,232	-	-	-	250	40,916	
Program Administration	4,885	100	101	83	117	100	430	913	
<b>TOTAL</b>	<b>300,999</b>	<b>37,028</b>	<b>8,191</b>	<b>18,922</b>	<b>3,124</b>	<b>6,700</b>	<b>1,024</b>	<b>74,990</b>	<b>4,400</b>

## REVENUES

Bonds	85,383	-	-	-	-	-	-	-	
External Grants	17,850	835	-	9,000	-	-	-	9,835	
General Fund - Other	14,452	27,555	-	-	-	-	-	27,555	
Impact Fees	54,214	760	2,959	9,922	3,124	6,700	1,024	24,489	
Other Local	129,099	7,879	5,232	-	-	-	-	13,111	
<b>TOTAL</b>	<b>300,999</b>	<b>37,028</b>	<b>8,191</b>	<b>18,922</b>	<b>3,124</b>	<b>6,700</b>	<b>1,024</b>	<b>74,990</b>	



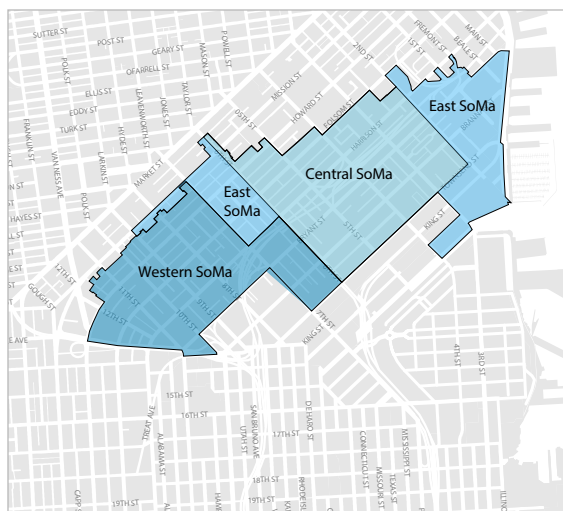
# SoMa

SoMa includes three Area Plan geographies: Western SoMa, Central SoMa, and Eastern SoMa. The Central SoMa Plan is the most recently approved, enables the most significant amount of additional growth, and creates the greatest amount of potential revenue through new impact fees and the establishment of a CFD to pay for new infrastructure projects. The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, with space for approximately 32,000 new jobs and 8,600 new housing units. The Plan is expected to result in up to \$2.2 billion in public benefits to serve critical needs of the neighborhood, including affordable housing, transportation, streets improvements, parks and recreation, schools, environmental sustainability, and community services. Funding for these projects will be derived from a combination of new and existing impact fees, CFD special tax revenues, direct provision by developers, and various other sources of funding. These funds will be received as development occurs in the Plan Area over the next 25 years.

The revenues estimated for projects in SoMa is approximately \$260 million, including prior years. The tables on the following page show the SoMa spending plan, and sources of funds.

## Key Proposed SoMa Projects through 2033

Complete Streets
Folsom / Howard Streetscape
5th Street Bike Strategy
6th Street Improvements
Street Tree Nursery
Transit
27 Bryant Tenderloin Project
Mission: Spear to 11th Rapid Project
Recreation and Open Space
Gene Friend Recreation Center Rebuild
New 11th & Natoma Park
Gene Friend Pool Annex / 88 Bluxome
New Park at Welsh / Freelon / 598 Brannan (in-kind)



SPENDING PLAN (Dollars in Thousands)									
	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	
									DEFERRED
Childcare	2,178	1,751	941	2,699	3,500	1,516	-	10,406	
Complete Streets	51,434	-	1,769	21,951	5,399	7,976	-	37,096	
Open Space	79,800	-	-	-	33,500	10,000	-	43,500	
Transit	25,280	5,946	4,816	-	-	-	-	10,762	
Program Administration	5,195	300	236	675	202	606	-	2,019	
<b>TOTAL</b>	<b>163,888</b>	<b>7,997</b>	<b>7,762</b>	<b>25,324</b>	<b>42,602</b>	<b>20,098</b>	<b>-</b>	<b>103,783</b>	
REVENUES									
Bonds	30,000	-	-	-	-	-	-	-	
External Grants	17,216	-	1,769	-	-	-	-	1,769	
General Fund - Other	9,549	500	1,040	-	-	-	-	1,540	
Impact Fees	91,620	5,587	4,953	25,324	42,602	20,098	-	98,564	
Other Local	15,502	1,910	-	-	-	-	-	1,910	
<b>TOTAL</b>	<b>163,888</b>	<b>7,997</b>	<b>7,762</b>	<b>25,324</b>	<b>42,602</b>	<b>20,098</b>	<b>-</b>	<b>103,783</b>	

# Market Octavia

Market Octavia is located just west of the Civic Center, where governmental and cultural institutions attract visitors both day and night. Its pattern of streets and alleys make it walkable and bikeable. More than a dozen transit lines cross the neighborhood, including all of the city’s core streetcar lines. It is accessible from the entire Bay Area by BART and the regional freeway system.

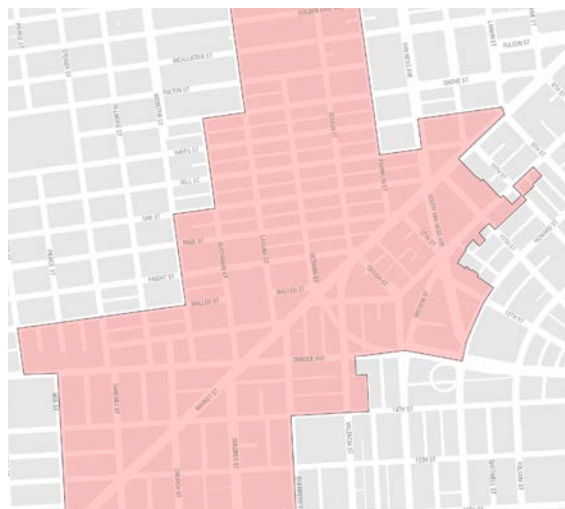
Market Octavia’s history as a crossroads also poses enormous challenges. Large redevelopment projects occurred in the 1960s and 1970s, and the Central Freeway bisected the neighborhood before it was demolished in 2003. Large volumes of automobiles are channeled through the area creating hazardous conditions for pedestrians. However, its centrality and transit accessibility make Market Octavia a key area to add new housing to the city.

The Market Octavia Area Plan identified many needs related to complete streets, transit, open space, and childcare that will provide the necessary services for new people living and working in the area. The total estimated impact fee revenues for proposed projects in Market Octavia is currently estimated at \$190 million, including prior years. The following tables show the Market Octavia spending plan, sources of funds, and funding gap.

## Key Proposed Market Octavia Projects through 2033

Complete Streets
Better Market Street
13th Street Protected Bike Lanes
Upper Market Pedestrian Improvements
Octavia Boulevard Enhancement
Page Street Neighborway
One Oak Plaza (in-kind)
30 Otis Plaza (in-kind)
Transit
Van Ness Bus Rapid Transit
Valencia Bikeway
Muni Light Rail Expansion
Western Addition Community-Based Transportation Plan Improvements
Recreation and Open Space
Buchanan Street Mall
Hub Open Space Improvements
Rotating Public Art at Patricia’s Green
Koshland Park





SPENDING PLAN									
(Dollars in Thousands)									
	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	
									DEFERRED
Childcare	6,081	-	1,492	226	566	132	5,409	7,825	
Complete Streets	28,775	-	-	3,100	2,331	150	-	5,581	
Open Space	24,449	-	621	2,000	1,613	311	11,332	15,875	
Transit	47,985	742	22,525	3,067	821	1,866	17,085	46,106	
Program Administration	5,164	-	-	-	132	-	-	132	
<b>TOTAL</b>	<b>112,454</b>	<b>742</b>	<b>24,637</b>	<b>8,393</b>	<b>5,463</b>	<b>2,459</b>	<b>33,826</b>	<b>75,519</b>	
REVENUES									
Impact Fees	44,023	-	2,113	8,393	5,463	2,459	33,826	52,253	
General Fund - Other	9,703	-	-	-	-	-	-	-	
External Grants	14,500	-	-	-	-	-	-	-	
Other Local	38,003	742	22,525	-	-	-	-	23,267	
Bonds	6,225	-	-	-	-	-	-	-	
<b>TOTAL</b>	<b>112,454</b>	<b>742</b>	<b>24,637</b>	<b>8,393</b>	<b>5,463</b>	<b>2,459</b>	<b>33,826</b>	<b>75,519</b>	

# Transit Center

The Transit Center District Plan was adopted in 2012 to provide infrastructure improvements in conjunction with the opening of the Salesforce Transit Center. The Salesforce Transit Center is a \$2.2 billion transportation hub that replaces the old Transbay Terminal and connects 11 regional transportation providers to downtown San Francisco. In addition to passengers arriving at the Transit Center, the Plan also includes several commercial developments.

The complete streets, transportation, and open space projects are designed to accommodate daily passenger traffic. The Plan includes those projects to be implemented by City agencies, with additional projects to be completed by external agencies such as the Caltrain Downtown Extension (known as DTX), BART underground pedestrian connector, open space projects to be performed by OCII, and sustainable resource district projects.

In addition to Impact Fees as a primary source of funding infrastructure projects, the Transit Center District Plan has also implemented a CFD special use tax that will provide funding for projects in the neighborhood. The total revenues, including impact fees and CFD taxes, estimated for the proposed projects in the Transit Center District is \$890 million, including prior years. The tables on the following page show the Transit Center District spending plan, sources of funds, and funding gap.

## Key Proposed Transit Center Projects through 2033

Complete Streets
District-wide Streetscape and Pedestrian Improvements
Better Market Street
Transit
Caltrain Downtown Extension (DTX)
BART Station Capacity Improvements
Congestion Charging Pilot Transit Delay Mitigation
Transit Mitigation for new buses
Recreation and Open Space
Portsmouth Square Improvements
Central Subway
Transbay Block 3 Park
Under Ramp Park



Portsmouth Square Terrace Rendering

SPENDING PLAN (Dollars in Thousands)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	DEFERRED	
Complete Streets	207,635	1,769	-	-	-	-	48,521	50,290	93,128	
Open Space	184,519	-	-	-	-	-	-	-		
Transit	433,698	-	-	-	1,600	-	17,742	19,342		
<b>TOTAL</b>	<b>825,853</b>	<b>1,769</b>	-	-	<b>1,600</b>	-	<b>66,262</b>	<b>69,631</b>	<b>93,128</b>	

## REVENUES

Bonds	279,200	-	-	-	-	-	-	-		
External Grants	12,875	-	-	-	-	-	-	-		
General Fund - Other	26,284	-	-	-	-	-	-	-		
Impact Fees	49,075	-	-	-	1,600	-	-	1,600		
Other Local	458,419	1,769	-	-	-	-	66,262	68,031		
<b>TOTAL</b>	<b>825,853</b>	<b>1,769</b>	-	-	<b>1,600</b>	-	<b>66,262</b>	<b>69,631</b>		





## Rincon Hill

Rincon Hill is located in the northeast section of San Francisco, close to the Bay Bridge. Historically the neighborhood has contained many vacant lots and underutilized parcels, which have been rezoned for housing. Additionally, new parcels were opened up for development after the Embarcadero Freeway was demolished in 1991. Rincon Hill is accessible to many transit lines including the Muni Metro system and BART at Embarcadero station, which make Rincon Hill a strategic area to construct new housing in San Francisco.

Key streetscape projects in Rincon Hill include: First, Harrison, and Fremont Streets. A new mini-park at Guy Place opened in the summer of 2020. The Rincon Hill spending plan is shown below.

### SPENDING PLAN (Dollars in Thousands)

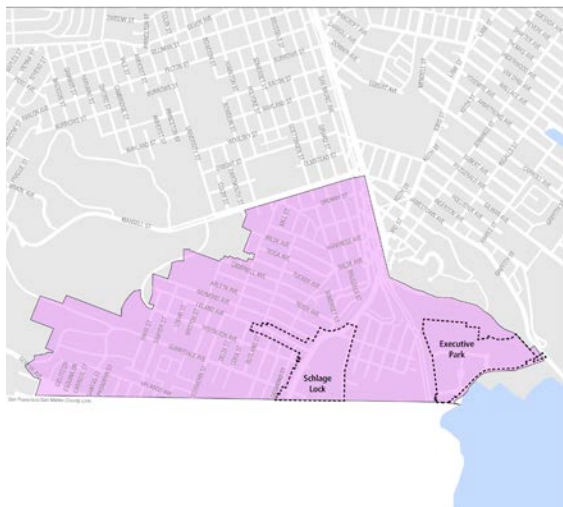
Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total
-------------	---------	---------	---------	---------	---------	----------------	------------

#### DEFERRED

Complete Streets	13,665	-	-	-	-	-	-	-	8,998
Open Space	6,822	-	-	-	-	-	-	-	
Transit	-								
Program Administration	662	-	-	-	-	-	-	-	1,750
<b>TOTAL</b>	<b>21,149</b>	-	-	-	-	-	-	-	<b>10,748</b>

### REVENUES

Impact Fees	19,163	-	-	-	-	-	-	-	
General Fund - Other	126	-	-	-	-	-	-	-	
Other Local	1,860								
<b>TOTAL</b>	<b>21,149</b>	-	-	-	-	-	-	-	



## Visitacion Valley

Visitacion Valley is located in southeast San Francisco, near the Brisbane border. In 1999, the Schlage Lock company decided to close its factory located in the area. The now-vacant site presents opportunities for new uses. New developments in the area are expected to produce a net increase of 4,800 housing units, 140,000 square feet of commercial/retail space, and 75,000 square feet of community space over at least ten years. An impact fee was implemented in 2005 for Visitacion Valley in anticipation of higher density development planned for Executive Park, the sub-area immediately east of the 101 Highway, Sunnydale HOPE SF, and Schlage Lock.

There is no area plan for Visitacion Valley, however, several enhancement projects are planned including Geneva Harney Bus Rapid Transit, 8-Bayshore Transit Priority Project, Herz Playground rehabilitation, and Schlage Lock streetscape improvement and parks projects. The Visitacion Valley spending plan is shown below.

SPENDING PLAN (Dollars in Thousands)									
	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	
									DEFERRED
Childcare	2,269	-	-	-	-	-	-	-	
Complete Streets	1,582	-	-	-	-	-	-	-	500
Open Space	4,563	-	-	-	-	-	-	-	
Transit	25,325	2,095	2,000	-	-	-	-	4,095	
Program Administration	586	-	-	-	-	-	-	-	340
<b>TOTAL</b>	<b>34,325</b>	<b>2,095</b>	<b>2,000</b>	-	-	-	-	<b>4,095</b>	<b>840</b>
REVENUES									
Bonds	4,471	-	-	-	-	-	-	-	
External Grants	3,450	-	-	-	-	-	-	-	
General Fund - Other	6,436	750	2,000	-	-	-	-	2,750	
Impact Fees	4,053	-	-	-	-	-	-	-	
Other Local	15,915	1,345	-	-	-	-	-	1,345	
<b>TOTAL</b>	<b>34,325</b>	<b>2,095</b>	<b>2,000</b>	-	-	-	-	<b>4,095</b>	

# Emerging Projects

Project Name	Description
<b>OCII - Mission Bay</b>	Currently, maintenance of Mission Bay's completed parks is funded by CFD #5. Once fully constructed, revenue generated by CFD #5 is insufficient to maintain the park system at full build out. As a result, there may be limited funds available for capital improvements to the parks as they age and require on-going improvements.
<b>OCII - Transbay</b>	Revenues from the Transbay CFD are projected to be insufficient to cover maintenance, security, and property management costs associated with a 2.5-acre under-ramp park located under the Salesforce Transit Center. The Transbay Joint Powers Authority, the principal landowner of the park, has selected the East Cut Community Benefits District (ECCBD) to operate the park, including fundraising for operating funds.
<b>OCII - Shipyard/Candlestick</b>	Funding sources need to be identified for Shipyard/Candlestick which is planned to include an arts center, eight acres of community facilities parcels, Building 101 upgrades, an additional fire station, and a school site.
<b>Planning - Racial and Social Equity</b>	<p>Consistent with Mayor Breed's mandates to achieve a diverse, equitable and inclusive city and to generate greater equitable outcomes in the provision of city services and the use of city funds, the Planning Department proactively works to advance racial and social equity through the following efforts:</p> <ul style="list-style-type: none"> <li>• Completion and ongoing implementation of the Racial and Social Equity Action Plan across all of our functions and delivery of services to advance equity in our work.</li> <li>• Application of an equity impact assessment tool to our budget as well as all of our community plans and planning processes.</li> <li>• Updates to the San Francisco General Plan and an audit of the Planning Code to incorporate policies that directly address the needs of American Indian, Black and other communities of color, address disparities policies may be creating, and advance equity.</li> <li>• Development of community strategies focused on cultural resources, economic vitality, and housing affordability.</li> </ul>
<b>Planning - Environmental Justice Framework</b>	The Environmental Justice Framework is being developed by the Planning Department and other City agencies to set clear goals and priorities to advance health in communities of color and low-income communities that face higher pollution and other health risks. These priorities are being developed in collaboration with communities most impacted by environmental justice, and will be spelled out in the forthcoming Environmental Justice Framework and related General Plan policies. California Senate Bill 1000 requires that cities and counties adopt policies in their General Plan to address environmental justice. Further, resolutions by the San Francisco Planning Commission and the Historic Preservation Commission "direct the Department to amend the General Plan to incorporate policies that explicitly prioritize racial and social equity for American Indian communities, Black communities, and communities of color." The Environmental Justice Framework is expected for adoption in early 2023.
<b>Planning - SF Railyards Project</b>	The SF Railyards Project envisions the Caltrain railyards at 4th and King as a mixed-use neighborhood with a new underground rail station, added Caltrain service and new public spaces. The Planning Department is working with Caltrain and the landowner to identify potential track layouts and development concepts for the SF Railyards site. Combined with projects like the Downtown Rail Extension (DTX) and the Pennsylvania Avenue Extension, the SF Railyards project can create housing, connect communities, and increase resiliency. The Planning Department expects to partner with Caltrain and the landowner on a future development agreement at the Railyards site.



Project Name	Description
<b>Planning - Pennsylvania Avenue Extension</b>	In 2018, the Mayor and Board of Supervisors adopted the Pennsylvania Avenue Extension (PAX) as the preferred rail alignment to connect the 4th and King Station to the Bay Area and state. Coordinated with the SF Railyards Project, the PAX can stitch together neighborhoods divided by rail infrastructure, add acres to the public realm, and avoid significant wait times at the rail crossing with 16th Street, a major transit and emergency route. The SFCTA completed a project initiation report in 2022 and is expected to advance the project to environmental review by 2024. The Planning Department will continue in its role as urban designer and lead convener of the PAX, SF Railyards, and related projects.
<b>Planning - Civic Center Public Realm</b>	The Civic Center Public Realm Plan sets forth a 100-year vision to implement community-supported capital improvements that will address the inequities of access to open space, amenities, and emergency response areas for some of San Francisco's most vulnerable populations. A collaboration between eight City agencies, the Plan creates a roadmap for continued investment in the area through capital upgrades, ensuring Civic Center's streets, plazas, and other public spaces continue to serve existing neighborhoods and adjacent new development.
<b>Planning - Tenderloin Streetscape Plan</b>	The Tenderloin Streetscape Plan is a component of the Tenderloin Community Action Plan (Action Plan). The Action Plan's collective vision includes streets reconfigured to provide safe, pleasant and usable open space to compensate for the under-supply of parks, playgrounds, gathering spaces and greenery in the Tenderloin neighborhood. The Plan, led by the Planning Department will work with the community partners and city agencies to develop conceptual designs for streets, develop a streetscape plan, complete environmental review and develop relevant materials for approvals.
<b>Port – Embarcadero Historic Piers</b>	<p>Many of the Port's one-of-a-kind facilities in the Embarcadero Historic District need repair and remain closed to the public. In the fall of 2018, the Port of San Francisco issued a Request for Interest (RFI) to gather feedback about how to rehabilitate and preserve 16 historic facilities in need of significant investment. Through the RFI, the Port sought creative ideas on how these historic piers can be accessible, resilient, and best used. The Port received 52 unique responses to the RFI. Based upon the favorable input received from the RFI, the Port Commission authorized staff to release a Request for Proposals (RFP) to seek development partners to invest and activate the piers with a mix of uses including revenue generating uses (commercial and production, distribution, and repair uses) and public-oriented uses (public access, retail, restaurants, cultural, and community space). Historic pier rehabilitation provides opportunities for economic, cultural, and public improvements and attracts investments for vital capital and seismic upgrades.</p> <p>The Port identified three sets of piers to advance in development first. This included Piers 38 and 40 (South Beach Piers), Piers 19-23, 29-31 (Northern Waterfront Piers) and eventually Pier 26 &amp; 28. The Port released the Piers 38 and 40 RFP in January 2020 and received two responses in advance of the due date. The Port used a scoring panel to rank the responses and in August 2020 the Port Commission authorized staff to negotiate an Exclusive Negotiating Agreement with Pacific Waterfront Partners. The proposal includes a mix of uses including water recreation facilities and suite of commercial maritime uses. The proposal also includes improvements support the Port and City's resilience program including improvements to the seawall and design features to address sea level rise. Port staff anticipates that negotiations, entitlements and design for the project could take 24 to 36 months and construction could begin in 2024 or 2025. Due to the COVID-19, Port staff expect to evaluate potentially releasing the next RFP for the northern waterfront piers in 2023.</p>
<b>Port – Conditional Seismic Costs</b>	<p>Renewal work on the Port's piers for a project that changes the use or substantially increases the occupancy or size of the facility may require a seismic upgrade to comply with code. The seismic cost estimate in the Port's Ten-Year Capital Plan represents a conservative approach in terms of the total potential cost for repair work.</p> <p><b>Conditional seismic work on these facilities are estimated to cost approximately \$640 million.</b></p>

## Emerging Projects

Project Name	Description
<b>TIDA – Public Buildings Renovations</b>	<p>TICD has the option under the DDA to enter into long-term master leases for Building 1 and Hangars 2 and 3 on Treasure Island and the Senior Officers' Quarters Historic District on Yerba Buena Island. Under the master leases, TIDA anticipates assigning responsibility to the lessee for the renewal, improvement, and preservation of these facilities. Depending upon the extent of work required, however, supplemental investment may be required to preserve the buildings and facilitate their reuse. TIDA will be performing condition and needs assessments to inform leasing negotiations and future capital planning efforts.</p> <p>Another historic building within TIDA's holdings is known as the Torpedo House, which is also listed on the Federal Register of Historic Places. Currently, the building is a bare concrete structural shell. As a mitigation for demolishing a historic Coast Guard structure as part of the TIMMA-managed eastbound on- and off-ramp project, the project will replace the roof, windows and doors of the Torpedo House. Adjacent to the site, Caltrans has developed a new public space known as the Bimla Rhinehart Vista Point. Instead of imploding the last pier of the former eastern span of the Bay Bridge (Pier E-2), Caltrans elected to keep it, cut it down to lower its elevation, and construct a land bridge. The finished site includes public picnic tables, seating, and offers a vantage point on the Bay and the new Bay Bridge span. It is likely that the Phase II improvements to the Bimla Rhinehart Vista Point will be combined with the improvements to the Torpedo House as a single construction contract managed by BATA/MTC and the SFCTA on behalf of TIDA. The Vista Point should provide a complimentary attraction to the future reuse of the Torpedo House.</p>
<b>TIDA – Navy Structures to Remain</b>	In addition to the public buildings discussed above, a limited number of other existing structures – the former Navy chapel, gymnasium, and Pier 1 – will be preserved through development. Pier 1 is to be programmed to be a public access/recreational space and the gymnasium will continue to be a recreational facility for island residents. As with the other public buildings, TIDA will be making condition and needs assessments of each of these facilities to inform future capital planning efforts.
<b>TIDA – School Site</b>	While the Naval Station Treasure Island was operational, the San Francisco Unified School District (SFUSD) operated an elementary school on the base. Under the DDA and related documents, the site of former school was to be made available to SFUSD to develop a K-5 or K-8 facility. TICD is obligated to make a payment of \$5 million towards the development of the new school, and TIDA has been in discussion with SFUSD facilities staff regarding the potential programming, funding, and schedule for a new school on Treasure Island. The SFUSD have leased a portion of the site for training and administrative purposes prior to taking title to the site and the development of the new school.
<b>Multiple Departments – Alemany Farmers' Market</b>	The Alemany Farmers' Market was founded in 1943 and is a vitally important option for San Franciscans to access affordable, healthy produce. It occupies a 3.5-acre parcel that is unused five days a week and is surrounded by several other publicly owned parcels. The Market is under the jurisdiction of the Real Estate Division, and the City is currently undergoing an interagency effort to envision potential future land use opportunities at the site, including affordable housing. This effort will include planning and design work to ensure the continued operation of the Market, additional infrastructure to accommodate pedestrian and bicycle access to the site, feasibility studies, and community engagement with surrounding neighborhoods.

TABLE 7.2 - ECONOMIC + NEIGHBORHOOD DEVELOPMENT FINANCIAL SUMMARY

PROGRAMS/PROJECTS (Dollars in Thousands)	PRIOR YEARS	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029 - 2033	Plan Total	Backlog
<b>SPENDING PLAN</b>									<b>DEFERRED</b>
Port of San Francisco	-	330,730	210,809	202,359	158,433	107,771	825,102	1,835,204	-
Treasure Island Redevelopment	877,054	76,636	188,243	219,530	208,972	271,515	382,486	1,347,381	-
Transbay	9,775	15,393	30,919	27,473	12,853	10,400	-	97,038	-
Mission Bay Redevelopment	59,497	49,700	35,265	22,830	20,000	22,349	-	150,144	-
Hunters Point Redevelopment	-	-	-	-	-	-	-	-	-
Planning Department	1,472,112	49,783	62,697	52,645	52,795	29,257	101,112	348,288	109,116
<b>TOTAL</b>	<b>2,418,438</b>	<b>522,242</b>	<b>527,933</b>	<b>524,837</b>	<b>453,052</b>	<b>441,292</b>	<b>1,308,700</b>	<b>3,778,056</b>	<b>109,116</b>
<b>REVENUES</b>									
General Fund - Other		28,805	3,040	-	-	-	-	31,845	
Port Funds & Tenant Responsibility		62,637	26,664	30,598	25,622	38,133	202,356	386,011	
Other Local		307,160	273,050	117,363	63,145	60,400	396,746	1,217,863	
Federal and State		2,122	2,185	2,251	2,319	2,388	19,912	31,177	
Land-Secured Financing (TIF, IFD, Mello Roos)		33,643	88,129	166,706	217,763	119,539	668,021	1,293,802	
Private Capital		88,517	133,038	68,172	126,190	136,317	461,740	1,013,974	
Impact Fees		6,498	10,131	43,645	52,795	29,257	34,850	177,175	
External Grants		835	1,769	9,000	-	-	-	11,604	
Waterfront Safety G.O. Bond		37,550	22,850	102,450	100,200	39,600	272,350	575,000	
<b>TOTAL</b>		<b>567,767</b>	<b>560,857</b>	<b>540,184</b>	<b>588,033</b>	<b>425,633</b>	<b>2,055,976</b>	<b>4,736,451</b>	
Total San Francisco Jobs/Year		2,386	2,357	2,270	2,472	1,789	8,641	19,916	
Annual Surplus (Deficit)		45,524	32,924	15,348	134,981	(15,659)	747,276	960,395	
Cumulative Surplus (Deficit)		45,524	78,449	93,797	228,778	213,119	960,395		





49 South Van Ness,  
Photo Credit: Mark Schwettmann