



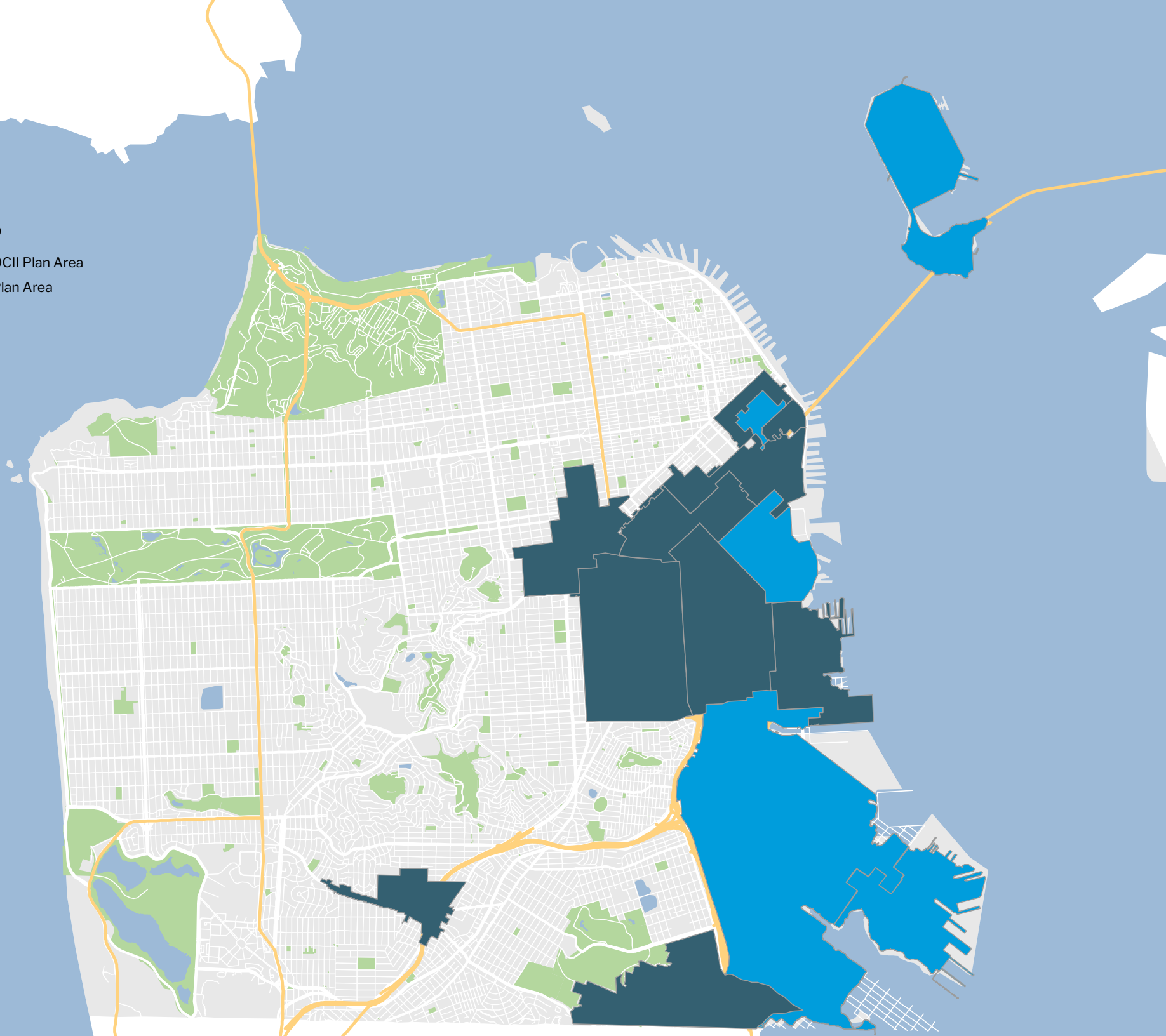


07. Economic + Neighborhood Development

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LEGEND

-  OCII Plan Area
-  Plan Area



07. ECONOMIC + NEIGHBORHOOD DEVELOPMENT

OCII: Office of Community Investment and Infrastructure

PLANNING: Neighborhood Development

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. In 2023, the population was 808,988, an 8% drop from 2019 but up 4% from 2000. The current draft of Plan Bay Area 2050+, developed by the Association of Bay Area Governments, projects San Francisco will grow by 150,000 households (approximately 300,000 people), and 200,000 jobs by 2050. Though lower than pre-pandemic estimates, these projections still represent significant population and density increases, and planning for sufficient infrastructure to support all residents in all neighborhoods remains as important as ever.

Before 2020, the majority of the new developments in San Francisco were concentrated in the eastern part of the city, including Central SoMa, Market Octavia, Mission Bay, Treasure Island, Central Waterfront (Potrero Power Station + Pier 70), and Candlestick Point. Many of these areas are low-lying and are vulnerable to sea level rise, flooding, and liquefaction, and as former industrial areas have fewer services and infrastructure to support the increases in population, which required planning for targeted improvements in open space, transit, complete streets, and community facilities. Major developments and planning for housing growth in other parts of the City are advancing now as well, notably on the westside and northern parts of the City as part of San Francisco's broader Housing Element rezoning. Some of these plans and developments have distinctive funding mechanisms, including dedicated development fees and development agreements, while others rely on citywide fee structures.



Bayfront Park



Mission Rock Parcel F Inclusionary Housing

Overview

Development in San Francisco continues to progress, if at a different pace and trajectory than projected pre-pandemic. Adjusting to current and projected population trends will bring different mixes of needs and uses for impact fees and other infrastructure sources. The City will continue to plan its available capital funds to build San Francisco's evolving neighborhoods as great places to live, travel, work, and play.

New development, densifying, and repurposing existing sites for housing can bring public infrastructure needs, particularly in areas transitioning from commercial or industrial. As existing residential areas densify, the City will need to monitor usage patterns and the adequacy of the service levels and plan investments as necessary to augment existing facilities and infrastructure. Transportation systems 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.

Residents must have access to open space that meets the recreational and respite needs of the city's growing population. Delivering public infrastructure when development requires, helps to create safe, livable neighborhoods and projects for San Francisco's residents, workers, and visitors. Doing so in a climate of more tightly constrained revenue will be a near-term challenge for the City. Sources to implement infrastructure projects that support economic and neighborhood development projects include impact fees, General Fund, bonds, grants 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 (CFDs). San Francisco also continues to encourage and expedite housing development using Infrastructure Financing Districts (IFDs). As of publication, in addition to redevelopment areas, IFDs have been formed at Treasure Island, Pier 70, Potrero Power Station, and Stonestown, with additional districts pending and on the horizon. More information about this funding source and its policy constraints can be found in the **Introduction** and in the **Sources Chapters**.

To accommodate increases in population, over the past two decades San Francisco has amended its General Plan with several area plans, which guide the land use and other aspects of development for a given specific geographic area. The area plans have development impact fees to fund infrastructure located in those neighborhoods – Balboa Park, Eastern Neighborhoods, Market Octavia, Rincon Hill, Transit Center, and SoMa – with a similar fee structure for planned growth in Visitacion Valley as well. Impact fee revenue has declined since the pandemic due to the decline in development taking place. The City continues to seek sources in order to complete priority projects.

Over the past couple years, San Francisco has adjusted its development requirements in order to improve the feasibility and encourage delivery of new housing. Passed in 2023, San Francisco's inclusionary housing and impact fee reform legislation temporarily lowered inclusionary housing requirements and reduced development impact fees citywide by one-third for projects approved by November 1, 2026. Fee reform also permanently allowed developers to defer 80% of their impact



Mission Rock

fees from initial permit issuance until Temporary Certificate of Occupancy, which significantly alters the revenue flow for infrastructure improvements. These changes improve financial feasibility and reduce risk for housing builders; however, they will also reduce the amount of fee revenue that will be available to fund public infrastructure projects and extend the timeline of those projects.

Acknowledging decreased near-term demand for office space and the current high commercial vacancy rate, the need for housing citywide, and a goal of bringing new residents and students downtown, policy makers have approved legislation to allow for more housing and greater land use flexibility. Recent legislation was passed to streamline permitting, waive Planning Code requirements, and clarify Building and Fire Code requirements to convert commercial buildings to housing Downtown. Building on these regulatory changes, new legislation at the local and state level will support the financial feasibility of adaptive reuse projects. In March 2024, voters approved Proposition C which waives the real estate transfer tax for adaptive reuse projects, eliminating a significant cost for these projects. The recently passed state bill

AB2488 seeks to accelerate the adaptive reuse of commercial buildings by enabling the formation of an enhanced infrastructure financing district (EIFD) downtown. Local legislation has also been proposed to waive development impact fees and requirements, including the Inclusionary Housing fee for adaptive reuse projects Downtown.

In the Central SoMa and Transit Center District plan areas, policy makers have proposed legislation to increase capacity for housing. The primary engine for community benefits in the Central SoMa (and to some extent, the Transit Center District) plans was commercial development and associated impact fees, CFD special taxes, and in-kind direct provisions of facilities. If realized, a shift of land use from commercial to residential would yield a lower financial contribution from impact fees to fund infrastructure projects in these plan areas as thousands of additional housing units are added. Depending on the types of uses that are ultimately built, additional or different infrastructure and community facilities to serve this larger residential population may be needed and new funding sources identified.



Mission Rock Parcel B

Though impact fees and other sources will be constrained in the near term, San Francisco will continue to plan for complete, livable neighborhoods. The City's Housing Element rezoning effort is premised on proximity to certain core infrastructure and services, such as major transit lines. That broader rezoning relies on generally prevailing existing citywide impact fee structures and is not likely to propose new fees specific to this broad citywide rezoning. The City generally, and the capital plan specifically, need to assume that impact fees, even in the best of economic times, are always a supplemental, and not the primary, source of funding long-term capital needs to support growth.

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

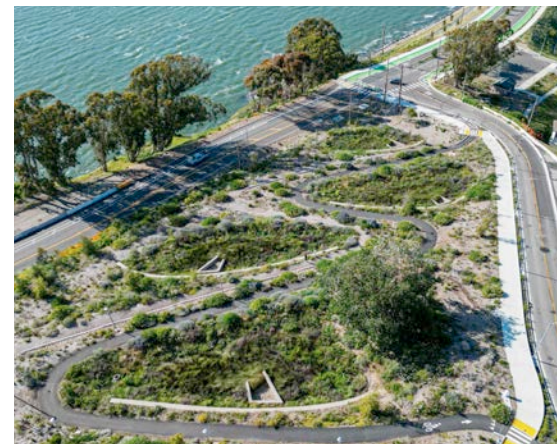
The Port of San Francisco is responsible for the 7.5 miles of San Francisco waterfront adjacent to San Francisco Bay. The Port manages, maintains, develops, markets, and leases all of the property in this area. The Port's operating portfolio is composed of approximately 580 ground, commercial, retail, 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

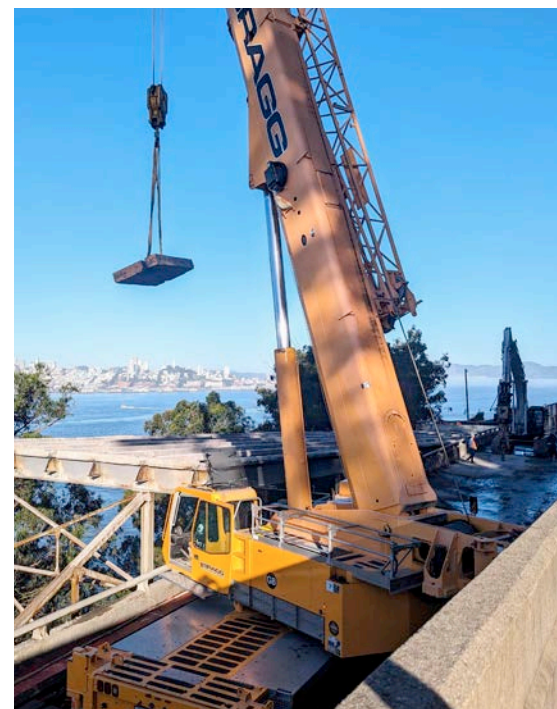
waterfront developments, including the new Southern Bayfront neighborhood developments proposed in the Mission Rock, Orton, and Brookfield projects, require detailed coordination, review, and approval of many government agencies. The Port has also secured State legislation to allow non-trust uses of 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.



Treasure Island Infrastructure



Yerba Buena Island Bridge

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 299-room hotel, new

public open space, and a myriad of community facilities.

The Shipyard/Candlestick Point is comprised of nearly 692 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, 4.9 million of office and research and development, 2.8 million square feet of retail, community facility, institutional and entertainment uses.

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 3.4 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.

The Treasure Island/Yerba Buena Island Development Project (the Project), is building 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 has completed the first stage of infrastructure, ten acres of new parks and open space and 1000 units of housing. Upcoming work will 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 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 Sunnysdale 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



Yerba Buena Bridge Construction

projects also replace and generate new affordable housing units, which is discussed in further detail in the **Affordable Housing Chapter**.

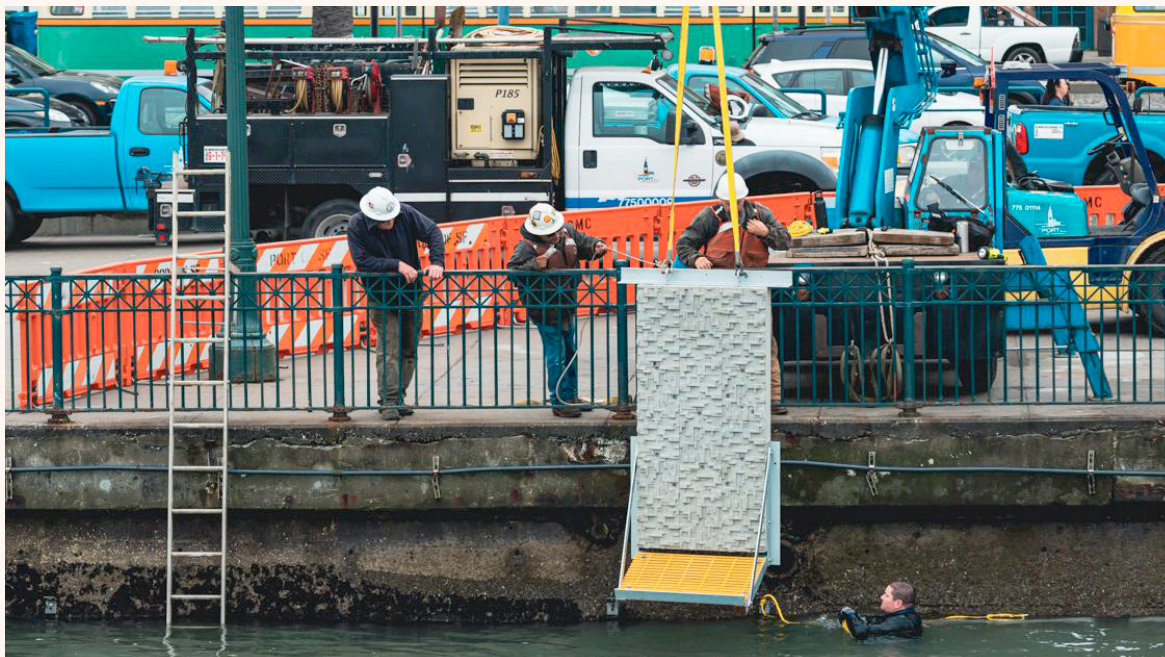
Planning Department

The Planning Department, in collaboration with other City Departments and the public, develops plans for the City's existing and evolving neighborhoods to meet the needs of current and future residents, workers, and visitors. Over the last twenty years, community planning to create capacity for more housing has been primarily focused on the southeast part of the city

with the adoption of area plans including Balboa Park, Eastern Neighborhoods, SoMa, Market & Octavia, Rincon Hill, and Transit Center. With the adoption of the City's Housing Element led by the Planning Department in 2023, the City will increase capacity for housing on the west and northern part of the city as well to satisfy the City's Regional Housing Needs Allocation (RHNA). Together with the Office of Economic and Workforce Development, Planning also leads the implementation of the downtown economic revitalization as part of Former Mayor Breed's Roadmap to San Francisco's Future.

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.



Living Seawall

Port of San Francisco

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 gather 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 - 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 TICD 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 2025.

Enhancement Projects

| Project Name | Description |
|---|--|
| HOPE SF – Potrero Terrace and Annex | <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> |
| HOPE SF – Sunnydale and Velasco | <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 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 new and reconfigured streets 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> |
| OCII Mission Bay – Parks and Open Space | <p>The construction of nine additional parks in Mission Bay is anticipated over the next four years. Remaining parks include the remaining segments of the Mission Creek park loop, remaining segments of the Mission Bay Commons, and two active recreation parks near Owens Street in Mission Bay South.</p> <p>The cost of future OCII Mission Bay Parks and Open Space is approximately \$72.4 million through FY2035.</p> |
| OCII Mission Bay – Streetscape and Underground Utilities | <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 two years.</p> <p>The cost of future OCII Mission Bay Streetscape and Underground Utilities is approximately \$4.8 million through FY2035.</p> |
| OCII Mission Bay – Storm Water Treatment | <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 two years.</p> <p>The cost of future OCII Mission Bay Storm Water Treatment is approximately \$8.4 million through FY2035.</p> |

| Project Name | Description |
|---|--|
| OCII Transbay – Parks and Open Space | <p>Two new Transbay parks are in development. The nearly 2.5-acre Under-Ramp Park (“URP”), located under the Salesforce Transit Center bus ramp and Fremont St. 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 2026, with completion in 2028. As URP will be located on property owned by the TJPA and Caltrans, CCSF will not be responsible for maintaining the park. The 1-acre Block 3 park, located on a portion of the former Temporary Bus Terminal, will include landscaping, play areas, and gathering spaces. The park’s design was completed in early 2024 with construction anticipated to commence in summer 2024. OCII elected to delay construction of the park so that the interim activation on Transbay Blocks 3 and 4 known as “The Crossing” could continue its operations which serve as a stimulant to downtown activation. OCII is instead expediting the delivery of URP, which will bring further activation to the East Cut neighborhood and downtown. OCII is pausing development of Block 3 for at least 2 years until summer 2026. Upon the eventual completion of the Block 3 park, OCII will transfer the public space to the Recreation and Parks Department to own and operate.</p> <p>The cost of design and construction for both parks is estimated at \$91 million.</p> |
| OCII – Hunters Point Shipyard Phase 1 Parks and Roads | <p>Developer will complete roads for Hillside development by 2026 and construction of 7 acres of parks will occur between 2026-2030.</p> |
| OCII – Candlestick Point Parks and Roads | <p>Between 2025-2035 the developer will construct new roads for 3 phases of development, generally in the former footprint area of the Candlestick Stadium, which includes extension or improvements of existing roads such as Harney Way, Candlestick Park Drive, Arelious Walker Drive, Gilman, Carroll Ave, Donner, Egbert, Fitzgerald Griffith and Bill Walsh Way. Harney Way will include cycletrack and bus rapid transit facilities. Several new interior streets will be constructed as well to create the new Candlestick neighborhood grid. The Developer will construct the Willie Mays Park, Plaza, and Central Promenade during this period. The Developer will also construct a new outfall for stormwater discharge for the Candlestick area.</p> <p>Roads and utility costs are estimated at \$136 million for this construction period. An estimated \$19 million dollars will be spent on three small scale parks.</p> |
| Port – National Park Service Alcatraz Embarkation Site | <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 in 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 November 2026.</p> <p>The Port anticipates that the project will ultimately result in \$43.8 million of investment in Piers 31-33.</p> |
| Port – Pier 70 Waterfront Site | <p>With Brookfield Properties, the Port’s development partner, the Pier 70 Project is planned to construct recreational and art programming along with 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 recreational uses; new housing units (including 30% below market-rate); 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>This public-private partnership project is projected to cost \$383 million in horizontal infrastructure improvements. 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.</p> |

Enhancement Projects

| Project Name | Description |
|--|--|
| Port – Seawall Lots 323 and 324 | <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 2027.</p> <p>The Port anticipates that this development will ultimately result in over \$172 million of private capital being invested in this Port-owned vacant land parcel.</p> |
| Port – Pier 30/32 and Seawall Lot 330 | <p>The Port Commission endorsed a term sheet with Strada – Trammel Crow Properties to redevelop this site near Oracle Park. Project will include a projected 713 units of housing, of which 25 percent will be affordable, an aquatic center including a swimming pool, a retail market hall, approximately 375,000 square feet of office space with the potential for an additional 55,000 square feet of mezzanine space within the existing footprint of the building, a reconstructed pier, and seismic and sea level rise resilience improvements to the seawall and pier infrastructure.</p> |
| Port – Mission Rock (Seawall Lot 337 and Pier 48) | <p>Led by Seawall Lot 337 Associates, LLC (a partnership between Tishman Speyer and the San Francisco Giants), this project is a mixed-use 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 by 2025.</p> <p>The developer will construct \$329 million in horizontal infrastructure enhancements including streets, sidewalks, and utilities through 2032. 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.</p> |
| Port – Waterfront Resilience Program | <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. The Program, with a estimated costs of \$13.5 billion plus inflation, reached an important milestone as the U.S. Army Corp of Engineers formally endorsed a Flood Study Draft Plan which charts a path forward to completion of the Flood Study. There remains significant milestones, including a formal recommendation to Congress and subsequent authorization by Congress. Additionally, a G.O. Bond is planned for 2028 which is anticipated to include \$250 million for resilience. Ultimately, the Port will require federal, state, and local funding to complete this multi-decade effort.</p> <p>The Port has identified funds for the Waterfront Resilience Program of approximately \$589 million through FY2035.</p> |
| Planning – Balboa Park | <p>Balboa Park is in southern San Francisco and provides several amenities including 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. A population increase in this area is anticipated with the planned construction of over 1,000 units of new market-rate and affordable housing units at the Balboa Reservoir.</p> <p>Most major development in this area is taking place on publicly owned land with few developable privately-owned sites, which means relatively less revenue can flow in from impact fees. For Balboa Park, \$2.3 million in impact fees were budgeted through FY2025.</p> <p>From FY2026 through FY2035, \$0.4 million is expected from impact fees. The area’s modest impact fee revenue aims at, among other goals, increasing safety, access, and mobility for pedestrians and transit riders.</p> |

Enhancement Projects

| Project Name | Description |
|---|---|
| Planning – Eastern Neighborhoods | <p>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. New land use policies adopted in 2009 have preserved the use of some land for production, distribution, and repair while also requiring new mixed use and residential development.</p> <p>Since the Eastern Neighborhoods Area Plan was initiated in 2008, the City has worked with the community to identify priority projects for implementation. Major completed projects include streetscape improvements to Potrero Avenue, Treat Plaza, and 22nd Street; the 16th Street/22-Fillmore Improvement Project; and open space improvements at Garfield Square Aquatics Center, Juri Commons, Esprit Park, and Franklin Square.</p> <p>For Eastern Neighborhoods, approximately \$70 million in impact fee revenue were budgeted through FY2025, with \$68 million received through FY2024. From FY2026 through FY2035, an additional \$43 million in revenue is anticipated.</p> <p>Key proposed neighborhood projects for Eastern Neighborhoods include streetscape improvements at the Central Waterfront/Dogpatch, as well as recreational and open space improvements at Mission Recreation Center and Jackson Playground.</p> |
| Planning – Market Octavia | <p>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, and it is well-served by transit. Market Octavia's history as a crossroads also poses challenges, with its legacy of large redevelopment projects and heavy vehicular traffic. The Area Plan for Market Octavia identified many needs related to complete streets, transit, open space, and childcare.</p> <p>Major projects already completed include pedestrian, bike, and/or transit improvements on Upper Market, 13th Street, Page Street, Valencia, and Van Ness, as well as the Margaret Hayward Park renovation.</p> <p>Through FY2025, \$54 million in impact fee revenue was budgeted for Market Octavia. From FY2026 through FY2035, an additional \$62 million is anticipated.</p> <p>Key proposed neighborhood projects for Market Octavia include Muni enhancements, streetscape improvements to 11th Street and 13th Street and a major rehabilitation to the Buchanan Street Mall.</p> |
| Planning – SoMa | <p>SoMa includes three Area Plan geographies: Western SoMa, Central SoMa, and Eastern SoMa. 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. Impact fees and the establishment of a CFD are expected to fund streetscape, transit and open space projects.</p> <p>Important improvement projects in SoMa have already been completed, including the 2nd Street streetscape and the 27 Bryant Tenderloin transit project, with 6th Street improvements underway.</p> <p>Through FY2025, approximately \$69 million in impact fee revenue has been received/budgeted for SoMa, and no CFD bonds were issued. From FY2026 through FY2035, \$199 million more from impact fees are anticipated. The SoMa CFD is expected to generate \$288M between FY31 and FY35.</p> <p>Key proposed SoMa projects include: Folsom/Howard streetscape, Gene Friend Recreation Center, and a new park at 11th & Natoma (Rachele Sullivan Park).</p> |
| Planning – Visitacion Valley | <p>Visitacion Valley is in southeast San Francisco, near the Brisbane border. New developments at Schlage Lock, Executive Park, and Hope SF, 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. An impact fee was implemented in 2005 for Visitacion Valley in anticipation of higher density development from these developments. Delays in the development of these projects from construction costs and the COVID-19 pandemic have limited impact fee revenue collection.</p> <p>While there is no area plan for Visitacion Valley, several transit, streetscape and recreational projects have been prioritized for the neighborhood in collaboration with City departments. These key projects include Geneva Harney Bus Rapid Transit, 8-Bayshore Transit, Herz Playground rehabilitation, and Schlage Lock streetscape improvement and parks projects.</p> |

Enhancement Projects

| Project Name | Description |
|---|--|
| TIDA – Bridge Access Improvements | <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 under construction and will be completed by 2026. 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> |
| TIDA – Horizontal Infrastructure Stage 2/3 | <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). Upon completion, this infrastructure will be accepted by the appropriate City Agency. TIDA will not be accepting new horizontal infrastructure, with the notable exception of new parks, as discussed below.</p> <p>Stage 2/3 of the horizontal infrastructure will commence in Spring of 2025, after the issuance of the City's Certificate of Participation.</p> <p>The estimated Stage 2/3 Horizontal Infrastructure project is approximately \$150 million, with initial funding from the private capital of the developer and reimbursed by the City's Certificate of Participation.</p> |
| TIDA – Public Parks & Open Spaces | <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. Upon completion, the City via TIDA will accept ownership of these facilities. Per City Charter requirements, future operation, renewal, and improvement will be the responsibility of City Staff. The Community Facilities District formed over the islands in 2017 and subsequent formations, in addition to a developer subsidy, intend to provide a stream of revenues to support parks operations.</p> <p>Ten acres of new parks and open space have been completed on Treasure Island and Yerba Buena Island. New parks include The Rocks Dog Park, Panorama Park and Signal Point, hilltop parks on Yerba Buena Island with 360-degree views, and Treasure Island Landing, an inviting plaza at the transit hub of Treasure Island, and gardens that act as centralized stormwater treatment basins. Cityside Park construction is underway and will be completed Q1 of 2025. Initial built out of all parks and open spaces are the developer's obligation under the development agreement and funded by private capital and reimbursed by CFD or the City's Certificate of Participation.</p> |
| TIDA – Transportation Improvements | <p>In its role as the Treasure Island Mobility Management Agency, the SFCTA is responsible for implementing a comprehensive and integrated transportation program to achieve the twin goals of 50% trips by transit/walking/biking and financial sustainability. The mobility program supports the redevelopment of Treasure Island into a new mixed-use and mixed-income neighborhood with 8,000 housing units, 27 percent of them affordable. The centerpiece of this effort is a congestion pricing program that applies motorist user fees to support enhanced bus, ferry and shuttle transit, as well as bicycling options, to reduce the traffic impacts of development. The capital elements of the program include the initial built-out and implementation of the tolling system, ferry charging infrastructure, and program delivery and management costs to deliver the integrated capital program and launch transit services.</p> |

Deferred Projects

| Project Name | Description |
|---|--|
| Planning – Impact Fee Area Deferrals | Recent 10-Year Capital Plans have included detailed spending plans and revenue projections for the San Francisco geographies with dedicated impact fees. The post-pandemic change in the City's revenue projections across sources, including impact fees, has brought the need for reassessment of priorities within each area. The Interagency Plan Implementation Committee (IPIC) chaired by Planning convenes the implementing departments to discuss and determine where impact fee revenue can deliver the highest value improvements for these areas. Those conversations to address projects that must be deferred due to the present revenue picture are ongoing at the time of writing. The IPIC Annual Report contains the most up-to-date published information on these areas. |
| TIDA – Northgate Road Guardrail Replacement | <p>There is approximately 1,000 lineal feet of metal guardrail supported by wooden posts along Northgate Road on Yerba Buena Island. The metal guardrail is rusted along the entirety of the length, in poor condition, and has potential to break if impacted by a vehicle. There is a steep slope on the north side of Northgate Road leading to the San Francisco Bay, and maintaining structural integrity of the guardrail is important for protecting drivers. Many of the wooden posts are in poor condition as well. The project is currently unfunded and involves removal of the existing guardrail and posts and replacement with a similar guardrail and posts that are code compliant.</p> <p>The estimated cost for the Northgate Road Guardrail Replacement is approximately \$750,000 and is currently unfunded.</p> |
| TIDA – Public Buildings Renovations – Historic Officers' Quarters | <p>Located on the north-eastern portion of Yerba Buena Island, the Senior Officers' Quarters Historic District (SOQHD) includes Quarters 1 through 7 (buildings that once housed Navy officers) and Buildings 83, 205, and 230. Several of the historic buildings are in dilapidated condition, especially Quarters 2, due to deferred maintenance from budget constraints. Rehabilitation would consist of restoring the historic officer's quarters to working condition, with scope of work including repair and replacement of MEP systems, windows, waterproofing, siding/decking/framing, architectural finishes & paint, foundations, etc. Roof replacement is an especially high priority to maintain the buildings. Supplemental investment is required for this unfunded project.</p> <p>The estimated cost for critical restoration work of the Historic Officers' Quarters is \$3 million and is currently unfunded.</p> |
| TIDA – Public Buildings Renovations and Seismic Retrofits – Building 1 and Hangars 2 and 3 | <p>TICD has the option under the DDA to enter 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 some responsibility to the lessee for the renewal, improvement, and preservation of these facilities, but supplemental investment will be required to preserve the buildings and facilitate their reuse. TIDA will be performing supplemental conditions and needs assessments to inform leasing negotiations and future capital planning efforts.</p> <p>The estimated renewal and seismic retrofit costs for Building 1, Hangar 2, and Hangar 3 total over \$40 million and are currently unfunded.</p> |
| TIDA – Community, Recreation, Aquatic Center and Library | <p>The Ship Shape community center on Treasure Island currently serves as a central gathering place and resource for island residents. It serves as a food pantry for island residents, the operating space for non-profit partner One Treasure Island, a working space for the construction training program, community gathering space, event space, and more. It is the most utilized gathering space on the island. The community center is located in an old building with outdated building systems. The Disposition and Development Agreement calls for a developer contribution of \$9.5M for a new community center, as the current community center cannot remain in its current location due to the future development program. It is anticipated that programming for the new Treasure Island community center will require 20,000 SF of space. Previous studies also identified the need for a 15,000 SF recreation center, 30,000 SF indoor aquatic center, and 15,000 SF library branch. The library or recreation center could potentially be incorporated in a single facility with the community center. The recently completed 45,000 square foot Southeast Community Center in San Francisco cost approximately \$110M, so the gap in funding between the Developer contribution and total cost for a new community center, recreation center, library, and aquatic center will require at least \$30M in supplemental, unidentified funding.</p> <p>The estimated unfunded cost for a space for a community center, recreation center, aquatic center, and library is a minimum of \$30 million.</p> |

Deferred Projects

| Project Name | Description |
|---|--|
| TIDA – Treasure Island Gymnasium - Community Kitchen | <p>TIDA has partnered with non-profit One Treasure Island to build out a commercial kitchen for community use at the Gymnasium on Treasure Island. The project is partially complete, with the remaining scope to include purchase and installation of commercial kitchen equipment, HVAC, electrical, and plumbing connections for equipment, patching and painting walls & ceiling, patching roofing, and installation and dismantle of scaffold. The community kitchen will be used by local residents, community groups, and micro-businesses to promote economic development, with programming managed in partnership by One Treasure Island and the YMCA. This project is currently unfunded.</p> <p>The estimated cost for the community kitchen improvements is approximately \$300,000 and is currently unfunded.</p> |
| TIDA – Public Buildings Renovations – Torpedo Building | <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. Supplemental investment will be required to rehabilitate the interior of the structure, including making accessibility upgrades, renovating architectural finishes, and restoring mechanical, electrical, and plumbing systems to working order. There is currently only electrical and telecommunication conduit run to the building, so feeders are required to be installed, in addition to a sewage ejector pump station.</p> <p>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> <p>The estimated cost for the Torpedo Building improvements is approximately \$3 million and is currently unfunded.</p> |
| TIDA – Northgate Road Soldier Pile Retaining Wall | <p>In early 2024, a large tree fell along the north side of Northgate Road on Yerba Buena Island. The tree fell due to the instability of the steep slope adjacent to the road. Langan, TIDA's as-needed engineering and environmental consultant, conducted an engineering investigation along Northgate Road and determined a soldier pile retaining wall should be installed along a portion of Northgate Road to reinforce the roadway and maintain structural integrity. This project is currently unfunded.</p> <p>The estimated cost for the Northgate Road Retaining Wall is approximately \$500,000 and is currently unfunded.</p> |
| TIDA – Treasure Island Road Improvement Gap Portion | <p>This scope proposes work to improve the gap portion of Treasure Island Road on Yerba Buena Island to Public Works streets standards. The gap portion of Treasure Island Road is between the intersection of Treasure Island Road and Macalla Road on one end and the project boundary of Westside Bridges Project on the other. The gap portion of Treasure Island to be improved to City standards is approximately 400 LF. This improvement includes new pavement sections and curbs and other surface improvements.</p> <p>The estimated cost for Treasure Island Road Improvement (Gap Portion) is approximately \$250,000 and is currently unfunded.</p> |

Deferred Projects

| Project Name | Description |
|---|--|
| TIDA – Treasure Island Legacy Grid Improvement | <p>This scope of work aims to install a dedicated circuit from the newly installed Treasure Island Switchyard to existing residential areas. Once completed, majority of the residential areas north of 9th street on Treasure Island will be served by a dedicated primary circuit, operating independently of the other primary circuit that serves the rest of Treasure Island including the commercial areas, new development areas as well as loads on Yerba Buena Island.</p> <p>The estimated cost for the Treasure Island Legacy Grid Improvement is approximately \$450,000 and is currently unfunded.</p> |
| TIDA – Forest Road Waterline Replacement | <p>This scope proposes to replace the roughly 700 ft of existing waterline under the Forest Road on Yerba Buena Island. The proposed replacement waterline will connect to the newly installed PUC water main under the Private Forest Road on one end and to the newly installed 8" waterline on Forest Road detour on the other. At the completion of this work, TIDA intends to transfer the entire water main on Forest Road to SFPUC for acceptance.</p> <p>The estimated cost for the Forest Road Waterline Replacement Project is approximately \$350,000 and is currently unfunded.</p> |

Emerging Projects

| Project Name | Description |
|--|--|
| OCII – Mission Bay | 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. The Recreation and Parks Department and Port of San Francisco assumed management of the Mission Bay park system in 2023. As a result, if CFD #5 funds are insufficient, General Funds may be available for capital improvements to the parks as they age and require ongoing improvements. |
| OCII – Transbay | 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. |
| OCII – Shipyard/Candlestick | 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. |
| Planning – Expanding Housing Choices (Housing Element Rezoning) | <p>Expanding Housing Choice (Housing Element Zoning Program) is a state-mandated implementation action identified in the certified 2022 Housing Element. The program will amend zoning policies in the Housing Opportunity Areas, largely in the western and northern parts of the city, to increase capacity for multi-family housing to satisfy the City's Regional Housing Needs Allocation (RHNA) gap of 36,200 housing units. The City of San Francisco has until January 2026 to complete the rezoning effort.</p> <p>San Francisco is required to add housing – and in particular, affordable housing – in the Housing Opportunity Areas to meet state and federal laws on Affirmatively Furthering Fair Housing, which require that we work toward more racially and socially inclusive communities and take actions to undo historic patterns of racial and economic segregation. These Housing Opportunity Areas are areas designated by the state as having better access to economic and educational opportunities and lower exposure to environmental hazards, which are all shown to result in better outcomes for low- and moderate-income residents. In parallel with the rezoning program, the City is working to realize Housing Element Implementing Program 1.2.1, which sets a target of building 25-50% of the City's new permanently affordable housing units in the Housing Opportunity Areas.</p> <p>Most rezoned areas will allow midrise housing (65'-85' tall, or 6-8 stories), with higher height limits considered in selected areas. In the areas surrounding these transit corridors and key sites, parcels will be permitted to build fourplexes and 6-plexes under adopted and pending legislation. This increased density will bring with it an increased public infrastructure need, which will also be addressed by the rezoning program.</p> |
| Planning – SF Railyards Project | The SF Railyards Project envisions the Caltrain railyards at 4th and King Streets 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 Portal (a.k.a. the Downtown Rail Extension or DTX) and the Pennsylvania Avenue Extension (PAX), the SF Railyards project can create housing, connect communities, and increase resiliency. The Planning Department anticipates partnering with Caltrain and the landowner on a future development agreement at the Railyards site. |
| Planning – Freedom West Development Project | Freedom West is an existing, 382-unit cooperative housing site in the Western Addition, directly south of Jefferson Square Park and west of Civic Center. The project sponsor, a joint venture between a developer and the co-op residents, is proposing a 2,500-unit mixed-use development. It would include replacement co-op housing, additional affordable housing, market rate housing, ground floor commercial and community spaces, and potentially a hotel. New publicly accessible and private open spaces would serve the residents and broader community. The Planning Department is currently collaborating with the developer on the design standards document and other pre-approvals work. |

| Project Name | Description |
|---|---|
| Planning – Pennsylvania Avenue Extension | 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 launched a pre-environmental study in 2024. The Planning Department will continue in its role as urban designer and lead convener of the PAX, SF Railyards, and related projects. |
| Planning – Civic Center Public Realm | 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. Known public realm improvement priorities include Civic Center Plaza and associated subterranean facilities, Fulton Mall, UN Plaza, War Memorial Gateway, and pedestrian safety improvements. |
| Planning – Tenderloin Community Action Plan | 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. |
| Planning – 749 Toland Development Agreement Project | A proposed development agreement project at 749 Toland would include two new commercial buildings. Each building would be designed to provide flexibility for potential future PDR tenants with built in circulation, ramping, and parking. New parking, bike parking and car-share spaces will be provided. The Project will include also incorporate streetscape improvements with new ADA ramps, sidewalks, street trees, bicycle parking, and loading. Planning and OEWD are currently negotiating the community benefits package with the project sponsor. |
| TIDA – Navy Structures to Remain | 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. |
| TIDA – School Site | 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. |
| TIDA – Treasure Island Road (Bus Queue Jump Lane) Make Ready Project | In accordance with the approved EIR, a bus queue jump lane is required on Treasure Island on the SF bound direction from the intersection of Treasure Island Road and Macalla Road on one end to the on ramp to the Bay Bridge. This is required when TIMMA determines that the MUNI 25 level of service requires it. Currently, the Treasure Island Road is closed to the public due to ongoing construction of the Westside Bridges Project implemented by the SFCTA. Both SFCTA and TIDA believe this presents a limited opportunity to install the necessary improvement and create the right-of-way and condition to implement the required bus queue jump lane. The necessary improvement primarily includes the installation of a retaining wall up to 15 foot height on the east side of TI Road for approximately 1300 linear feet. The estimated cost for the Treasure Island Road Bus Queue Jump Lane Make Ready Project is approximately \$3.5 million and is currently unfunded. |

Emerging Projects

| Project Name | Description |
|--|---|
| SFPUC/SFFD – Treasure Island Supplemental Fire Water Pump Station | <p>As part of the City (PUC and SFFD) obligations to the Treasure Island development project, the City (PUC) will design and construct a supplemental fire water pump station near Pier 1 as shown in the to be permitted Stage 2/3 TI Street Improvement Plan. TIDA's has engaged a consultant and estimated in 2020 with broad assumption that this proposed saltwater pump station will cost \$18M. The proposed pump station will connect to the standpipe and hydrants system within Trade Winds Ave and Seven Seas Ave. The Master Developer is responsible for designing and installing the standpipe and hydrants system. Stage 1 of the standpipe and hydrants systems have been installed.</p> <p>The estimated cost for the Treasure Island Supplemental Fire Water Pump Station is approximately \$18.0 million and is currently unfunded.</p> |
| Port – Conditional Seismic Costs | <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>Conditional seismic work on these facilities are estimated to cost approximately \$640 million.</p> |
| Multiple Departments – Alemany Farmers' Market | <p>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.</p> |

TABLE 7.1 - ECONOMIC & NEIGHBORHOOD DEVELOPMENT FINANCIAL SUMMARY

| PROGRAMS/PROJECTS (Dollars in Thousands) | PRIOR YEARS | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 - 2035 | Plan Total | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|------------------|-----------------|
| SPENDING PLAN | | | | | | | | | DEFERRED |
| Port of San Francisco | - | 341,931 | 398,404 | 433,722 | 443,778 | 148,023 | 1,743,106 | 3,508,964 | - |
| Treasure Island Redevelopment | 787,001 | 105,670 | 146,187 | 195,824 | 291,854 | 217,511 | 568,025 | 1,525,071 | 86,516 |
| Transbay | 10,703 | 6,430 | 14,378 | 25,936 | 31,760 | 18,942 | - | 97,446 | - |
| Mission Bay Redevelopment | 105,755 | 47,771 | 45,700 | 35,700 | 20,000 | 30,000 | - | 179,171 | - |
| Hunters Point Redevelopment | - | 44,447 | 34,511 | 33,027 | 10,900 | 19,494 | 117,635 | 260,014 | - |
| Planning Department | - | 1,022 | 57,466 | 31,666 | 66,507 | 8,729 | 169,423 | 334,813 | - |
| TOTAL | 903,459 | 547,271 | 696,646 | 755,874 | 864,799 | 442,699 | 2,598,190 | 5,905,479 | 86,516 |
| REVENUES | | | | | | | | | |
| Port Funds & Tenant Responsibility | | 32,348 | 26,752 | 34,474 | 64,437 | 30,520 | 165,729 | 354,261 | |
| Other Local | | 361,231 | 397,241 | 322,911 | 295,001 | 135,639 | 1,571,212 | 3,083,234 | |
| Federal and State | | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 25,000 | 50,000 | |
| Land-Secured Financing (TIF, IFD, Mello Roos) | | 23,338 | 102,548 | 164,234 | 192,629 | 151,028 | 861,533 | 1,495,311 | |
| Private Capital | | 96,125 | 84,752 | 158,602 | 123,496 | 217,237 | 614,105 | 1,294,317 | |
| Impact Fees | | 6,672 | 25,520 | 5,587 | 82,713 | 69,247 | 171,998 | 361,737 | |
| External Grants | | - | - | - | - | - | - | - | |
| Waterfront Safety G.O. Bond | | 42,000 | 64,000 | 166,000 | 142,000 | 45,300 | 98,800 | 558,100 | |
| TOTAL | | 566,714 | 705,813 | 856,807 | 905,276 | 653,971 | 3,508,378 | 7,196,959 | |
| <i>Total San Francisco Jobs/Year</i> | | <i>2,300</i> | <i>2,864</i> | <i>3,477</i> | <i>3,674</i> | <i>2,654</i> | <i>14,237</i> | <i>29,205</i> | |
| <i>Annual Surplus (Deficit)</i> | | <i>19,443</i> | <i>9,167</i> | <i>100,933</i> | <i>40,477</i> | <i>211,272</i> | <i>910,188</i> | <i>1,291,481</i> | |
| <i>Cumulative Surplus (Deficit)</i> | | <i>19,443</i> | <i>28,610</i> | <i>129,544</i> | <i>170,021</i> | <i>381,293</i> | <i>1,291,481</i> | | |



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