

INTERAGENCY PLAN IMPLEMENTATION COMMITTEE

ANNUAL REPORT JANUARY 2026



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INTRODUCTION

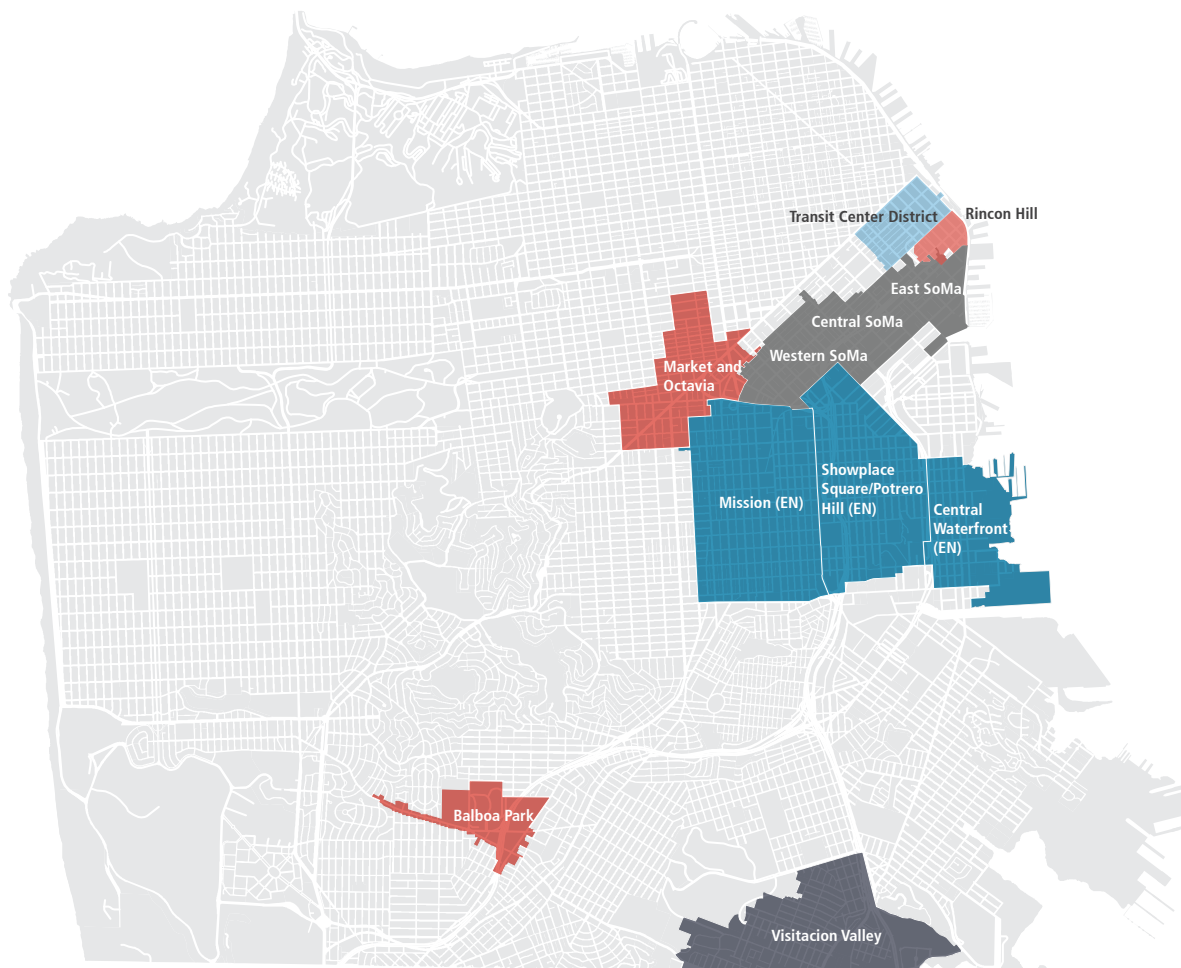
The Interagency Plan Implementation Committee (IPIC) was created in 2009 to coordinate the funding of infrastructure improvements identified in the adopted area plans where growth from new housing and jobs was being planned. IPIC is responsible for overseeing the implementation of eleven Area Plans, which taken together, are expected to have created 44,500 housing units and 60,000 jobs over the respective area plans' timelines.

To help implement the projects identified in the Area Plans, the City created geographically based impact fees to fund infrastructure projects and affordable housing that serve the Plans' new growth. Since 2009, the City has collected \$307.6 million dollars of infrastructure-related impact fees. Development projects in the City's Pipeline represent roughly \$283 million in impact fee revenue, with most of the revenue not likely to be realized until FY30 or after. On top of the impact fee revenue, The Transit Center CFD is expected to raise approximately between \$57 and \$77

million for non-TJPA projects over the next ten years, the Central SoMa CFD is expected to raise approximately \$239 million over the next ten years.

MAP OF PLAN AREAS

The Area Plans that IPIC programs impact fee revenue to fund community improvements includes Eastern Neighborhoods (comprised of separate Area Plans, Mission, Central Waterfront, and Showplace Square / Potrero), Market and Octavia, Rincon Hill, SoMa (comprised of separate Area Plan for East SoMa, Central SoMa, and Western SoMa), Transit Center District, Balboa Park and Visitacion Valley.



CATEGORIES

In general, each Plan Area funds projects under the following five categories:

1. Transit
2. Complete Streets
3. Recreation and Open Space
4. Child Care
5. Administration

OVERVIEW

The IPIC is chaired by Planning Department and includes representatives from the Municipal Transportation Agency (MTA), San Francisco Public Works Department (PW), Recreation and Parks Department (RPD), San Francisco County Transportation Authority (SFCTA), the Department of Early Childhood (DEC), Office of Public Finance (OPF) Mayor's Office of Public Policy and Finance, and Office of Resilience and Capital Planning, among other agencies. IPIC is responsible for identifying capital projects within the Area Plans for implementation, recommending funding amounts for these projects, working to prioritize projects as revenue projections change, facilitating intra-departmental collaboration, coordinating with the Area Plans' Community Advisory Committees (CACs), and producing this annual report. This report serves as the annual progress report required by Administrative Code Article 36.4.

IPIC BUDGET CYCLE PROCESS

In prior years, the development of expenditure plans followed a conventional budget planning process: Planning and Office of Public Finance staff prepared year-by-year revenue projections over a ten-year horizon and then adjusted previous expenditure plans to align with the updated forecasts.

This year, IPIC has revised its approach. For impact fees, IPIC has moved away from preparing annual revenue forecasts and instead identified the total amount of revenue that could be expected based on the current development application pipeline.

This change reflects the expectation that very little revenue will be received within the next three to four years. Under recent state legislation, SB-937, the City may no longer collect impact fees from housing projects until construction is completed. For non-residential projects, local law continues to allow developers to defer up to 80 percent of their impact fee payments until project completion.

At present, most development projects are not advancing to construction due to continued financial constraints in the real estate market. This has made it increasingly difficult to project when impact fee revenue will be received, even from projects that are obligated to make initial payments. The majority of future impact fee revenue will come from large-scale developments, which typically take at least three years from the start of construction to the issuance of a Certificate of Occupancy. Currently, there are few, if any, major development projects under construction.

As a result, the City does not anticipate significant new impact fee revenue until FY2030 or later. For the limited revenue expected over the next several years, IPIC has already identified a set of projects with existing appropriations that can absorb available funds.

TRENDS, OPPORTUNITIES AND CHALLENGES

Legislative Changes to Impact Fees

Last year's IPIC Report reported on two cycles of legislation that have affected fee revenue amounts and timing. Adopted two years ago was the Fee Reduction and Deferral Program, which looked to help improve financial feasibility and jump start projects in the housing pipeline by enabling development projects to defer the payment of 80% of their fees until the completion of construction and temporarily reducing their fee amounts by 33%. Adopted this past year, was legislation that removed the requirement for Central SoMa projects to incorporate commercial uses at a ratio relative to residential uses for certain large sites in Central SoMa (Ordinance No. 37-25, Board File No. 240787). On top of removing the non-residential use requirement, the legislation also clarifies that large-scale projects can receive in-kind credit for required off-site community benefit projects. Ramifications for IPIC revenue from this Central SoMa legislation is twofold: (1) the pipeline may see a reduction in office projects in Central SoMa, which in turn could mean a reduction in CFD revenue since most CFD revenue comes from office projects; and (2) by requiring the City to provide in-kind fee credit for off-site community benefit projects, the City will see less cash fee revenue because of the required in-kind credit.

Most recently, Mayor Lurie signed legislation that provided fee waivers for all Market and Octavia Area Plan fees (including the Market and Octavia Community Infrastructure Fee and the Market and Van Ness SUD Infrastructure Fee) for most development pipeline projects (Ordinance No. 188-25, Board File No. 250680). (See further discussion in the Market Octavia chapter)

On top of the local legislation described above, state legislation, SB-937, went into effect at the beginning of the year, requiring local jurisdictions to wait until housing projects have completed construction (i.e. received its first certificate of occupancy) before collecting fee revenue.

While these legislative changes could mean that more housing will be built in the near term benefiting the City's economy, it will mean the City receives less impact fee revenue than originally anticipated and thus less revenue to fund infrastructure projects and affordable housing. Although impact fees are an imperfect revenue source due to the unpredictability of revenue timing, the City has successfully generated approximately \$307 million since 2007. These funds have been instrumental in delivering substantial community improvements, including enhancements to parks, transit, streets, and childcare facilities. Moreover, the impact fees provide an essential strategic way for implementing agencies to provide needed local matching funds when seeking state, federal and other non-local funding.

Impact Fees and Capital Projects

As outlined above, the slowdown in development has delayed the City's collection of impact fees, which has, in turn, affected its ability to fund capital projects: IPIC has not received any revenue for the past two calendar years.

Regardless, IPIC has provided the City with a valuable platform to better coordinate capital improvements, aligning them with the vision developed through community planning efforts. This coordination has enabled the City to identify alternative funding sources, ensuring the successful delivery of projects outlined in the area plans, even amid delays in impact fee revenue. Some of the plan areas reported in this document are over fifteen years old and as we consider economic conditions and the financial challenges that exist today, we are also reminded of the suite of projects that have been built, which for some plan areas represent the majority of projects that were identified in the Area Plan. Moreover, the geographically based impact fees (as well as all impact fees) play a crucial role in providing local matches for implementing agencies seeking grant funding for their projects.

Community Advisory Committee

The Eastern Neighborhood CAC sunset two years ago at the beginning of 2024. The legislation described above that provided a fee waiver for pipeline projects in Market Octavia, also created a sunset date for the Market Octavia CAC for April 2026. The SoMa CAC will continue to operate with possible modifications to its structure depending on the outcome of Commission Streamlining Task Force (see

discussion below). The SoMa CAC currently is an eleven-member body with eleven alternates. Of those, seven of the seats are filled with none of the alternative seats filled. The Planning Department works proactively with the Board and the Mayor's Office to appoint new members and to ensure member terms are up to date. Having vacancies on the CAC can create challenges of having quorum and limiting the CAC in being able to take formal action on agenda items.

The Commission Streamlining Task Force

Proposition E, approved by voters in November 2024, established the Commission Streamlining Task Force (Task Force) to make recommendations about ways to modify, eliminate, or combine the City's boards and commissions to improve the administration of City government.

The Task Force has been meeting since July 2025 to make recommendations regarding City's boards and commissions. On September 19, 2025, the Task Force staff published recommendations regarding the SoMa CAC, Market Octavia CAC, and IPIC, and then made official recommendations for these bodies on October 1, 2025.

The Task Force recommended maintaining the SoMa CAC but adding four-year term limits for members and adding a three-year sunset date. The Task Force recommended eliminating the Market & Octavia CAC. However, given that the Market & Octavia CAC is set to sunset pursuant to separate legislation described on page 4, the Task Force's recommendation for the Market & Octavia CAC is no longer relevant.

The Task Force recommended removing IPIC from the Administrative Code, but to retain IPIC as an informal staff level committee, so staff may continue to collaborate without being subject to Brown Act requirements. In practice, IPIC functions as a staff working group and has never operated as a public meeting body. IPIC staff will continue publishing annual reports and other public materials to ensure transparency and accessibility of the work.

Removing IPIC from the Administrative Code along with the changes to the SoMa CAC described above will be part of the Task Force's recommendations. By March 1, 2026: The City Attorney will draft legislation reflecting the Task Force's recommendations to be sent to the Board of Supervisors. By April 1, 2026: The Board of Supervisors must hold a hearing on the drafted legislation. By July 2026: The Board of Supervisors will decide whether to place a Charter amendment on the November 2026 ballot.

More information on the Task Force can be found at here <https://www.sf.gov/commission-streamlining-task-force>

AREA PLAN REPORTS

The following Chapters provide summaries for each Plan Area. Each chapter provides a brief description of highlights from the previous year, a five-year expenditure plan related to Area Plan fee revenue, a map of capital projects, and a list and description of planned capital projects. The Plan Areas covered in this report are:

1. BALBOA PARK
2. EASTERN NEIGHBORHOODS
 - MISSION
 - CENTRAL WATERFORNT
 - SHOWPLACE SQUARE/ POTRERO
3. MARKET AND OCTAVIA
4. RINCON HILL
5. SOUTH OF MARKET (SOMA)
6. TRANSIT CENTER
7. VISITATION VALLEY

BALBOA PARK

Background and Highlights

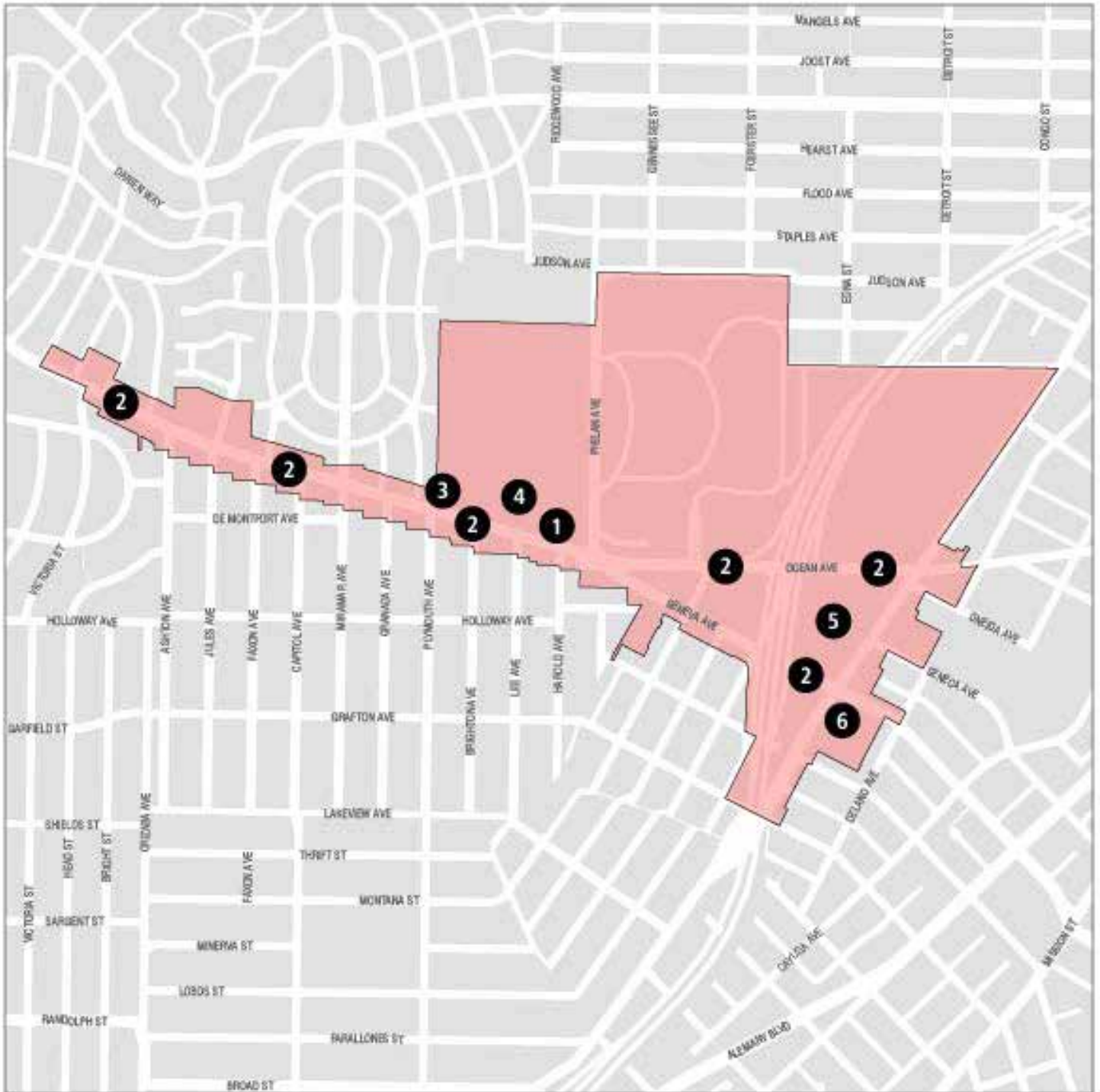
The Balboa Park Station Area Plan, which includes the Ocean Avenue Neighborhood Commercial District, Balboa Reservoir, City College of San Francisco's Ocean Avenue Campus, and the Transit Station Neighborhood East of Interstate 280 – was adopted in 2009. The plan's primary goals are to enhance the area's public realm, improve the economic vitality of the Ocean Avenue Neighborhood Commercial District and increase connectivity both within the neighborhood and to other parts of San Francisco by making the transit experience safer and more enjoyable. The plan called for several major infrastructure improvements and 1,780 new housing units.

The Balboa Park Station Area Plan's vision is being carried out through housing, transportation, and public realm projects, several of which have already been completed. Construction of the Ocean Avenue Corridor Design project was completed in 2016 and consists of streetscape improvements along Ocean Avenue including intersection improvements, greening and landscaping. The plan's housing goals achieved a significant milestone in September of 2023, when Kapuso at the Upper Yard, a 131-unit affordable housing development was completed. Other transportation projects, such as the reconfiguration of Phelan Loop bus terminal and a new walkway connecting the BART station to Ocean Avenue, have also been completed.

Community Benefits Funding

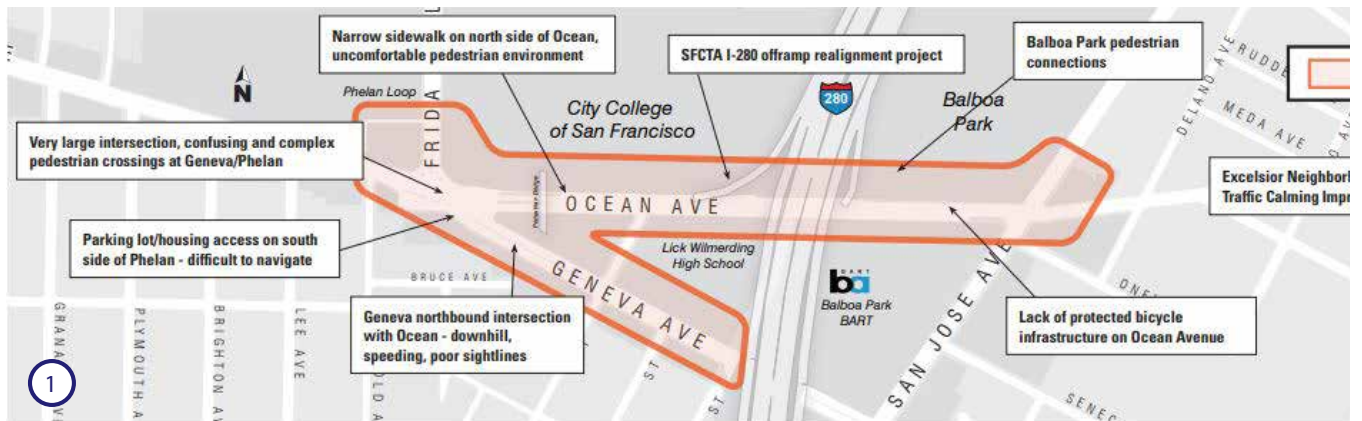
Projects in the plan area are subject to the Balboa Park Community Improvements Impact Fee. However, the plan is not expected to generate a significant amount of impact fee revenue for two reasons. First, the majority of expected new development is proposed on publicly owned land, which prioritizes affordable housing, and is not expected to pay the Balboa Park Community Improvements Impact Fee. Second, outside of these public sites, the plan area generally contains few privately- owned developable sites. Impact fee revenue that is generated will be allocated to the appropriate agencies to fund streetscape, transit and open space improvements in the plan area. Fee revenue projections reflect only projects currently in the development pipeline. Because there are no major projects in the application pipeline that would be subject to the fee, Planning assumes the City will not receive any Balboa Park fee revenue in the foreseeable future.

Despite the minimal impact fees, the Balboa Park Station Area continues to be a focus of ongoing improvement and future planning to increase the safety, access and mobility improvements for pedestrians, cyclists and transit riders particularly along Ocean Avenue and Geneva Avenue. To that end, several transportation plans and projects were recently completed, while still others get closer to implementation.



Balboa Park Projects

- 1. Unity Plaza
- 2. Ocean & Geneva Corridor Design
- 3. Ingleside Library Garden
- 4. Lee Avenue and Brighton Avenue Extension Plazas
- 5. Balboa Park Station Area and Plaza improvements
- 6. Geneva Car Barn



BALBOA PARK

1. Frida Kahlo / Ocean / Geneva (F.O.G) Study
2. Ocean Avenue Streetscape
3. Balboa Park Street Improvement

Photo credits: (1) SFMTA, (2) DPW, LLC; (3) DPW

**Balboa Park
IPIC Expenditure Plan
January 2026**

Revenue

Balboa Park Infrastructure Fee	\$	-	note: there are no development projects that would pay the fee currently in the pipeline
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Expenditure Plan

	IPIC Line Item No.	Project	Agency	Appropriated Not Transferred (new)	
Transportation / Transit	5	Transit: Planning and Near-Term Improvements Enhancement Fund	MTA	\$	38,000
Complete Streets	10	Pedestrian, Bicycle and Streetscape Enhancement Fund	DPW	\$	84,000
Recreation and Open Space	15	Recreation and Open Space: Planning and Near-Term Improvements Fund	RPD	\$	30,232
Child Care	20	Child Care	OECE	\$	60,000
Admin	26	Admin	DCP	\$	23,955
Total				\$	236,187
Balance				\$	(236,187)

* note that there are no programmed expenditures in future years due to expected lack of funds

EASTERN NEIGHBORHOODS

Background and Highlights

The Eastern Neighborhoods (EN) Area Plan, adopted in early 2009, encompasses East SoMa, Western SoMa, the Mission, Showplace Square/Potrero, and the Central Waterfront (also known as Dogpatch). This plan introduced new land use policies and regulations aimed at preserving areas specifically designated for production, distribution, and repair (PDR) activities. It also opened previously industrial neighborhoods to mixed-use development and established policies requiring that new mixed-use and residential neighborhoods be developed as complete, well-rounded communities. With the adoption of the Central SoMa Plan and the establishment of the SoMa CAC in 2018, Planning has separated the planning and tracking of community benefits for the Mission, Showplace / Potrero and Central Waterfront from the SoMa and now refers to these neighborhoods collectively as Eastern Neighborhoods, while referring to the other SoMa Area Plans (East SoMa and Central SoMa) collectively as SoMa (see SoMa chapter for updates on those Area Plans).

Originally, the EN Plan looked to accommodate 10,000 new units and 10,000 jobs (or an equivalent of about 3,000,000 sf of office space) over the course of the Plan's term (including SoMa). To date, roughly 11,218 net units have been completed and 2,110,000 square feet of non-residential use have been constructed.

Community Benefits Funding

Projects in the eastern Neighborhoods Plan Area are subject to the Eastern Neighborhood Infrastructure impact fee. The original approvals for the Plan included an implementation document that laid out the types of infrastructure improvements that should be pursued along with suggested sources of funding.

To further identify and define capital projects, the Planning Department has published several implementation plans. These Plans include The Mission District Streetscape Plan, the Showplace Square Open Space Plan, EN Trips, and the Central Waterfront / Dogpatch Public Realm Plan. Because capital improvements were described at a high level in the initial Eastern Neighborhoods approvals, the Planning Department has been working with the implementing agencies, and community stakeholders to identify and prioritize projects on an ongoing basis.

The City has collected roughly \$68 million in revenue from the Eastern Neighborhoods Community Infrastructure Impact Fee (\$135 million when including SoMa) since 2009. The application development pipeline for Eastern

Neighborhoods represents about \$32,000,000 in potential impact fee revenue, with a majority of that revenue not likely to be realized until FY30 and after. As noted earlier in this Report, the City is not allowed to collect impact fee revenue for housing project until it construction completion. Similarly, local law enables non-residential projects to defer fee payment until construction completion). There are no major development projects in the Eastern Neighborhoods under construction.

Project Descriptions

TRANSIT ENHANCEMENT FUND – NON-SOMA (EXPENDITURE LINE ITEM NO.15)

The Transit Enhancement Fund enables flexible planning and spending for the Eastern Neighborhoods funds that are expected over the next ten years. Given that a majority of these funds are not expected until FY 30 or after, IPIC will work with SFMTA to hone in on more specifics on how the funds will be spent as funding becomes closer and more assured.

Total Funds Anticipated:

\$9,800,000

Potential SFMTA projects under this line item could include but would not be limited to:

- Transit Reliability Spot Improvements (TO077)
Construction of transit bulbs, new signals, and other travel time reliability toolkit measures. Projects will be coordinated with repaving, streetscape, utility or other city projects. Projects will be identified through sources such as transit delay analysis, feedback from Muni operations, public input, and Muni Service Equity Strategy recommendations. Funding Need: \$12,000,000
- Mission Bay School Access Plan (NTIP) (ST330).
The San Francisco Unified School District (SFUSD) is developing a new elementary school, Mission Bay School, at the intersection of 6th Street and Mission Bay Boulevard South. The requested NTIP funds will be used to analyze connectivity between the school site, the existing active transportation network, and existing/planned transit, and then design and implement infrastructure improvements to mitigate 1-2 key barriers to active transportation. The project will also coordinate expected transportation programs and improvements from adjacent developments to ensure school access is supported. Funding Need: \$100,000 (Planning Phase)

DOGPATCH / CENTRAL WATERFRONT AND SHOWPLACE / POTRERO STREETSCAPE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 29)

This IPIC line item was created to set aside funds for Central Waterfront and Showplace/Potrero streetscape projects. The Central Waterfront / Dogpatch Public Realm Plan completed in 2018 and documents the need for streetscape improvements throughout the Dogpatch neighborhood.

On an ongoing basis, Public Works is working with the community on identifying and scoping projects for implementation. While funds within this project can also be spent on Showplace / Potrero street projects, IPIC and the CAC indicated a desire to have funds spent in Dogpatch as an initial priority given the readiness of the projects.

The Minnesota Streetscape project includes the installation of sidewalks and streetscape elements (trees, lighting, etc.) along the east side of Minnesota from 23rd to 25th Streets in Dogpatch. The project will also make modifications to the existing linear green space known as Minnesota Grove. To help facilitate many of the improvements requested by the community, Public Works actively sought after other funding opportunities and was able to secure an AHSC (Affordable Housing Sustainable Communities) grant for some of the project improvements.

Project Origin:

Dogpatch / Central Waterfront Public Realm Plan; Showplace Square Open Space Plan

Project Status and Delivery:

Public Realm Plan completed 2018. Minnesota Streetscape project has achieved substantial completion Summer 2025. Final Completion anticipated in Winter 2026. Project under-going Long Term Plant Establishment period.

Total Costs:

\$4,700,000 for Minnesota Streetscape Project.

IPIC Funds:

\$3,154,000 appropriated not transferred

POTRERO GATEWAY PROJECT (PREVIOUSLY REFERRED TO AS "THE LOOP") (MAP / EXPENDITURE PLAN LINE ITEM NO. 48)

The Potrero Gateway (previously referred to as "The Loop") project consists of a series of open space and streetscape improvements under and around Highway 101 on 17th Street between Vermont and San Bruno. To help facilitate many of the improvements requested by the community, Public Works actively sought after other funding opportunities and was able to recently secure a Clean California grant for some of the project improvements.

Project Origin:

Community sponsored and proposed project.

Project Status and Delivery:

Project was completed this past year.

Total Costs:

\$5,300,000

IPIC Funds:

\$2,450,000 transferred

MISSION STREET TREES

The Bureau of Urban Forestry in partnership with Mission Verde / Calle24 had requested this IPIC Project be established to help fund the planting of new street trees in the Calle24 District.

Project Origin:

Bureau of Urban Forestry, Mission Verde / Calle24

Project Status and Delivery:

Pre-planning

IPIC Funds:

\$60,000 Appropriated not yet transferred

MISSION RECREATION CENTER REHABILITATION (MAP / EXPENDITURE PLAN LINE ITEM NO. 40)

Located on a through-block facing both Harrison Street and Treat Avenue between 20th and 21st Street, the facility includes an interior basketball court and fitness center along with an outdoor playground located in an interior courtyard and programming rooms in two different facilities: Mission Recreation Center and Mission Arts Center. Both facilities are in need of renovations and upgrades for seismic safety, access, failing structures and systems, and play features. The building will undergo a seismic structural and feasibility study to identify potential improvements.

Project Origin:

Eastern Neighborhoods Implementation Document (called for one rehabilitated park in each of the EN Neighborhoods)

Project Status and Delivery:

RPD has started planning for the facilities assessment and feasibility study this fiscal year FY25/26.

Total Costs:

TBD

IPIC Funds:

- \$1,000,000 previously transferred
- \$940,000 appropriated

JACKSON PLAYGROUND (MAP / EXPENDITURE PLAN LINE ITEM NO. 41)

The renovation of Jackson Playground will ensure its continued operation as an important resource and create a vibrant and safe open space for children and adults to enjoy. The 4.9-acre Jackson Playground is located in Potrero Hill and occupying an entire city block. Jackson Playground includes picnic areas, tennis and basketball courts, two ball fields, a children's play area and a clubhouse. RPD, in collaboration with the Friends of Jackson Park (FoJP) community group, have worked on a comprehensive design for the renovation of the park. Improvements will include reorientation and renovation of the sports fields, construction of a new children's play area, a new sports court, landscaping, and the relocation, renovation, and extension of the clubhouse.

Project Origin:

Original Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas)

Project Status and Delivery:

Environmental review for Jackson Playground concept plan was completed in June 2022 and concept design was approved by the Recreation and Park Commission in March 2023. The park's renovation will also receive funding from the 2020 Health & Recovery G.O. Bond as a Recovery Park, General Fund, Open Space Fund, and private fundraising generated by Friends of Jackson Park (FoJP). The project is currently in the design phase. The project's construction schedule will be dependent on impact fee delivery.

Total Costs:

\$ 47,900,000

IPIC Funds:

- \$8,000,000
- \$1,000,000 transferred
- \$1,600,000 appropriated but not yet transferred
- \$5,400,000 programmed

CENTRAL WATERFRONT OPEN SPACE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 46)

This line item was created to set aside sufficient funds for Central Waterfront open space rehabilitation projects. Projects for which these funds could be used include but are not limited to Esprit Park and other parks not under RPD jurisdiction such as: Woods Yard, the Minnesota Grove, and Warm Water Cove.

Project Origin:

Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas)

Project Status and Delivery:

This line item was kept flexible to enable further scoping and prioritization with the community. Funds no longer expected.

Total Costs:

TBD

IPIC Funds:

Previous funds programmed in outer years are no longer anticipated due to reduced expected fee revenue.

**ESPRIT PARK (MAP / EXPENDITURE PLAN LINE
ITEM NO. 47)**

The renovation of Esprit Park was a partnership project between RPD, UCSF and the Dogpatch and Northwest Potrero Hill Green Benefit District. Renovation of this roughly 2-acre park included drainage and irrigation improvements, circulation refinements throughout the park, retaining the urban forest feel, clarifying functional use areas, and providing infrastructure and amenities for different users including adult fitness equipment, multiple seating areas and space for dogs to play off-leash.

Project Origin:

Original Eastern Neighborhoods Implementation Document (the document called for one rehabilitated park in each of the EN Neighborhoods areas); Central Waterfront / Dogpatch Public Realm Plan.

Project Status and Delivery:

Construction was completed and the park reopened February 2025. The project is currently in closeout.

Total Costs:

\$8,500,000

IPIC Funds:

\$3,511,000

UCSF Funding:

\$4,200,000

**EASTERN NEIGHBORHOOD UNPROGRAMMED
STREETSCAPE**

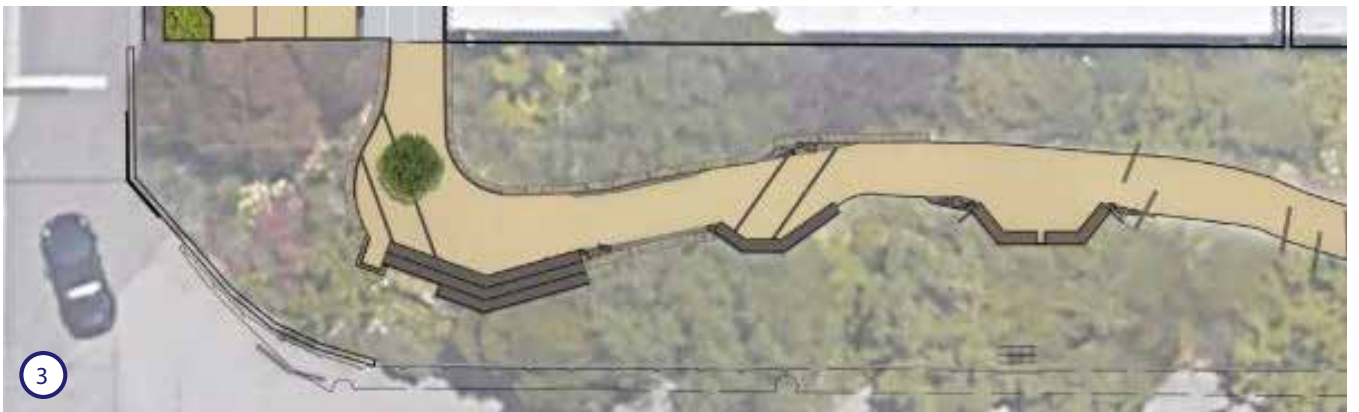
This IPIC line item has been created to capture future fee revenue dedicated to the Complete Streets category in Eastern Neighborhoods but has not yet been identified for specific projects. Funds in this category can be used throughout the Mission District, Central Waterfront/ Dogpatch and Showplace Square Potrero, including projects originally identified in Central Waterfront / Dogpatch Public Realm Plan. Projects could include the Potrero Gateway Project Phase 2, Treat Plaza North, Minnesota North, Minnesota South, and 24th St / Warm Winter Cove Projects.

\$4,838,000 programmed (Expected timing of revenue FY30 through FY 36)



Eastern Neighborhoods

- | | | | |
|-----|--|-----|--|
| 9. | 16th Street Streetscape Improvements | 42. | Garfield Square Aquatic Center |
| 10. | 2nd Street Improvements | 43. | Juri Commons |
| 11. | Folsom Street / Howard Street Improvements | 44. | Jose Coronado Playground |
| 12. | 22nd Street Green Connections Improvements | 45. | 11th Street Park (New Soma Park) |
| 13. | Potrero Avenue Improvements | 46. | Central Waterfront Recreation and Open Space |
| 16. | Ringold Alley Improvements | 47. | Esprit Park Rehabilitation |
| 25. | Bartlett Street / Mission Mercado Improvements | 49. | Community Challenge Grant |
| 26. | Central Waterfront Short Term Improvements (Bridge Lighting) | a. | Tunnel Top Park |
| 28. | The Loop Street and Open Space | b. | Angel Alley |
| 29. | Central Waterfront/Dogpatch and Showplace Potrero Streetscapes | c. | Connecticut Friendship Garden |
| 34. | Chan Kaajal Park (17th and Folsom) | d. | Fallen Bridge Park |
| 35. | South Park Rehabilitation | e. | Potrero and Dogpatch Greening |
| 36. | Franklin Square Par-Course | | |
| 38. | Potrero Recreation Center Improvements | 51. | Daggett Park |
| 39. | Gene Friend Park Rehabilitation | 52. | Dogpatch Part Plaza |
| 40. | Mission Rec Center Rehabilitation | 53. | Eagle Plaza |
| 41. | Jackson Playground Rehabilitation | 59. | Potrero Kids Child Care Center |



EASTERN NEIGHBORHOODS

1. 16th Street 22 Fillmore Improvements
2. Esprit Park
3. Minnesota Streetscape
4. Potrero Gateway

Photo credits: 1, MTA; 2, UCSF; 3, Public Works; 4, Public Works

Eastern Neighborhoods
IPIC Expenditure Plan
IPIC Report - January 2026

Revenue		
Eastern Neighborhoods Infrastructure Fee	\$	31,897,151

Most fee revenue not expected until FY30 to FY36;
with potentially \$3,371,000 available between FY27 and FY29

Expenditure Plan							
Category	IPIC Line Item No.	Project	Agency	Appropriated not Transferred	Total Programmed	Total	
Housing		Mission NCD Projects 75% to Housing		\$ 1,716,000	\$ 2,524,000	\$ 4,240,000	
Transit	9	16th Street / 22-Fillmore Improvements	MTA	\$ -	\$ -	\$ -	
Transit	15	Transit Enhancement Fund - Non-Soma	MTA	\$ -	\$ 9,800,000	\$ 9,800,000	
Complete Streets	29	Central Waterfront/Dogpatch , Showplace/Potrero Streetscape Project	DPW	\$ 3,154,036		\$ 3,154,036	
Complete Streets	29.2	EN Complete Streets Unprogrammed	DPW		\$ 4,838,815	\$ 4,838,815	
Complete Streets	29.3	Mission Street Trees	DPW	\$ 60,000	\$ -	\$ 60,000	
Recreation and Open Space	40	Mission Recreation Center	RPD	\$ 940,000	\$ -	\$ 940,000	
Recreation and Open Space	41	Jackson Playground	RPD	\$ 1,199,323	\$ 5,760,377	\$ 6,959,700	
Recreation and Open Space	46	Central Waterfront Recreation and Open Space	RPD	\$ -	\$ -	\$ -	
Recreation and Open Space	49	Community Challenge Grant	ADMIN	\$ -	\$ -	\$ -	
Recreation and Open Space	50	Bond Planning and Implementation	RPD		\$ -	\$ -	
Child Care		Child Care	DEC	\$ 236,600	\$ 668,000	\$ 904,600	
Admin		Admin	DCP	\$ 100,000	\$ 900,000	\$ 1,000,000	
Total				\$ 7,405,959	\$ 24,491,192	\$ 31,897,151	

MARKET AND OCTAVIA

Background and Highlights

The Market and Octavia Area Plan has been in effect since May 2007. The Plan envisions a neighborhood that functions holistically as a truly urban place by providing mixed-use infill development and affordable housing, buildings and open spaces that foster a unique sense of place, a neighborhood with balanced transportation options, and a street and public realm experience that is inviting to people walking, biking and socializing. The Plan included new heights and zoning to encourage the development of mixed-use infill projects.

In 2015, the Planning Department began a community planning process to update a portion of the Market and Octavia Plan historically called the Hub, and previously known in the Plan as “SOMA-West.” Following the community planning process, in 2020, the Board of Supervisors adopted amendments to the Market and Octavia Area Plan, planning code, and new heights for three projects at the Van Ness and Market intersection. For more information, visit *The Hub’s project page* <https://sfplanning.org/market-octavia-area-plan>.

Since 2008, 4,820 new units have been constructed in the Plan area. There are currently 26 approved residential projects in the pipeline that have not yet commenced construction due to market conditions, representing 2,685 units.

In support of this growth and the Plan Area vision, the Plan also included a list of programmatic and discrete community improvements (Market and Octavia Plan, Community Improvements Appendix C), the majority of which have been completed or are underway. These improvements have been funded with impact fees from development in the plan area as well as other funding sources.

More information, visit the *Plan Area website* <https://sfplanning.org/market-octavia-area-plan>.

COMMUNITY BENEFITS FUNDING

Projects in the Plan Area are subject to the Market and Octavia Area Plan and Upper Market NCT Affordable Housing Fee and the Market and Octavia Community Infrastructure Fee. Revenue from the Infrastructure Fee must be allocated to projects within and adjacent to the Plan Area for transportation, complete streets, recreation and open space, childcare, and program administration in the proportion set out in the Planning Code.

Projects in the Van Ness and Market Special Use District (SUD) may be subject to three additional impact fees: affordable housing, infrastructure and community facilities. However, given that all Market Octavia fees are waived for the major pipeline development projects, as described further below, Planning projects next to no fee revenue for these three fees. Funds collected from the SUD infrastructure fee are required to be allocated to the same funding categories as the Market and Octavia Infrastructure Fee, but revenue must be prioritized for community improvement projects located within and adjacent to the SUD. To date \$54 million has been collected from the Market and Octavia infrastructure fee and the SUD infrastructure fee (including the value of in-kind projects).

In addition to impact fee revenue, other funding sources have been identified for Plan Area improvements, including revenues from the sale of the Central Freeway parcels. Parcel sales to date have yielded a total of \$56 million inclusive of in-kind projects. Most of these revenues have been spent on a series of community amenities adjacent to the Central Freeway, including the West SoMa skate park and dog run, and maintaining a state of good repair for Van Ness Avenue. There may be additional revenue upon any future sale of remaining parcels. The funds from these sales have not yet been programmed but must be dedicated to transportation and streetscape improvements in the Market and Octavia area.

MARKET OCTAVIA FEE WAIVER LEGISLATION

On October 6th, 2025, Mayor Lurie signed Ordinance 188-25 (Case No. 2025-005224PCA) which amends the San Francisco Planning Code to waive certain geographically-based development impact fees for pipeline projects in the Market and Octavia Plan Area, such as fees related to transit, streetscape improvements, parks, childcare, and public art. The intent of the legislation is to stimulate housing and mixed-use development by reducing financial barriers to production. The legislation also modifies regulations within the overlapping Van Ness and Market Special Use District by removing the required balance between residential and non-residential space, eliminating the cap on residential floor-area ratio, and dropping the conditional-use requirement for large-format or “formula” retail uses. The fee waivers apply to eligible projects approved before January 1, 2026 that have not yet pulled construction permits. The legislation was sponsored by Mayor Daniel Lurie, Supervisors Mahmood and Dorsey, and took effect November 5, 2025.

THE MARKET AND OCTAVIA COMMUNITY ADVISORY COMMITTEE

The Market and Octavia Community Advisory Committee (MO CAC) is a representative body that provides advice to the City regarding implementation of the Market and Octavia Area Plan and the Plan’s community improvements. The Market Octavia CAC aims to have a varied composition of renters, owners, small business advocates, and members of other neighborhood groups. The Market and Octavia CAC is composed of nine members of the public, appointed by the Board of Supervisors or the Mayor. The CAC currently has no open seats. The Market Octavia IPIC Expenditure Plan was presented to the CAC at their June, September, and December meetings.

Additionally, the aforementioned Ordinance 188-25 (Case No. 2025-005224PCA) sunsets the Market and Octavia Community Advisory Committee six months after the effective date of the legislation.

Project Descriptions

WESTERN ADDITION CBTP IMPLEMENTATION (MAP / EXPENDITURE LINE ITEM NO. 9

Implement medium-term project efforts identified in the Western Addition Community Based Transportation Plan. This includes traffic-calming, pedestrian safety corridor treatments, pedestrian countdown signals, and accessible pedestrian signals on Golden Gate Avenue, Fulton Street, Turk Street and Laguna Street and pedestrian rapid flashing beacons at mid-block crossings on the former Octavia Street ROW corridor.

For more see the Western Addition CBTP recommendations at Western Addition Community Based Transportation Plan Implementation | SFMTA.

<https://www.sfmta.com/projects/western-addition-community-based-transportation-plan-implementation>

Project Origin:

Western Addition Community Based Transportation Plan (SFMTA CIP)

Project Status and Delivery:

The Western Addition Traffic Signal Upgrades Phase 1 project is under construction and expected to be completed by the end of 2025. The Western Addition Traffic Signal Upgrades Phase 2 project is under design and expected to start construction in early 2026.

Speed reduction, quick builds, and safety community outreach campaign as part of the Western Addition Community Safe Streets Project began in 2024.

Total Costs:

\$5,600,000

IPIC Funds:

\$725,000 total transferred)

HUB TRANSPORTATION IMPROVEMENTS FUND (MAP / EXPENDITURE PLAN LINE ITEM NO. 10

To fund projects consistent with the Hub Public Realm Plan and SFMTA Capital Improvements Plan to ensure that transit and transportation services are enhanced to support significant growth in the Hub area over the next several years, including Local Muni Bus Transit Signal Priority devices that will improve transit reliability.

Projects are scoped by SFMTA on a rolling basis and are anticipated to include substantial enhancements to the Van Ness Muni Station and circulation improvements in the Hub area to reduce traffic, bicycle, and pedestrian conflicts in the area. Some of this fund will be used to purchase and deploy Transit Signal Priority (TSP) devices and communications equipment in the Hub area.

Project Origin:

Hub Public Realm Plan

Project Status and Delivery:

Ongoing

Total Costs:

TBD

IPIC Funds:

\$304,000 transferred

Note: previously \$10 million had been programmed over ten years but is now not longer anticipated due to the MO fee legislation, which provides fee waivers to pipeline development projects.

LOCAL MUNI BUS TRANSIT SIGNAL PRIORITY (MAP / EXPENDITURE PLAN LINE ITEM NO. 10.1)

To purchase and deploy Transit Signal Priority (TSP) devices and communications equipment for intersections on the Local Muni Bus TSP network and to replace aging traffic signal controllers and cabinets within and servicing the plan area. This project will improve travel time and service reliability for Muni riders.

Project Origin:

SFMTA

Project Status and Delivery:

Project is on-going with most intersections in the Market-Octavia area complete, and upgrades continuing along the 14 Mission and 22 Fillmore lines serving the Plan Area.

Total Costs:

\$49,176,000

IPIC Funds:

\$196,000

Status:

Ongoing

13TH STREET BIKE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 39.2)

This project will create protected bikeways on 13th Street from Folsom Street to Valencia Street, following the recommendations of the Hub Public Realm Plan. The project will provide an important bike connection from Valencia Street to the existing protected bike lanes on 13th St, substantial signal modifications, and key pedestrian safety elements. This project does not include long-term elements of the Hub Public Realm Plan design, including sidewalk widening, re-paving, lighting, and green infrastructure.

Project Origin:

Hub Public Realm Plan

Project Status and Delivery:

Construction commenced in 2025; Completion by 2027

Total Costs:

\$14,752,000

IPIC Funds:

\$175,000

LIVING ALLEYS (MAP / EXPENDITURE PLAN LINE ITEM NO. 24)

Living Alleys are an ongoing effort led by Public Works to engage residents in re-imagining the area's extensive network of alleys as an alternative transportation network and opportunity for community-scale places for public life. This program may utilize impact fee revenue through Public Works to design, build, and maintain living alleys.

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

Design underway for the Ivy Street blocks between Laguna and Octavia. Project is currently under construction with Substantial Completion scheduled for January 2026. Planning for Phase 2 is scheduled to begin in Summer Spring 2026.

Total Costs:

\$4,500,000 over 10 years

IPIC Funds:

- \$3,500,000 transferred
- \$500,000 appropriated not transferred

SIDEWALK GREENING PROGRAM (MAP / EXPENDITURE PLAN LINE ITEM NO. 33)

The Sidewalk Greening Program (formerly the Street Tree Planting Program) is an initiative to facilitate new community-maintained street trees and sidewalk gardens throughout the Plan Area.

Utilizing a portion of these funds, Public Works will partner with non-profit organizations and interested community members to implement tree planting and sidewalk landscaping installation. Additional tree planting and establishment activities will be performed by Public Works Urban Forestry (BUF) staff or through a City-managed contractor.

Project Origin:

Market and Octavia Area Plan

Total Costs:

\$1,300,000 through FY28

Project Status and Delivery:

Ongoing

IPIC Funds:

- \$1,300,000 total
- \$ 700,000 transferred
- \$600,000 had been programmed through FY35

(Previously programmed funding is no longer anticipated due to the MO Fee Legislation.)

OCTAVIA BOULEVARD IRRIGATION SYSTEM (MAP / EXPENDITURE PLAN LINE ITEM 38)

Project Description:

Install a new sub-surface drip irrigation system, building off of the existing water pipes and backflow preventers, to replace the existing deficient pop-up overspray system in the side medians of Octavia Boulevard. The new irrigation system will service the street trees and landscaping in the side medians of Octavia Boulevard, which was the central infrastructure enhancement of the Market and Octavia Plan, while reducing water loss and maintenance obligation for the system.

Project Origin:

Market and Octavia CAC

Project Status and Delivery:

Complete

Total Costs:

\$100,000

IPIC Funds:

\$100,000 originally programmed; other sources ultimately used

THE HUB PUBLIC REALM IMPROVEMENT PLAN (MAP / EXPENDITURE PLAN LINE ITEM 39)

Project Description:

This line item has been created to capture all potential projects that are delineated in the HUB Public Realm Plan which includes streetscape and transportation enhancements on the following street segments:

- Valencia Street: Market St. to 15th St.
- 11th Street: Market St. to Bryant St.
- 13th Street: Valencia St. to Folsom St.
- South Van Ness Avenue: Mission St. to 13th St.
- Otis St: Duboce Ave. to South Van Ness Ave.
- Mission / South Van Ness Intersection
- Oak Street: Market St. to Franklin St.
- 12th St. Market St. to Mission St.

Project Status and Delivery:

11th Street: Planning efforts have begun on 11th Street, which is an important street for transit and bicycles. Currently, the street has three lanes of traffic, including a center turn lane; bicycle lanes; and curb-side parking lanes. Planning efforts are underway to repurpose the roadway to create a parking protected bicycle lane in both directions, with shortened crosswalks and transit boarding islands, for a safer street for people taking transit and riding bikes. Additional improvements may include curb ramp improvements, bulb-outs, landscaping, traffic signals, and other streetscape elements. Public Works and SFMTA are working on various conceptual plans to be finalized by Fall 2027.

13th St: This project includes sidewalk extensions to increase pedestrian visibility and shorten crossing distances, signal timing and hardware upgrades to better organize and manage traffic flow, protected bike lanes to physically separate people biking from vehicle traffic, and parking and loading zone changes to make more efficient use of curb space. Construction started Winter 2025. Substantial Completion is scheduled for Winter 2027.

Total Costs:

\$71 million per The Hub Public Benefits Package

IPIC Funds:

\$6,000,000 Transferred

BUCHANAN STREET MALL – EDDY TO GROVE (MAP / EXPENDITURE PLAN LINE ITEM NO. 47)

Developed through a robust community process, the complete renovation of Buchanan Street Mall is intended to reinvigorate a long-underfunded community by creating a place that serves as a primary gathering place for the neighborhood. Core design elements on all five blocks include new pedestrian lighting, planting areas, pathways, seating areas, a Memory Walk, and stormwater retention features. New children's play areas (CPAs) will be constructed on the two northernmost blocks; communal gardens on the two southernmost blocks and Turk-Golden Gate block; and microenterprise kiosks that support park activation and local entrepreneurship will be installed on the three central blocks. Other program highlights include a new lawn, stage, picnic and BBQ areas, a multiuse sports court, and full basketball court.

Project Origin:

Market and Octavia CAC

Project Status and Delivery:

The Buchanan Vision Plan was completed early 2017 and the conceptual design for all five blocks was approved by the Recreation and Park Commission in April 2020. Local, state, federal, and private funding was secured, and the project includes renovation of all 5 park blocks, reinforcement of existing sewers, new green infrastructure, and Memory Walk Phase 1 artwork delivered through a single construction contract. Construction is underway, with anticipated completion in late 2026.

IPIC Funds:

\$3,600,000 million transferred

(\$0.5 million previously appropriated without funds transferred; funds no longer expected given MO fee legislation)

IPIC Funds:

- \$3.6 million transferred
- \$0.5 million appropriated not yet transferred

CIVIC CENTER / IMPROVED CIVIC CENTER PUBLIC SPACES (MAP/EXPENDITURE PLAN LINEITEM NO. 48.5)

In 2019, the Planning Department in collaboration with RPD and other involved agencies, developed the City's Civic Center Public Realm Plan (PRP) with the neighboring community. In alignment with the goals and priorities of the PRP, RPD delivered improvements at UN Plaza to activate the space and drive positive activation. The Plan is currently under environmental review by the Planning Department and calls for modernization at Civic Center, UN Plaza and Fulton St that connects the two.

Project Origin:

Civic Center Public Realm Plan

IPIC Funds:

\$2.5 million had been programmed through FY35. However, funds are no longer expected.

RACHELE SULLIVAN PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.25)

See 11TH STREET PARK in the SoMa Project Descriptions section.

KOSHLAND PARK (MAP / EXPENDITURE PLAN LINE ITEM NO. 48.75)

This line item was created to set aside funds for open space improvements at Koshland Park

Project Origin:

Market and Octavia Area Plan

Project Status and Delivery:

TBD

Total Costs:

TBD

IPIC Funds:

\$2 million had been programmed through FY35, however, funds are no longer anticipated due to the MO fee legislation.

CHILD CARE (EXPENDITURE PLAN ITEM NO. 59)

A portion of Market and Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed child care facilities within the plan area. These funds are administered by the Department of Early Childhood (DEC), which was previously appropriated \$1,273,000 in FY16 to solicited applications for new or expanded facilities. These funds supported the construction of a new child care center at 49 South Van Ness, which opened in January 2024.

Project Status and Delivery:

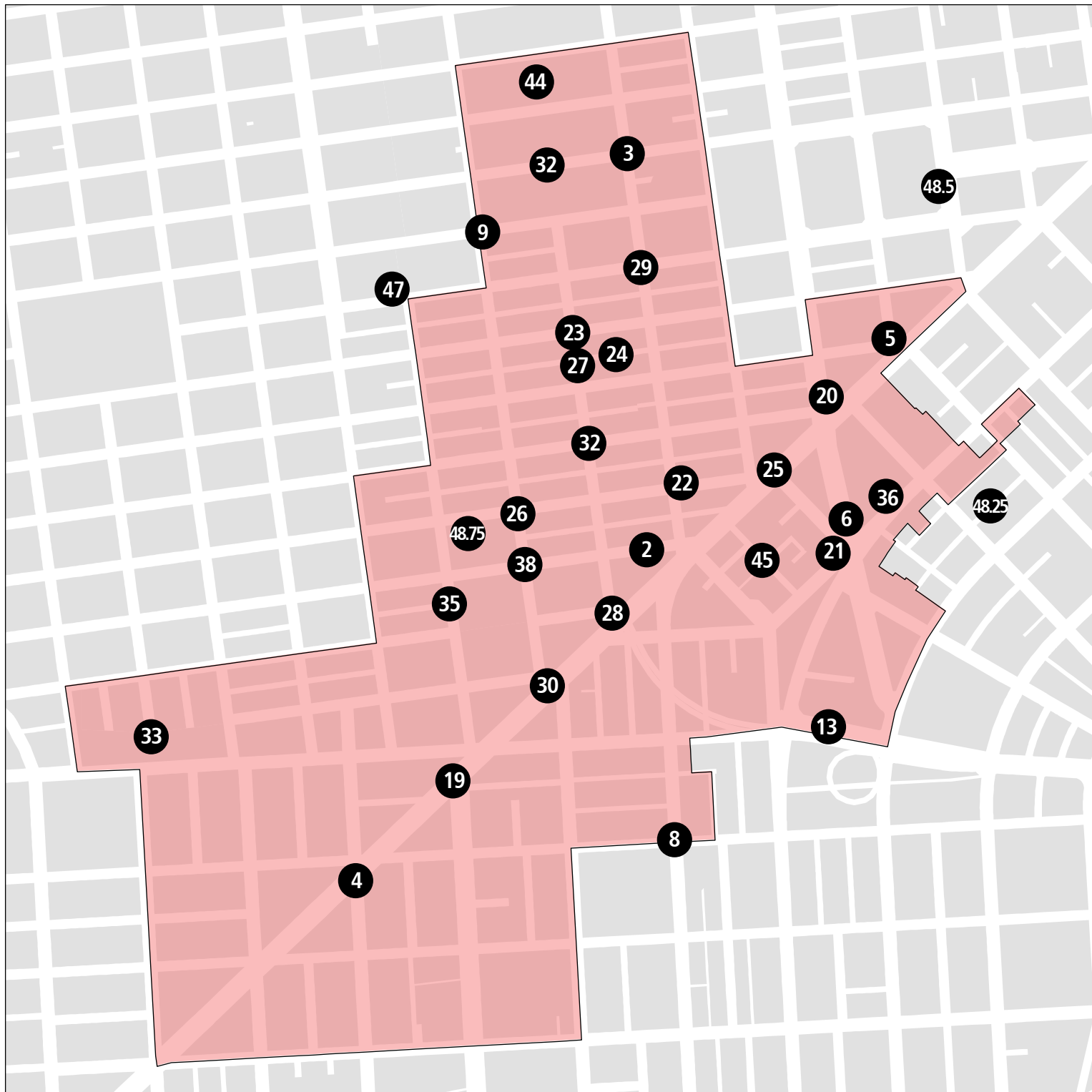
This line item was kept flexible to enable further scoping and prioritization with the community. However, funds are no longer expected.

Total Costs:

\$3.2M

IPIC Funds:

\$1.5M



Market-Octavia Projects

- | | | |
|--|--|---|
| 2. Haight Two-way Transportation and Streetscape | 23. Hayes Two-Way | 36. Van Ness BRT - Van Ness and Mission Ped. Improvements |
| 3. Muni Forward | 24. Living Alleys Community Challenge Grants | 37. Neighborhood Heritage Program |
| 4. Light Rail Service Enhancements | 25. Better Market Street - Market from 10th to Octavia | 38. Octavia Boulevard Irrigation System |
| 5. Polk Street Northbound Bicycle Improvements | 26. Page Street Neighborway | 39. HUB Public Realm Improvements |
| 6. Van Ness BRT - Van Ness and Mission Ped. Improvements | 27. Patricia's Green Rotating Art Project | 39.2 13th Street Bike Improvements |
| 8. Valencia Bikeway | 28. Market / Octavia Plazas Rotating Art Project | 44. Hayward Park Rehabilitation |
| 9. Western Addition CBTP Improvements | 29. Pedestrian Improvements Franklin and Gough Intersections | 45. Brady Block Park - design |
| 10. Hub Transportation Improvements | 30. Upper Market Pedestrian Improvements | 47. Re-Connect Buchanan Street Mall ROW Study |
| 19. Dolores and Market Intersection Improvements (In-Kind) | 31. Predevelopment - Upper Market Street Pedestrian Improvements | 48. HUB Open Space Improvement Fund |
| 20. Oak Plaza (In-Kind) | 32. Re-Establish Octavia Boulevard ROW with Hayward Park | 48.25 11th and Notama |
| 21. 12th / Otis Plaza (Potential In-Kind) | 33. Sidewalk Green Program | 48.5 Civic Center/Improved Civic Center Public Spaces |
| 22. Gough Plaza (Potential In-Kind) | 35. Koshland Park Access Improvements | |



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MARKET AND OCTAVIA

1. J Church Final Concept

2. Buchanan Mall Ribbon Cutting

Photo credits: (1) MTA, (2) RPD

**Market Octavia
IPIC Expenditure Plan
January 2026**

Revenue		
Revenue from MO Infrastructure Fee	\$	980,000

Future Spending Plan

Category	IPIC Line Item No.	Project	Agency	Appropriated Not Transferred
Transit	10	HUB Transportation Improvements Fund	MTA	5,515,860
Complete Streets	20	Oak Plaza In-Kind	In-Kind	
Complete Streets	24	Living Alleys	DPW	500,000
Complete Streets	25	Better Market Street - Market from 10th to Octavia	DPW	500,000
Complete Streets	27	Patricia's Green Rotating Art Project	ARTS	-
Complete Streets	32	Re-establish Octavia Boulevard ROW with Hayward Park	DCP	150,000
Complete Streets	33	Sidewalk Greening Program	DPW	
Complete Streets	34	Streetscape Enhancement Fund	DPW	2,000,000
Complete Streets	39	HUB Public Realm Improvements Plan	DPW	5,468,372
Complete Streets	39.2	13th Street	MTA	3,650,000
Recreation and Open Space	47	Buchanan Street Mall	RPD	505,250
Recreation and Open Space	48.25	11th and Notama	RPD	2,100,000
Recreation and Open Space	48.5	Civic Center	RPD	-
Recreation and Open Space	48.75	Koshland Park	RPD	
Child Care	53	Child Care	DEC	4,808,000
Admin	59	Program Admin	DCP	3,106,150
Total				28,303,632
Balance			\$	(27,323,632)

* note that there are no programmed expenditure in future years due to expected lack of funds

RINCON HILL

Background and Highlights

The Rincon Hill Plan, adopted in 2005, created a high-density mixed-use neighborhood in a formerly commercial area that had been overshadowed by the Embarcadero Freeway. The Rincon Hill Plan envisions new housing, a retail main street on Folsom Street, new parks, and a range of services and amenities. The plan enabled over 2,500 additional residential units in the Rincon Hill neighborhood, situated between Downtown and the Bay Bridge. Since the plan was adopted over 2,500 units have been built.

COMMUNITY BENEFITS FUNDING

Projects in the Plan Area are subject to the Rincon Hill community infrastructure impact fees. Separately (and outside of the jurisdiction of IPIC) development projects pay into the SoMa Stabilization Fee which is administered by the Mayor's Office of Housing and Community Development (MOHCD).

Most fee revenue expected to be generated from the Rincon Hill Area Plan has been received totaling roughly \$26,600,000 including in-kind improvements.

With Rincon Hill largely built out, the Planning Department projects only about \$1.53 million in impact fee revenue for infrastructure impact fees, which will likely not be realized until after FY30. As the last remaining impact fee revenue comes in, it will be provided to Public Works, who is charged with implementing the Rincon Hill Streetscape Plan.

Project Descriptions

RINCON HILL STREETSCAPE

The Rincon Hill Plan envisions comprehensive streetscape improvements across all rights-of-way within the Area Plan, as detailed in the *Rincon Hill Streetscape Plan*. Given the scope of the Streetscape Plan and the relatively limited amount of impact-fee revenue anticipated, streetscape improvements were divided into two tiers: Priority One Projects, generally consisting of the Harrison Street and Fremont Street portions of the Plan area; and Priority Two Projects, which include Living Streets treatments along Beale, Main, and Spear Streets, First Street, Guy Place, and associated mid-block crossings.

Previous IPIC Expenditure Plans anticipated approximately \$8.9 million in impact-fee revenue for Priority Two Projects and appropriated funds accordingly. Those revenue expectations have since been revised downward due to a reduction in the number of development pipeline. At

present, only a single project remains in the development pipeline, generating an estimated \$1.53 million in impact-fee revenue. While Priority One Projects have largely been completed, Priority Two Projects have not yet commenced. The Priority Two projects are further described below:

LIVING STREETS (SPEAR, MAIN, AND BEALE) – STREETSCAPE PRIORITY 2 (MAP 7A / EXPENDITURE PLAN LINE ITEM NO. 7)

The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic to calm traffic. The major design strategy to achieve this goal is to significantly widen pedestrian space on one side. Such space would accommodate amenities including pocket parks, seating areas, community gardens, dog runs, public art, and the like.

MID-BLOCK CROSSINGS – STREETSCAPE PRIORITY 2 (MAP 7B / EXPENDITURE PLAN LINE ITEM NO. 7)

In working with the community, San Francisco Public Works has identified mid-block pedestrian crossings on Spear, Main, and Beale and Fremont as important projects.

GUY PLACE STREETSCAPE IMPROVEMENTS – STREETSCAPE PRIORITY 2 (MAP 7C / EXPENDITURE PLAN LINE ITEM NO. 7)

Guy Place Streetscape project would complete the Lansing/Guy streetscape improvements for the rest of the loop created by the two streets.

FIRST STREET IMPROVEMENTS (MAP NO. 7D / EXPENDITURE PLAN LINE ITEM 7)

Streetscape improvements for First Street would run along both sides of First Street from Folsom Street to Harrison Street. Improvements include sidewalk widening, corner bulb-outs, a mid-block pedestrian crossing, pedestrian lighting and new trees and understory planting.

Project Status and Delivery:

These projects have not begun

Total Costs:

\$29,023,000 (in FY16 dollars)

IPIC Funds:

\$1,538,000



Rincon Hill Projects

- 6. Streetscape Priority 1 - Harrison Street and Fremont Street
- 7a. Living Streets (Potential Priority 2 Project)
- 7b. Guy Place Streetscape (Potential Priority 2 Project)
- 7d. First Street (Potential Priority 2 Project)
- 8. Guy Place Park
- 12. Harrison Street (Between Essex and First - North Side) (In-Kind)
- 13. Ped Mid-block ped path between Folsom and Harrison near Fremont (In-Kind)
- 14. First Street and Harrison Street (In-Kind)
- 15. Rincon Hill Park



RINCON HILL

1. Harrison streetscape improvements
2. Sidewalk extension on Harrison
3. New paint on Beal Street Bridge
4. Harrison Street Plans

Photo credits: (1 - 4) DPW

Rincon Hill IPIC Expenditure Plan - January 2026

Revenue - (Not Expected until FY30 through FY36)	\$ 1,538,267
Expenditure - Appropriated Not Transferred	\$ 8,998,000
Rincon Hill Streetscape Projects	
Balance	\$ (7,159,733)

SOUTH OF MARKET

Background and Highlights

The Central Soma Plan, adopted in 2018, enabled greater development potential within the portions of South of Market that are in proximity to the Central Subway alignment. The Plan included new zoning, public realm improvements and a community benefits package that would be implemented through new development requirements and fees. The Plan is projected to result in a net gain of 32,500 jobs and 8,800 housing units above what would have been created under previous zoning. New requirements and fees associated with the Plan had been projected to result in \$2 billion in public benefits to serve the neighborhood.

Originally, the Central SoMa Area Plan was part of the Eastern Neighborhoods Area Plan, a comprehensive plan adopted in 2008. The Eastern Neighborhoods Area Plan was a citywide effort to balance residential development, industrial preservation, and community needs. The Eastern Neighborhoods Plan was comprised of East SoMa, Western SoMa, Mission, Showplace Square/Potrero Hill, and the Central Waterfront.

This marks the fifth year since South of Market (SoMa) was separated from the Eastern Neighborhoods planning framework to allow for the implementation of the Western SoMa, Central SoMa, and East SoMa Plans. Similarly, the SoMa Community Advisory Committee (SoMa CAC) has been active since 2019, following the adoption of the Central SoMa Plan.

The Central SoMa Plan included an implementation strategy which described the actions, agencies and stakeholders that aim to implement the objectives and policies of the plan. It includes a detailed public benefits package, guide to urban design, key development site guidelines and key streets guidance. The Plan included the establishment of the Central SoMa Community Infrastructure Impact Fee and a Mello-Roos Community Facilities Tax as a key funding mechanism. For more information on the Central SoMa Area Plan, visit the project website: <https://sfplanning.org/central-soma-plan>

The SoMa Philipinas 2023 CHHESS report lays out strategies to preserve SoMa's Cultural Heritage. Specific infrastructure projects identified in the CHHESS report could be eligible for funding with area plan impact fees when impact fee money is available. For more info, the report is linked *here*.

SOMA COMMUNITY PLANNING ADVISORY COMMITTEE (SOMA CAC)

The SoMa Community Planning Advisory Committee (SoMa CAC) is currently seated with 7 members and active recruitment is ongoing by the Mayor and Supervisor to fill the entire committee of 11 standing members and 11 alternants. The SoMa CAC advises the Planning Department and other agencies on the implementation of the Central SoMa Plan along with the existing East SoMa Plan and Western SoMa Plan. The CAC aims to have a varied composition of residents, small business owners, open space advocates, complete streets and transit advocates, and operators of affordable housing and other community-serving organizations. The CAC not only provides input on the programming of impact fees, but they can provide input of development proposals, open space, and other policy matters relevant to implementing the three area plans.

So far, the CAC and IPIC have identified projects in three main categories: Transit, Complete Streets, and Recreation and Open Space. For the first two categories, funds have been left in general purpose categories to enable flexibility of funding as transit and complete streets projects become further scoped.

Typically, the CAC will make an endorsement of the SoMa IPIC Expenditure Plan. However, the SoMa CAC did not have a quorum to entertain such an action. The members in attendance were generally supportive and understanding of the approach.

COMMUNITY BENEFITS FUNDING

Projects are subject to various impact fees designed to fund infrastructure and community services. Projects in all of the SoMa Plan areas are subject to the Eastern Neighborhood Infrastructure Impact Fee, whereas only projects within the Central SoMa Area Plan are subject to the Central SoMa Infrastructure Impact Fee and the Central SoMa Community Services Facilities Fee.

As described in the introduction, in 2025 the City approved legislation eliminating the required ratio of non-residential to residential uses in portions of Central SoMa. This change allows projects greater flexibility to pursue primarily residential development without being constrained by minimum non-residential requirements. However, it may also result in lower infrastructure revenues, as non-residential projects generate higher impact fees and more likely to be required to participate in the CFD.

Potential revenue generated from the SoMa development application pipeline includes approximately \$193 million in impact fee revenue and approximately \$239 million in CFD revenue for a total of \$432 million. Of this amount, only about \$8.43 million is expected in the next three years (or through FY29) with the remainder not likely to be realized until FY30 and after (FY30 through FY36).

Ongoing Planning

SF RAILYARDS PROJECT

The SF Railyards is a 20-acre site – comprising Caltrain’s 4th and King terminal as well as an active train yard – at the intersection of SOMA, Mission Bay, and Showplace Square. The SF Railyards Project is reimagining this site with infrastructure improvements and mixed-use development concepts to realize a regional transit hub with a new rail station, improved Caltrain service, housing, offices, and public space. From 2022 to 2024, the Planning Department convened the Railyards Working Group (RWG) to establish shared community priorities and develop public realm improvement concepts for the neighborhood surrounding the Railyards site. In parallel, Caltrain completed a Preliminary Business Case to evaluate the technical constraints and feasibility of facilitating the operational needs of the 2040 Service Vision and enabling a range of site development scenarios. Caltrain and Prologis are continuing this collaboration, in partnership with public agencies, to conduct public outreach and advance mixed-use transit-oriented development concepts for the site, which will likely include housing, office, commercial spaces, open space, and community facilities, as well as new streets and pathways to connect SOMA, Showplace Square, and Mission Bay. An initial Project Application is anticipated in 2025.

For more information, please visit <https://sfplanning.org/railyards>

SOMA PILIPINAS CHHESS AFFORDABLE HOUSING AND HOUSING ELEMENT IMPLEMENTATION (HEI) PLAN

The SOMA Pilipinas CHHESS Affordable Housing/HEI Plan is an implementation document for the community and city to identify potential actions, steps, and partners required to act on the housing and land use goals. This plan while still in draft form, builds on the Housing section of the Cultural District’s CHHESS. There was a need to align and advance the community’s goals with the 2022 Housing Element. SOMA Pilipinas partnered with SOMCAN to write with the plan and develop shared priorities with the City. Staff from Planning & MOHCD provided comments on the draft in October 2024. Both departments are currently discussing

areas of potential collaboration, including on the proposed legislation that would change the commercial land use requirements in z Central SOMA & Transit Center District

SOMA PILIPINAS MASTER PLAN

In August 2024, as part of their CHHESS strategy implementation SOMA Pilipinas and their consultant SWA presented the Cultural District’s Masterplan to SFMTA, Planning and San Francisco Public Works. One of the priorities in the plan is to turn Russ Street into a pedestrian-friendly neighborhood street with streetscape improvements and cultural identification elements. SOMA Pilipinas requested feedback from Planning, SFMTA and San Francisco Public Works to assess City alignment with this project. Their goal is to ensure that the Cultural District’s Master Plan is considered while working toward the various department’s respective plans, reports, and strategies.

As part of their Master Plan, SOMA Pilipinas is drafting design standards and guidelines based off their *Design Toolkit* for the neighborhood, with the intent to embed in the Planning Code. Planning staff are currently reviewing and accessing feasibility.

PROJECT DESCRIPTIONS

FOLSOM STREET / HOWARD STREET STREETScape PROJECT (MAP / EXPENDITURE PLAN LINE ITEM NOS. 11 AND 21)

The project includes Howard between 11th and 5th and Folsom between 11th and 2nd. The project will include two-way protected bikeways, a transit-only lane on Folsom, bulb-outs, traffic signal upgrades, new mid-block traffic signals, and public realm improvements.

Project Origin:

Eastern Neighborhoods Implementation Document, EN Plan Area Infrastructure Maps, EN Trips. Folsom Street has long been envisioned to serve as the main civic corridor of South of Market and is a major infrastructure component of the East Soma Plan, Western Soma Plan and Central Soma Plan. This is an EN Priority Project

Project Status and Delivery:

The first near-term improvements to Folsom were installed in early 2018 from 11th to Falmouth (between 6th and 5th). Enhancements included parking-protected bikeways; increased yellow zones to provide additional space for commercial loading and reduce double parking; boarding islands to reduce conflicts between the 12-Folsom and bicycle riders while decreasing travel time and improving reliability; “daylighting” by using red zones near crosswalks to improve the visibility of everyone using the street.

In winter of 2019, the SFMTA built on those changes taking new measures on Howard Street similar to those already made on Folsom Street. These changes included installing a parking-protected bike lane, more loading zones and daylighting intersections. A huge success of the project was the level of outreach conducted with the public.

110 businesses were canvassed and gave input on loading conditions on these two streets. The public has had 6 open house sessions to provide input on public realm improvements, transportation improvements, and how the project can reflect the identity of the community (specifically the Filipino community, Youth and Family Special Use District, and Leather and LGBTQ Cultural District).

Permanent Folsom Street improvements are under construction, slated to complete by fall 2026. Howard Street segments are currently finalizing design and environmental, with construction planned to commence in early 2027.

Total Costs:

\$122,509,756

IPIC Funds:

- \$ 20,232,000 total (note: \$550k from Transit / Transportation category)
- \$ 17,842,000 transferred
- \$ 2,390,000 appropriated not transferred
- (\$ 8,800,000 appropriated for SoMa Street projects, which could be used for Folsom / Howard)

LOCAL TRANSIT IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. A)

The Central SoMa Plan calls for \$125,000,000 of local transit improvements over the next 25 years to be funded by the Eastern Neighborhoods Infrastructure Fee and the Central SoMa Infrastructure Fee. Funds are to pay for a variety of near and long-term transit service and capacity enhancements that could include transit enhancement and expansion including purchase of revenue fleet vehicles that enhance and expand Central SoMa transit service, preventive maintenance (e.g. state of good repair efforts), streetscape improvements (such as transit priority lanes and boarding islands), and service adjustments. Funds for SoMa transit improvements projects are being kept in this single line item to enable funding flexibility for the time being.

Potential SFMTA projects under Local Transit Improvements/SOMA Street Improvements include:

- 5th Street Improvement Project (ST333)
The project improves safety on 5th Street, a street on San Francisco's High-Injury Network, while addressing future transportation demands in the South of Market (SoMa) neighborhood. The project will evolve and enhance the quick-build improvements by constructing bulb-outs, raised crosswalks, concrete buffers for the protected bikeways, and traffic signal upgrades. Funding Need: \$7M
- South Embarcadero Enhancement (ST297)
The Southern Embarcadero Safety Project includes necessary traffic, parking, and signal/utility upgrades to extend the waterside protected bikeway from Bryant Street to Townsend Street along The Embarcadero, in conjunction with planned development projects at piers 30/32 and 38/40. The preliminary engineering phase would allow for extended design and outreach coordination with the Port of San Francisco and developers to finalize project approvals and scope of work for a subsequent detailed design phase. Funding Need: \$4M
- SOMA Arterial Traffic Calming (ST342)
Install Transit Signal Priority enabled traffic signal systems, pedestrian crosswalk markings improvements, transit boarding island accessibility improvements, upgrades to cycling facilities, and urban greening on Market Street between Octavia and 8th Street. Funding Need: \$1M

Project Origin:

Central SoMa Plan

Project Status and Delivery:

Varies. MTA to provide IPIC and SoMa CAC periodic updates.

IPIC Funds:

- \$69,225,000 total
- \$9,225,000 appropriated not yet transferred
- \$60,000,000 programmed through FY36

SOMA STREET IMPROVEMENT PROJECTS (EXPENDITURE PLAN LINE ITEM NO G.2.1 AND G.2.2)

The Central SoMa Plan call for the improvement of all major streets within Central SoMa to address lack of sufficient sidewalk widths, crosswalks, bicycle infrastructure and other street infrastructure. Funds can go to additional design, community outreach and environmental work as well as construction costs. Although improving main streets is the highest priority, improvements may also be implemented on alleyways as funding allows. Funds for SoMa Street Improvement projects are being kept in this single line item to enable funding flexibility for the time being. Potential upcoming projects include Brannan Streetscape Project, Townsend Streetscape Project and 5th Street Streetscape Projects.

Project Origin:
Central SoMa Plan

Project Status and Delivery:
Ongoing

IPIC Funds:

- \$9,189,000 appropriated not transferred
- \$60,000,000 programmed

GENE FRIEND / SOMA RECREATION CENTER (MAP / EXPENDITURE PLAN LINE ITEM NO. 39)

Located in an area where open space and recreation opportunities are limited, this facility is heavily used by children, seniors, and people who live and work in the SOMA neighborhood. REC collaborated with the Trust for Public Land on a feasibility study and concept plan to replace the previous facility with one that is one and a half times the size of the old facility. The new facility will include a double basketball court gym, two multi-purpose rooms, a large exercise room and a new kitchenette. The project includes improved lighting, security, and new outdoor amenities: a basketball court, plaza space and landscape, and a playground.

Project Origin:

Eastern Neighborhoods Implementation Document (the document promised one rehabilitated park in each of the EN Neighborhoods)

Project Status and Delivery:

The Recreation and Park Commission approved the concept design in September 2019. Construction began in early winter 2024. The new facility is expected to be open in the summer of 2026. This project is a named park in the 2020 Health and Recovery G.O. Bond and has received \$30 million in Bond funding and is currently receiving \$4 million from the 2020 Health and Recovery Bond Project Contingency until impact fees are available.

Total Costs:

\$60,400,000 million

IPIC Funds:

- \$27,800,000 Total
- \$25,000,000 transferred
- \$2,800,000 appropriated not transferred

RACHELE SULLIVAN PARK (FORMALLY 11TH & NATOMA PARK) (MAP/ EXPENDITURE PLAN LINE ITEM NO.45)

RPD acquired 11th & Natoma in 2018 to construct a new park. As proposed, the new park will include a half-basketball court, fitness area, children's play area, tables and seating throughout, lush plantings, an RPD maintenance shed, and many ways to comfortably enjoy a respite from the dense, urban environment of the neighborhood. The design takes into consideration the needs of the rapidly growing neighborhood in the context of other new open spaces being developed by public and private developers in the area. RPD has collaborated with the Arts Commission to include a highly visible arts component at the main park entry.

Project Origin:

Eastern Neighborhoods Implementation Document (the document promised one new neighborhood in each of the EN Neighborhoods);

Project Status and Delivery:

Park planning phase, community outreach, environmental review and park design are complete. In July 2024 the Recreation and Parks Commission voted to name the park Rachele Sullivan Park after a community-led park naming process. The project is expected to be ready for bid in spring 2026, pending impact fee availability.

Total Costs:

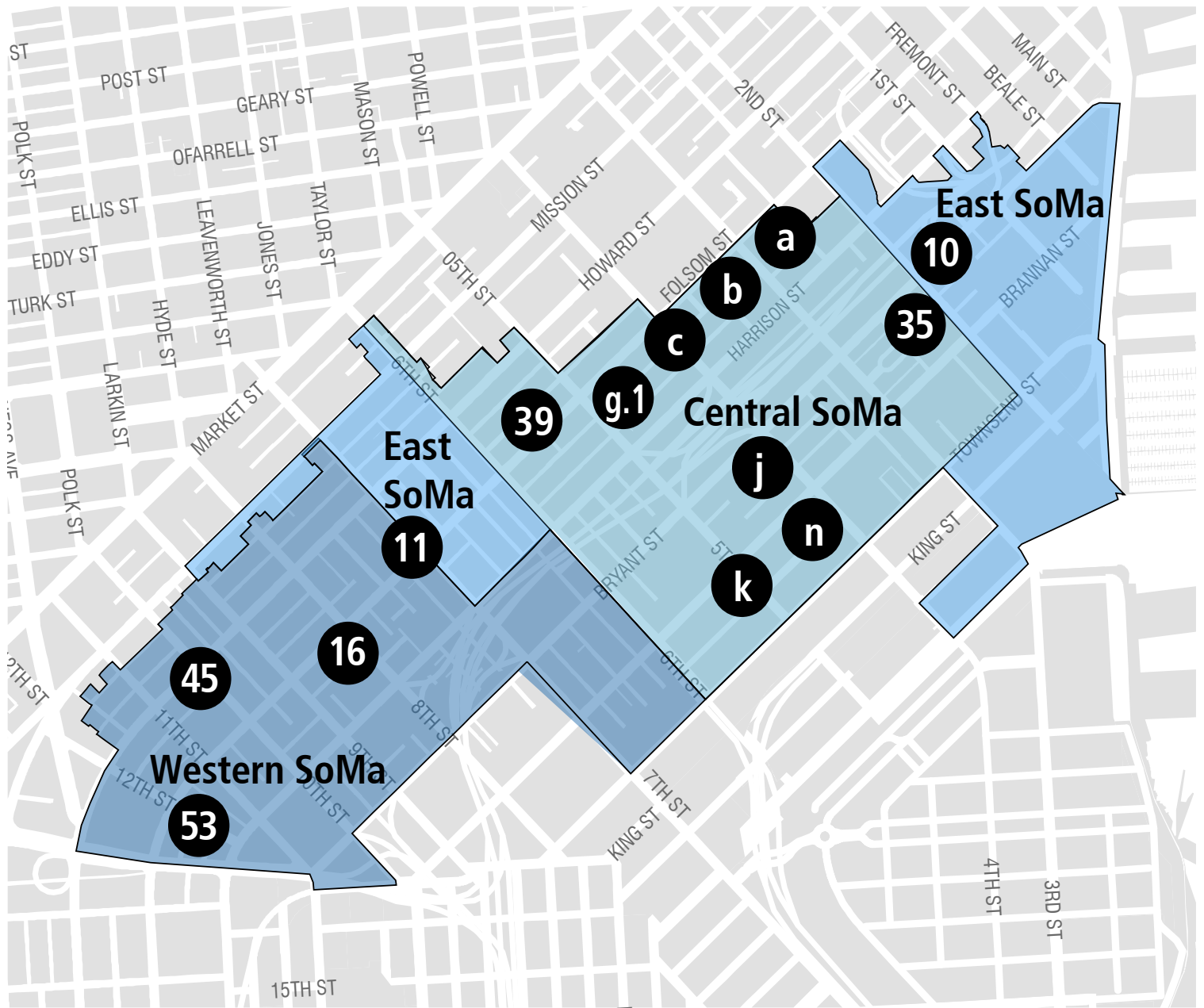
\$23,400,000 for acquisition and park creation

IPIC Funds:

- \$1,500,000 received (from Market Octavia Impact Fees)
- \$7,900,000 pending

240 SIXTH STREET (ADJACENT TO GENE FRIEND)

RPD acquired 240 6th Street in the fall of 2024 for \$7.4 million, including credit from the owner for site remediation. This site is located in east SOMA, a high needs neighborhood and Environmental Justice Community. The new site will enable REC to expand the heavily used Gene Friend facility in a rapidly growing area and to enhance the recreational amenities currently on offer in the neighborhood. While funding for planning and development will need to be identified, funds for site remediation are available. Remediation of the site will occur prior to park development.



South of Market (SoMa)

- 10. 2nd Street Streetscape Improvements
- 16. Ringold Alley Improvements
- 35. South Park Rehabilitation
- 39. Gene Friend Recreation Center Rehabilitation
- 45. 11th Street and Natoma Street New Park
- 53. Eagle Plaza
- a. SOMA Local Transit Improvements
- b. SOMA Regional Capacity Transit Improvements
- c. MTA Design, Plan and Prioritization of SoMa Projects
- g.1. Public Works Design, Plan and Prioritization of SoMa Projects
- j. SOMA Street Improvement Projects
- j. New Park at Welsh/Freelon/598 Brannan
- k. Gene Friend Aquatic Center Annex at 88 Bluxome
- n. Bluxome Linear Park



SOUTH OF MARKET

1. Gene Friend Recreation Center Rendering
2. Gene Friend Renovation Construction
3. Rachele Sullivan Park Rendering
4. Street Tree Nursery

Photo credits: (1-3) SF Rec Park; (4) DPW

**South of Market
IPIC Expenditure Plan
January 2026**

Revenue	
EN Infrastructre Fee	\$ 189,978,000
Soma Infrastructure Fee	\$ 3,516,879
Total Pipeline Fee Revenue	\$ 193,494,879
CFD Revenue	\$ 239,279,000
Impact Fee and CFD Revenue Combined	\$ 432,773,879

Most Fee revenue not expected until FY30 to FY36 with \$8,431,000 potentially available between FY27 and FY29

Major bonding (\$132M) not expected until FY33

Expenditure Plan

Category	IPIC Line Item No.	Project Title	Agency	Appropriated Not Transferred	Programmed	Total (new)
Transit	15.1	Transit Enhancement Fund - Soma	MTA	\$ -	\$ -	\$ -
Transit	a	Local Transit Improvements	MTA	\$ 9,225,000	\$ 60,000,000	\$ 69,225,000
Transit		Regional Capacity Improvements	[tbd]		\$ 100,000,000	\$ 100,000,000
Complete Streets	21	Folsom Street / Howard Street Improvements	MTA	\$ 2,390,000		\$ 2,390,000
Complete Streets	g.2	SoMa Street Improvement Projects	MTA	\$ 8,889,750		\$ 8,889,750
Complete Streets	g.2.2	SoMa Street Improvement Projects	DPW / MTA*	\$ 300,000	\$ 60,000,000	\$ 60,300,000
Complete Streets	g.3	Filipino District Gateway Marker	In-Kind		\$ 300,000	\$ 300,000
Complete Streets		88 Bluxome In-Kind(s)	In-Kind			
Recreation and Open Space	h	Gene Friend / Soma Recreation Center*	RPD	\$ 2,800,000		\$ 2,800,000
Recreation and Open Space	j	Park at Welsh / Freelon / 598 Brannan	In-Kind		\$ 38,500,000	\$ 38,500,000
Recreation and Open Space	45	Rachelle Sullivan Park	RPD	\$ 7,962,000		\$ 7,962,000
Recreation and Open Space		Recreation and Open Space (unprogrammed)	RPD + tbd		\$ 40,000,000	\$ 40,000,000
Environmental and Sustainability	w.2	[placeholder]	tbd		\$ 38,643,559	\$ 38,643,559
Cultural Preservation and Community Facilities	ad	[placeholder]	tbd		\$ 47,736,161	\$ 47,736,161
School and Child Care	58.2	Child Care	DEC	\$ 965,000	\$ 4,987,000	\$ 5,952,000
School and Child Care	ad	Bessie Carmichael Supplemental Services	tbd		\$ 6,747,214	\$ 6,747,214
Admin - SoMa		Admin	DCP		\$ 3,328,196	\$ 3,328,196
Total				\$ 32,531,750	\$ 400,242,129	\$ 432,773,879

TRANSIT CENTER DISTRICT

Background and Highlights

The Transit Center District Plan (TCDP), adopted in 2012, enables about 4,800 additional residential units and about 6.5 million square feet of new commercial space (office and retail) near the Salesforce Transit Center. Since plan adoption, about 4,905 units and 5.5 million square feet of commercial space have been entitled by the Planning Department.

The Transit Center District Plan and the related Transbay Redevelopment Plan are being carried out by several agencies: Planning, Office of Community Investment and Infrastructure (OCII) and the Transbay Joint Authorities Board (TJPA). The TCDP Implementation Document established a list of infrastructure improvement projects to enhance pedestrian and transit infrastructure to accommodate the forthcoming growth in the Transit Center District as a major regional transit hub.

Community Benefits Funding

The Transit Center District Plan established two impact fees for new development in the Transit Center District: one for open space and a second for transportation. In addition to the impact fees, a Community Facilities District (CFD or Mello Roos District) has been established to help fund the Portal Project (previously referred to as the Downtown Rail Extension or DTX) which would extend the Caltrain and High-Speed Rail to the Salesforce Transit Center, as well as the streetscape and open space improvements.

The Transbay CFD includes an additive tax per square foot on properties within the TCDP area plan that will see significant new development. The CFD could potentially raise as much as \$14.19 million between FY27 and FY31 future towards construction of the Transbay Terminal projects and other streetscape, transit, and open space improvements. Of this amount, \$11.7 million are specifically allocated to TJPA-related projects, with the balance of \$2.4 million are to be allocated to other Transit Center related Projects.

The Planning Department projects between \$61 and \$107 million in impact fee revenues available for infrastructure impact fees in the Transit Center District with a majority of those fees not available until FY30 and after. [footnote: this year, Planning is providing a range of projected fee revenue to capture not only pipeline projects, but major development projects that are no longer officially active in the pipeline but stand a good chance of becoming active again given

their stature and size with their associated fee revenue]. For the lower range of projections, about \$15 million of these impact fees are set aside for open space while the other \$45 million are set aside for transportation and streetscape projects.

The Transit Center Funding Program and Ongoing Approach to Allocating Funds to Projects

A component of the Transit Center Implementation Document, one of the master approval documents adopted by both the Planning Commission and the Board of Supervisors, is the Transit Center Funding Plan, which provides a definitive list of transportation and open space infrastructure projects and their expected costs that are to be delivered over the Plan's 20-year timeframe. While the Implementation Document and Funding Plan provides the list of projects and their expected costs, it does not specify the timing of the delivery of the TC Infrastructure Projects; rather it specifies that the timing of funding and delivery would largely be left to IPIC.

In winter of 2020, IPIC decided to use the original costs of the Infrastructure Projects vis-à-vis each other to gage the ongoing funding for each project and to assure enough revenue would be left for each project over time, even when such projects might not be ready for delivery in the early years.

Project Descriptions

TRANSIT CENTER STREETScape (MAP / EXPENDITURE PLAN LINE ITEM NO 5)

The Transit Center Plan assumes streetscape and public right-of-way improvements on almost all of District's streets. Streetscape improvements have been divided into five phases. As an initial phase, priority street segments have been identified to coincide with the opening of the Transbay station. These street segments include the west side of 1st Street between Mission and Minna pedestrian crosswalk with signal across Mission Street at Shaw Alley with accompanying sidewalk widening, and the construction of a bus island on eastbound Mission between 1st and Fremont Streets.

Project Origin:

The Transit Center District Plan / Transit Center Implementation Plan

Project Status and Delivery:

- Minna Natoma Streetscape: Anticipated construction started Spring 2025.
- Beale Street Phase 1: Construction started Summer 2025.
- Transit U Project: Construction started Spring 2025.
- Main Street Phase 1: Construction scheduled to start Winter 2027.
- Transbay Howard Project: Construction started Fall 2025.
- Mission Street Safety: Public Works and SFMTA are working on the design of this project. San Francisco Public Works is seeking additional funding for this project.

Total Costs:

\$252 million for all phases (original estimate of streetscape, pedestrian, and bicycle improvements 2022 dollars)

IPIC Funds:

- \$15,080,000 appropriated no transferreed
- \$12,054,000 programmed
- \$27,134,000 total

TRANSBAY TRANSIT CENTER AND DOWNTOWN RAIL EXTENSION (MAP / EXPENDITURE PLAN LINE ITEM NOS. 7 AND 8)

The Transbay Program consists of two phases. Phase 1 – which has been completed and is currently operating – comprises design and construction of the above-grade levels of the Transit Center (Salesforce Transit Center) and its related components, including the 5.4 acre rooftop Park (Salesforce Park), the core and shell of the below-grade two-level train box, a bus ramp connecting the station to the San Francisco–Oakland Bay Bridge, bus storage for off-peak bus layovers, and a temporary terminal (which has since been transferred to the Office of Community Investment and Infrastructure in 2021).

Phase 2 of the Program will deliver the Downtown Rail Extension (DTX) project (also known as The Portal), which will extend the Caltrain system from its current terminus at Fourth and King Streets and ultimately, bring the California High-Speed Rail Authority statewide system to the Salesforce Transit Center in downtown San Francisco. It will also include the build-out of the Transit Center's below-grade train station, and a new underground station at

Fourth and Townsend Streets along with six ventilation and/or egress structures along the tunnel alignment. Engineering and Right-of-Way acquisition for The Portal is currently underway.

Project Origin:

In 1999, San Francisco voters voted to make it city policy to extend the Caltrain station from Fourth and King Streets up to a new or rebuilt station on the site of the Transbay Terminal located on Mission and First Streets. (Proposition H).

Project Status and Delivery:

The Federal Transit Administration (FTA) issued an Amended Record of Decision for the Transbay Program's Supplemental Final Environmental Impact Statement/Environmental Impact Report on July 22, 2019. This document amends the 2005 Record of Decision for the Transbay Program and covers the required environmental analysis of refinements to The Portal and other transportation improvements in the vicinity of the transit center. The Transbay Joint Powers Authority (TJPA) is working to environmentally clear several configuration changes that will reduce the overall construction cost. This work, which will satisfy both Federal and State requirements, is anticipated to be completed by spring 2026. Engineering work and the Right-of-Way acquisition process is underway. On December 3, 2021, the project was accepted into the Project Development phase of the FTA's Capital Investment Grants (CIG) New Starts program. This was the TJPA's first step of the FTA CIG's three-part process to secure a significant federal funding contribution to deliver the project. In May 2024, the FTA formally announced its acceptance of The Portal into the Engineering, second phase of the CIG New Starts program with a federal CIG funding commitment of \$3.38 billion.

Total Costs:

The adopted Baseline Budget for Phase 2 is \$8.2 billion, which includes the \$729 million previously incurred cost of constructing the two-level train box, which is considered as a matching source in The Portal funding plan under the FTA CIG New Starts program. In July 2025, a cost reduction of approximately \$683 million was presented to the TJPA Board, bringing the total indicative cost estimate to \$7.57 billion. Once an agreement on the capital cost is reached with the FTA, the TJPA Board will be asked to adopt that value as the Baseline Budget for The Portal.

IPIC Funds:

\$16,000,000 has been appropriated but not yet transferred. These funds would enable design, engineering, and other preconstruction work. These funds have been appropriated but not yet transferred to TJPA.

BETTER MARKET STREET IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 11)

The Better Market Street Project provides various streetscape and transportation improvements to a 2.2 mile-long corridor along Market Street between Steuart Street and Octavia Boulevard, including a sidewalk-level bicycle facility, pedestrian facilities, and streetscapes along Market Street. The project also introduces changes to the roadway configuration, private vehicle access restrictions, traffic signals, surface transit, commercial and passenger loading, vehicular parking, and utilities. Funds from Transit Center Transportation Impact fee would go toward design and engineering for the project segment in the Transit Center District.

Total Costs:

Approx. \$73,500,000 for portion immediately adjacent to Transit Center

IPIC Funds:

\$2,000,000 in FY 19

BART CAPACITY PROJECTS (EXPENDITURE PLAN/LINE ITEM NO. 12.3)

This project will take place at the BART/Muni Embarcadero station. This station plays a critical role in San Francisco as it is in an area with multiple tourist attractions, businesses, restaurants, employment offices, education programs, and transit connections; hence, the station serves a wide range of communities, including Communities of Concern. Between July 2024 and June 2025, the average number of entries and exits at the station was over 33,300 on weekdays.

This project will increase accessibility, reduce elevator service interruptions, improve station maintainability, and enhance customer experience at the station. The project's scope of work will be delivered in two phases. Phase 1 will renovate and modernize an existing hydraulic elevator that brings passengers between the concourse level and the Muni and BART platforms, relocate an existing machine room adjacent to elevator shaft, and demolish and rebuild wider south stairs, increasing width from 36" to 44" to comply with egress requirement. Phase 2 will construct a new elevator in the north side of the station, construct

a new machine room for the elevator, and demolish and rebuild wider north stairs. Funding for Phase 1 has been secured and multiple funding sources are either programmed or allocated, including CFD funds.

Project Origin:

The Embarcadero station is considered one of the busiest stations of the BART system. BART has conducted several studies to develop project concepts to renovate, modernize, and expand capacity at the Embarcadero station. In addition, with input from various stakeholders, BART has identified needs to improve station functionality, safety, access, appearance, and overall customer experience. These studies informed the scope of work for this project and highlighted the importance of delivering the work to address current and projected needs at the station.

Project Status and Delivery:

BART expects to be entering procurement in the spring of 2026, with construction complete in 2030. BART will determine the schedule for Phase 2 based on funding availability.

Project Cost:

\$24,000,000 estimate total cost for Phase 1.

IPIC Funds:

\$4,700,000 (combination from CFD and Impact Fees)

PORTSMOUTH SQUARE (MAP / EXPENDITURE PLAN LINE ITEM NOS. 25, AND 26)

Improvements to Portsmouth Square will create a central community space that is safe and welcoming to all. The proposed project design was informed by community feedback with strong support from the Chinatown community. The proposed project will renovate the existing park and build a new children's play area, exercise equipment, plazas, shade structures, seating areas, wayfinding, sidewalks, landscaping, terraces, ramps, and a new 8,300-square-foot clubhouse building. The project will also replace the waterproof on the roof of the Portsmouth Square Garage located underneath the park and portions of the adjacent streets and sidewalks, seismically upgrade portions of the parking garage, and demolish and remove the pedestrian bridge that connects Portsmouth Square with 750 Kearny Street.

Project Origin:

The Transit Center District Plan

Project Status and Delivery:

Environmental Review for the project was completed in 2022. The project was issued for bid in spring 2025; however, as the submitted bids exceeded the available budget, a value engineering process was undertaken during summer 2025. The project was re-advertised for bid in fall 2025. Current anticipated construction start is summer 2026.

Total Costs:

- \$72,000,000
- \$10.8 million from Transit Center Community Facilities District funding
- \$365 thousand from Transit Center Recreation and Open Space Impact Fee Fund

TRANSIT DELAY MITIGATION (NEW BUSES)

The Transit Center Implementation Document and the Funding Program calls for the purchase of three buses to serve the Area, up to two for MTA with a third going to a regional transit agency.

Project Origin:

The Transit Center District Plan

Project Status and Delivery:

Pre-FY25 funds have been transferred and spent. FY25 funds to cover shortfall cost of two buses are allocated for FY26.

CFD Funds:

\$3,730,000

IPIC Funds:

\$1,600,000 for regional transit.

EMBARCADERO PLAZA NORTH AND SUE BIERMAN PARK EAST IMPROVEMENT PROJECT

The Embarcadero Plaza North and Sue Bierman Park East Renovation Project is located at the northeastern end of Market Street and The Embarcadero, across from the Ferry Building. The proposed project envisions unifying these two adjacent public spaces into a single, approximately five-acre park that would enhance accessibility, safety, and programming opportunities while improving connections between the park and the Bay and revitalizing downtown.

Potential improvements include a multi-purpose event lawn and stage, new public art, an enclosed dog play area, outdoor fitness stations, stormwater gardens, expanded seating and picnic areas, interpretive signage, and improved pedestrian circulation. Landscaping with native and adaptive plant species would promote ecological resilience and manage stormwater. The existing playground at Sue Bierman Park East is anticipated to remain in place.

Project Origin:

The Transit Center District Plan

Project Status and Delivery:

Project is currently in the planning phase

Total Costs:

\$32,000,000

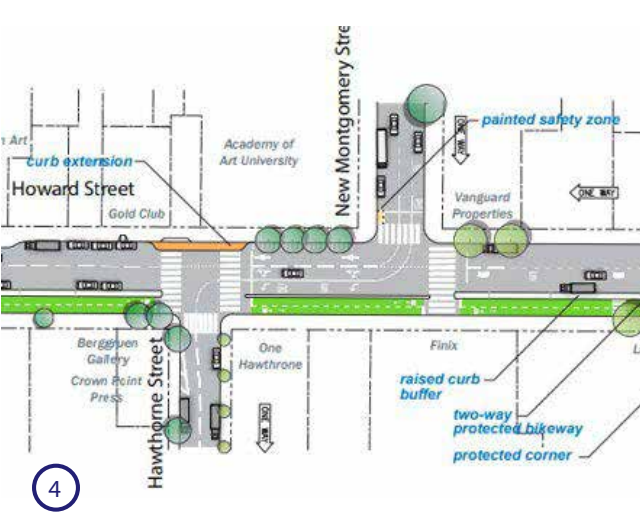
CFD Funds:

\$300,000



Transit Center District Projects

- 3. Transit Center Streetscape
- 5. Transit Center and DTX
- 9. Better Market Street
- 10. SODA Streetscape
- 11. Mid-Block Crossings (In-Kind)
- 12. Natoma Streetscape (In-Kind)
- 13. Bus Boarding Island on Mission (In-Kind)
- 14. Transit Center In-Kind
- 20. Sales Force Park (aka City Park)
- 21. Downtown / Chinatown Parks
- 22. Central Subway Open Space
- 23. Portsmouth Square Improvements



TRANSIT CENTER DISTRICT

1. Portsmouth Square Plan
2. Portsmouth Square Clubhouse
3. Portsmouth Square Upper Plaza
4. Howard Street Rendering
5. Howard Street Bike Lane

Photo credits: (1 - 3) RPD; (4-5) DPW

**Transit Center
IPIC Expenditure Plan
January 2026**

Low Projections Estimate

Source	Low Estimate
TC Open Space Fee	\$ 15,511,946
TC Transportation Fee	\$ 45,678,219
Total Pipeline Fee Revenue	\$ 61,190,165

Expenditure Plan

Category	IPIC Line Item No.	Project	Agency	Appropriated not Transferred	Total Programmed - w/low estimate)	Total (low estimate)
Transportation	5	Streetscape Design and Construction	DPW	\$ 15,080,000	\$ 12,054,333	\$ 27,134,333
Transportation	6	Streetscape Design (Planning)	DCP	\$ 100,000		\$ 100,000
Transportation	8	Phase II DTX	TJPA	\$ 16,000,000		\$ 16,000,000
Transportation	12.2	Congestion Charging Studies and Pilot	CTA	\$ 530,000		\$ 530,000
Transportation	12.3	BART Capacity Projects	BART	\$ 313,886		\$ 313,886
Transportation	12.75	Transit Delay Mitigation (Regional Transit)	[tbd]		\$ 1,600,000	\$ 1,600,000
Recreation and Open Space		[placeholder]			\$ 15,511,946	\$ 15,511,946
Total				\$ 32,023,886	\$ 29,166,279	\$ 61,190,165

High Projections Estimate

Source	High Estimate
TC Open Space Fee	\$ 26,856,362
TC Transportation Fee	\$ 80,311,427
Total Pipeline Fee Revenue	\$ 107,167,789

Expenditure Plan

Category	IPIC Line Item No.	Project	Agency	Appropriated not Transferred	Total Programmed (w/ high estimate)	Total (high estimate)
Transportation	5	Streetscape Design and Construction	DPW	\$ 15,080,000	\$ 46,687,541	\$ 61,767,541
Transportation	6	Streetscape Design (Planning)	DCP	\$ 100,000		\$ 100,000
Transportation	8	Phase II DTX	TJPA	\$ 16,000,000		\$ 16,000,000
Transportation	12.2	Congestion Charging Studies and Pilot	CTA	\$ 530,000		\$ 530,000
Transportation	12.3	BART Capacity Projects	BART	\$ 313,886		\$ 313,886
Transportation	12.75	Transit Delay Mitigation (Regional Transit)	[tbd]		\$ 1,600,000	\$ 1,600,000
Recreation and Open Space		[placeholder]			\$ 26,856,362	\$ 26,856,362
Total				\$ 32,023,886	\$ 75,143,903	\$ 107,167,789

Transit Center
IPIC CFD Expenditure Plan - Low Scenario
January 2026

Revenue

Source	THROUGH FY25	FY26 - FY30	FY31 - FY35	FY26 - FY35 Total	TOTAL
CFD to TJPA					
Bonds	\$ 441,115,459	\$ -	\$ 240,074,000	\$ 240,074,000	\$ 681,189,459
PayGo	\$ 21,173,631	\$ 11,811,511	\$ 19,186,860	\$ 30,998,371	\$ 52,172,002
TJPA Total	\$ 462,289,090	\$ 11,811,511	\$ 259,260,860	\$ 271,072,371	\$ 733,361,461
CFD to City Projects				\$ -	\$ -
Bond	\$ 91,018,933	\$ -	\$ 50,562,250	\$ 50,562,250	\$ 141,581,183
PayGo	\$ 6,301,097	\$ 2,488,139	\$ 4,041,784	\$ 6,529,923	\$ 12,831,020
City Projects Total	\$ 97,320,030	\$ 2,488,139	\$ 54,604,034	\$ 57,092,173	\$ 154,412,204
Total CFD Revenue	\$ 559,609,121	\$ 14,299,650	\$ 313,864,894	\$ 328,164,544	\$ 887,773,665

Expenditure Plan

Project	Agency	THROUGH FY25	FY26 - FY30	FY31 - FY35	FY26 - FY35 Total	TOTAL
TJPA Projects	TJPA	\$ 462,289,090	\$ 11,811,511	\$ 259,260,860	\$ 271,072,371	\$ 733,361,461
					\$ -	\$ -
CITY PROJECTS					\$ -	\$ -
Transit Center Related Streetscape					\$ -	\$ -
2nd Street Infrastructure Improvements	PW	\$ 9,655,835			\$ -	\$ 9,655,835
Folsom Street Infrastructure Improvemen	PW	\$ 4,500,000			\$ -	\$ 4,500,000
Transit Center Streetscape	PW	\$ 61,980,127			\$ -	\$ 61,980,127
TC Streetscape Total		\$ 76,135,962			\$ -	\$ 76,135,962
BART: Embarcadero & Montgomery Stations	BART	\$ 2,747,754	\$ 1,500,000		\$ 1,500,000	\$ 4,247,754
Congestion Pricing Study	CTA	\$ 880,000			\$ -	\$ 880,000
Portsmouth Square	RPD	\$ 9,000,000			\$ -	\$ 9,000,000
Transit Delay Mitigation (New Buses)	MTA	\$ 3,050,284	\$ 700,000		\$ 700,000	\$ 3,750,284
Embarcadero Plaza	RPD		\$ 375,000		\$ 375,000	\$ 375,000
TOTAL CITY PROJECTS		\$ 91,814,000	\$ 2,575,000	\$ -	\$ 2,575,000	\$ 94,389,000

Transit Center
IPIC CFD Expenditure Plan - High Scenario
January 2026

Revenue

Source	THROUGH FY25		FY26 - FY30		FY31 - FY35		FY26 - FY35 Total		GRAND TOTAL
CFD to TJPA									
Bonds	\$	441,115,459	\$	-	\$	334,866,000	\$	334,866,000	\$ 775,981,459
PayGo	\$	21,173,631	\$	11,811,511	\$	19,742,588	\$	31,554,099	\$ 52,727,730
TJPA Total	\$	462,289,090	\$	11,811,511	\$	354,608,588	\$	366,420,099	\$ 828,709,189
CFD to City Projects							\$	-	\$ -
Bond	\$	91,018,933	\$	-	\$	70,528,750	\$	70,528,750	\$ 161,547,683
PayGo	\$	6,301,097	\$	2,488,139	\$	4,158,850	\$	6,646,989	\$ 12,948,087
City Projects Total	\$	97,320,030	\$	2,488,139	\$	74,687,600	\$	77,175,739	\$ 174,495,770
Total CFD Revenue	\$	559,609,121	\$	14,299,650	\$	429,296,188	\$	443,595,838	\$ 1,003,204,958

Expenditure Plan

Project	Agency	THROUGH FY25		FY26 - FY30		FY31 - FY35		FY26 - FY35 Total		TOTAL
TJPA Projects	TJPA	\$	462,307,328	\$	11,811,511	\$	354,608,588	\$	366,420,099	\$ 828,727,427
								\$	-	\$ -
CITY PROJECTS								\$	-	\$ -
Transit Center Related Streetscape								\$	-	\$ -
2nd Street Infrastructure Improvements	PW	\$	9,655,835					\$	-	\$ 9,655,835
Folsom Street Infrastructure Improvemen	PW	\$	4,500,000					\$	-	\$ 4,500,000
Transit Center Streetscape	PW	\$	61,980,127					\$	-	\$ 61,980,127
TC Streetscape Total		\$	76,135,962	\$	-	\$	-	\$	-	\$ 76,135,962
BART: Embarcadero & Montgomery Stations	BART	\$	2,747,754	\$	1,500,000			\$	1,500,000	\$ 4,247,754
Congestion Pricing Study	CTA	\$	880,000					\$	-	\$ 880,000
Portsmouth Square	RPD	\$	9,000,000					\$	-	\$ 9,000,000
Transit Delay Mitigation (New Buses)	MTA	\$	3,050,284	\$	700,000			\$	700,000	\$ 3,750,284
Embarcadero Plaza	RPD			\$	375,000			\$	375,000	\$ 375,000
TOTAL CITY PROJECTS		\$	91,814,000	\$	2,575,000	\$	-	\$	2,575,000	\$ 94,389,000

VISITACION VALLEY

Background and Highlights

In 1999, the Schlage Lock Company shuttered its San Francisco plant and headquarters after more than 70 years of operation. The closing of the location, which sat on more than 20 acres, resulted in the loss of hundreds of blue-collar jobs, but also presented an opportunity to reimagine the site as an interconnected and amenity-rich mixed-use community.

Initial planning for the site's future was led by the Redevelopment Agency and included approximately \$50 million of public funding to offset the costs of soil and groundwater remediation, and the development of new roads, utilities, parks, pedestrian infrastructure, and affordable housing. The collaborative effort – which also included the Planning Department, Mayor's Office, Board of Supervisors, and the property owner – resulted in the approval of the Visitacion Valley/Schlage Lock Redevelopment Plan in 2005, which set forth a strategic vision for the site and the neighborhood. However, the dissolution of California's Redevelopment Agencies in 2011 resulted in a loss of the anticipated public funds, rendering the project financially infeasible and calling for a new approach to the site's future.

Beginning in 2012, the Planning Department and the Office of Economic and Workforce Development began negotiating a Development Agreement for the site and engaging with the community. The project (now referred to as Leland Square) was approved by the City in 2014. The project includes over 20 acres and is envisioned to be a mixed-use urban community, with a network of open spaces, designed to encourage walking, biking, and the use of public transportation. The project includes 1,679 new residential units, 15% of which will be affordable, along with nearly 20,000 square feet of neighborhood-serving retail. The retail space, along with the commercial innovation facilities, are expected to generate thousands of new jobs.

COMMUNITY BENEFITS FUNDING

The Visitacion Valley Community Facilities and Infrastructure Fee and Fund was established in 2006 in anticipation of moderate to high density development at Executive Park (located immediately east of the Highway 101 at the southern San Francisco border) and in other areas within Visitacion Valley. Unlike most other impact fee areas, Visitacion Valley does not have a comprehensive Area Plan associated with the geography. Instead, portions of Visitacion Valley are included in other plans; most notably, the Executive Park Subarea Plan, the Baylands North (Schlage Lock) development project, and the Sunnydale HOPE SF development project.

Between these three developments, a net increase of 4,800 units, 140,000 square feet of commercial/retail space, and 75,000 square feet of community space is expected. The Planning Department projects approximately \$6.1 million in impact fee revenue over the next ten years. Because impact fee revenue in Visitacion Valley is reliant on three large-scale development projects (Executive Park, Schlage Lock and Sunnydale HOPE SF), projected revenue has the potential of changing dramatically from year to year depending on the progress of these three projects.

COMMUNITY ENGAGEMENT

Visitacion Valley is different than the other plan areas in there was not a master list of expected community benefits developed at the time the project was approved. Since 2014, the Planning Department, SFMTA, Public Works, the Recreation and Parks Department, and the District 10 Supervisor's office have been engaged with the Visitacion Valley community on an ongoing basis to identify priority projects to fund with impact fees, to prioritize for the use of impact fees, to collect community feedback on project design and implementation, and to provide current information regarding the status of projects and developments in the area. The City is committed to providing an annual update until all impact fees are programmed and any associated projects are implemented.

On October 31st, 2025, the City provided an annual update via email that included information on impact fee revenue, the status of capital projects in the neighborhood, and an update from Baylands Inc. on the status of the Schlage Lock/Baylands North site.

The City is working with Baylands Development Company and a group of neighborhood stakeholders to bring regular programming to the historic office building at 2201 Bayshore Boulevard. As part of the development agreement, Baylands Development Company has agreed to make a floor of the historic office building available for community use rent-free for at least fifteen years. Currently, the City and a group of residents are working to identify a community organization that could serve as a master tenant and provide community services while also allowing other stakeholders and residents to use the space for events, classes, and programming. The site has hosted ongoing events and programming in partnership with a number of community organizations, including the Asian Pacific American Community Center, Visitacion Valley Connections, Samoans Community Development Center, and the California Native Plan Society.

As noted above, construction of the Executive Park and Leland Square development projects have proceeded more slowly than anticipated, resulting in a delay in the

availability of impact fees. While this delay is unfortunate given the severe housing shortage in the city and region, it has allowedst of priority projects for implementation and to advance planning, design, and implementation for a few priority projects. In addition, the City has been successful in securing alternative funding sources and implementing many of the priority projects identified by the community.

Project Descriptions

While not funded by impact fees, the following projects are tracked as they represent ongoing projects that the City has been implementing in furtherance of adding infrastructure and community facilities capacity.

VISITACION AVENUE MCLAREN PARK CONNECTOR

New sidewalks, bicycle safety improvements, and traffic calming measures are proposed for Visitacion Avenue. The Recreation and Parks Department is conducting community engagement and seeking additional funding.

HERZ PLAYGROUND NEW RECREATION CENTER

Herz Playground, located at the southeast corner of John McLaren Park, serves the Visitacion Valley and Sunnydale neighborhoods. The Herz Recreation Center Project involves the construction of a new, approximately 11,500-square-foot recreation facility within the park. The new center will feature an indoor basketball court with bleachers, office space, a multi-purpose room, kitchenette, restrooms, and spaces allocated for facility storage, custodial operations, and building systems.

Outdoor improvements will include a welcoming entry plaza, adult fitness equipment, picnic tables, and a nature exploration area. The project will also feature natural landscaping and green infrastructure to support stormwater management, along with open lawn areas, bike racks, trees, lighting, and enhanced pathways that will better connect the park with the Sunnydale community and the Community Center which was developed as part of the HOPE SF Sunnydale Redevelopment.

The concept design received approval from the Recreation and Park Commission in March 2021. Construction began in September 2023 and is expected to be completed by the end of 2025.

VISITACION AVENUE STREETSCAPE PROJECT

This project is being developed in partnership between the San Francisco Recreation and Parks Department and the SFMTA. The purpose is to design a walkable and slower Visitacion Avenue in McLaren Park along Visitacion Avenue between Leland Ave and Mansell Street. Project scope to include new sidewalks, protected bike lanes, bulb-outs, landscaping, improved roadway and a connecting path to Sunnydale in coordination with the Sunnydale HOPE SF housing development. Design approaching 95%, anticipated to go out to bid 2026.

Project Origin:

McLaren Park Vision Plan (2018), SFMTA Visitacion Valley & Portola Community Based Transportation Plan

IPIC Funds:

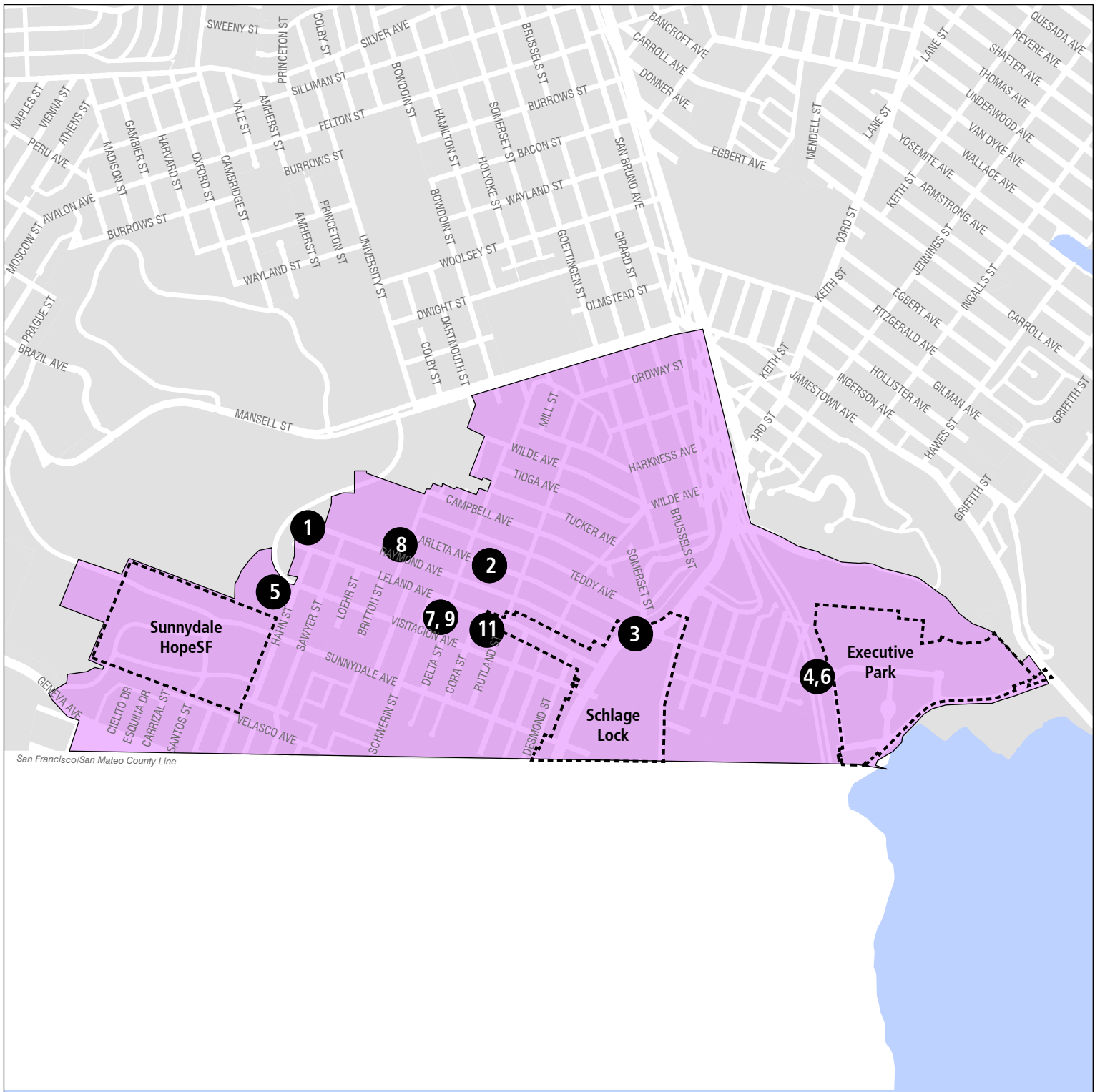
\$163,000

MCLAREN TRAILS PRIORITY IMPROVEMENTS PROJECT

This project delivers improvements in four priority areas of McLaren Park to ensure safe recreation and access, maintain and build on natural character, protect natural resources, and clarify circulation routes. The Visitacion Avenue priority area scope includes a new pedestrian trail on the east side of Visitacion Avenue, between Hahn Street and Visitacion Valley Middle School (adjacent to the recently completed native plant garden and nature exploration area), an accessible recreation route into the Native Plant Garden, and wayfinding and interpretive signage.

Project Status and Delivery

After extensive community engagement, a conceptual design for the project was approved by the Recreation and Parks Commission in December 2022. The project is currently under construction and is expected to be complete by spring 2026. Impact Fee Revenue will not be used for this project



VISITACION VALLEY PROJECTS

1. Visitacion Avenue McLaren Park Connector (sidewalk and bike facility improvements)
2. Visitacion Valley Greenway Mid-block crossings
3. Aleta Avenue Intersection Improvements
4. Blanken Underpass Illumination
5. Herz Playground Renovation
6. Blanken Underpass Art Mural
7. Visitacion Valley Ballfield Renovation
8. Elliot Street Stair
9. Visitacion Valley Playground Revovation
10. Bike Routes to Bay Trail and Candlestick Point
11. Leland and Cora Bulbout and Sidewalk Widening



VISITACION VALLEY

1. Visitacion Avenue Design Concept
2. Visitacion Avenue McLaren Park Trail Connector
3. Herz Playground
4. Visitacion Valley Mural
5. Herz Playground Construction

Photo credits: (1-3, 5) RPD; (4) BOS

Visitacion Valley
IPIC Expenditure Plan
January 2026

Source				
Visitacion Valley Impact Fee	\$	6,094,955	Most fee revenue not expected until FY30 through FY36	
Future Spending Plan				
Category	IPIC Line Item No.	Project	Agency	Appropriated Not Transferred
Transportation / Complete Street	4	Pedestrian, Bicycle and Streetscape Enhancement Fund (DPW)	DPW	\$3,249,000
Transportation / Complete Street	5	Pedestrian, Bicycle and Streetscape Enhancement Fund (MTA)	MTA	\$300,000
Recreation and Open Space	12	Rec and Open Space: Planning and Near Term Improvements Enhancement Fund	RPD	\$3,759,000
Child Care	18	Child Care	DEC	\$2,269,000
Adminstration	28	Admin	DCP	\$497,000
Total				\$10,074,000
Balance			\$	(3,979,045)

* note that there are no programmed expenditures in future years due to expected lack of funds

COMPLETED PROJECTS

BALBOA PARK

LEE AVANUE EXTENSION PLAZA

In the summer of 2012, the Lee Avenue Extension and the Brighton Avenue Public Access Easement were completed as part of an In-Kind agreement. The construction of the Lee Avenue extension, located on the northern side of Ocean Avenue to the City College property, and the dedication of the Brighton Avenue extension for public access, located on the northern side of Brighton Avenue to City College property, were constructed in coordination with the completed mixed-use development located at 1150 Ocean Avenue.

Project Origin:

Balboa Park Area Plan

In-Kind Value

\$1,579,000

Lead Agency:

Public Works

EASTERN NEIGHBORHOODS

16TH STREET / 22-FILLMORE IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO 9)

The 16th Street Improvement Project transforms the 16th Street corridor into a highly efficient transit corridor and includes pedestrian and streetscape improvements between Church Street and 3rd Street. The project includes transit only lanes, accessible pedestrian signals and visible crosswalks, new bus shelters and boarding islands, bus bulbs for easier/safer boarding, bus priority traffic signals, and new trees and streetscape improvements.

Project Origin:

Original Eastern Neighborhoods Implementation Document, EN Plan Area Infrastructure Maps, EN Trips. 16th Street is an EN Priority Project.

Total Costs:

Approximately \$78,000,000 for both phases

Impact Fees:

\$21,404,000 total

\$20,930,000 transferred

22ND STREET GREEN CONNECTION (MAP / EXPENDITURE PLAN LINE-ITEM NOS. 12 AND 22)

Streetscape improvements along 22nd Street in the Dogpatch neighborhood between Illinois Street and Pennsylvania includes new pedestrian lighting, paving, corner bulb-outs, new street trees and drought tolerate planting, and decorative cross walk treatments.

Project Origin:

GreenTrust SF 22nd Street Master Plan; EN Area Plan Implementation Maps; Green Connections Plan. As a "Green Connections" project, the streetscape improvements highlight the streets connection to open space and parks and include ecological features. This Project is rooted in a community initiated and sponsored streetscape plan.

DAGGETT PARK

Project sponsor has constructed a 0.9-acre public park along the Daggett Street right-of-way through an in-kind agreement.

Project Origin:

Eastern Neighborhood Implementation Document; Showplace Square Open Space Plan

Total Costs:

\$4.9 million

In-Kind Value:

\$2.37 million

DOGPATCH ART PLAZA

Project Sponsor provided streetscape, pedestrian safety, and public space improvements on the 19th Street right-of-way west of Indiana Street through an in-kind agreement.

Project Origin:

Eastern Neighborhood Implementation Document; Central Waterfront Area Plan

Total Costs:

\$1.456 million

In-Kind Value:

\$850,000

GARFIELD SQUARE AQUATICS CENTER (MAP / EXPENDITURE PLAN LINE-ITEM NO. 42)

The project included the full renovation of the existing pool building into a higher-capacity Aquatics Center by demolishing and replacing the adjacent clubhouse building. The newly reconfigured aquatic center includes a shared entry lobby to access the pool facility and clubhouse, a new multi-purpose courtyard, new and restored murals and improved park accessibility and new landscaping.

Project Origin:

2012 Clean and Safe Neighborhood Parks Bond

Total Costs:

\$22.3 million

Impact Fees:

\$8.7 million

Lead Agency:

RPD

FRANKLIN SQUARE PAR-COURSE AND LIGHTING (MAP / EXPENDITURE PLAN LINE-ITEM NO. 36)

Park improvements included ADA Accessibility, installation of a concrete seat wall to delineate edge of equipment, additional lighting and parcourse equipment as well as replacement of pathway along Bryant Street. This project also received funding from RPD's General Fund.

Project Origin:

Eastern Neighborhoods

Total Costs:

\$0.45 million

Impact Fees:

\$0.21 million

Lead Agency:

RPD

Total Costs:

Approximately \$4,600,000

Impact Fees:

\$3,800,000

Lead Agency:

Public Works

JURI COMMONS (MAP / EXPENDITURE PLAN LINE-ITEM NO. 43)

The project included the full renovation of the Children's Play Area including accessibility and safety improvements, added fitness equipment, landscaping, a multi-use lawn and improved seating. This project also received funding from the 2012 Let'sPlaySF! Bond which additionally funded the renovation of the pathway, new irrigation, fencing, planting, and other amenities at the park.

Project Origin:

Identified as a Let'sPlaySF! Site and Community Opportunity Fund project from the 2012 Clean and Safe Neighborhood Parks Bond

Total Costs:

\$1.9 million

Impact Fees:

\$1 million

Lead Agency:

RPD

PEDESTRIAN, BICYCLE, AND STREETScape ENHANCEMENT FUND (EXPENDITURE PLAN LINE ITEM NOS. 14 AND 27)

This fund was created to enable flexible, nimble, and strategic spending of Eastern Neighborhood transportation dollars in the short term. The funds are to provide Public Works access to funds that can fill the last gaps of projects and/or to prioritize Eastern Neighborhood projects above others for implementation.

Project Origin:

IPIC

Project Status and Delivery:

Funds were made available to streetscape, bike and pedestrian projects upon request and after consultation with IPIC and the EN CAC. \$650,000 was allocated to 22nd Street Green Connection; \$400,000 to Treat Plaza; and \$1,092,000 to a the Potrero Gateway Project.

Total Costs:

\$2,939,000 total

IPIC Funds:

\$2,939,000 total

POTRERO AVENUE STREETSCAPE (MAP / EXPENDITURE PLAN LINE ITEM NO. 13)

The Potrero Avenue project includes, but is not limited to, roadway repaving, new transit only lanes, protected bike lanes, widen sidewalks, corner bulb-outs, street trees and other landscaping and amenities.

Project Origin:

EN Area Plan Implementation Maps.

Total Costs:

Approximately \$25,000,000

Impact Fees:

\$1,400,000

Lead Agency:

Public Works

POTRERO LAUNCH CHILDCARE CENTER

A daycare center at the Potrero Launch development project was established through an in-kind agreement and opened in 2012. It provides 62 child-care slots.

Project Origin:

Eastern Neighborhood Implementation Document

Total Costs:

\$1.916 million

TREAT PLAZA (MAP / EXPENDITURE PLAN LINE ITEM NO. 29.1)

The project will improve safety, comfort, and mobility for pedestrians, cyclists, transit riders, and motorists. The sidewalk will be extended into the intersection, and planters will offer decorative seating, and provide a protective barrier to traffic.

Project Origin:

The Project was envisioned as part of the Mission District Streetscape Plan.

Total Costs:

Approximately \$2,100,000

Impact Fees:

\$1,411,000 (inclusive of funds from Ped Bike fund)

Lead Agency:

Public Works

MARKET OCTAVIA**MARGARET HAYWARD PARK RENOVATION (MAP / EXPENDITURE PLAN LINE ITEM NO. 44)**

This project included park improvements such as a new playground, removal of certain existing structures and replacement with a new community building, an operations facility, new lighting, new plumbing and drainage systems, new power, new public restrooms, a large central plaza for events, and the replacement of existing fields with synthetic fields supplemented by organic infill turf.

Project Origin:

Market and Octavia Area Plan.

Total Costs:

\$27.7 million

Impact Fees:

\$7.9 million

Lead Agency:

RPD

LIGHT RAIL SERVICE ENHANCEMENT (MAP / EXPENDITURE PLAN LINE ITEM NO. 4)

The Light Rail Vehicle enhancement will allow MTA to run two-car trains on lines currently running only one-car trains; vehicle availability is one of the major reasons MTA must run one-car trains on some lines.

Additional vehicles will also allow MTA to provide more targeted demand-based service deployments, such as like the Cole Valley and Castro shuttles. As the max load point in the city's rail system, the Muni stations and stops in the Market and Octavia Area benefit greatly from additional capacity due to these shuttles. These additional vehicles may eventually allow the SFMTA to run up to four car trains from the Embarcadero to West Portal and three car trains on the N Judah line.

Project Origin:

SFMTA

Total Costs:

\$5,250,00

MARKET AND HAIGHT STREET TRANSIT AND PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 2)

The Haight Street two-way project, which was supported in part by impact fees, returned buses to a dedicated transit lane on Haight Street between Octavia and Market, and added pedestrian amenities at the Market/ Haight/Gough intersection.

Project Origin:

SFMTA

Total Costs:

\$6,700,000

Impact Fees:

\$330,000

Lead Agency:

Public Works

STREETSCAPE ENHANCEMENT FUND (EXPENDITURE PLAN LINE-ITEM NO. 34)

The Streetscape Enhancement Fund sets aside impact fee revenue for a series of capital projects to make Octavia Boulevard and surrounding streets safer, more pedestrian-friendly, and better at balancing competing demands. After years of community engagement to update and confirm priorities, the scopes of work covered by this fund include the Hayes Street "Follow the Paving" project (sidewalk bulb-outs on Hayes at Laguna and Buchanan inter- sections); Oak/Octavia Safety Improvements project (sidewalk bulb-outs, extended center medians and landscaping); Market Street/Octavia Boulevard project (intersection improvements and potential circulation changes); Octavia Boulevard Enhancement Project (sustainable streetscape upgrades on northbound lane of Octavia from Page to Patricia's Green); and area-wide crosswalk upgrades and spot improvements that were completed in 2016.

Project Origin:

Market and Octavia Plan; Vision Zero.

Total Costs:

\$6,700,000

Impact Fees:

\$6,700,000 total

\$4,700,000 transferred

Lead Agency:

Public Works

POLK STREETSCAPE PROJECT – NORTHBOUND PROTECTED BIKEWAY (MAP / EXPENDITURE PLAN LINE ITEM NO. 5)

The Polk Street contra flow lane, completed in 2014, provides a northbound bike facility on the one-way portion of Polk between Market and Grove. This project was funded in part by impact fees,

Project Origin:

SFMTA

Total Costs:

Approx. \$8.2 million

Impact Fees:

\$50,000

Lead Agency:

SFMTA

POLK STREETSCAPE PROJECT – NORTHBOUND PROTECTED BIKEWAY (MAP / EXPENDITURE PLAN LINE ITEM NO. 5)

The Polk Street contra flow lane, completed in spring 2014, provides a northbound bike facility on the one-way portion of Polk between Market and Grove. This project was funded in part by impact fees, which provided a local match for grant funds.

Project Origin:

SFMTA

Total Costs:

Approx. \$8.2 million

Impact Fees:

\$50,000

DOLORES AND MARKET INTERSECTION IMPROVEMENTS (MAP / EXPENDITURE LINE ITEM NO. 19)

Project sponsor's provision of streetscape, pedestrian safety, and public space improvements on Dolores Street and Market Street

Project Origin:

Market Octavia Area Plan, Appendix C

Total Costs:

Approx. \$8.2 million

In-Kind Value:

\$513,000

Lead Agency:

Public Works

HAYES TWO-WAY IMPROVEMENTS (MAP / EXPENDITURE LINE ITEM NO. 23)

The Hayes Street two-way project, which was supported in part by impact fee revenue, reorganized east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusion. The project restored Hayes Street to a two-way local street to support its commercial nature and role as the heart of Hayes Valley.

Project Origin:

Market Octavia Plan; SFMTA

Total Costs:

Approx. \$8.2 million

Impact Fees:

\$49,000

Lead Agency:

SFMTA

PEDESTRIAN IMPROVEMENTS FRANKLIN AND GOUGH INTERSECTIONS (MAP / EXPENDITURE LINE ITEM NO. 29)

Pedestrian bulb outs were added on Gough at Oak, Fell, Hayes, and Grove; on Franklin at Hayes and Grove; the closed crossing at Fell and Gough has been opened; and numerous intersections on both streets now include pedestrian countdown signals.

Project Origin:

SFMTA

Impact Fees:

\$250,000

Lead Agency:

SFMTA

VAN NESS BUS RAPID TRANSIT (BRT) – VAN NESS AND MISSION PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 6 AND 36)

The Van Ness Bus Rapid Transit (BRT) project will provide rapid bus service along the Van Ness corridor. Impact fee revenues will be used to support related pedestrian improvements including station and platform work in the portion of the corridor contained in the Plan Area.

Project Origin:

SFMTA

Total Costs:

approximately \$309,300,000

Impact Fees:

\$1,500,000

Lead Agency:

SFMTA

PAGE STREET NEIGHBORWAY PROJECT (MAP / EXPENDITURE PLAN LINE ITEM NO. 26)

The Page Street Neighborway (formerly the Page Street Green Connection project) is a series of efforts to transform Page Street into a safer and more pleasant place to walk and bike to neighborhood destinations and nearby parks and provide landscaping and greening opportunities as appropriate.

'Phase One' of the project comprises capital improvements for the segment of the corridor within the Market & Octavia Plan Area (from Market Street to Webster Street), including multiple corner bulb-outs, a raised intersection at Buchanan, and sidewalk landscaping.

Related pilot circulation and bikeway changes include traffic diversion at Webster and Octavia streets; one-way conversion from Octavia to Laguna; Class II, III and IV bikeway facilities on Page Street; parking/turn restrictions on Haight Street; and the implementation of the Page Slow Street Project from Gough to Stanyan Streets.

Project Origin:

Market and Octavia Plan

Total Costs:

\$2,700,000 (Phase One)

Impact Fees:

\$1,250,000 total

Lead Agencies:

SFMTA and Public Works

UPPER MARKET PEDESTRIAN IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NOS.30 AND 30.1)

SFMTA's Upper Market Street Safety Project is substantially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Castro Street. Improvements will include sidewalk bulb-outs and ADA accessibility upgrades (most locations are implemented currently with painted pedestrian safety zones), signal timing and hardware improvements, landscaping and public realm enhancements, enhanced transit access, and bicycle improvements including enhanced bike lanes west of Buchanan and a physically protected bikeway from Buchanan/Duboce to Octavia Boulevard.

Additional related project elements that have yet to receive approval include potential circulation changes (turn restrictions, new protected turn phases) and implementation of a comprehensive curb space management plan.

Project Origin:

Market and Octavia Plan

Total Costs:

\$10,000,000

Impact Fees:

\$4,305,257 [note: \$2,088,157 to MTA / \$2,217,100 to PW]

Lead Agencies:

SFMTA and Public Works

RINCON HILL

GUY PLACE PARK (MAP NO. / EXPENDITURE PLAN LINE-ITEM NO. 8)

This small intimate pocket park features living green columns, water features, seating areas and other landscaping.

Project Origin:

Rincon Hill Area Plan

Total Costs:

\$4.6 million

Impact Fees:

- Rincon Hill \$3 million
- \$1.5 million from Transit Center

Other sources:

- \$1.8 million from ABAG (funding for acquisition and design)
- \$0.126 million General fund

Lead Agency:

RPD

FIRST STREET AND HARRISON STREET - ONE RINCON IMPROVEMENTS (MAP / EXPENDITURE PLAN LINE ITEM NO. 14)

The southernmost block of First Street and the southern side of Harrison Street between First Street and Fremont Street were improved in conjunction with the construction of One Rincon Hill. Improvements included new widened sidewalks, street tree and understory plantings, and special paving within the roadway.

In-Kind Value

\$1,100,000

Lead Agency:

Public Works

HARRISON STREET – STREETSCAPE PRIORITY 1 (MAP NO. 6A / EXPENDITURE PLAN LINE ITEM NO. 6)

Streetscape improvements on Harrison Street from Essex Street to Embarcadero Street. Improvements include lane reduction and narrowing, sidewalk widening, corner bulb-outs, pedestrian lighting and new trees.

Total Costs:

\$12,656,000

Impact Fees:

Priority 1 Projects have been fully funded through FY18.

Lead Agency:

Public Works

SOMA

2ND STREET IMPROVEMENTS (MAP/ EXPENDITURE PLAN LINE ITEM NO. 10, AND 23)

The Second Street Improvement project is intended to transform the Second Street corridor in the east South of Market (SoMa) neighborhood into a pedestrian and bicycle friendly complete street, consistent with the vision identified by the community in the East SoMa Area Plan. The Plan identified Second Street as a primary pedestrian, bicycle, and transit thoroughfare and a green connector for the neighborhood. The Project consists of the following features between Market and King Streets:

- One-way cycle track bicycle facilities in the northbound and southbound directions
- Transit boarding islands at most transit stops along with planted medians
- ADA-compliant curb ramps
- Street trees
- Site furnishings (trash receptacles, bike racks, benches, and pedestrian lighting)
- Curb-to-curb roadway grinding and repaving

In order to achieve the complete street along the corridor, the travel lanes along Second Street will be reduced to two in each direction, restrict left-hand turn lanes at most intersections, widen sidewalks from 10-feet to 15-feet between Harrison and Townsend Streets. It should be noted that because 2nd Street travels through both the Eastern Neighborhoods and the Transit District Area Plans, funds from both impact fees are being used to fund this project.

Project Origin:

East SoMa Area Plan, San Francisco Bicycle Plan; EN Area Plan Implementation Maps

Total Costs:

Approximately \$42,000,000

Impact Fees:

\$4,900,000

RINGOLD ALLEY IMPROVEMENTS (MAP / LINE ITEM NO. 16)

Through an In-Kind Agreement, the Project Sponsor improved Ringold Street between 8th and 9th Streets with special paving treatments, landscaping, pedestrian lighting and safety improvements, site furnishings, and undergrounding of overhead utilities in return for a waiver of \$1.8 million of their Eastern Neighborhood Infrastructure Impact Fees. The Ringold Street improvements were identified as a Western SoMa Task Force priority project in the Western SoMa Community Plan, adopted in 2013.

Project Origin:

Western SoMa Area Plan

In-Kind Value:

\$1.8 million

Lead Agency:

Public Works

EAGLE PLAZA (MAP / LINE ITEM NO. 53)

Through an in-kind agreement, the Project Sponsor provided streetscape, pedestrian safety, and public space improvements on 12th Street.

Project Origin:

Western SoMa Area Plan

In-Kind Value:

\$2.02 million

Lead Agency:

SFMTA

SOUTH PARK RENOVATION (MAP / LINE ITEM NO. 35)

The complete rehabilitation of park includes a variety of different programmatic spaces, including a children's play area, a large open meadow, plazas of varying scales, and a variety of areas designed for sitting and/or picnicking to increase park capacity.

Project Origin:

Eastern Neighborhoods Implementation Document

Total Costs:

\$3.7 million

Impact Fees:

\$1.5 million

Lead Agency:

SFMTA

TRANSIT CENTER

**TRANSIT TOWER IN-KIND AGREEMENT
STREETSCAPE AND TRANSIT IMPROVEMENTS
(MAP / LINE ITEM NOS. 13, 14, 15, AND 16)**

The Transit Tower project met the majority of its impact fee obligations through provision of infrastructure identified in the Area Plan. The Transit Tower is providing the following infrastructure improvements as part of an in-kind agreement with the City

- Fremont and First mid-block crossings
- Natoma Street
- Bus boarding island on Mission Street
- DTX, phase I (Trainbox)

Project Origin:

Transit Center District Plan Implementation Document and Funding Program

In-Kind Value

\$27.8 million

Lead Agency:

SFMTA

SALESFORCE PARK (MAP / LINE ITEM NO. 21)

Salesforce Park, a 5.4-acre rooftop public park that is 1,400-foot-long will include a variety of activities and amenities, including an open-air amphitheater, gardens, trails, open grass areas, children’s play space, as well as a restaurant and café.

Project Origin:

Transit Center District Plan Implementation Document and Funding Program

In-Kind Value

\$1.8 million

Lead Agency:

TJPA

CENTRAL SUBWAY CHINATOWN OPEN SPACE (MAP / LINE ITEM NO. 24)

The Transit Center District Plan explicitly anticipated sharing impact fees for park improvements in nearby Chinatown. A part of these funds have been appropriated for the Chinatown Station Open Space.

Project Origin:

Transit Center District Plan Implementation Document and Funding Program (identified as Chinatown Open Space)

Impact Fees:

\$7 million

VISITACION VALLEY**HERZ PLAYGROUND RENOVATION**

Completed in 2022, the project completely renovated the toddler and school-aged children’s playground. The renovation included new play structures and surfacing, new benches, fencing, landscaping, pathways, and picnic tables.

Impact Fees:

\$0.3 million

Lead Agency:

RPD

VISITACION VALLEY MURAL

Funding for the project was allocated by the District 10 Supervisor, with artist selection and community design conducted February – August of 2019. The mural’s design was approved in October of 2020. Maintenance costs and other responsibilities made the initial site – the underpass at Blanken Avenue on Caltrans property – unviable. Local artists worked with property owners and the District Supervisor’s office to identify a new site. In the summer of 2024, the mural was completed on the Bayshore-facing side of the property located at 2400 Bayshore.