File No. 120059 Committee Item No. 2
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development **Date** October 29, 2012

Board of Supervisors Meeting **Date** _____

Cmte	Board	
☐	☐	Motion
☐	☐	Resolution
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☐	☐	Legislative Digest
☐	☐	Budget and Legislative Analyst Report
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☐	☐	Application
☒	☐	Public Correspondence

OTHER **(Use back side if additional space is needed)**

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Completed by: Alisa Miller **Date** October 26, 2012
Completed by: _____ **Date** _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

TEXT OF PROPOSED ORDINANCE
PROPOSITION I

Be it ordained by the People of the City and County of San Francisco:

Section 1. **Findings.**

(a) On November 3, 1998, the voters of San Francisco demonstrated their support for the Octavia Boulevard Plan for replacement of the Central Freeway by passing Proposition E, the Central Freeway Replacement Project Act of 1998, by more than 10,000 votes.

(b) Proposition E called for the City and County of San Francisco to authorize the California Department of Transportation (CalTrans) to replace the Central Freeway with an elevated structure from Mission Street to Market Street and a ground-level boulevard on Octavia Street, from Market Street to Fell Street (collectively, the "Central Freeway Replacement Project.")

(c) In March of 1999, the Board of Supervisors of the City and County of San Francisco established a Central Freeway Project Office to prepare design, engineering and environmental review documents necessary to build the Octavia Boulevard portion of the Central Freeway Replacement Project (the "Octavia Boulevard Plan").

(d) In July of 1999, members of the Board of Supervisors, sitting as the San Francisco County Transportation Authority ("Transportation Authority"), voted to accept the conceptual design and preliminary engineering of the Octavia Boulevard Plan.

(e) The replacement of the last four blocks of the Central Freeway with the Octavia Boulevard Plan will provide the City with significant benefits, including the opportunity to build more than 500 units of new housing, improved north-south access for vehicles traveling to and from the Central Freeway, and substantial revenue for transportation improvements on adjacent corridors.

(f) Construction of the Octavia Boulevard Plan will free up approximately three hundred and eighty thousand (380,000) square feet of land formerly occupied by that portion of Route 101 containing the elevated freeway structure north of Market Street and freeway ramps north of Fell Street (collectively, the "Excess Central Freeway Parcels").

(g) The Excess Central Freeway Parcels include prime residential, commercial and mixed use lots that could be used for housing, including much-needed permanently affordable housing. Proposition E specifically recognized that, in planning for the uses of the Excess Central Freeway Parcels, special consideration should be given to the need for affordable housing.

(h) The California Legislature is currently considering Senate Bill 798, which would require that the State transfer to the City at no cost the Excess Central Freeway Parcels, with the City to use the proceeds from the sale and/or disposition of those parcels for transportation improvements to Octavia Boulevard and along corridors leading to the Central Freeway, including but not limited to the Oak Street/Fell Street corridor to the Sunset and Richmond neighborhoods, South of Market, the Mission corridor, the Upper Market corridor, and the Franklin/Gough corridor to the Marina. Senate Bill 798 is similar to Senate Bill 181, passed by the California Legislature in the wake of the removal of the Embarcadero Freeway, which transferred the unused Embarcadero Freeway right-of-way to the City and County of San Francisco so that the right-of-way, or proceeds from the sale thereof, could be used to create an alternate system of city streets.

(i) The Excess Central Freeway Parcels are estimated to have a market value of approximately thirty-three million dollars ($33,000,000), which is well in excess of the amount needed to complete the Octavia Boulevard Plan. The sale and/or disposition of these parcels will provide the City with much needed revenue for other transportation improvements.

(j) The San Francisco Department of City Planning has undertaken studies with the San Francisco Redevelopment Agency and the Hayes Valley neighborhood to determine appropriate land uses, housing types, densities and design standards for the Excess Central Freeway Parcels, as summarized in the Hayes Valley Development Guidelines endorsed by the City Planning Commission in 1993. The San Francisco Department of City Planning is currently in the process of implementing a "Strategic Neighborhood Action Plan" pursuant to funding approved by the Board of Supervisors in the City's fiscal year 1999-2000 budget. The Strategic Neighborhood Action Plan will include the development and implementation of a community-based, public planning process to ensure the involvement and participation of the community in land use and transit planning. The proposed Strategic Neighborhood Action Plan would apply to the Upper Market/Hayes Valley Neighborhood, which includes the Excess Central Freeway Parcels.

(k) If a widened freeway structure is approved and the Board of Supervisors' ban on construction of new freeway ramps north of Fell Street is repealed, the City will not receive all of the substantial benefits of the Excess Central Freeway Parcels. A widened structure will preclude any affordable housing development between Market Street and Fell Street; and re pealing the ban on construction of new ramps north of Fell Street will hold the parcels between Fell Street and Turk Street in limbo pending the outcome of years of engineering and environmental review. In either case, the City will not be able to construct much-needed housing in this area or sell the land and use the proceeds for other transportation improvements for the foreseeable future.

Section 2. **Title.**

This ordinance shall be known as and may be referred to as "The Central Freeway Corridor Housing and Transportation Improvement Act."

Section 3. **Transportation Improvements Funded by Proceeds from the Disposition of the Excess Central Freeway Parcels.**

(a) Consistent with SB 798 and Article XIX of the California Constitution, the City shall first use any proceeds from the sale and/or disposition of Excess Central Freeway Parcels transferred by CalTrans to the City for design, engineering, construction and maintenance of the Octavia Boulevard Plan as finally adopted by the San Francisco Board of Supervisors, sitting as the Transportation Authority.

(b) The City shall utilize any remaining proceeds from the sale and/or disposition of the Excess Central Freeway Parcels for transportation improvements to corridors on or ancillary to Octavia Boulevard, including but not limited to the Oak Street/Fell Street corridor to the Sunset and Richmond neighborhoods, South of Market, the Mission corridor, the Upper Market corridor, and the Franklin/Gough corridor to the Marina.

(c) The Transportation Authority shall allocate remaining revenue from the sale and/or disposition of Excess Central Freeway Parcels for transportation improvements to corridors on or ancillary to Octavia Boulevard, with advice from its Central Freeway Citizens Advisory Committee and its Technical Working Group, which includes the Municipal Railway, the Department of Parking and Traffic, the Department of Public Works, the City Planning Department, the San Francisco Redevelopment Agency and regional transit operators. Such revenue shall be allocated to transportation projects on a competitive basis, according to the following minimum criteria: (1) conformance with the priorities expressed in the San Francisco Long Range Countywide Transportation Plan (as finally approved by the Transportation Authority in April, 2000); (2) improved transit and traffic flow and pedestrian safety along corridors leading to and from the Central Freeway; (3) cost-effectiveness; and (4) project eligibility under SB 798 and Article XIX of the California Constitution.

(Continue on next page)

Section 4. **Construction of Housing on Excess Central Freeway Parcels and Neighborhood Planning Process.**

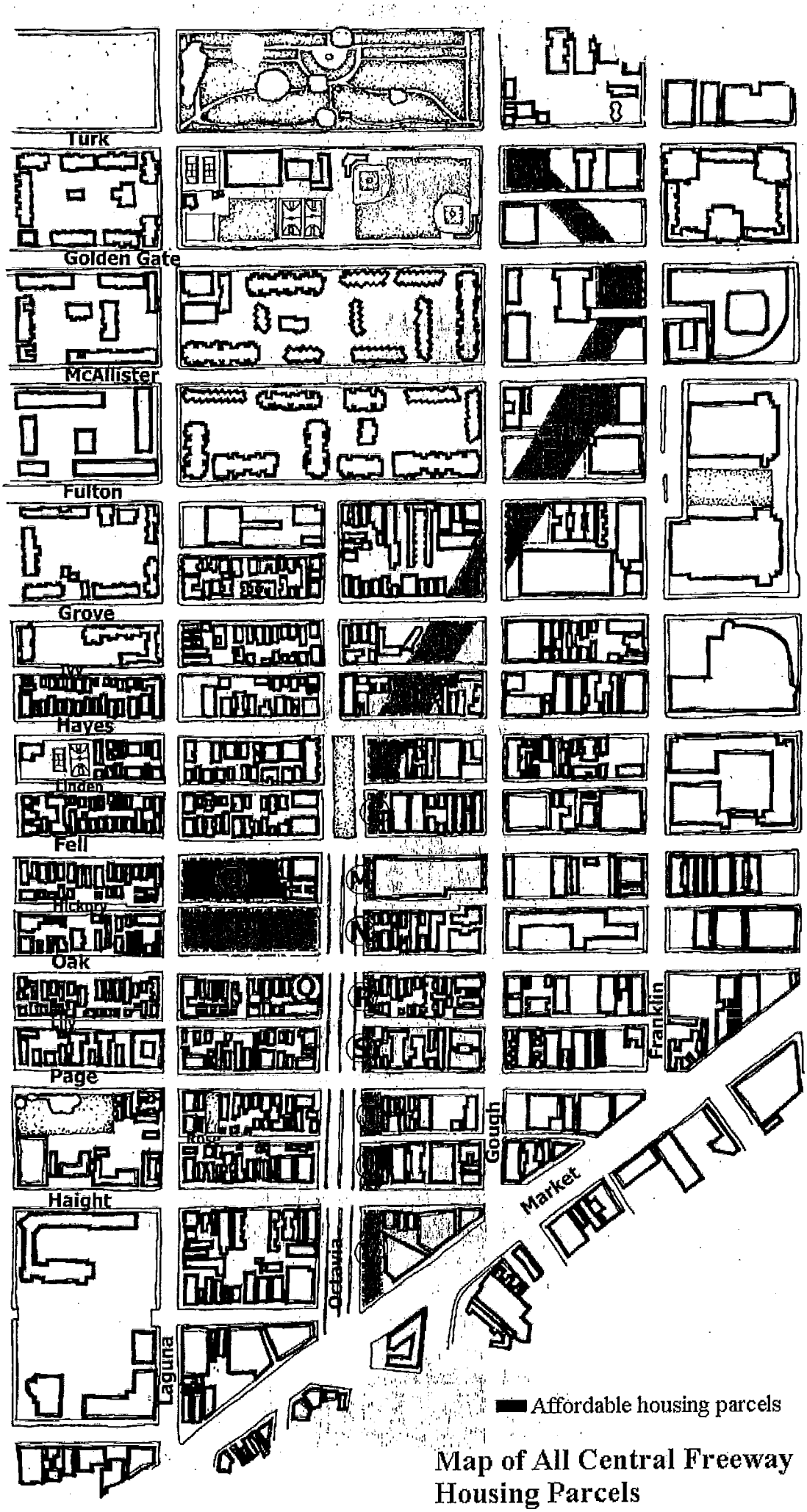
(a) It is the express intent of the voters that housing, mixed use and/or complimentary developments be constructed on the Excess Central Freeway Parcels. To that end, no competing transportation use, such as the widening of the elevated freeway structure between Market Street and Fell Street, shall prevail. Nothing herein shall be construed to prohibit public transit or alternative transportation use consistent with the Hayes Valley Development Guidelines and the Octavia Boulevard Plan.

(b) The City shall utilize a community-based public planning process, involving representatives from the Hayes Valley and Western Addition neighborhoods, the City Planning Department, the Redevelopment Agency, the Mayor's Office of Housing and the Transportation Authority's Technical Working Group, to determine the mix and type of land uses for the Excess Central Freeway Parcels. Such uses shall include the construction of affordable rental and/or ownership housing on such parcels and shall be consistent with the Octavia Boulevard Plan and related transportation improvements.

(c) The recommendations from this community-based planning process shall be presented to the City Planning Commission and the Redevelopment Commission (as appropriate) for incorporation into the Hayes Valley Development Guidelines to ensure that the future development of the Excess Central Freeway Parcels will reflect the outcome of the planning process.

Section 5. **Severabillity.**

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application. To this end, the provisions of this ordinance shall be deemed severable.



Map of All Central Freeway Housing Parcels

Octavia Boulevard / Central Freeway Project Update

Kelly Pretzer
Office of Economic and Workforce Development

SAN FRANCISCO
Office of Economic and Workforce Development

Agenda

- Former Central Freeway
- Foundational Documents
- City Obligations
- Parcel Disposition
- Temporary Uses of City-Owned Parcels
- Octavia Boulevard Project Sources and Uses
- Path Forward and Future Approvals

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Former Central Freeway

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Foundational Documents

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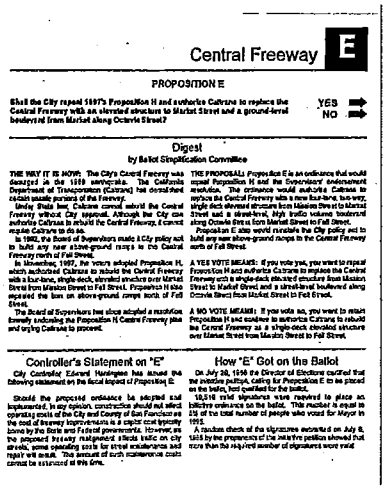
Proposition E - 1998

- Central Freeway Replacement Project Act.
- Called for replacement of Central Freeway with an elevated structure from Mission Street to Market Street, and a ground-level boulevard on Octavia Street.



Central Freeway **E**

PROPOSITION E

Shall the City repeal 1997's Proposition H and authorize Caltrans to replace the Central Freeway with an elevated structure to Market Street and a ground-level boulevard from Market along Octavia Street?

YES
NO

Digest
by Ballot Simplification Committee

THE WAY IT IS NOW: The City's Central Freeway was damaged in the 1989 earthquake. The California Department of Transportation (Caltrans) has demolished certain unsafe portions of the Freeway.

Under State law, Caltrans cannot rebuild the Central Freeway without City approval. Although the City can authorize Caltrans to rebuild the Central Freeway, it cannot require Caltrans to do so.

In 1992, the Board of Supervisors made it City policy not to build any new above-ground ramps to the Central Freeway north of Fell Street.

In November, 1997, the voters adopted Proposition H, which authorized Caltrans to rebuild the Central Freeway with a four-lane, single-deck, elevated structure over Market Street from Mission Street to Fell Street. Proposition H also repealed the ban on above-ground ramps north of Fell Street.

The Board of Supervisors has since adopted a resolution formally endorsing the Proposition H Central Freeway plan and urging Caltrans to proceed.

THE PROPOSAL: Proposition E is an ordinance that would repeal Proposition H and the Supervisors' endorsement resolution. The ordinance would authorize Caltrans to replace the Central Freeway with a new four-lane, two-way, single deck elevated structure from Mission Street to Market Street and a street-level, high traffic volume boulevard along Octavia Street from Market Street to Fell Street.

Proposition E also would reinstate the City policy not to build any new above-ground ramps to the Central Freeway north of Fell Street.

A YES VOTE MEANS: If you vote yes, you want to repeal Proposition H and authorize Caltrans to replace the Central Freeway with a single-deck elevated structure from Mission Street to Market Street and a street-level boulevard along Octavia Street from Market Street to Fell Street.

A NO VOTE MEANS: If you vote no, you want to retain Proposition H and continue to authorize Caltrans to rebuild the Central Freeway as a single-deck elevated structure over Market Street from Mission Street to Fell Street.

Controller's Statement on "E"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition E:

Should the proposed ordinance be adopted and implemented, in my opinion, construction should not affect operating costs of the City and County of San Francisco as the cost of freeway improvements is a capital cost typically borne by the State and Federal governments. However, as the proposed freeway realignment affects traffic on city streets, some operating costs for street maintenance and repair will result. The amount of such maintenance costs cannot be estimated at this time.

How "E" Got on the Ballot

On July 28, 1998 the Director of Elections certified that the initiative petition, calling for Proposition E to be placed on the ballot, had qualified for the ballot.

10,516 valid signatures were required to place an initiative ordinance on the ballot. This number is equal to 5% of the total number of people who voted for Mayor in 1995.

A random check of the signatures submitted on July 8, 1998 by the proponents of the initiative petition showed that more than the required number of signatures were valid.

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Office of Economic and Workforce Development

Proposition I - 1999

- Authorized use of proceeds from sale of Excess Central Freeway Parcels for the design, engineering, construction and maintenance of the Octavia Boulevard Plan.
- Called for development of residential and mixed uses, including affordable housing, on former Freeway parcels.
- Authorized use of any remaining proceeds for related transportation improvements in the adjacent area.
- Created Central Freeway Citizens' Advisory Committee.

Octavia Boulevard Plan **I**

PROPOSITION I

Shall the City use the proceeds from any sale of excess Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements, support construction of housing and mixed uses on the right-of-way property, and prohibit widening of the existing elevated freeway structure?

YES
NO

Digest
by Ballot Simplification Committee

THE WAY IT IS NOW: The City's Central Freeway was damaged in the 1989 earthquake. In November 1998, the voters adopted Proposition E, which authorized the California Department of Transportation to replace the Central Freeway with a new four-lane, two-way, single-deck elevated structure from Market Street at Market Street and a street-level, four-lane boulevard along Octavia Street from Market Street to Fell Street, with two additional lanes for local traffic (the Octavia Boulevard Plan).

Part of the land that was occupied by the Central Freeway and the freeway ramps (the right-of-way property) will not be needed to construct the Octavia Boulevard Plan. The State Legislature is considering a bill that would give the right-of-way property to the City. The City would have to use any money received by it or some of the unneeded property land to pay for the Octavia Boulevard Plan and both for transportation improvements along routes leading to or from Octavia Boulevard.

THE PROPOSAL: Proposition I is an ordinance that would call for using any proceeds from the sale or lease of the right-of-way property—if the State gives the property to the City—to fund the design and construction of the Octavia Boulevard Plan and to use any remaining proceeds for transportation improvements along routes leading to or from Octavia Boulevard. The City's Transportation Authority would decide which transportation improvements to fund after consulting with the Central Freeway Citizens' Advisory Committee and following guidelines listed in the ordinance.

Proposition I also would call for development of residential and mixed residential/commercial uses, including affordable housing, on the right-of-way property. The ordinance would prohibit widening the existing elevated freeway structure between Market and Fell Streets. City and neighborhood representatives would participate in determining appropriate development of the right-of-way property.

A YES VOTE MEANS: If you vote yes, you want to use the proceeds from any sale of unneeded Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements and you want to support construction of housing and mixed uses on that property.

A NO VOTE MEANS: If you vote no, you do not want to use the proceeds from any sale of unneeded Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements and you do not want to support construction of housing and mixed uses on that property.

Controller's Statement on "I"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition I:

Should the proposed ordinance be adopted and implemented, it is my opinion, it may affect the revenues or costs of City government.

The ordinance is contingent upon State approval of legislation that would give excess right-of-way property from the Central Freeway to the City. Should that legislation pass, this ordinance would allow the City to sell the property. It does not set forth procedures and priorities for how funds would be spent and how the property would be used. Should that property be used for purposes other than what they would have been used for without this ordinance, City revenues or costs may increase or decrease accordingly.

How "I" Got on the Ballot

On August 4, 1998 the Department of Elections received a proposed ordinance signed by 4 members of the Board of Supervisors. They included: Ammiano, Bierman, Katz, Leno.

THE MAYOR'S PROPOSAL 99S-1 APPROVED VOTES TO PUBL.

ARGUMENTS FOR AND AGAINST THIS BALLOT MEASURE APPEAR NEXT PAGE. THE FULL TEXT BEGINS ON PAGE 172
SOME OF THE OFFICE VOTES IN THE BALLOT CHART ARE EXPLAINED ON PAGE 31

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Cooperative Agreement - 2000

- Authorized by SB 798 (Burton), Prop E. (1998) and Prop. I (1999).
- Entered into between Caltrans and the City of San Francisco on Nov. 29, 2000.
- Effectuated the transfer of 22 State-owned, developable parcels to the City.

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Cooperative Agreement - 2000

- City was responsible, at City's sole cost, for:
  - Preparation and operation of interim traffic management plan.
  - Octavia Boulevard.
  - Restoration of portions of Mission Street, South Van Ness Avenue and Van Ness Avenue that were to be adopted as part of State Route 101

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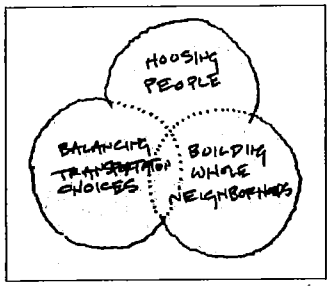
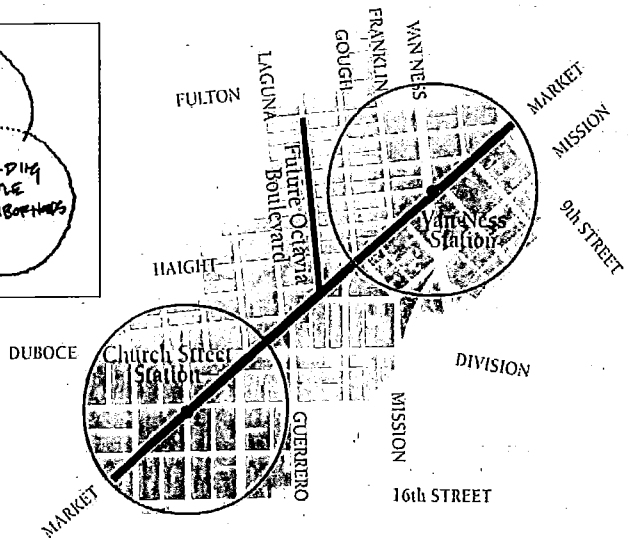
Market & Octavia Area Plan - 2008





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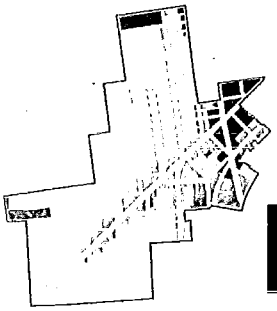
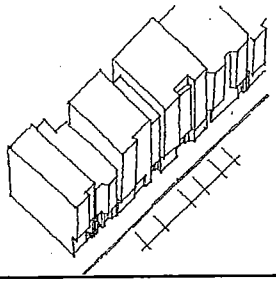
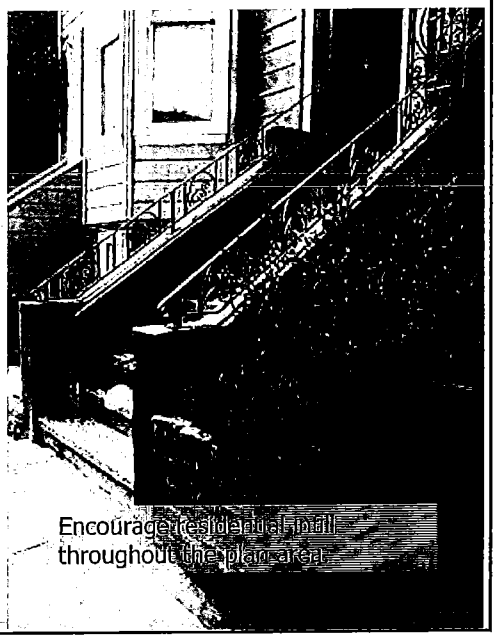
Market & Octavia Area Plan - 2008



Detailed Height Controls



Design Guidelines



Encourage residential infill throughout the plan area.

Market & Octavia Area Plan - 2008

Develop the Central Freeway parcels with mixed-use, mixed-income (especially low-income) housing.

Ordinance 104-09 - 2009

- **Authorized the sale of remaining developable parcels at market rate.**
- **Sales subject to a declaration of economic justice and community development.**

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City Obligations

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Cooperative Agreement - 2000

- City was responsible, at City's sole cost, for:
  - Preparation and operation of interim traffic management plan.
  - Octavia Boulevard.
  - Restoration of portions of Mission Street, South Van Ness Avenue and Van Ness Avenue that were to be adopted as part of State Route 101

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Central Freeway Ancillary Projects

- **Endorsed by Central Freeway Citizens' Advisory Committee and SFCTA in 2006**
  - **Streetscape Improvements - $2.396 million**
    - Construction began Q1 2012
  - **Skatepark - $3.1 million**
    - Finalizing Design; Negotiating Lease with Caltrans
  - **Dog Run - $1.364 million**
    - Beginning Community Design Process
  - **McCoppin Hub - $1.782 million**
    - Finalizing Design
  - **TOTAL - $8.7 million**

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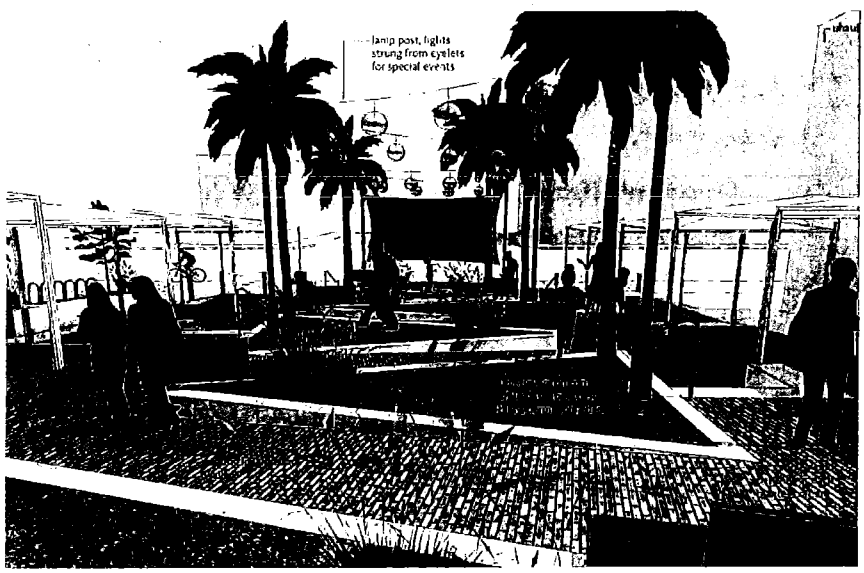
McCoppin Hub

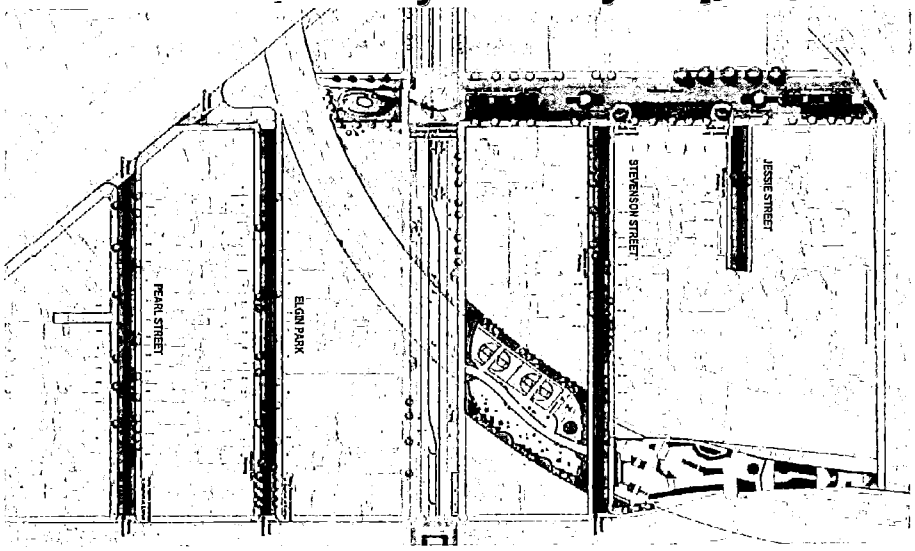


Market Day/ Movie Night - View From the Back

McCoppin Hub - Schematic Design

BOOR | BRIDGES architecture

Central Freeway Ancillary Projects



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City Obligations to Date

- **Preparation and operation of interim traffic management plan.** $4.4 million (complete)
- **Octavia Boulevard.** $19.1 million (complete)
- **Restoration of portions of Mission Street, South Van Ness Avenue and Van Ness Avenue that were to be adopted as part of State Route 101.** $9-$12.7 million
- **Construction of Central Freeway Ancillary Projects.** $8.7 million

- **TOTAL** - $41.2-$44.9 million ($17.7-$21.4 million remaining)

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Parcel Disposition

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Twenty Two Central Freeway Parcels

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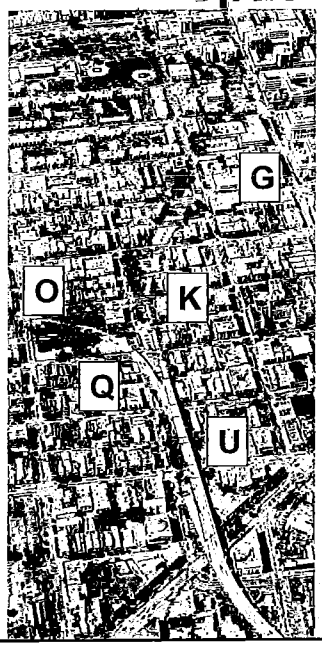
Transfer Agreement - 2002

- Agreement between City and San Francisco Redevelopment Agency for affordable housing. SFRA purchased parcels as market rate, as if entitled. This purchase enabled construction of Octavia Boulevard.
- Included a "true up" provision after disposition of all Central Freeway Parcels.
- Included option to purchase additional Parcels G, K, O, Q and U.

	Purchase Price
A	$2.888M
C	$2.888M
TOTAL	$5.75M

Option Agreement - 2002



	Purchase Price
G	$2.836M
K	$1.83M
O	$4.652M + $958K Note
Q	$810K
U	$960K
TOTAL	$12.073M
TOTAL Transfer + Option	$17.821M

SFRA Projects

Parkview Terraces

- CCDC
- Low Income & Senior Housing
- 100 units

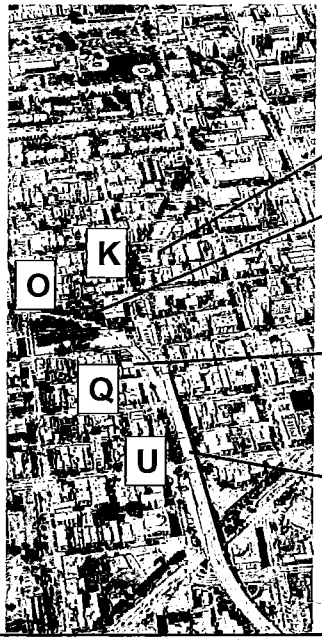
Mary Helen Rodgers Senior Community

- CCDC
- Low-Income and Homeless Seniors
- 100 units

Richardson Apartments

- CHP/Mercy Housing
- Formerly Homeless Individuals
- 120 units

SFRA Projects



PROPOSED
- First-Time Home Ownership (80-120% AMI)
- 20-25 units; ground floor retail

PROPOSED
- Family Rental Housing (up to 50% AMI)
- 100 units

Octavia Court

- West Bay Housing / Satellite Housing
- Persons with Developmental Disabilities
- 15 units

PROPOSED
- Transition-Aged Youth
- 32 units

SFRA Projects – Complete/Funded

Parcel	SFRA Investment in Addition to	Other Funds Leveraged
Parcel A	$13.6M	$17.1M
Parcel C	$15.4M	$23.6M
Parcel G	$2.7M	$28.7M
Parcel Q	$4.6M	$4..8M
Subtotal	**$36.3M (+$9.8M for acquisition)**	**$74.2M**
Total	**$46.1M**	**62% leveraged**

SFRA Projects – To Be Completed

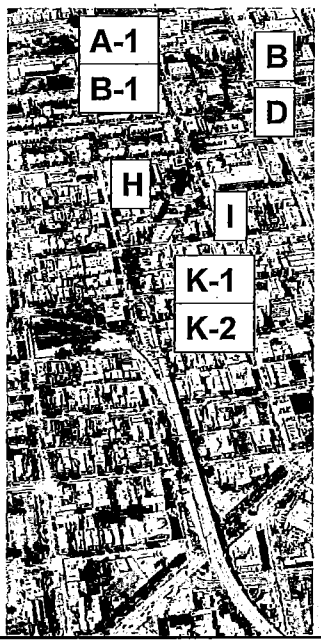
PROPOSED
– First-Time Home Ownership (80-120% AMI)
– ground floor retail

PROPOSED
-Family Rental Housing (up to 50% AMI)

PROPOSED
Transition-Aged Youth

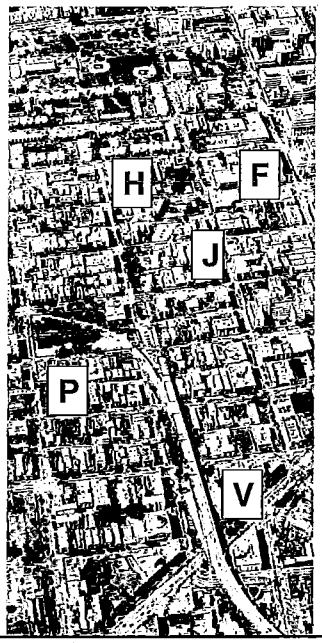
Parcel	Units	Local Funding Needed
Parcel K	25	~$6.3 million
Parcel O	100	~$25 million
Parcel U	32	~$8.0 million
Total	**157**	**~$39.3 million**

Pre-Market Octavia Plan Adoption Land Sales



A-1	$272,000
B-1	$175,000
B	Trade with State
D	$1,095,000
H	$203,000
I	$3,500,000
K-1	$7,000
K-2	$184,000
TOTAL	$5,436,000
TOTAL WITH SFRA	$23,257,000

Post-Market Octavia Plan Adoption Land Sales



F	$2,500,000*
H	$3,012,500
J	$5,025,000
P	$8,500,000*
V	$2,700,000*
Total	$21,737,500

*in contract

Future Unit Count

A	100
C	100
F	30
G	120
H	33
I	63
J	41
K	25
L	15
M	8
N	8
O	100
P	182
Q	15
R	11
S	11
T	20
U	32
V	49
Total	943

Total Units – 943

Total Affordable Units – 492

52.1% Affordability

Temporary Uses

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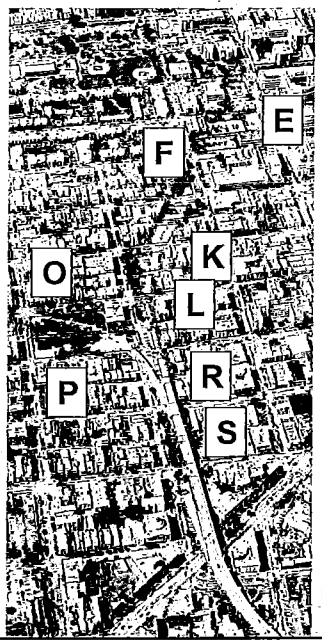
Temporary Uses

- Parcel K and Parcel L – Proxy
- Parcel O and Parcel P – Hayes Valley Farm
- Parcel R and Parcel S – Growing Home Community Garden (Project Homeless Connect)

Octavia Boulevard Leasing Revenue



	Term	Annual Lease Revenue
E	Through 12/31/2074	$66,252
F	Month to Month	$129,420
K	Through 9/15/2015	$60,000
L	Through 11/1/2015	$24,000
O	Month to Month	$1
P	Month to Month	$1
R	Month to Month	MOU
S	Month to Month	MOU

Octavia Boulevard Project Sources and Uses

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Office of Economic and Workforce Development

Octavia Boulevard – Pre-MOP Sources and Uses

Sources	
A	$2,888,000 SFRA
A-1	$272,000
B-1	$175,000
C	$2,888,000 SFRA
D	$1,095,000
G	$2,836,000 SFRA
H	$203,000
I	$3,500,000
K	$1,830,000 SFRA
K-1	$7,000
K-2	$184,000
O	$4,652,000 + $958,000 Note SFRA
Q	$810,000 SFRA
U	$960,000 SFRA
Leases	$300,000
Subtotal SFRA Sales	$17,822,000
TOTAL	$23,558,000

Uses	
Interim Traffic Management Plan	$4,400,000
Construction of Octavia Boulevard	$19,100,000
TOTAL	$23,500,000

Office of Economic and Workforce Development

Octavia Boulevard – Post-MOP Sources and Uses

Parcels Currently in Contract for Sale	
Octavia Fund Balance	$ 5,562,500
Parcel F	$ 2,500,000
Parcel H	$ 3,012,500
Parcel J	$ 5,025,000
Parcel P	$ 8,500,000
Parcel V	$ 2,700,000
Total Revenues	**$ 27,300,000**

Uses	
Ancillary Projects	$ 8,700,000
Ancillary Projects Leases	$ 3,100,000
Skatepark Lease	*$ 1,200,000*
Dog Run Lease	*$ 1,900,000*
Van Ness Rehabilitation	$ 9,000,000 - $ 12,700,000
Funds back to Affordable Housing Fund/"True Up"	$ 6,000,000
Total Expenses	**$ 26,800,000 - $ 30,500,000**

Potential Obligations Difference	**$ 500,000 - $ (3,200,000)**

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Octavia Boulevard – Future Sources and Uses

Parcels Not Yet in Contract for Sale	
Parcel L	$ 1,164,000
Parcel M	$ 374,000
Parcel N	$ 374,000
Parcel R	$ 770,001
Parcel S	$ 697,000
Parcel T	$ 1,402,500
Total Long Term Revenue	**$ 4,781,501**

Ongoing Lease Revenue	
Parcel E	$ 66,252
Parcel K	$ 60,000
Parcel L	$ 24,000
Total Annual Revenue	**$ 150,252**

Potential Obligations Difference	**$ 500,000 - $ (3,200,000)**

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Path Forward and Future Approvals

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Path Forward

- Completion of Central Freeway Ancillary Projects.
- Rehabilitation of Van Ness Ave.
- Disposition of Parcels L, M, N, R, S and T.
- Execution of MOU with all City agencies regarding timing, amount and sequencing of payments for obligations.

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Future Items for Board of Supervisors' Consideration

- Lease with Caltrans for Skatepark Parcel.
- Lease with Caltrans for Dog Run Parcel.
- Vacation of McCoppin Hub.
- Planning Code Requirements for Parcel M and N.

Previously Authorized Items

- Disposition of Parcels L, M, N, R, S and T at Market Rate. (Previously Authorized by Ordinance 104-09)

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Office of Economic and Workforce Development

Octavia Boulevard / Central Freeway Project Update

Kelly Pretzer
Office of Economic and Workforce Development

SAN FRANCISCO
Office of Economic and Workforce Development

COB
Leg. Dep
Land Use
Budget

President, Board of Supervisors
District 3
第三區
市參事會主席

City and County of San Francisco
三藩市市及縣政府

DAVID CHIU
邱信福

TO:	Angela Calvillo, Clerk of the Board
FROM:	Supervisor David Chiu DSC
DATE:	February 9, 2012
RE:	Transferring File No. 120059 from Land Use to Budget

Madame Clerk,

Please transfer File No. 120059, a hearing to receive update from the Office of Economic and Workforce Development, Mayor's Office of Housing, and the Department of Public Works on the progress of the Octavia Boulevard Project, Central Freeway Ancillary Projects and the disposition of Central Freeway excess parcels, from the Land Use Committee to the Budget & Finance Committee to the Rules Committee.

Thank you for your prompt assistance in this matter.

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2012 FEB -9 PM 4:22
AK

City Hall • 1 Dr. Carlton B. Goodlett Place • Room 244 • San Francisco, California 94102-4689 • (415) 554-7450
Fax (415) 554-7454 • TDD/TTY (415) 554-5227 • E-mail: David.Chiu@sfgov.org

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

☐ 1. For reference to Committee: _____

An ordinance, resolution, motion, or charter amendment.

☐ 2. Request for next printed agenda without reference to Committee.

☒ 3. Request for hearing on a subject matter at Committee: Land Use

☐ 4. Request for letter beginning "Supervisor _____ inquires"

☐ 5. City Attorney request.

☐ 6. Call File No. _____ from Committee.

☐ 7. Budget Analyst request (attach written motion).

☐ 8. Substitute Legislation File No. _____

☐ 9. Request for Closed Session (attach written motion).

☐ 10. Board to Sit as A Committee of the Whole.

☐ 11. Question(s) submitted for Mayoral Appearance before the BOS on _____

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2012 JAN 24 PM 1:35
BY

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a different form.

Sponsor(s):

Supervisor Olague

Subject:

Hearing regarding progress of Octavia Boulevard project and disposition of Central Freeway excess parcels.

The text is listed below or attached:

Hearing to receive update from the Office of Economic and Workforce Development, Mayor's Office of Housing and the Department of Public Works on the progress of the Octavia Boulevard project, Central Freeway Ancillary Projects and the disposition of Central Freeway Excess Parcels.

Signature of Sponsoring Supervisor: Christina Olague

For Clerk's Use Only:

120259